

DELEGATED POWERS DECISION

STREETSCENE SERVICE SUSTAINABILITY AND PUBLIC REALM NEIGHBOURHOODS AND HOUSING

MARVIN STREET POCKET PARK

AGREE TO:

- Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
 - Pedestrianise Marvin Street and install public realm features as detailed in Appendix A.
 - Install two Electric Vehicle (EV) recharging only bays on Sylvester Road
 - Install a loading bay on Sylvester Road
 - Install Cycle Hire parking bay on Sylvester Road
 - Install two cycle hangars outside 65 to 72 Sylvester Road
- Subject to the outcome of the statutory consultation to proceed with the implementation of the scheme as shown in Appendix A.
- Note the responses received during the engagement exercise during January - March 2024.

REASONS

The proposals will:

Help make Marvin Street a more sustainable, inclusive, accessible, greener and attractive space. The space will serve as a gateway for those travelling to and from Hackney Central as well as a space for residents in adjacent properties to enjoy.

This will be achieved by:

- Introducing a wide range of greening, including sensory planting which will enhance biodiversity by prioritising native species, promoting habitat diversity, supporting pollinators, increasing food availability and by providing wildlife corridors.
- Making the space more child friendly by introducing accessible planting areas with a combination of boulders and features placed in between. While raised planters have their own advantages, such as easier maintenance and better control over soil conditions, flush planters provide a child-friendly environment that prioritises accessibility, safety, freedom of movement, learning opportunities, imaginative “play on the way”, and social interaction.
- Prohibiting all motorised vehicles at Marvin Street and accessibility limited to pedestrians with a widened footway to allow a more free flowing pedestrian movement in the space.

1. Background

- 1.1.1. The Council is committed to making Hackney's roads safer and more accessible for everyone living, working or visiting the borough. The Hackney Transport Strategy 2015 - 2025 outlines that *"By 2025, Hackney's transport system will be an exemplar for sustainable urban living in London. It will be fair, safe, accessible, equitable, sustainable and responsive to the needs of its residents, visitors, and businesses, facilitating the highest quality of life standards for a borough in the Capital and leading London in its approach to tackling its urban transport challenges of the 21st century."*
- 1.1.2. To meet this vision a diverse work programme of transport improvements is underway, as set out in Hackney's Transport Strategy 2015-25. The strategy is structured around improving conditions for walking, cycling, liveable neighbourhoods, and public transport throughout the Hackney Borough.
- 1.1.3. To deliver the objectives set out in Hackney's Transport Strategy, the Council submitted a bid to the Levelling Up Fund (LUF) from the Department for Levelling Up, Housing, and Communities (DLUHC). The bid was formed around Hackney's Town Centre Strategy which shared similar objectives to Hackney's Transport Strategy. The goal was to provide a clear regeneration framework to address the local challenges of Hackney Central.
- 1.1.4. In 2022, Hackney Council was awarded approximately £19m from DLUHC to deliver on all objectives set out in the bid. The LUF bid will aim to deliver over 20,000sqm of public realm improvements to streets and spaces, including heritage assets and the Town Hall Square, it will improve the town centre environment for pedestrians and cyclists via extensive greening and reduce the impact of through traffic in the town centre, it will deliver over 1,600sqm of new workspace, enhance digital access and invest into the cultural ecosystem in the town centre, led by investments into the Hackney Central Public Library. One of the key conditions of the funding is to have all outcomes delivered within three years.
- 1.1.5. Marvin Street was an area identified in the LUF bid as a site that could deliver on a number of the objectives the Council set out to achieve.
- 1.1.6. Prior to the successful LUF bid in 2022, Marvin Street was identified by a group of residents in 2020 as an opportunity area to *'create a new green space is one of the most polluted stretches of road in Hackney'*. The proposal submitted to Council officers (available here) detailed the conversion of Marvin Street into a small park integrated with the bus stop on Graham Road. It also proposed the inclusion of seating, sustainable urban drainage systems, bicycle storage facilities, and electric vehicle charge points.

- 1.1.7. Marvin Street Pocket Park aims to address a number of the outcomes outlined in the Hackney Transport Strategy in Section 5. The objectives are categorised in **Table 2** under Liveable Neighbourhoods, walking, cycling, public transport, and sustainable transport in. This scheme aims to deliver outputs that realise these outcomes to the highest standards.

1.2. Levelling Up Fund

- 1.2.1. The LUF was created by the Department for Levelling up, Housing, and Communities to invest in local places that are experiencing inequalities and are in need of regeneration, and to invest in infrastructure that has a visible impact on people and their communities and will support economic recovery. The fund was open to Local Authorities across the UK, to bid for projects up to £20m, or £50m for major transport infrastructure projects.
- 1.2.2. The Council made a submission for Hackney Central to the second round of the fund in 2022. The application, titled 'Releasing the Potential of Hackney Central', focused on key projects identified in the Town Centre Strategy and was informed by the in-depth community engagement undertaken in Hackney Central since 2019.
- 1.2.3. The Council's application was successful and offered the full £19.04m asked for by the Council. The LUF funding was made available to the Council as a grant.
- 1.2.4. The LUF represents a significant opportunity to have a transformative impact on Hackney Central and its communities and respond to the challenges and asks of local residents and businesses.

2. Objectives

- 2.1.1. The Marvin Street Pocket park is one of the key deliverables of the LUF bid and Town Centre Strategy.
- 2.1.2. From our recent Hackney Conversation engagement, participants highlighted the importance of the arrival points into the town centre and use of greenspace to help establish the character of a place and encourage walking and social interaction. These are critical in changing people's perceptions and attracting visitors.
- 2.1.3. Marvin Street was identified in the Hackney Conversation as being an opportunity area for transformation.
- 2.1.4. Principal objectives of the proposals are:
 - Improved public realm for pedestrians using Marvin Street as a gateway to Hackney Central, as a space to change mode of transport, and as a destination in itself.

- Improved facilities for cyclists starting or ending their journey in Marvin Street.
- Introduction of electric vehicle charge point infrastructure.
- Improved loading and unloading provision for businesses in the immediate area.

3. Existing conditions

3.1. Conditions of Marvin Street

- 3.1.1. Marvin Street is a 30m long cul-de-sac which slopes downwards into Graham Road to the north.
- 3.1.2. To the south is Sylvester Road which hosts residential properties and the former Department for Works and Pensions building.
- 3.1.3. To the north is Graham Road which hosts small businesses at street level and residential flats above. Hackney Central station can also be accessed on the other side of Graham Road to Marvin Street.
- 3.1.4. Marvin Street itself has no active frontages and comprises flank walls of properties and their gardens. There are three gates on Marvin Street to the courtyards/gardens of adjacent properties. None of the gates serve as the main access to properties and none have letter boxes or house numbering. The gates are used as an access point for the refuse team.
- 3.1.5. The existing characteristics of the space give the street a limited functionality, however, the location of the street has the opportunity to serve as a gateway for those travelling to and from Hackney Central as well as a space for residents in adjacent properties to enjoy.
- 3.1.6. In terms of daytime local attractors in the immediate vicinity there are Hackney Town Hall and Service Centre, Hackney Library and Museum, The Narroway, Hackney Central Overground, Hackney Tesco supermarket, the St John's Cemetery Green space and hotels.
- 3.1.7. In terms of nighttime local attractors in the immediate vicinity, there is Bohemia Place which comprises breweries, Hackney Picturehouse, Hackney Empire, hotels and restaurants.

3.2. Conditions affecting for all users

The following conditions affect all users whether walking through the street, starting or ending a cycle trip in the street, waiting at a bus stop or accessing a parked car:

- 3.2.1. Marvin Street is bordered by flank walls of residential properties and has no active frontages. Natural surveillance is therefore poor although better at the Graham Road junction where there is a greater flow of traffic than on Sylvester Road.

- 3.2.2. There is currently no wayfinding on or immediately around Marvin Street. There is, however, Legible London wayfinding on the other side of Graham Road outside the Hackney Central Overground entrance.
- 3.2.3. There is no greenery on Marvin Street, although Sylvester Road is characterised by an avenue of trees on private land.
- 3.2.4. The current area attracts a large amount of litter and fly tipping.
- 3.2.5. Cars park on both sides of the road. Delivery vehicles are often seen parked in the middle of the road.

3.3. Conditions for pedestrians

- 3.3.1. Marvin Street links Hackney Central with Wilton Way which is an alternative east to west walking route to Graham Road. Marvin Street also links Hackney Central with an alternative north to south walking route to Mare Street as shown in **Figure 1** below.

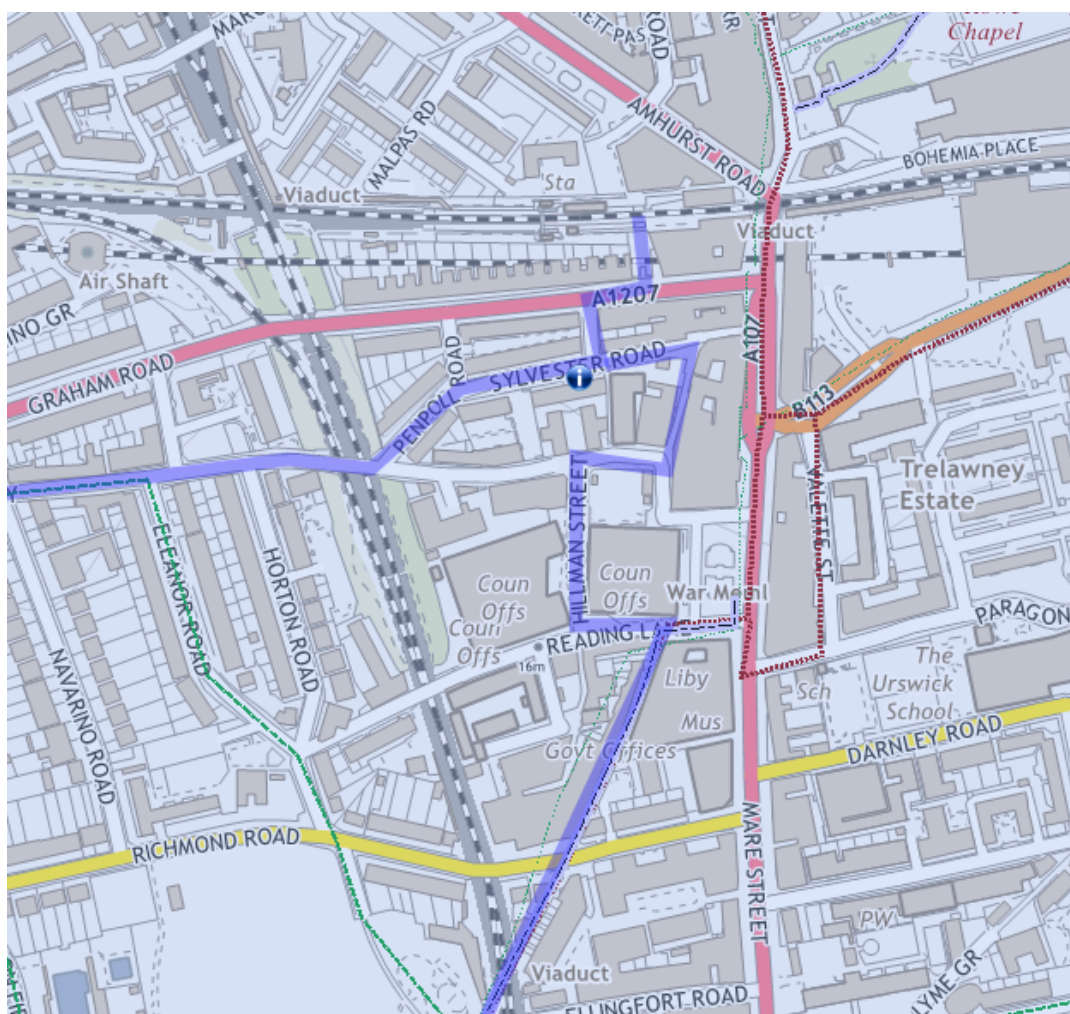


Figure 1: Alternative North/South walking routes to Mare Street

- 3.3.2. For pedestrians, the pavement is 2m. The width is reduced further where there are lamp columns or parking restriction signs. The bus

stop, bin placement and waste left by businesses for collection contributes to a cluttered feel at the Graham Road side.

3.4. Conditions for cyclists

- 3.4.1. Marvin Street does not appear to function as a space or a route for cyclists.
- 3.4.2. The street is stopped up at the junction with Graham Road with a kerb upstand and a bus stop shelter, preventing cyclists from using Marvin Street as a route to Graham Road.
- 3.4.3. There are no cycle parking stands on Marvin Street itself. There are seven cycle parking stands along Sylvester Road which includes four Sheffield stands near the entry to Sylvester Path. At the southern entrance of Hackney Central Station there are additional Sheffield stands and a secure cycle parking facility.
- 3.4.4. There are currently three cycle hangars on Sylvester Road and Penpoll Road collectively providing secure parking for 18 standard cycles. There are 14 people on the waiting list for Sylvester Road itself. There are 23 additional people on the waiting list who live on Graham Road, Mare Street and Sylvester path. Owing to the unsuitability of these roads for a cycle hangar a cycle hangar located on Sylvester Road could potentially also serve this demand.

3.5. Conditions for bus users

- 3.5.1. The Graham Road/Hackney Central bus stop is at the junction of Marvin Street and Graham Road. The bus stop serves people entering, exiting or interchanging in Hackney Central. Figure 2 below shows the neighbourhoods within the borough which this bus stop serves.

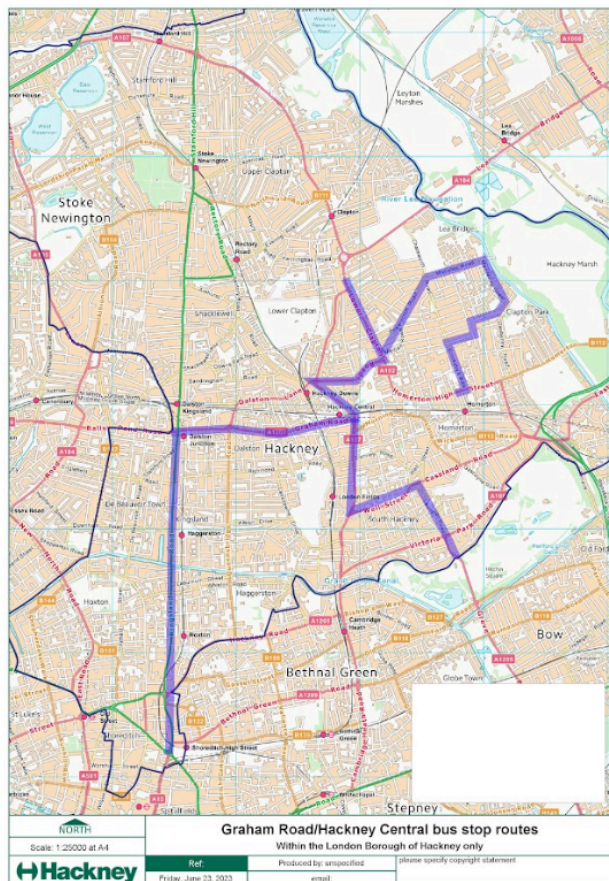


Figure 2: Neighbourhoods accessed from Graham Road/Hackney Central Bus Stop

3.5.2. The bus stop has a shelter and live bus arrival times. On busy days, people waiting for a bus may obstruct pedestrians walking along Graham Road. It's been observed that in this instance people waiting for the bus also stand behind the bus shelter and to the sides of it.

3.6. Conditions for cars, taxis and vans

3.6.1. Marvin Street comprises 14m of parking bays to its west side (space for approximately 3 standard vehicles) and 20m of parking bays to its east side (space for approximately 4 standard vehicles). The parking restrictions are for permit holders D or pay and display for up to 4 hours.

3.6.2. Marvin Street is foreseeably used by residents, visitors and deliveries to access properties on Sylvester Road, Marvin Street and Penpoll Road. In addition, Graham Road and Mare Street both have No Loading restrictions and so Marvin Street also serves as a motor vehicle access point to the residential and commercial properties on these roads. Figure 3 shows the properties which may currently use the parking bays on Marvin Street.



Figure 3: Properties in the immediate vicinity of Marvin Street

- 3.6.3. The area near the junction of Sylvester Road and Marvin Street is used as an informal loading bay for businesses along Graham Road/Mare Street. A recent business survey highlights (see **section 6.22**) the requirement to have a designated loading bay in the immediate area to service the demand.
- 3.6.4. The nearest electric vehicle charging point and nearest car club bay are currently 0.4 miles from Marvin Street.

4. Proposals

The proposal includes all items in the list below:

- Remove all footway paving slabs on Marvin Street and replace with Tegula paving in existing footway and widen to 2.7m
- Remove the existing carriageway surfacing on Marvin Street and replace it with a walkway and rain gardens. The proposed walking surface will be permeable gravel bound resin surface material
- Provide all same level surfacing footway and garden walkway
- The walkway between rain gardens will drain run-off water into the gardens
- Install 130m² of rain gardens and 3 new trees
- Install granite kerbs around the perimeter of the rain garden and at the edges of the permeable resin bound material
- At the entrance of Marvin Street, install dropped kerbs to improve pedestrian accessibility at the junction with Sylvester Road
- Install a loading bay on Sylvester Road
- Install 4 cycle parking sheffield stands
- Install Cycle Hire parking bay along Sylvester Road
- Install 2 EV recharging only bays along Sylvester Road
- Install 2 cycle hangars outside 65 to 72 Sylvester Road

5. Policy Context

5.1. Hackney Transport Strategy 2015-2025

- 5.1.1. Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.
- 5.1.2. The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable

alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.

- 5.1.3. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.
- 5.1.4. In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed.
- 5.1.5. Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this document.
- 5.1.6. The proposal would support the objectives in **Table 1** below:

Table 1: Summary of Hackney Transport Strategy Objectives for this scheme

ID	Objective
W1: Walking Mode Share Targets	To at least maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week in 2025.
W7: Hackney Town Centre public realm improvements	The Council will continue to progress the public realm improvements outlined in the Hackney Central Area Action Plan
W17: Creation of 10 new public spaces or pocket parks:	Hackney aims to create at least 10 new public spaces or pocket parks through road space reallocation by 2025
W18: Supporting local centres:	Hackney will continue to improve and support our local shopping centres and street markets through public realm improvements and pedestrian priority interventions.
W19: Reducing street clutter	The Council will continue to take action to reduce street clutter on its streets and footways
W22: Legible London	The Council will continue to implement Legible London signage at key locations across the borough and fill gaps ensuring that all our district and town centre areas are covered by Legible London by 2025
C1: Cycling mode share target - residents	To achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025.
C2: Cycling to work target	To increase the proportion of Hackney residents cycling to work to 25% by 2025.

C3: Council staff cycling target	To increase the proportion of Hackney Council staff cycling to work to 28% by 2025.
C6: The Policy Framework	Continue to ensure that support for cycling is embedded in all Council policies
C7: Design Principles for Infrastructure	Introduce cycle infrastructure provision in accordance with hierarchy of provision set out in LTN 2/08
C8: Reallocation of road space	Continue to reallocate roadspace from private motor vehicles to cycle infrastructure provision
C10: Need to Design for Future Growth	Ensure that new cycle infrastructure is designed to accommodate future growth in cyclist numbers
C37: On Street Cycling Parking	Continue to introduce on street cycle parking in the carriageway where possible
LN1: Increasing tree canopy	To increase tree canopy coverage on Council land from 18.5% to 25% by 2025
LN3: Improving air quality	Continue to tackle poor air quality, reducing NO2 and PM10 emissions
LN12: Sustainable Urban Drainage (SUDs)	Hackney will look to include SUDs in public realm schemes and as part of any new development in the borough
LN18: Expanding on street cycle parking provision	Hackney will look to continue to expand the installation of secure on street residential cycle parking to cater for demand in residential areas without access to off street space
LN25: Supporting the Transition to Electric Vehicles	Hackney will continue to support EV use by working with partners to install different types of publicly accessible EV charging points throughout the borough

5.2. Road Safety Plan

- 5.2.1. Hackney Council is committed to making our highways 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.
- 5.2.2. 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 outlines some of the more successful initiatives undertaken by the Council to date.

5.3. **Hackney Town Centre Strategy**

- 5.3.1. The Hackney Central Town Centre Strategy sets out a vision and plan for the future of the town centre. It identifies a set of clear priorities generated through extensive conversations with residents, partners and stakeholders. It sets out a shared community ambition reflecting the view and priorities of the residents, businesses and stakeholders who have helped create it
- 5.3.2. The strategy is built on that engagement and structured around a clear understanding of the town centre that has been drawn from an extensive economic, social and environmental audit. This evidence based understanding has informed the content of the strategy and identifies five supporting missions to shape growth to benefit all.

5.4. **Mayor's Manifesto Commitments**

The Scheme also accords with certain manifesto commitments made by the current administration:

- 5.4.1. *"We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focused neighbourhoods with cleaner air and healthier lives."*
- 5.4.2. *"We will prioritise public transport - prioritising buses on future transport schemes and main roads, protecting and supporting the bus network."*

5.5. **Air Quality Action Plan (AQAP)**

- 5.5.1. The borough has been designated an Air Quality Management Area (AQMA) and this designation has been retained for both NO₂ and PM₁₀. Reviews have concluded that there are areas where both objectives for NO₂(annual mean and hourly mean) are not being met. The borough is also seeking to reduce PM₁₀ concentrations further and has retained the AQMA designation for this pollutant as well. Where an AQMA is designated, the borough must have an Air Quality Action Plan in place setting out how it intends to work towards improving air quality.
- 5.5.2. The borough continues to work towards the actions within the current Air Quality Action Plan (2021-2025) and this scheme aims to address a number of the plans objectives.

5.6. **Climate Action Plan**

- 5.6.1. This Climate Action Plan (2023 - 2030) sets out an integrated approach for tackling the climate and ecological issues. Under five key themes – adaptation, buildings, transport, consumption and environmental quality – it outlines how residents, businesses and institutions, community groups and organisations and the Council can work together to tackle the climate and ecological crisis.
- 5.6.2. As part of the Climate Action Plan the Council is committed to:

- expand the EV charging network, both on street and in commercial and domestic settings.
- expand cycling infrastructure and promote opportunities for green infrastructure on cycle corridors
- support Hackney businesses and partners to decarbonise
- convert roadside parking spaces to public realm, SuDs and other uses

5.6.3. The proposals set out in this report aim to contribute to the delivery of a number of the objects set out in the Climate Action Plan

5.7. Policy Summary

5.7.1. In summary, the Scheme is supported by several important policy objectives and strategies. Specifically, the scheme benefits would contribute towards achieving the Mayor's Transport Strategy objectives and the Hackney Transport Objectives regarding walking, cycling, public transport and transforming the public realm.

6. Consultation

- 6.1.1. Due to the scale of the proposal of pedestrianising Marvin street and changing the use of several kerbside spaces on Sylvester Road, additional public consultation above the statutory requirements was deemed to be necessary. In addition, Council officers engaged with internal stakeholders, including Streetscene and Parking Services as well as other internal teams.
- 6.1.2. The Council shared proposals with key internal and external stakeholders which included local ward members. The feedback received is summarised below.

6.2. Metropolitan Police - Designing Out Crime

- 6.2.1. The recommendations are to consider natural surveillance opportunities and minimise seating areas to discourage antisocial behaviour. Lighting should be the latest BS5489 lighting standard. CCTV would assist in providing a level of formal surveillance and commando sockets should be installed on lamp posts to enable future CCTV installation. Planting should be no higher than 1m and tree canopies should be 2m minimum to ensure sightlines are maintained.

6.3. Internal Council Stakeholders

- 6.3.1. The Council Parking Team, Transport Policy Team, Design and Engineering Team, Cultural team, Lighting Team, Finance Team, and Waste Team were engaged specifically on the redesign of this space and to identify opportunities and risks to the redesign.
- 6.3.2. The parking stress on Marvin Street and Sylvester Road was calculated as being 195% whereby 123 permit holders foreseeably use 63 bays. If the number of parking bays were to be reduced further, the need was raised for supporting infrastructure to reduce the demand for parking permits, for instance the provision of a car club facility and cycle storage.
- 6.3.3. Environmental Operations stressed to account for '*...ongoing cost of maintaining the area from a cleansing perspect*'. Additionally, to acknowledge that all proposals will have an impact on the maintenance requirements in this area, '*...additional footfall is likely to lead to more litter; requirement for more litter bins in line with what we already have around the borough; emptying and cleansing schedules; areas will take longer to cleanse due to impediments to cleansing (SUDs, pocket parks, cycle hangers, cycle hire bays, and the range of bikes stored in them), and additional trees mean more blossom and leaves at different parts of the year.*'
- 6.3.4. The Community Safety Team suggested '*...keep planting low and maintain clear lines of sight*'. The team also recommended against any bench type seating to minimise the risk of antisocial behaviour.

6.3.5. The Council's response from stakeholders above can be found in **Section 6.8**.

6.3.6. Opportunities and risks identified from teams include:

- Opportunity to improve the experience of changing modes of transport. Potential interchanges include:
 - Bus to walk/Walk to bus
 - Bus to cycle hire/Cycle hire to bus
 - Overground to walk/Walk to overground
 - Overground to cycle hire/Cycle hire to Overground
 - Personal cycle to walk/Walk to personal cycle
 - Cycle hire to walk/Walk to cycle hire
- Opportunity to create an urban space which invites play and rest and a sense of place without encouraging antisocial behaviour such as drug dealing, public urination, loud music, littering and drinking.
- Opportunity to create a space which is welcoming and feels safe, overcoming the challenges of poor natural surveillance on the street.
- The risk of increasing parking stress on the street and the need to consider how to support car owners or car dependent residents when reducing parking spaces in this area.
- The need to consider the impact on council income if reducing parking spaces in this area.

6.3.7. The impacts are explored in **Section 7** of this report.

6.4. **Public consultation**

6.4.1. The proposals in this report have been developed from an extended period of consultation that goes back to the Hackney Central Conversation (**Appendix C**) in 2019. There have been numerous online surveys and public events for local residents to engage with the Council and share their thoughts on the existing conditions of the area. This extensive period of consultation allowed the Council to develop a comprehensive plan to address the needs and concerns of residents and as well as strategic objectives outlined in **Section 5**.

6.4.2. The Hackney Central Conversation was a comprehensive public consultation activity in 2019 that aimed to better understand the experiences local residents had of the borough. The information gained from this activity helped shape the Liveable Neighborhood Plan funded by TfL. However funding for this plan was removed in 2020 due to the pandemic.

6.4.3. Following the successful LUF bid in 2023, Council officers undertook a business servicing and engagement study of the businesses on

Graham Road. The aim was to understand how the businesses operated from a servicing and delivery perspective.

- 6.4.4. In December 2023, the Council distributed leaflets containing information and potential designs for the area around Marvin Street and Sylvester Road. The purpose of this consultation was to formally gather feedback from residents on the development of the scheme and to also ensure that designs addressed specific design elements.

6.5. Hackney Conversation

- 6.5.1. Hackney Council launched the Hackney Central Conversation in 2019 so local people could inform the Council what they love about Hackney Central, the challenges they experience, and what changes they would like to see the council make in the area. The Conversation was launched on 17 July 2019 and ran for a period of eight months. The full report is available [here](#)¹.

- 6.5.2. Key themes identified from the Hackney Central Conversation:

- **Sense of Place:** This theme identifies the feelings the community has towards each other and their physical environments
- **Local economy:** This identifies the retail offer of Hackney Central such as shopping, cultural institutions and businesses as well the night time economy, including bars and restaurants
- **Transport:** This theme incorporates transport issues such as cars, buses, the overground, cycling and as well as moving the area on foot
- **Green spaces:** This theme covers green infrastructure such as trees and planting, pocket gardens, and formal and informal green spaces such as parks and community gardens
- **Streetscene and public realm design:** In this report this theme relates to the state and design of public spaces such as streets, roads, and junctions
- **Community safety:** This theme looks at the general sense of public safety, anti-social behaviour such as street-drinkers, drug taking and crime in the Hackney Central area
- **Buildings & Development:** This theme relates to existing and new building and development in the area including the quality of architecture and heritage issues

- 6.5.3. As part of the Hackney Central Conversation, the Council launched the 'Moving around Hackney Central' campaign with the aim of gathering residents' and businesses' views about the area, key local challenges and to collect ideas on the Liveable Neighborhood

¹ <https://drive.google.com/file/d/1VKIPxYO40xptZAQHA1gml2eOxapWp0Wj/view>

scheme. Although funding for the Liveable Neighborhood scheme was suspended, the proposals have remained the same and now form part of the LUF programme of works in conjunction with the Town Centre Strategy

6.5.4. Responses were analysed, key themes were identified and the comments were addressed in the development of the proposal

6.5.5. **Green spaces**

Respondents stated that green spaces help to establish the character of a place, encourage walking and social interaction and improve the overall built environment. While many respondents highlighted that Hackney Central benefited from being situated between London Fields and Hackney Downs, the comments largely focused on the value of small-scale green infrastructure across the area. These comments point to a more strategic use of greening interventions such as tree-lined streets and pocket parks to not only improve the overall aesthetics of Hackney Central but also to mitigate pollution impacts.

A large number of the responses that commented on traffic/congestion and poor air quality coupled their comments with the need to deliver more green spaces, highlighting the accumulative direct and indirect benefits of natural environment exposure to the area and people's psychology and physical health.

6.5.6. One responder stated *"We think that Marvin Street could be transformed into a beautiful small park, or grave, integrated at the Graham Road end with the bus stop and with bicycle storage facilities and an electric vehicle charger at the Sylvester Road end. An innovative natural space with trees and seating. It might help reduce the traffic pollution and could be London's most beautiful bus stop."*

6.5.7. **Public Realm Design**

Comments about public realm design are framed around reducing the impact of traffic on the area, improving the overall conditions and quality of the built environment, and providing more greening to support the social habitation of the town centre. This is seen by many as a way to improve the area as a destination point and an important character asset for the town centre

6.5.8. **Sense of Place**

The consultation highlighted the need to physically reconnect to the town centre as a whole to nurture a sense of belonging to place. Comments listed the 'buzz' or 'feel' of the area, including issues such as diversity and multiculturalism

6.5.9. We asked 'What would you like to see improved in Hackney Central?'. The top three responses were: Air quality (15.4%), Public

and green spaces (15%), and Walking and connectivity (14.4%). **Figure 4** below shows the complete list of responses.

6.5.10. There was an overall positive sentiment to improving the Hackney Central area for walking (78%), cycling (73%), and reducing motor traffic (75%).

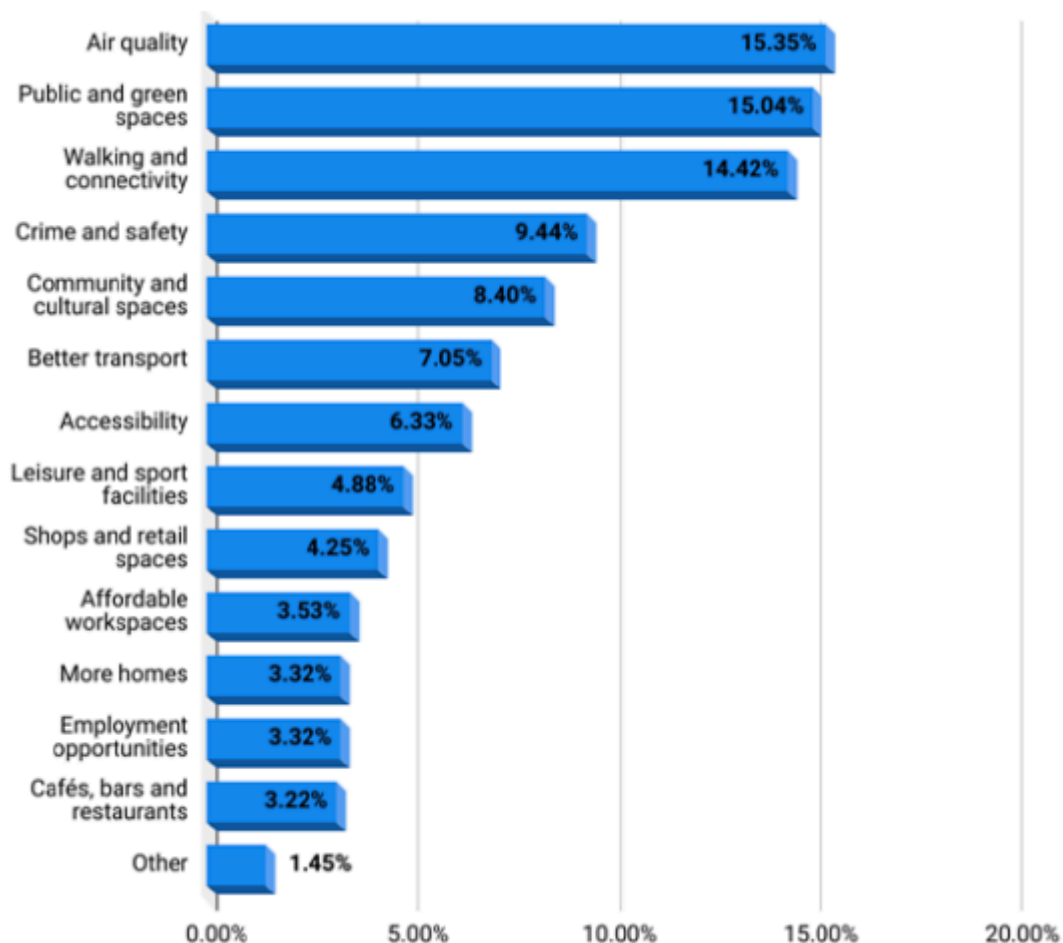


Figure 4: Responses from Hackney Central Conversation. Question: What would you like to see improved in Hackney Central?

6.5.11. **Table 2** below asked participants to list proposed improvements to the Hackney Central area as well as the specific areas if required.

Table 2: Participants proposed improvements to resolve barriers to moving around Hackney Central?

Proposed improvements	Number of comments	Interventions points
Dedicated cycle lanes	224	Mare Street, Narrow Way, Pembury Circus
Better/safer crossing system for pedestrians and cyclist	143	Notably in the Graham Road, Pembury Circus, Morning Lane and Mare Street junctions
Less/fewer/ban vehicles + pedestrianise the area	122	General area

Wider/better quality pavements	70	General area, with a particular focus on Mare Street
More trees and plants	34	Through out the area to mitigate poor air quality and make the area more attractive
More priority for pedestrians and cyclists - safety	32	General area
20mph speed limit, speed/traffic cameras	26	General area
Restrictions - Less/ban lorries/trucks + private cars	24	General area
Less pollution/air quality	19	General area
Speed bumps/zebra, puffin, toucan crossings	16	General area
More bike storage/cycle parking	12	General area
Better signage/road markings	9	

6.6. Graham Road Business Engagement

6.6.1. The Graham Road Business Engagement was a survey of 13 businesses on Graham Road to understand the operating practices of the businesses in terms of deliveries, servicing, and waste management. The survey was in person on June 15 2023. The intention was to use the information obtained as a guide to inform the design of the Marvin Street scheme. The engagement and findings are summarised in **Appendix B**.

6.6.2. The key findings from this business engagement are:

- Deliveries are difficult for businesses and suppliers
- Suppliers tend to unload on Graham Road, even though there are double kerb marks restricting stopping
- Businesses sometimes also use Marvin Street for loading and unloading

6.6.3. As a result of the business engagement, the key improvements were identified as: bookable loading bays, seating, cycle parking, CCTV, better lighting. See **Figure 5** for all suggested improvements.

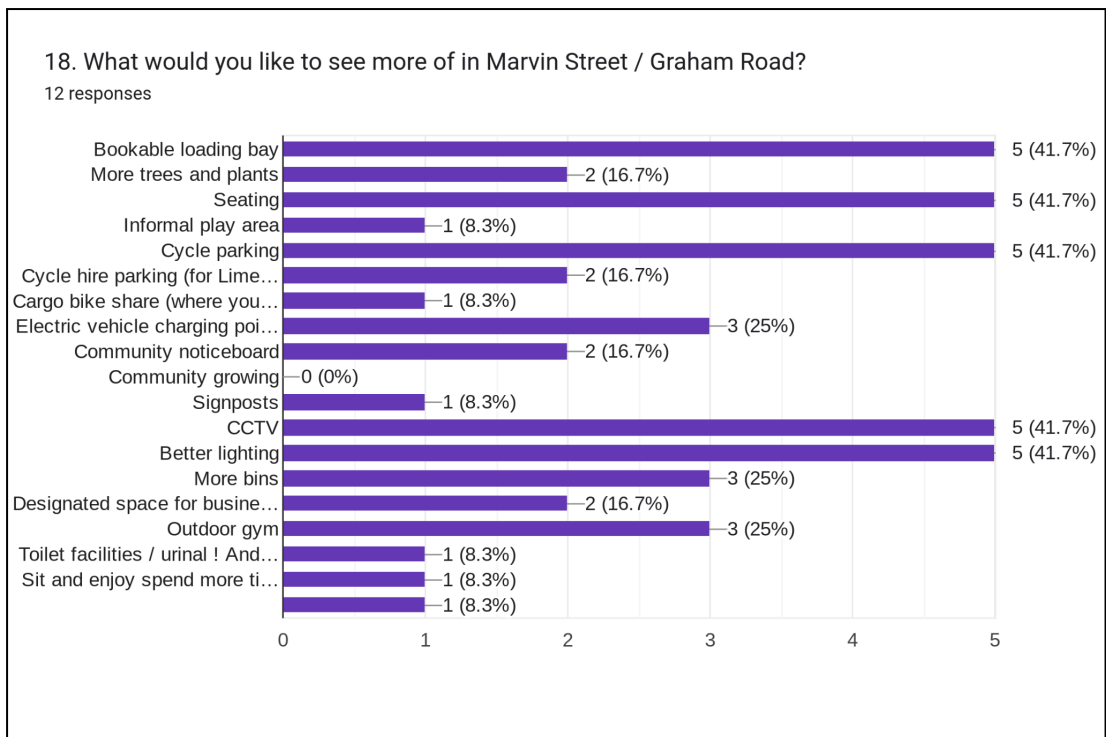


Figure 5: Responses from Hackney Central Conversation. Question: What would you like to see improved in Hackney Central?

6.7. Resident Consultation

- 6.7.1. From 16 Nov 2023 to 20 Dec 2023 the Council undertook a non-statutory consultation announcing the envisioned plans of the Marvin Street scheme and to receive feedback from the local residents. The consultation received a total of 123 responses, of those responders, 64% strongly agreed, 8% agreed, 6% disagreed, and 16% strongly disagreed. 6% responded as neutral to the proposed improvements for Marvin Street and Sylvester Road.
- 6.7.2. When asked if they supported or opposed the proposed improvements for the Marvin Street scheme, the majority of responses were in support as shown in **Figure 6** below.

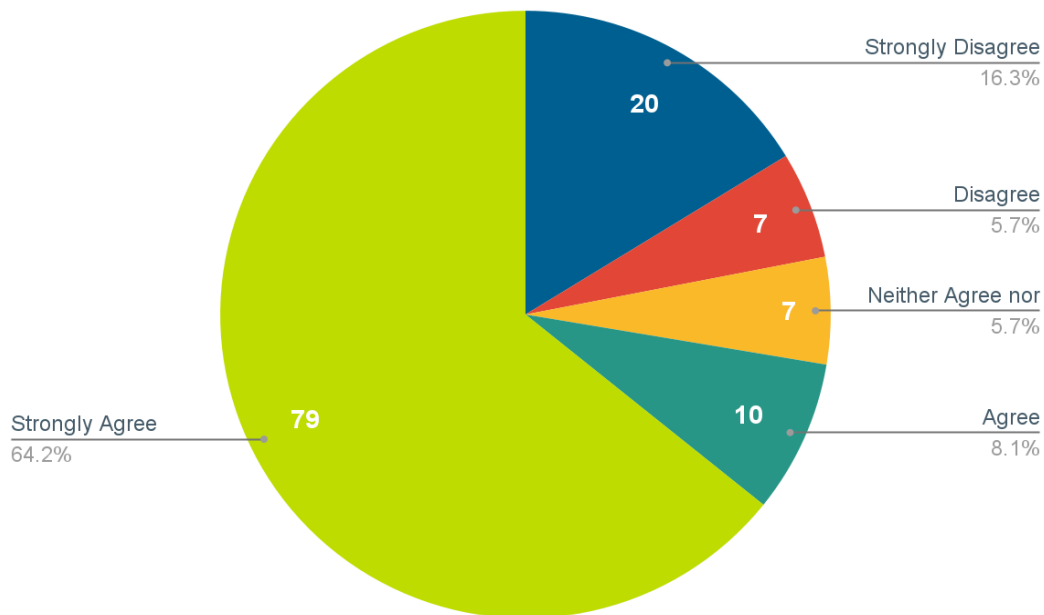


Figure 6: Do you support or oppose the proposed improvements for Marvin Street?

6.7.3. Respondents were also to provide additional information to inform the designs. The key findings have been summarised below:

- **Transportation and Infrastructure concerns:** Residents expressed concerns related to parking, traffic safety, the need for cycling infrastructure, and public transport improvements
- **Community Safety and Wellbeing:** Community safety and issues around anti-social behaviour, personal safety, noise levels and substance abuse are raised.
- **Environmental sustainability and green spaces:** Support for initiatives that promote environmental sustainability however concerns about maintenance of these spaces was raised
- **Allocation of resources and council spending:** Criticism regarding allocation of resources/funding. Some responses advocating for funds to be spent on essential services like street cleaning and refuse collection instead of projects like this
- **Community engagement and participation:** Desire for community engagement and participation in the decision-making process.
- **Parking Issues:** Concerns about the lack of parking spaces, especially for disabled individuals. Mention of difficulties in parking, potential accidents, and the impact on local businesses from the removal of parking spaces.

6.8. Council Response

6.8.1. The Council have addressed all the key themes raised in the non-statutory consultation below from both stakeholders and the public:

- **Transportation and Infrastructure concerns:** The parking and enforcement plan (PEP) supports the creation of sustainable streets for everyone, by re-prioritising more of our kerbside space to support greening in the borough, and sustainable transport. With the full pedestrianisation of Marvin Street traffic safety will not be an issue as part of this scheme. There are no plans for cycle infrastructure or public transport improvements as part of this scheme.
- **Community Safety and Wellbeing:** The Council will not be providing any formal seating as part of the plans. We also expect to see a positive impact on footfall in the area which should discourage anti-social behaviour in the area.
- **Environmental sustainability and green spaces:** The creation of 130m² of low level planting and 3 large trees will look to support environmental sustainability at this location. A maintenance regime will be incorporated into this project to ensure the longevity of the scheme is maintained at all times.
- **Allocation of resources and council spending:** This scheme forms part of the Levelling Up Fund (LUF) scheme and the Council were awarded £19m from central government to deliver a wide range of specific town centre schemes, including Marvin Street. The Council is restricted by the LUF requirements to where this money is spent and must stay within the site constraints.
- **Community engagement and participation:** The Council has already engaged with the community in December 2023 and all comments have been considered and integrated into the final design of the scheme where possible. We are also looking into the possibility of working with a local community group, Garden of Earthly Delights, in the planting stage of the scheme.
- **Parking Issues:** There are currently two disabled bays on Sylvester Road and there are no plans within this scheme to remove them. We are also proposing to introduce a 10m loading bay on Sylvester Road to provide businesses a dedicated loading bay within the area.
- **Metropolitan Police - Designing Out Crime:** As part of the scheme there are no plans to install formal seating within the scheme. Our existing lighting conforms to the latest standards. There are no plans to install CCTV at this location and the Council will ensure planting levels are lower than 1m to ensure sightlines are maintained.
- **The Council's Environmental Operations:** A large proportion of the new area within Marvin Street will be SuDS, as part of our ongoing maintenance regime we plan to have in place, post scheme, this will also include the removal of

rubbish etc from within the SuDS. We are also looking at providing an additional litter bin in the area to discourage littering.

- **The Council's Community Safety Team:** As part of the scheme there are no plans to install formal seating within the scheme. We will ensure planting levels are lower than 1m to ensure sightlines are maintained.

6.8.2. The conversion of Marvin Street into a pocket park adds to the growth of small green spaces throughout the borough. The scheme will encourage walking, social interactions and improve the aesthetics of Hackney Central. The scheme also aims to encourage a mode shift to more sustainable travel by providing cycle hire parking as well as designated cycle hangars for residents.

6.8.3. The Council is committed to surpassing all objectives set out in the Hackney Transport Strategy (see **Table 1** for a summary of the objective). There are a number of schemes in the immediate vicinity of the Marvin Street Pocket Park that complement the proposals of this scheme. This includes but is not limited to:

- Freestanding Fast EV charger on Penpoll Road and Wilton Way
- Lamp Column EV charger on Penpoll Road, Wilton Way, and Hillman Street
- Car Club bays on Penpoll Road and Florence Street
- Dockless Cycle Stand on Graham Road and Hillman Street,
- Transport Hub at Hackney Central Station

6.9. **Statutory consultation**

6.9.1. As a result of the TMO process and as part of the statutory consultation process, local residents and the general public are able to give their feedback on the proposed changes to the kerbside. The TMO proposal will be advertised in a local newspaper and will be featured on street notices at each location.

6.9.2. The proposals in this report are subject to a Traffic Management Order (TMO) process and if the proposed traffic order is made, the installation of the permanent road markings and signage.

6.9.3. In addition, the following statutory consultees will be provided with a scheme notification letter: emergency services, The Metropolitan Police Commissioner; adjacent local authorities affected (inc TfL roads teams); TfL (buses); bus operators; Freight Transport Association; Road Haulage Association)

- 6.9.4. Any feedback will be considered and, if appropriate, amendments to locations within the street may be offered as a resolution.
- 6.9.5. After the statutory consultation has concluded and the objection report completed (if needed), scheme notification letters will be delivered to properties who will be impacted by the scheme. These letters will be delivered approximately two weeks prior to construction commencing with a dedicated email and contact number for a Council officer to address residents queries. A map of the consultation area is shown in **Figure 7**.

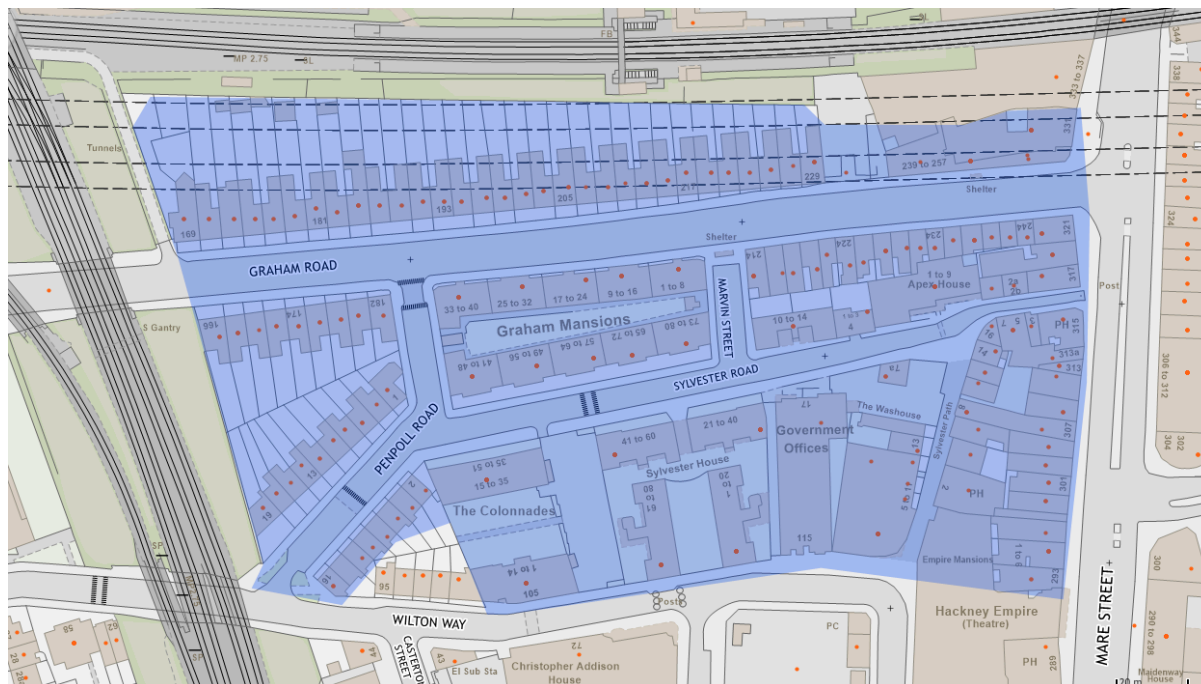


Figure 7: Delivery area of scheme notification letters

7. Impact Assessment

7.1. Council Commitments

- 7.1.1. During the delivery of the scheme, the Council is committed to maintaining an active presence for local residents experiencing impacts. Council officers will be on notice and made available to resolve issues and ensure impacts are kept to a minimum.

7.2. Temporary Impacts

- 7.2.1. **Parking space for business deliveries:** Parking provision for business deliveries needs to be maintained throughout the scheme's implementation. The implementation plan will therefore ensure that the loading bay is implemented for businesses before the parking bays on Marvin Street are suspended.

- 7.2.2. **Pedestrian access:** The implementation plan will seek to maintain pedestrian access through Marvin Street at all times for businesses and residents throughout the site works.
- 7.2.3. **Noise from site works:** The implementation plan will seek to minimise noise disturbance to adjacent residents and will ensure that any noisy work is carried out in accordance with the requirements imposed under the Control of Pollution Act 1974.
- 7.2.4. In Hackney, permitted times for noisy work are:
- Monday to Friday – 8am-6pm
 - Saturday – 8am-1pm
 - Sundays and Bank Holidays – no working

7.3. Permanent Impacts

- 7.3.1. The new pedestrianised road layout together with the introduction of trees and greenery, would create a more attractive environment and encourage people to walk in the local area.
- 7.3.2. A pedestrian and cycle zone was considered as part of the works however this was ruled out as not a designated cycle route, one of the reasons being that due to the proximity of the bus stop and the existing kerb upstands onto Graham Road as well as visibility issues for cyclists from Marvin Street onto Graham Road. As a result a pedestrian only zone has been proposed however cycle parking provisions will be provided in the new area.
- 7.3.3. The accessibility for pedestrians, road safety and overall travel experience would be improved for all road users.
- 7.3.4. The provision of trees on Marvin Street would help improve air quality and make the area more attractive.
- 7.3.5. The provision of a cycle hire bay will strengthen the cycle hire parking network to support local journeys by bike particularly for those who face barriers to cycle ownership, and to support the increase in parking compliance.
- 7.3.6. The provision of two cycle hangars will provide secure cycle parking storage for up to 12 bikes, encouraging more people to cycle.
- 7.3.7. The provision of lamp column chargers will help the transition of motorised traffic to electric vehicles where another form of sustainable mode of transport is not an option.

7.4. Impact on parking capacity

- 7.4.1. The parking stress was calculated as being 195% whereby 123 permit holders foreseeably use the 63 bays located on Marvin Street, Sylvester Road and Penpoll Road. **Table 3** below sets out the current kerbside allocation and what the proposed change will be.

Table 3: Current/Proposed Kerbside Space Allocation on Marvin St, Penpoll Rd, and Sylvester Road

Kerbside Use	Current Kerbside Allocation				Proposed Kerbside Allocation			
	Marvin St	Penpoll Rd*	Sylvester Rd	Total	Marvin St	Penpoll Rd*	Sylvester Rd	Total (Net Change)
Permit Bays	0	17	13	30	0	17	10 (-3)	27 (-3)
Shared use bay	5	9	16	30	0 (-5)	5 (-4)	10 (-6)	15 (-15)
Business bay	0	0	1	1	0	0	1	1
Disabled bay	0	0	2	2	0	0	2	2
Loading Bay	0	0	0	0	0	0	2 (+2)	2 (+2)
Dockless Cycle Parking	0	0	0	0	0	0	2 (+2)	2 (+2)
EV Lamp Column Charger Bay	0	0	0	0	0	0	2 (+2)	2 (+2)
EV Fast Charging Bay	0	0	0	0	0	1 (+1)	0	1 (+1)
Car Club Bay	0	0	0	0	0	1 (+1)	0	1 (+1)
Cycle Hangar	0	2	0	2	0	2	1 (+1)	3 (+1)

*Kerbside Changes on Penpoll Road are not included as part of this Proposal

- 7.4.2. The parking bay users who will be impacted the most therefore will be visitors to the area and residents who would have otherwise used the shared use bays.
- 7.4.3. Impacts to businesses should be minimised through the provision of a loading bay designed to park two vans at one time.

- 7.4.4. Impact to residents is mitigated through the provision of two cycle hangar bays to reduce the demand for private car ownership and permit ownership in the area.

8. Equalities Impact Assessment (EQIA)

8.1. Overview

- 8.1.1. Hackney Council and its delegated authority decision-makers must have regard in the performance of their functions to the Council's obligations under the Equality Act 2010 and other relevant provisions including Article 14 of the European Convention on Human Rights, where that applies. The Public Sector Equality Duty set out in section 149 of the Equality Act requires the Council to have due regard in the performance of its functions to the need to eliminate, amongst other things, discrimination, to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations between such groups. A consideration of each of these groups may require the Council to have due regard to other factors set out in section 149. As part of our decision-making process on the proposal for this Scheme, the impacts of it have been investigated and predicted so far as circumstances reasonably allow, with particular consideration being given to the likely impact on those with a relevant protected characteristic. These characteristics include age, disability, gender reassignment, marriage and civil partnership, race, religion or belief, sex and sexual orientation. Consideration has also been given in this section to children, pregnancy and maternity and persons on very low incomes.
- 8.1.2. Officers have ensured that all impacts on protected characteristics have been considered at every stage of the development of this proposal. This has involved anticipating the consequences on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for promoting equality are maximised. The EQIA will be kept under review and updated throughout the decision-making process.
- 8.1.3. The scheme will improve conditions for walking, cycling, and bus services in an important local town centre. It will also reduce traffic levels on these residential streets, make it easier to cross, and improve local road safety and air quality. The town centre has a diverse mix of uses and destinations, and thus these improvements will be relevant to all protected groups.
- 8.1.4. Officers have considered whether the people who use the parking bays being removed are disproportionately represented by protected groups. Currently, there is little evidence of direct discrimination on these grounds in the Hackney context, however, we will keep this under review and monitor any new sources of data.
- 8.1.5. Whilst a bigger share of people with disabilities are a bus user or pedestrian at least once a week, a significant proportion is also a

car driver and/or passenger at least once a week. Other groups such as older people can also be more reliant on vehicles.

- 8.1.6. While emergency services will not be able to have vehicle access to Marvin Street, they will be able to park on Sylvester Road. This is important for protected groups such as older people and people with disabilities, as well as for anyone afraid of street crime, as they might be more reliant on these services.

8.2. Disability

- 8.2.1. There is a range of data available which together builds a picture of the number of residents in Hackney who class themselves as having a form of disability.
- 8.2.2. In the 2021 census, 9.6% of responders said their disability stopped them from carrying out regular activities ‘a lot’ and 9.6% of residents said it did so ‘a little’.
- 8.2.3. The profile of the Hackney Central ward which is directly affected by this scheme provides further insight on the proportion of residents who may have a disability. It shows that disability rates in Hackney Central Ward are slightly higher than the overall borough average. This profile is based on data from the 2021 Census shown in **Table 4** below:

Table 4: Hackney Census 2021

Disability	Hackney Central	Hackney	London	England
All usual residents	100% (12,719)	100% (259,146)	100% (8,799,728)	100% (56,490,048)
Disabled under the Equality Act	16.4% (2,087)	14.3% (37,020)	13.2%	17.3%
Disabled under the Equality Act: Day-to-day activities limited a lot	7.4% (939)	6.4% (16,622)	5.7%	7.3%
Disabled under the Equality Act: Day-to-day activities limited a little	9% (1,148)	7.9% (20,398)	7.5%	10%
Not disabled under the Equality Act	83.6% (10,632)	85.7% (222,126)	86.8%	82.7%
Not disabled under the Equality Act: Has long term physical or mental health condition but day-to-day activities are not limited	5.5% (699)	5.1% (13,250)	5.2%	6.8%
Not disabled under the Equality Act: No long term physical or mental health conditions	78.1% (9,933)	80.6% (208,876)	81.5%	75.9%

- 8.2.4. In August 2019, 2.6% of residents (7,430 people) in the Borough were claiming Disability Living Allowance or Attendance Allowance. Another metric is the 5,664 individuals in Hackney with Blue Badges, which is around 2.1% of the total residential population and 11% of disabled resident population. Some 89% of disabled residents in Hackney do not have a Blue Badge Parking permit.
- 8.2.5. Furthermore, estimates suggest that 2.4% of adults in City and Hackney have a learning disability (ranging from 2.6% in those aged under 45, to 1.8% in those aged 85+) - this equates to 4,937 people in Hackney.
- 8.2.6. A TfL study published in 2012 showed that the main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Therefore, the number of mobility-impaired residents potentially affected by the scheme is high, as this concerns a town centre street and the surrounding area.
- 8.2.7. In regards to disability travel, it is important to review the travel statistics released by TfL in their "Understanding our Diverse Communities (2019)". The following table taken from page 206 of that document is especially relevant:

Table 5 Proportion of Londoners using types of transport at least once a week (2016/17). LTDS - data excluded children aged under five

%	Disabled	Disabled 16-64	Disabled 64+	Non-Disabled (ALI)	Non-Disabled 65+
Base	(1,729)	(789)	(863)	(15,831)	(1,828)
Walking	81	88	70	96	95
Bus	58	64	48	60	70
Car (as a passenger)	42	40	41	45	41
Car (as a driver)	24	26	25	39	52
Tube	21	30	13	43	35
National Rail	9	12	5	17	15
Overground	7	10	3	12	8
PHY (minicab)	10	12	3	12	8
Taxi (black cab)	3	3	3	2	2
DLR	3	5	2	5	1
Tram	2	3	1	2	2

Motorbike	-	1	-	1	1
Net: Any public transport /bus,Tube,National Rail, DLR, London underground, Tram	61	69	52	74	76

8.2.8. The TfL data shows that walking (which includes travelling on the pavement with a mobility aid or wheelchair), is the mode of transport disabled people use the most, with 81% indicating that they walk at least once a week. After that, bus travel (58%) is the most frequently used mode of transport, and after that car travel as passenger (42%) and driver (24%). It is important to note that multiple answers were possible. It is also important to note that this figure does not include carers, personal assistants, district nurses and support workers nor does it distinguish the mode of travel chosen for time critical journeys such as hospital appointments.

8.2.9. The Scheme proposals aim to improve the walking and bus waiting conditions on Marvin Street and the surrounding area. As Marvin Street is adjacent to a town centre, the positive impacts for walking are especially important for people with disabilities as well.

8.2.10. As the Scheme aims to pedestrianise Marvin Street, it will be easier for people, including people with disabilities or using mobility aids like wheelchairs to move across the street.

8.2.11. In order to support Blue Badge Holder vehicle access to the town centre, the two existing disabled bays on Sylvester Road are being retained as part of the scheme. The two bays are general use disabled bays that were implemented for the Department for Work and Pensions Office. The council does not have data to understand the level of use of these two disabled bays. Given the loss of shared use bays as part of this scheme, the two disabled bays will be retained.

8.3. **Pregnancy/maternity**

8.3.1. The positive benefits of reducing the dominance of motor vehicles and creating more green space would benefit the most vulnerable road users, including parents and children who disproportionately suffer the harmful effects of air pollution and poor access to green space. Prams and pushchairs put children at the level of exhaust fumes when navigating the streets. Air pollution has been linked to low birth weight and underdeveloped lung capacity in children, as well as higher incidences of lung conditions such as asthma.

8.3.2. This is especially relevant for the Scheme proposals, as the ward profiles show that the area is inhabited by more young families and young children, compared to the average in London.

Table 6 Proportion of Londoners using types of transport at least once a week (2016/17). LTDS - data excluded children aged under five

Age	Hackney Central	Hackney	London	England
All usual residents	100% (12,733)	100% (259,148)	100%	100%
Aged 4 years and under	4.9% (621)	6.2% (16,135)	6%	5.4%
Aged 5 to 9 years	5.5% (699)	5.8% (15,159)	6%	5.9%
Aged 10 to 15 years	6.5% (830)	7.1% (18,384)	7.2%	7.2%
Aged 16 to 19 years	4.1% (519)	4.3% (11,159)	4.4%	4.6%
Aged 20 to 24 years	6.6% (837)	7.2% (18,592)	6.7%	6%
Aged 25 to 34 years	26.4% (3,364)	24.5% (63,482)	18.1%	13.6%
Aged 35 to 49 years	22.1% (2,814)	22.3% (57,714)	22.7%	19.4%
Aged 50 to 64 years	15.6% (1,983)	14.7% (38,022)	16.9%	19.4%
Aged 65 to 74 years	5.1% (650)	4.8% (12,473)	6.5%	9.8%
Aged 75 to 84 years	2.3% (298)	2.2% (5,798)	3.8%	6.1%
Aged 85 years and over	0.9% (118)	0.9% (2,230)	1.6%	2.4%

8.3.3. The median age of Hackney is 32, this is lower than both London (35) and England (40)

8.3.4. Hackney has proportionally more children aged 4 years and under than London or England, around the same proportion of children aged 5 to 15, and fewer young people aged 16 to 19. It has a particularly large cohort of 25 to 34 year olds, and fewer people aged 50 to 85 and over.

8.3.5. The age breakdown of Hackney Central Ward is largely in line with the borough average. It has a slightly higher proportion of 25-34 yr olds and slightly more residents aged between 50 and 84.

8.4. Age

8.4.1. Consideration has been given to the impact of these proposals in terms of age. The scheme is very relevant to all age groups, but in particular attention has been paid to older people, young people and children.

8.4.2. As air pollution and obesity can have lasting effects on young people, encouraging walking and cycling and working towards reducing traffic is very important.

8.4.3. There are no primary schools or secondary schools in the immediate vicinity; however, the Scheme will form part of some routes to school and contribute to their route being safer and more enjoyable. Likewise for routes to local parks and playgrounds.

8.4.4. Road safety is especially important for children and young people, and this group is disproportionately represented in casualty statistics. A reduction of vehicle movements in both the town centre and improvement in walking and cycling conditions will be beneficial to this group.

8.5. Religion and belief

8.5.1. Consideration has been given to the impact of these proposals in terms of religion or belief. Special attention has been paid to places of faith and how these would remain accessible by all transport modes as part of the proposals.

8.5.2. There are no places of worship in the vicinity of Marvin Street.

8.6. Race and ethnicity

8.6.1. The Scheme proposals apply equally to all groups, and thus they do not discriminate against any group, including race and ethnicity. That being said, it is important to identify any specific impacts on groups with these protected characteristics.

8.6.2. Particular attention has been given in the design to create a space which is welcoming to all, understanding that discrimination based on race and ethnicity can cause some people to feel less welcome, feel unsafe or be more likely to encounter danger when passing through a space or resting in a space.

8.7. Gender, gender reassignment, sexual orientation, and marriage and civil partnership

8.7.1. The Scheme proposals apply equally to all groups, and thus they do not discriminate against any group, including gender and sexual orientation groups. That being said, it is important to identify any specific impacts on groups with these protected characteristics.

8.7.2. Women and people with a non-straight sexual orientation can more frequently be the subject of Anti-Social Behaviour (ASB) and crimes of a sexual nature. Under section 17 of the Crime and Disorder Act 1998, local authorities have to consider the impacts of its proposals on crime and crime prevention.

8.7.3. Reducing vehicles on streets can cause divergent impacts on the number of 'eyes on the streets'. On the one hand, vehicle traffic is decreased whilst on the other hand, enhanced cycling and walking conditions can cause more people to cycle and walk in their local neighbourhood. Together with the Community Safety Team, the impact of the proposals will need to be monitored in terms of crime, safety and the perception of safety. Other measures may be

identified through the project to improve (the perception of) safety and reduce the potential for crime. This can include altering the proposed green infrastructure or enhancing lighting in the area.

- 8.7.4. Research such as TfL's Analysis of Cycle Potential has also shown that there is a greater potential for cycling for women and research has shown that perception of cycle safety differs between women and men. Therefore, enhancing walking and cycling conditions by reducing traffic and improving road safety will be beneficial in particular for women and their cycle uptake. This will be supported by the Council's ongoing cycle training programme.

8.8. People experiencing or at risk of poverty:

- 8.8.1. For the purpose of this report, 'poverty' will be broadly defined as not having enough money to meet basic daily needs, or not benefitting from having what most of the UK population have. Approximately 70% of households in Hackney do not own a car, compared to 44% across the whole of London. This has been showcased in TfL's Travel inLondon:Understanding our diverse communities (2019).
- 8.8.2. While car ownership is not solely dependent on income, there is a correlation between income and car ownership. London-wide, the highest earners are almost 3 times as likely to own one car or more than the lowest earners with 78% of households on £100k or more have one or more car vs 23% at £5k or less, 28% at £5-10k, or even 44% at £20k or less.[\(here\)](#). Based on these figures, measures that de-prioritises car use and generate an inconvenience to drivers could be seen to disproportionately impact those on a higher income.
- 8.8.3. In Hackney 65% of residents do not own a car and so a significant proportion of Hackney's population relies on walking, cycling and public transport for travel and therefore will benefit from this proposal regardless of income. The area directly affected by this Scheme, however, has car ownership levels lower than the borough average. 70.6% of households in Hackney Central have no cars or vans.

8.9. EQIA Summary Table

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

Protected Characteristic					
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Poverty
P	N	N	N	N	N
Positive	<p>With the removal of the formal carriageway space at Marvin Street and the entire area being pedestrianised, this ensures an easier passage through the area for pedestrians compared to its existing situation which can be full of parked cars and kerb upstands. These proposals will also ensure an easier route for disabled users, allowing a complete freedom of movement throughout the space with minimal obstacles.</p> <p>The proposals would encourage more people switching from private car use to walking or cycling with the associated health benefits.</p> <p>Rain gardens are designed to capture surface water to prevent surface flooding and overloading of the sewer system as this area is classified as medium and high risk of surface water flooding.</p> <p>The planting and trees within the proposed rain gardens would enhance the public realm and help improve air quality.</p> <p>The rain gardens would increase the distance between pedestrians and moving traffic, reducing their exposure to tailpipe emissions.</p> <p>Air quality, flooding prevention and road safety improvements are beneficial to all protected groups.</p>				
Neutral					
Adverse	<p>As part of the proposals, the removal of parking spaces is necessary for new dockless cycle hire bays, EV lamp column chargers, and the new pocket park. This would affect a number of residents who need to park their cars.</p>				
Comments	<p>Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified without intrusive household data.</p> <p>The Council believes that the benefits introduced by this scheme outweigh the negative impact. The removal of parking would help to encourage more people to switch to more sustainable modes of transport, helping to improve air quality and people's health. 70% of Hackney residents do not own a car. They rely on walking, cycling and public transport for travel.</p>				

	<p>Improving road safety, the environment and measures that achieve better air quality benefits the majority of people living or working in, or passing through the area.</p> <p>Overall it is believed that the scheme is beneficial in terms of equalities. Walking and cycling enhancements and air quality improvements have benefits for all protected groups</p>
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9. Legal implications

- 9.1.1. The Council's powers to implement the measures proposed in this report are set out in the Highways Act 1980 (HA80) and Road Traffic Regulation Act 1984 (RTRA) and will require the making of new Traffic Management Orders (TMO).
- 9.1.2. Statutory consultation as part of the TMO process is required to permanently change orders that affect the function of a road or any waiting and loading restrictions. The following changes will be made:
- Revoke all existing restrictions within Marvin Street and prohibit all driving on Marvin Street.
 - Remove five shared used bays on Sylvester Road outside number 21 to 40 Sylvester Road and replace with double yellow lines, no waiting and loading.
 - Install new no loading restrictions on Sylvester Road between 73 to 80 Graham Mansions to 1 to 4 Sylvester Road.
 - Install two cycle parking hangars on Sylvester Road in the carriageway out the front of 65 to 72 Graham Mansions, Sylvester Road.
 - Remove four existing shared used bays and install a cycle hire bay and loading bay outside number 17 Sylvester Road.
 - Install a EV Lamp Column Charger and electric vehicle bay outside 41 to 48 Graham Mansions, Sylvester Road
 - Install EV Lamp Column Charger and electric vehicle bay outside 65 to 72 Graham Mansions, Sylvester Road
- 9.1.3. In making such Orders, the Council must follow the statutory consultation procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.
- 9.1.4. Further details of these TMO changes can be seen in **Appendix A**.

10. Financial implications

- 10.1.1. The proposed measures will be funded from the Hackney Central Levelling Up Fund. It is considered that these measures will be funded in full from this fund, there is an allocation of £280,000 for implementing this scheme.

11. Authority to make decisions

- 11.1.1. The scheme of delegation for Climate, Homes and Economy, delegation for making permanent orders under s.6 of the Road Traffic Regulation Act (RTRA 1984) falls under: NH256 - Making “permanent” orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons’ parking places, doctors’ parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, delegated to Director, Public Realm and Assistant Director, Streetscene .
- 11.1.2. The Assistant Director of Streetscene would use their delegated powers to take forward the scheme

12. Recommendations

It is recommended that the Assistant Director, Streetscene :

- Use their delegated powers to agree that the Council proceeds with the proposals for Marvin Street and Sylvester Road as detailed in this report.

13. Approval

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

Signed



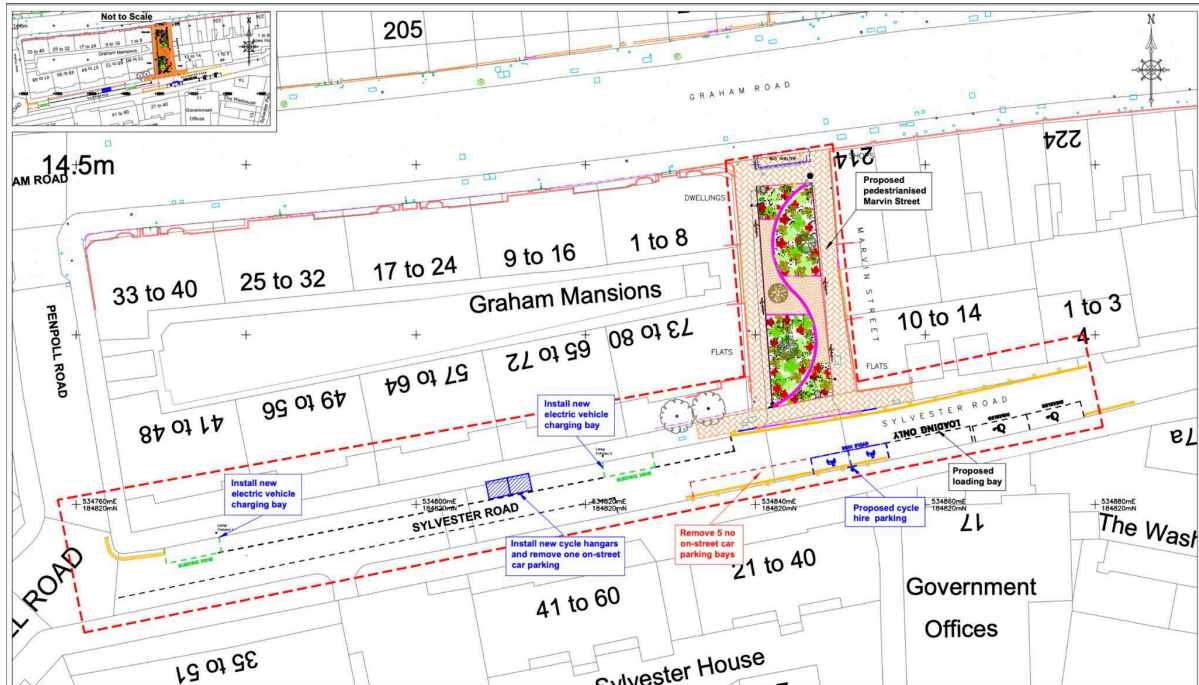
Dated 13/06/2024

Tyler Linton - Assistant Director, Streetscene

- cc Cllr Mete Coban – Cabinet Member for Climate Change, Environment and Transport
- cc Geeta Subramaniam-Mooney - Director, Environment and Climate Change
- cc Maryann Allen - Group Engineer - Design & Engineering Group

APPENDICES

Appendix A: Proposal



[Appendix B: Business Engagement Report](#)

<https://docs.google.com/document/d/1XWKIDxiZGkGkYZL9nu4IKCFdfxuMWuMSvKkFGgU19WE/edit?usp=sharing>

[Appendix C: Hackney Central Conversation](#)

<https://drive.google.com/file/d/1VKIPxYO40xptZAQHA1gml2eOxapWp0Wj/view>

