

DELEGATED POWERS DECISION

STREETSCENE SERVICE CLIMATE, HOMES AND ECONOMY

Denne Terrace and Stean Street / Dunston Road junction public realm improvements

AGREE TO PROCEED WITH:

- Statutory consultation and advertisement of the necessary traffic orders for the closure and changes in parking arrangements at Denne Terrace.
- Advertising the necessary statutory notices for the raised cycle lane at Denne Terrace and the raised entry junction at the Stean Street / Dunston Road junction.
- Subject to statutory consultation, to proceed with the improvements at Denne Terrace and the Stean Street / Dunston Road junction.

REASONS

The proposals will:

- Improve pedestrian and pedal cycle accessibility in the Denne Terrace area following the recent installation of a toucan crossing at the Denne Terrace / Queensbridge Road junction.
- Improve the public realm by replacing temporary planters installed as part of trial measures with more environmentally friendly permanent infrastructure.

1.0 BACKGROUND

- 1.1 In August 2024, Hackney Council installed a toucan crossing at the Denne Terrace / Queensbridge Road junction to help improve pedestrian and cycle accessibility in the area.
- 1.2 Although pedestrian and cycle accessibility is fairly good at Denne Terrace, the presence of parked cars and turning vehicles makes it less accessible and increases the risk of a cyclist being hit by an opening vehicle door, known as a 'dooring' collision.
- 1.3 In July 2022, the Council adopted the London Fields Low Traffic Neighbourhood (LTN) which includes the traffic filter at the Stean Street / Dunston Road junction paving the way for substantive infrastructure to replace the temporary measures that were installed as part of the trial scheme.
- 1.4 Denne Terrace and the Stean Street / Dunston Road junction are located in Haggerston ward and these improvements will improve the environment in the Haggerston ward area.
- 1.5 **Figure 1.1** shows the location of the Denne Terrace and the Stean Street / Dunston Road sites.

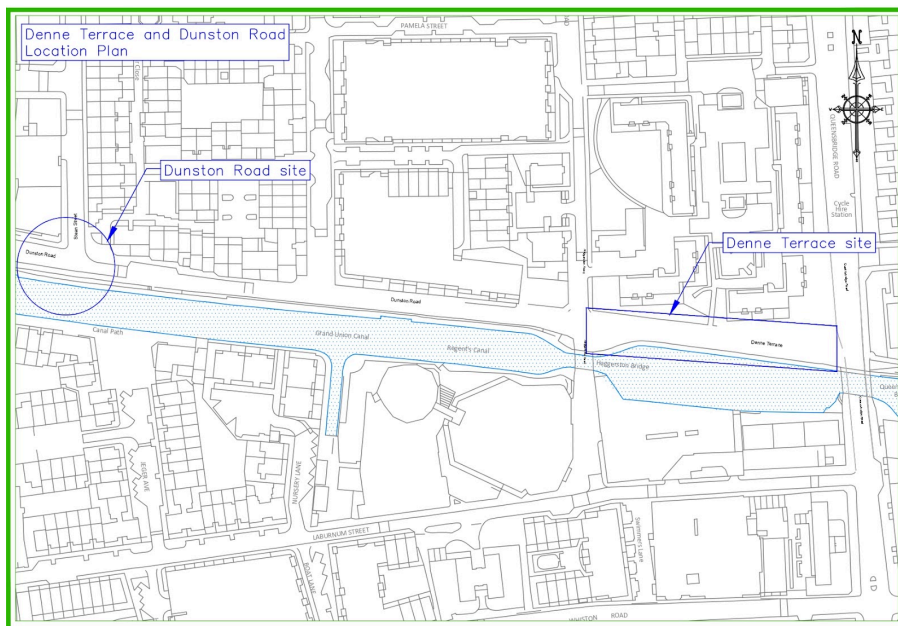


Figure 1.1: - showing the location details of Denne Terrace and the

Steane Street / Dunston Road junction

- 1.6 The Steane Street / Dunston Road junction is already closed using fixed bollards.

The proposed public realm improvements

Denne Terrace

- 1.7 The proposed public realm improvements at Denne Terrace will include:
 - 1.7.1 Making the last 44.5 metres of Denne Terrace towards Queensbridge Road traffic free by installing a restriction for motor vehicles near the footpath to Clemson House.
 - 1.7.2 In addition, the road will be reduced in width and raised to just below the pavement level to highlight further the restriction to motor vehicles.
 - 1.7.3 Installing wider pavements with trees to help more people to take up walking in more attractive spaces next to the canal.
 - 1.7.4 Extending the existing cycle station to include cycle hire and cycle parking facilities.
 - 1.7.5 The section of Denne Terrace with a restriction for motorised traffic will result in the loss of five parking spaces however five parking spaces will be retained outside the car free section.
 - 1.7.6 Following structural investigations into the stability of the pavement next to the canal wall, a section of the pavement will not be refurbished until the stability issues are resolved.

Steane Street / Dunston Road junction

- 1.8 The existing traffic filter at the Steane Street / Dunston Road junction is composed of temporary planters with fixed bollards.
- 1.9 The proposed public realm improvements at the Steane Street / Dunston Road junction will include:

1.9.1 Replacing the two temporary planters with standalone trees and a rain garden (a type of Sustainable Drainage System or SuDS with new trees and low level planting) to enhance the public realm and help improve air quality.

1.9.2 Installing a kerb build-out with a raised entry table at the Stean Street / Dunston Road junction to help highlight further the presence of the traffic filter.

1.9.3 Implement other public realm improvements such as cycle parking / storage facilities subject to funding.

Potential Alternatives considered and rejected

1.10 As part of the decision process regarding Denne Terrace and the Stean Street / Dunston Road junction, several alternatives were considered and rejected.

1.11 These alternatives were based on a combination of technical options and suggestions made by stakeholders and included the following:

1.11.1 *A 'do nothing' approach / Leave the road as it is*

This option was considered but rejected because:

- Stean Street is already closed using temporary measures that do not provide the full environmental or safety benefits to pedestrians and cyclists.
- Denne Terrace is hardly used by motorised traffic and residents have alternative parking in the estates.

1.11.2 *Removing the Dunston Road closure entirely*

This option was not considered to be a viable option as it is retrogressive, does not support the fight on climate change.

2.0 PUBLIC CONSULTATION

Stakeholder consultation

- 2.1 Consultation with Hackney Stakeholders such as London Cycling Campaign in Hackney (LCCiH), Living Street in Hackney (LSiH), The London Fire Brigade (LFB), London Ambulances, ward members, the MET Police and other stakeholders was carried out in August 2024.
- 2.2 It is noted that not all Stakeholders were able to respond to the invitation to submit comments for the scheme, however, the Council is aware of their more general concerns as these are discussed across a variety of schemes over time and the principles incorporated into ongoing design work.

Met Police

- 2.3 The Met Police had no objections to the scheme.

London Cycling Campaign in Hackney (LCCiH)

Denne Terrace

- 2.4 The following comments were received from LCCiH

Denne Terrace

- The raised cycle track and widened pavements and the reduction in parking on Denne Terrace are positive developments. The designs will improve the route for cyclists as well as return more space to pedestrians.
- The scheme, alongside the new crossing across Queensbridge Road, will improve the alternative route to the canal towpath and reduce cyclist / pedestrian conflict on the towpath.
- While we welcome the removal of several car parking places on Denne Terrace, we question the need for those that remain in the new design. The estates opposite have their own estate parking, and so there seems to be more opportunities for additional SuDS along Denne Terrace replacing those car parking spaces.

- Currently there are bollards from Denne Terrace onto the pavement, with a dropped kerb. The space between the bollards and the dropped kerb are quite narrow for when cyclists come from both directions, especially if one of them is a cargo trike. We ask you to ensure that the space is widened sufficiently (it seems improved on the plans, but difficult to be sure with the plans provided)
- The provision of the space for the dockless cycle hire is welcome. We are not sure whether there are planned to be any Sheffield stands in the new layout in the area between Denne Terrace and Queensbridge Road. If not, perhaps some space could be allocated in the current designs for these?
- With the new cycle track and the new crossing over Queensbridge Road, this route is likely to get increasingly busy as an alternative to the canal. Currently, Denne Terrace gives way to Haggerston Road at the junction. As part of this or a future scheme, it may be worth considering changing priority so that Denne Terrace has priority over Haggerston Road. This would support the whole of Denne Terrace becoming a Fietsstraat and clearly mark that cars are guests along this route

Dunston Road

- We welcome the replacement of the temporary filter with permanent treatment on Stean Street and Dunston Road junction, and appreciate the improved placemaking look for the location including the new raised table, extended pavement, narrower roadway, and provision of SuDS. However, we are concerned at the removal of the bollard on Stean Street. The bollard was installed following a serious injury when a driver went through the filter illegally, and it would be a mistake to go back to being dependent on signs rather than a bollard now. Without physical barriers, some drivers will revert to using Stean Street as a cut through again, likely at speed.

- The current bollard is clearly not an issue for emergency services as the bollard has been in place for some time now, and so it would seem sensible to keep it in. It would be preferable to design it in from the start, than to build without it and then having to retrospectively install it again if and when issues arise.

Hackney Response

- 2.5 The improvements strike a good balance between cycle accessibility and parking.
- 2.6 The spacing between the bollards will be in accordance with the recommendations for spacing of bollards in cycle lanes as specified in the London Cycling Design Standards.
- 2.7 The area allocated for the cycle hire scheme has been reduced and some cycle stands will be installed next to the cycle hire scheme.
- 2.8 Changing priority for a junction is something that is determined by traffic flows and dominance. Further investigations over a period of time will be required to determine whether the changes in traffic flows would be sufficient to determine the priority at the junction.
- 2.9 Following the recommendations from stakeholders and members of the public, the existing bollards will be retained as part of the proposals.

Parking Enforcement

- 2.10 The Parking Services Enforcement Team had no objection to the scheme as it is self enforcing.

London Fire Brigade (LFB)

- 2.11 The LFB did not foresee any major issues with the designs, however, they wanted to confirm that the modal filter at Dunston Road / Stean Street junction will remain an ANPR enforced filter for emergency vehicles.

Hackney Response

- 2.12 The traffic order for the traffic filter will not be changed as the traffic filter will remain in the same locations and the conditions of the traffic order are not being changed.
- 2.13 However due to the level of vandalism experienced at this location and following a cyclist collision, the Council took steps to install a permanent bollard at this location. This has prevented vehicles using Stean Street as a cut through. After consultation with feedback being received from Stakeholders the existing fixed bollards at Stean Street will be retained as part of the permanent measures.

Streetscene Trees

- 2.14 Streetscene Trees colleagues requested that operatives on site use hand tools to excavate within the root protection areas of trees.
- 2.15 In addition, they wanted any exposed roots to be covered to protect them from drying out until backfilled and that guidance will be provided for cutting any tree roots which are over 25 mm.

CCTV and PSS Team

- 2.16 Denne Terrace and Dunston Road are on a major route for the CCTV optical fibre network.
- 2.17 The CCTV and PSS Team wanted contractors carrying out the works to be made fully aware of their fibre network and its location prior to commencing their works.

Ward Member Comments

- 2.18 The consultation document was sent to ward members for Haggerston in September 2024 just before the public consultation started.
- 2.19 The following concerns were received from one of the ward member for Haggerston:

Disproportionate Impact on Elderly and Disabled Members

- 2.19.1 Many of the elderly members rely on parking close to the church due to limited mobility. Public transport options are often inaccessible or too physically demanding for them to navigate. The removal of parking spaces will force disabled attendees to park farther away, in an already very limited parking area, exacerbating physical challenges and potentially deterring them from attending services.
- 2.19.2 For your information, services are held throughout the week. Regular services are on Saturdays and Wednesdays with additional week long and fortnight long nightly church services for devotional and outreach gatherings. The church is open for other events throughout the week as outlined below.

Hackney Comments

- 2.19.3 Although the proposals at Denne Terrace will result in the loss of five parking spaces within the motor vehicle restricted area, five parking spaces will be retained.
- 2.19.4 The loss of the five parking spaces at Denne Terrace will have a negative impact on a small number of people who normally park in these parking spaces. However, the wider benefits of the scheme in terms of environmental improvements and promoting walking and cycling outweigh the negative impacts.
- 2.19.5 Average usage of parking bays in the Denne Terrace, Dunston Road and Haggerston Road (south of Scriven Street) is 57% on average.
- 2.19.6 In addition, the waiting and loading restrictions outside the Church have not been changed which means disabled people and the elderly will still be allowed to load and offload outside the Church.
- 2.19.7 The overall impact of the removal of parking spaces at Denne Terrace on the disabled and elderly will be minimal as

parking spaces are still available on nearby roads within the same distance as the parking bay being removed at Denne Terrace.

Impact on Cultural and Religious Practices

- 2.19.8 The church is not just a place of worship which in and of itself is of significant value, but it is also a hub for cultural and social activities.
- 2.19.9 Removing parking spaces threatens the community's ability to gather, practice their faith, and maintain cultural traditions.
- 2.19.10 Further logistical challenges may accelerate the national trend of declining church attendance upon Hackney Seventh Day Adventist Church, undermining the community's cohesion.
- 2.19.11 The Seventh Day Adventist Church is unique in its practice of Christianity and diversity of faith and tradition is to be welcomed and celebrated in Hackney.

Hackney Comments

- 2.19.12 The impact of the removal of parking spaces at Denne Terrace on cultural activities will be minimal as parking spaces are still available on nearby roads within the same distance as the parking bay being removed at Denne Terrace.

Negative Effects on Community Outreach Programs

- 2.19.13 Hackney Seventh Day Adventist Church is actively involved in serving the broader community through its food bank which is held twice weekly and its feeding program which provides hot healthy cooked meals to the homeless and poor, all of which provide essential support to individuals and families in need.
- 2.19.14 The church also hosts regular health check-up initiatives, offering vital services to those who may not otherwise have access to healthcare.

- 2.19.15 Additionally the church runs a youth club for children and teens which helps them remain focussed on leadership and development and away from negative alternatives such as gangs and loitering.
- 2.19.16 These programs rely on volunteers, deliveries (often from partners such as Tesco's but also volunteer pick up and deliveries of food and other items), and attendees being able to park near the premises to transport food supplies, medical equipment and other essential resources.
- 2.19.17 Removing parking spaces would significantly hinder our ability to continue providing these vital services.
- 2.19.18 Community programs are held throughout the week on various days including both weekdays and weekends.
- 2.19.19 Due to the number of positive activities that take place at and by the church, the number of parking spaces available to attendees and volunteers is paramount. Hence, the removal of 5 or even 4 spaces will have a significant negative impact.
- 2.19.20 Furthermore, due to the familial nature of the church with many families attending across 4 generations, many attendees rely on cars to bring their grandparents and children and require adequate car parking space.

Hackney Comments

- 2.19.21 The existing 'waiting and loading' restrictions outside the Church will not be changed which means the impact on volunteer groups and deliveries in the area will be minimal.
- 2.19.22 Usage of parking spaces within the Denne Terrace / Dunston Road and Haggerston Road (south of Scriven Street) area is 57% on average which means parking will still be available on nearby roads within the same distance as the parking bay being removed.

Equality and Discrimination Concerns

- 2.19.23 Under the Equality Act 2010, public authorities are required to:
- Eliminate unlawful discrimination, harassment, and victimization.
 - Advance equality of opportunity between people who share a protected characteristic (e.g., race, age, disability) and those who do not.
 - Foster good relations between different groups.
- 2.19.24 Removing parking spaces disproportionately affects Black communities, the elderly, and disabled individuals, all of whom are protected under the Equality Act.
- 2.19.25 The proposal risks breaching the council's legal obligations by:
- Creating indirect discrimination against these groups due to a lack of adequate consultation and accommodation of their needs.
 - Failing to consider reasonable adjustments for disabled individuals, a requirement under the Act.

Hackney Comments

- 2.19.26 Under **Section 5** of this document, due consideration has been given to the impact on all people within protected groups as defined by the Public Sector Equality Duty, Section 149 of the Equality Act (2010).
- 2.19.27 The different groups covered by the Equality Act are referred to as protected characteristics as follows: disability, gender reassignment, marriage or civil partnership status, pregnancy and maternity, race, religion or belief, sexual orientation, sex (gender), and age.
- 2.19.28 This section has also given consideration to people experiencing or at risk of poverty, although this is not a

protected group, it is a strong component of Council priority.

- 2.19.29 The impact of the removal of parking bays in the area has been taken into consideration as part of the decision making process for these proposals.

Failure to Conduct an Adequate Equality Impact Assessment (EIA)

- 2.19.30 The decision appears to lack an appropriate EIA to evaluate its impact on protected groups, particularly those in the church community as outlined above.

- 2.19.31 An EIA should include: A detailed assessment of how removing parking spaces will affect accessibility for elderly and disabled people.

Hackney Response

- 2.19.32 **Section 5** of this document deals with the Equality Impact Assessments (EQIA) carried out for protected characteristics that could potentially be affected by the scheme.

- 2.19.33 Points 5.46 - 5.53 refer to the assessment of the impact of the proposals on religious organisations in the area including the Seventh Day Adventist Church.

Public Consultation

- 2.20 1100 consultation leaflets were distributed in the Denne Terrace / Dunston Road area in September 2024.
- 2.21 **Figure 2.1** shows the area of distribution covered by the public Consultation.

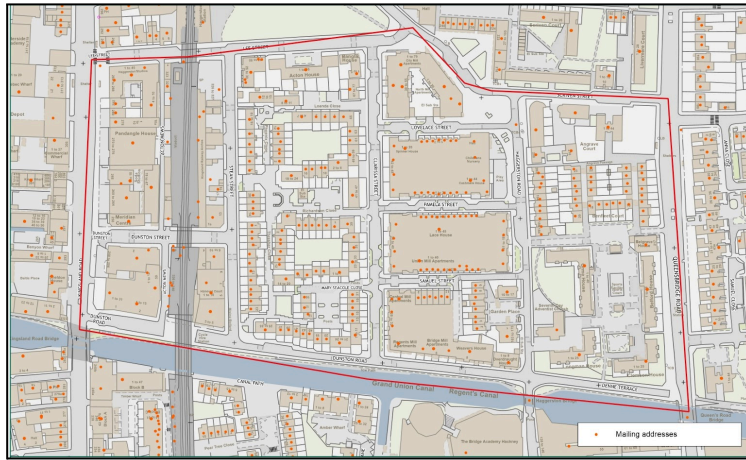


Figure 2.1 showing the distribution area of the public consultation

- 2.22 In total 68 responses were submitted to the council.
- 2.23 36 responses were submitted via the online Citizen Space platform and 24 were submitted by post.
- 2.24 The closing date for the consultation was 13 October 2024 however, this was extended by two weeks to 27 October 2024 due to a late delivery of the leaflets by contractors
- 2.25 **Figure 2.2** shows a graphical representation of the response to the question: *To what extent do you agree or disagree with our proposals for Denne Terrace and Dunston Road as outlined in this consultation?*

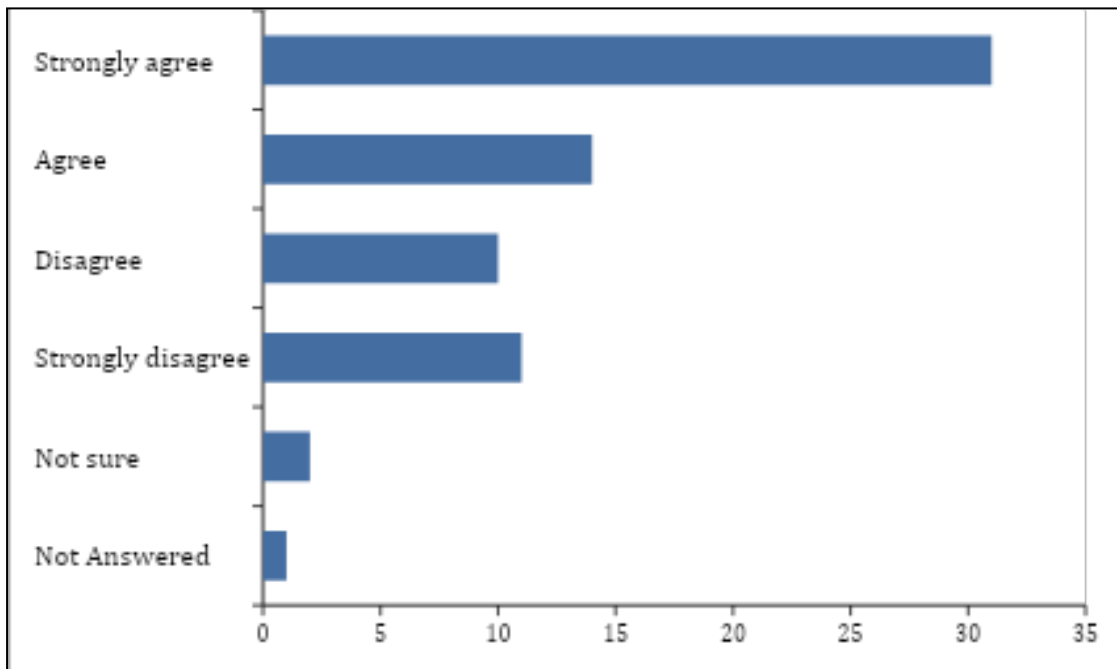


Figure 2.2 showing the graphical representation of responses to the question: To what extent do you agree or disagree with our proposals for Denne Terrace and Dunston Road as outlined in this consultation?

2.26 The same results are also shown in tabular form on **table 2.1**

Option	Total	Percent
Strongly agree	31	44.93%
Agree	14	20.29%
Disagree	10	14.49%
Strongly disagree	11	15.94%
Not sure	2	2.90%
Not Answered	1	1.45%

Table 2.1 showing the same results as figure 2.2

2.27 Of the 68 responses received, 41 had comments and 19 did not.

2.28 The comments were classified into 5 categories and expressed as a percentage of the total responses received.

2.29 **Table 2.2** shows the themes and the total responses for each theme also expressed as a percentage.

Item	Theme	Total	%age
1	Keep the bollards at the Stean Street / Dunston Road traffic filter	20	59%
2	Queensbridge Road Toucan Crossing	4	12%
3	Remove more parking along Denne Terrace / extend the road closure to Haggerston Road	3	9%
4	Seating will encourage Anti Social Behavior	3	9%
5	Planters / Trees	3	9%
6	Money making tool / waste of money	2	6%
7	Others - More signage for pedal cyclists	1	3%
8	Others - Dangerous cycling on the canal	1	3%

Table 2.2 showing the themes and the total responses for each theme and percentages.

2.30 The themes mentioned in Table 2.2 were analysed and comments were made in response to each theme.

THEME: KEEP THE BOLLARDS AT THE STEAN STREET / DUNSTON ROAD JUNCTION TRAFFIC FILTER

2.31 Illustrative comments for this theme are shown in text boxes followed by the Council's response:

Comment 1: *Please retain the fixed bollard on Stean Street. Compliance with the camera filters is poor, lots of cars with tinted, covered, missing or "3D" plates, and the police don't seem to do anything about this obvious criminality.*

Comment 2: *Removing the fixed bollard at Stean Street is asking for trouble. Compliance on ANPR-only filters on the Kingsland Rd side of the LTN (and indeed throughout Hackney) is spotty at best and straight-up ignored at worst (like on Richmond Rd). The whole*

reason that bollard was installed in the first place was because of a serious injury to a cyclist - by removing it Hackney Council are saying that is now an acceptable outcome (which is admittedly in keeping with your other decision-making in the immediate area).

Comment 3: *I am happy with the proposals in general, but concerned that the restrictions being enforced by cameras will mean they are ignored and won't be enforced properly*

Comment 4: *I am against the removal of a physical barrier at Stean Street so perhaps the road can be narrowed so that vehicles cannot pass through. As you know work was done with the emergency services to ensure that they can access any property in the vicinity via other roads. Hackney has a high rate of camera vandalism.*

Hackney Comments

- 2.32 The existing bollards at the Stean Street traffic filter will not be removed and will be part of the improvements. The existing ANPR camera will be retained to deter powered two wheelers from using this filter.

THEME: REMOVE MORE PARKING ALONG DENNE TERRACE / EXTEND THE ROAD CLOSURE TO HAGGERSTON ROAD

- 2.33 Illustrative comments for this theme are shown in text boxes followed by the Council's response:

Comment 1: *The planned public realm changes should extend on Denne Street from Queensbridge Road to the intersection with Haggerston Road, and not for just "42 metres". Remove all car parking from this stretch of road as the estate has its own parking, so there's absolutely no need for car parking spaces.*

Comment 2: *Also less car parking spaces are needed here. It's on the school run route to Hackney New Primary school lots of*

families and children walk and cycle along here from City Mills and other flats.

Hackney Comments

- 2.34 The improvements strike a balance between cycle accessibility and parking. In addition due to budgetary constraints it is not possible to extend the improvement to the junction of Haggerston Road.

THEME: SEATING WILL ENCOURAGE ANTI SOCIAL BEHAVIOR

***Comment 1:** By considering placing a seating area I believe this will only encourage youth to hang around and cause anti-social behaviour as they currently are and have been, hence why the benches in some house estates have been removed.*

***Comment 2:** Benches / seating will be a magnet for ASB, street drinkers day and particularly at night. Bottles and cans will accumulate. It's a shame but 24 hour street drinking is the reality of this location, we live facing the canal.*

Hackney Comments

- 2.35 The Council will no longer be installing benches or seats in this area.

THEME: OTHER COMMENTS: MONEY MAKING TOOL / WASTE OF MONEY

The new Queensbridge Road traffic crossing does not prioritise active transport users, and makes pedestrians and cyclists wait upwards of minutes, even when there are no motor vehicles on the road. Surely this could be automatic default to allowing active travel users to cross, rather than cars, especially as most cars must slow here for the Queensbridge Road/Whiston Street intersection.

Hackney Comments

- 2.36 The new Denne Terrace / Queensbridge Road toucan crossing is linked to the Whiston Road junction and uses a call out system when users want to use the toucan crossing. Optimum times have been allocated to motorised and non motorised traffic to ensure the smooth flow of all modes of traffic at this crossing.

THEME: OTHER COMMENTS: MONEY MAKING TOOL / WASTE OF MONEY

***Comment 1:** The introduction of LTN'S are not for the purpose of the community. It is a tool to generate revenue for the council making life and commuting difficult for local residents.*

***Comment 2:** Would be better to remove all planters and give us our roads back, it takes 3/4 times longer to anywhere since you block off roads and as you have your engine running while in traffic, Surely this is causing more pollution than before. Plus you can not get anywhere now. A trip that normally takes me 45 minutes took over 3 1/2 hrs the other day.*

Hackney Comments

- 2.37 34 responses or 84% of the responses received are in favour of our ambition for a greener healthier Hackney.
- 2.38 **Figure 2.3** shows the level of support for our ambition is to create a greener, healthier Hackney by supporting people to walk, use public transport and cycle locally, and to improve the public realm.

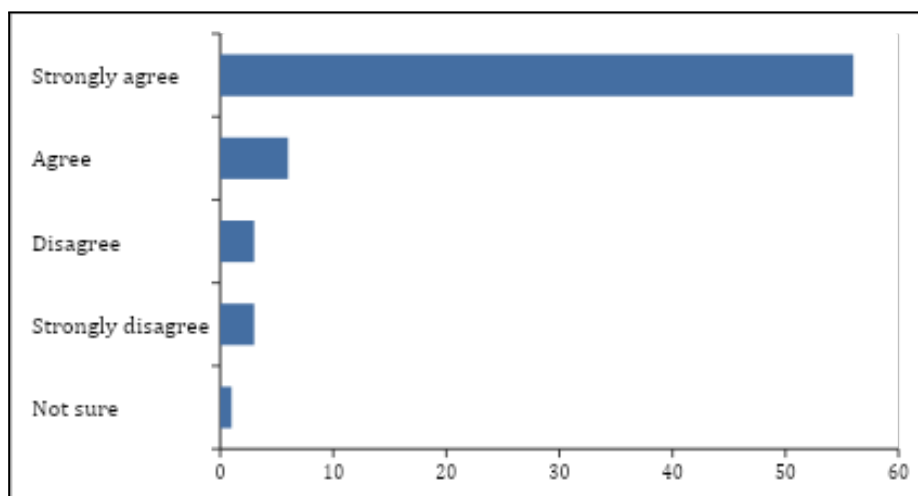


Figure 2.3 shows the level of support for our ambition is to create a greener, healthier Hackney by supporting people to walk, use public transport and cycle locally, and to improve the public realm.

3.0 IMPACT ASSESSMENTS

Cycling and Walking

- 3.1 Closing a section of Denne Terrace to motorised traffic will provide a car free environment for pedestrians and cyclists and encourage the more vulnerable road user to come out and walk and cycle more without the intimidating environment of motorised traffic.
- 3.2 The public realm improvements at Denne Terrace will tie into the toucan crossing at the Queensbridge Road / Denne Terrace crossing to provide continuity of the walking and cycling canal route.

Public Realm

- 3.3 The planters that were used as part of the trial measures were made of temporary material that could be moved in case it became necessary to remove them.
- 3.4 Permanent infrastructure at the Stean Street traffic filter will give the area a much needed uplift.

Access for Emergency services

- 3.5 Both locations are not used by emergency service vehicles as there are no frontages involved and other routes are available for emergency access.

Local Parking

- 3.6 The improvements will result in the loss of five parking spaces that are not outside any frontages.
- 3.7 Usage of the parking space in this area is under 35% and is mainly used during school pick up and drop off times.
- 3.8 Alternative parking spaces are available within the estates so the loss of parking will not have any direct impacts on anyone.

Cycle Hire

- 3.9 The improvements will include the installation of cycle hire and cycle parking facilities.
- 3.10 These will be a benefit to local residents who enjoy cycling without the added responsibility of keeping a pedal cycle.

Traffic and traffic flows

- 3.11 This scheme will have no impact on traffic or traffic flows as the road closure was implemented almost eighteen months ago.

Impacts on Human Rights

- 3.12 Under the Human Rights Act 1998, the Council is under a duty not to act in a way that is incompatible with any person's Convention rights. Such rights include, under Article 8(1), a right to respect for (amongst other things) private and family life.
- 3.13 Accordingly, the order may not be made if it would give rise to a breach of a person's human rights unless it is both lawful and necessary in the interests of (amongst other things) public safety, the economic well-being of the country, for the prevention of disorder or crime, for the protection of health, or for the protection of the rights and freedoms of others.

- 3.14 The proposals outlined in this document are not in any way in violation of Article 8(1) of the Human Rights Act.

Impacts on children

- 3.15 Under section 11 of the Children and Families Act 2004, the Council also has a duty to make arrangements for ensuring that its functions are discharged having regard to the need to safeguard and promote the welfare of children.
- 3.16 Some children live, or attend schools or nurseries, in locations close to the proposed improvements.
- 3.17 Institutions such as the Bridge Academy will be positively affected by the improvements.

4.0 POLICY CONTEXT

Hackney Transport Strategy 2015-2025

- 4.1 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.
- 4.2 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.

- 4.3 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.
- 4.4 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.
- 4.5 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 the Transport Strategy.

Road Safety Plan

- 4.6 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 change 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 Transport for London, 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.

Cycling Plan

- 4.7 The Scheme should help to encourage cycling, which would align generally with Hackney's Transport Strategy. Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the capital and has set an ambitious long-term target of 15% of all journeys to be made by bicycle by 2025. Reducing the dominance of the private vehicle will contribute to achieving this aspiration.
- 4.8 It is considered that the Scheme would accord with a number of relevant policies set out in the Council's supporting plans to the Transport Strategy i.e. Walking Plan / Cycling Plan / Public Transport Plan / Liveable Neighbourhoods Plan / Road Safety Plan / Sustainable Transport Supplementary Planning Document, which form part of the Council's Transport Strategy.

Mayor's Manifesto Commitments

- 4.9 The Scheme also aligns with certain manifesto commitments made by the current Mayor of Hackney
- "We will make it easier and more attractive to walk and cycle to school."
 - "We will implement measures to reduce road accidents especially in relation to vulnerable road users and working towards the Vision Zero target of no deaths on London's roads."
 - "We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focussed neighbourhoods."

Mayor of London's Policies

- 4.10 The central aim of the Mayor of London's Transport Strategy (2018) 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. The Mayor of London's aim for 2041 is for 80 percent of Londoners' trips to be on foot, by cycle or by using public transport. Further, the Mayor of London's Vision Zero (2018) sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.

The London Cycling Design Standards¹

- 4.11 Transport for London have issued guidelines for developing and implementing cycling improvements across London. They set out requirements and guidance for the design of cycle-friendly streets and spaces.
- 4.12 They are used by those who shape the environment through planning and street design as well as engineers designing cycle-specific infrastructure.
- 4.13 The guidelines include the following:
- Design Requirements.
 - Guiding Principles.
 - Levels of Service for Cycling.
 - Junctions and Crossings.
 - Construction Requirements.
 - Cycle Parking.
- 4.14 The Other documents in the TfL's Streetscape Toolkit include:
- Streetscape Guidance.
 - London Pedestrian Design Guidance.
 - Accessible Bus Stop Design Guidance.

¹ <https://content.tfl.gov.uk/lcds-chapter1-designrequirements.pdf>

- Kerbside Loading Guidance.

Climate Emergency Declaration

4.15 Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040, which is ten years earlier than the target set by the government. When the Council made [our commitment](#), we resolved to:

- tell the truth about the climate emergency we face.
- pursue our declaration of a climate emergency with the utmost seriousness and urgency.
- do everything within our power to deliver against the targets set by the The Intergovernmental Panel on Climate Change (IPCC's) October 2018 1.50C report, across our functions (including a 45% reduction in emissions against 2010 levels by 2030 and net zero emissions by 2040), and seek opportunities to make a greater contribution.
- call on the UK government to provide powers and resources to make the 2030 and 2040 targets possible and campaign to change national policy where failure to tackle the challenges has undermined decarbonisation and promoted unsustainable growth.
- support the campaign to create a just transition for workers and users and help create a million public sector jobs nationally to help minimise the effects of the climate crisis.
- involve, support and enable residents, businesses and community groups to speed up the shift to a zero carbon world and work closely with them to establish and implement successful policies, approaches and technologies that reduce emissions across our economy while also improving the health and wellbeing of our citizens.

- conduct an annual Citizens' Assembly with a representative group of local residents to allow for public scrutiny of the Council's progress and explore solutions to the challenges posed by climate change.
- work with other local governments (in the UK and internationally) to discover the best methods to limit climate change and put them into practice.

5.0 EQUALITY IMPACT ASSESSMENTS (EQIA)

Section 149 of the Equality Act

- 5.1 Hackney Council and its delegated authority decision-makers must comply with 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.
- 5.2 As part of our decision-making process on the proposal for this scheme, due consideration has been given to the impact on all people within a protected group as defined by the act. The different groups covered by the Equality Act are referred to as protected characteristics: disability, gender reassignment, marriage or civil partnership status, pregnancy and maternity, race, religion or belief, sexual orientation, sex (gender), and age.
- 5.3 This section has also given consideration to people experiencing or at risk of poverty, although this is not a protected group, it is a strong component of Council priority.
- 5.4 Officers have ensured that all impacts on protected characteristics have been considered at every stage of the development of this proposal. This has involved:
 - Collecting together the best possible data and evidence on each group.

- Gaining the best possible knowledge of each group's needs preferably by direct consultation.
- 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.
- Ensuring that the EQIA will be kept under review and updated throughout the decision-making process.

5.5 This is done by reference to available research, preferably at ward level, but if unavailable then at Borough or London level. This is clarified and confirmed by consultation feedback which is sought from representatives again at ward, Borough or London level. Engagement should be seen as ongoing and all opportunities taken to consult and learn from people with protected characteristics.

Disability:

5.6 Under the 2010 Equality Act you are a disabled person if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities.

5.7 While some disabled people may have impairments which are visible and immediately obvious, like using a wheelchair, other impairments like diabetes, dyslexia or mental illness are often invisible and therefore people's needs are not immediately recognisable.

5.8 Disabled people encounter discrimination and disadvantage in many aspects of life:

- Disabled people are more likely to experience unfair treatment at work than non-disabled people. In 2008, 19% of disabled people experienced unfair treatment at work compared to 13% non-disabled people.

- Approximately 30% of disabled people experience difficulties accessing public, commercial and leisure goods and services.
- 20% of households with at least one disabled person live in poverty compared to 16% of households with no disabled people.
- 46% of disabled people are in employment, compared with 76.2% of non-disabled people.
- Approximately 20% of disabled people report having difficulties accessing transport.
- One in three households with a disabled person still live in accommodation that is not classed as decent.

5.9 The Equality Act also protects people who are caring for a disabled child or relative as they will be protected by virtue of their association with a disabled person.

5.10 Hackney has lower than average rates of residents who identify as having a disability. In August 2019, 4,157 were in receipt of Disability Living Allowance and 3,273 were in receipt of Attendance Allowance.

5.11 Another measure of disability is the percentage of residents who are economically inactive because of being long term sick or disabled, which is 5.2% in Hackney as a whole compared to 3.7% in London. In the 2011 census 14.6% of Hackney respondents said they had a long-term illness that limited their daily activities in some way, compared with 13.% for London and 17.9% for England and Wales.

5.12 Hackney's own research indicates that just over 35,000 identify themselves as disabled or with a long term limiting illness. People from an Asian, Black or other ethnic background and older people are more likely to identify themselves as disabled.

5.13 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 closure of the western arm of Spring Hill, is minimal.

5.14 **Table 5.1** shows the proportion of disabled Londoners and the type of transport they take at least once a week.

Proportion of disabled Londoners and the type of transport used at least once a week (in percentages) - Children under 5 not included (2016/17)²					
Category	Total	Age 16 - 25	Age 65+	Non Disabled all	Non Disabled 65+
Base	1729	789	863	15831	1828
Walking	81	88	70	96	95
Bus	58	4	48	60	72
Car (as passenger)	42	40	41	45	41
Car as driver	24	26	25	39	52
Tube	21	30	3	43	35
National Rail	9	12	5	17	15
Overground	7	10	3	12	8
PHV - minicab	10	12	8	10	4
Taxi - black cab	3	3	3	2	2
DLR	3	5	2	5	1

² Hackney LIP 3 2022 - 2025 Equalities Impact Assessment

Tram	2	3	1	2	2
Motorbike	-	1	-	1	1
Any public transport	61	69	52	74	78

Table 5.1: Proportion of disabled Londoners and the type of transport they use

- 5.15 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.
- 5.16 There are 5,664 individuals in Hackney with companion e - badges, which is around 3.5% of the total residential population and 14% of disabled people. The latter figure is lower than the approximately 18.5% in London as a whole and around 20% for England. The figure for England is also around 20%. Some 86% of disabled residents in Hackney do not have a companion e - badge parking permit.
- 5.17 Other mobility impaired people in Hackney do not have their own car but rely on subsidised car-based Community Transport Services. One of the main schemes by which this happens is Taxicard which is a London-wide service providing subsidised London taxis, jointly funded by TfL and London boroughs, and administered by London Councils. There are currently 2,529 active Taxicard users in Hackney.
- 5.18 **Figure 5.1** shows the health centres likely to be visited by disabled people in the Denne Terrace area.



Figure 5.1 - showing the health facilities in the Denne Terrace and Stean Street / Dunston Road junction area

- 5.19 The Wheels for Wellbeing annual survey³ shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling. The infrastructure introduced by this scheme will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.
- 5.20 It is also interesting to note that car use by disabled people is slightly lower than by non-disabled people (making up 11% and 12% respectively of trips taken by the two groups). Disabled people are relatively more dependent on buses (23% versus 21%) and slightly less likely to cycle (5% of trips compared to 8% for non-disabled people in Hackney).
- 5.21 Reducing pollution, traffic, and road danger are of critical importance to disabled people, who are among the worst impacted by increased pollution levels and the effects of climate change.

Loading and Unloading for the Disabled Community

- 5.22 Loading and unloading facilities at Haggerston Road outside the Seventh Day Adventist Church have not been changed.

³ Wheels for wellbeing annual survey 2018:
<https://wheelsforwellbeing.org.uk/wpcontent/uploads/2019/04/Survey-report-FINAL.pdf>

- 5.23 Disabled people wishing to load and offload outside the Church will continue to be able to do so under the proposals.
- 5.24 Access for emergency service vehicles will still be available on the southern arm of the junction.
- 5.25 Access to facilities used by people with disabilities has not been affected by these improvements.
- 5.26 As part of the proposals, all addresses and properties remain fully accessible by foot, cycle or vehicle. This is important to support community workers including midwives.
- 5.27 Disabled people wishing to park in the area will be able to find parking spaces as the average usage in the area is 57%.

Engagement with Disability Community

- 5.28 Local disability groups such as RNIB were contacted for comments on the proposals and their comments were taken on board where possible; however there were no responses from the majority of disabled groups such as Age UK and Disability Backup.

Pregnancy/maternity:

- 5.29 This scheme has no impact on pregnancy and maternity as it does not generate extra traffic in the area.
- 5.30 Access to local GP Surgeries and health centres in the Denne Terrace area is not affected by the scheme.

Age:

- 5.31 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 and young children.
- 5.32 Hackney's population is growing rapidly; at the present rate of growth the population will reach 317,000, a growth of 43,000, by 2033. Hackney is a young borough. Some 50% of Hackney's

population is aged between 20 and 44 which is one of the highest such proportions in the country and compares to just 34% in this age group nationally and 43% in London.

5.33 Denne Terrace and the Stean Street / Dunston Road junction are located in Haggerston Ward.

5.34 The proportion of residents in Haggerston Ward is 5.6% of the total population of Hackney.

5.35 **Table 5.2** shows the distribution by age of the general population in Haggerston Ward and Hackney⁴

Haggerston Ward population by Age Group			
Age	Haggerston	Hackney	London
Aged 4 years and under	4.6%	6.2%	6%
Aged 5 to 9 years	4.4%	5.8%	6%
Aged 10 to 15 years	6%	7.1%	7.2%
Aged 16 to 19 years	3.9%	4.3%	4.4%
Aged 20 to 24 years	8.2%	7.2%	6.7%
Aged 25 to 34 years	28.7%	24.5%	18.1%
Aged 35 to 49 years	22.4%	22.3%	22.7%
Aged 50 to 64 years	14.5%	14.7%	16.9%
Aged 65 to 74 years	4.5%	4.8%	6.5%

⁴ <https://hackney.gov.uk/hackney-ward-profiles>

Haggerston Ward population by Age Group			
Age	Haggerston	Hackney	London
Aged 4 years and under	4.6%	6.2%	6%
Aged 5 to 9 years	4.4%	5.8%	6%
Aged 10 to 15 years	6%	7.1%	7.2%
Aged 16 to 19 years	3.9%	4.3%	4.4%
Aged 20 to 24 years	8.2%	7.2%	6.7%
Aged 25 to 34 years	28.7%	24.5%	18.1%
Aged 75 to 84 years	2.1%	2.2%	3.8%
Aged 85 years and over	0.7%	0.9%	1.6%

Table 5.2 showing the distribution by age of the general population in Haggerston Ward and Hackney

- 5.36 The proportion of young people (under 25) in Haggerston Ward is 32.4% which is slightly lower than the Hackney average of 33.3%
- 5.37 Those aged 65+ have a higher mode split of bus use compared to the average, with about average walking and car use mode shares. There is very little cycling amongst this age group.
- 5.38 Those aged 0 to 15 have much higher walking and bus use than the average and also slightly higher car use but lower cycling rates.
- 5.39 Those aged 16 to 19 also have much higher usage of buses and walking than average and the lowest car use of any age group.

- 5.40 Cycling is most popular among the working age adult population (10% of trips) but is lower in both younger and older age groups. Car use is relatively low amongst all age groups but is highest among the under 15s.
- 5.41 Access to locations important to older people, including local GPs, health centres and pharmacies is not affected by these improvements (see figure 5.1).
- 5.42 Older people are more likely to suffer from slight mobility impairments due to ageing, which do not fall under the disability PCG. This can include slower movement and reaction time, and some may use mobility aids for walking.
- 5.43 Proposals that will improve walking and cycling are likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways and cycle lanes.
- 5.44 As such, these improvements will disproportionately benefit this age group.
- 5.45 The 0-15 age group also stands to benefit substantially from these proposals, with some 54% of this age group's trips being by either walking or cycling. Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.

Religion and belief:

- 5.46 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.
- 5.47 The improvements in the Denne Terrace and Dunston Road area do not discriminate against any religious group, as they apply equally to all groups.

- 5.48 There is no disproportionate impact on the Jewish, Muslim or Christian populations as residents or business owners, as the scheme does not prevent access to shops, places of faith or other cultural or religious institutions.
- 5.49 There are no frontages at Denne Terrace that will be negatively impacted by this scheme.
- 5.50 The Hackney Seventh Day Adventist Church at Haggerston Road and the Suleymaniye Mosque at Laburnum Street are the closest places of worship to the scheme.
- 5.51 Routes to these facilities have not changed for all modes of traffic.
- 5.52 The demand for parking at Denne Terrace is increased on worship days when services are in progress however five parking bays will be retained as part of this scheme to help with parking for congregants.
- 5.53 **Table 5.3** shows the distribution of Religion and Beliefs in Haggerston ward⁵

Religion	Haggerston Ward	Hackney	London
No religion	39.5%	36.3%	27.1%
Christian	32.6%	30.7%	40.7%
Buddhist	1.1%	0.9%	0.9%
Hindu	0.7%	0.8%	5.1%
Jewish	1%	6.7%	1.7%
Muslim	15.6%	13.3%	15%
Sikh	0.3%	0.7%	1.6%
Other religion	2%	1.9%	1%
Not answered	7.2%	8.7%	7%

Table 5.3 - showing the distribution of faith and beliefs in Haggerston Ward

⁵ <https://hackney.gov.uk/hackney-ward-profiles>

5.54 Places of worship in the Denne Terrace area are shown on **Figure 5.2**.

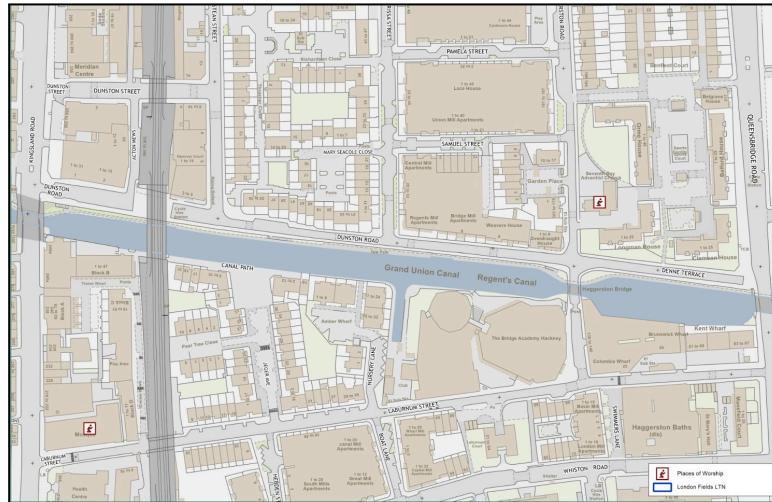


Figure 5.2: showing places of worship in the Denne Terrace area

Race and ethnicity:

5.55 The 2011 Census estimates that about 45% of Hackney’s population are black and minority ethnic groups, with the largest group (around 23%) being black or black British.

5.56 **Table 5.4** shows the distribution of the population in Haggerston ward.

Ethnicity	Haggerston ward	Hackney	London
Asian, Asian British or Asian Welsh	10.7%	10.4%	20.7%
Black, Black British, Black Welsh, Caribbean or African	23.3%	21.1%	13.5%
Mixed/Multiple ethnic groups:	6.7%	6.7%	5.7%
White	50.2%	53.1%	53%
Other ethnic group	9%	8.7%	6.3%

Table 5.4 showing the Distribution of Ethnicity in Haggerston ward⁶

⁶ <https://hackney.gov.uk/hackney-ward-profiles>

- 5.57 The improvements at Denne Terrace and Dunston Road do not discriminate against race and ethnicity, as they apply equally to all groups.

Gender, gender reassignment, sexual orientation, and marriage and civil partnership:

- 5.58 The Scheme impacts are the same for all groups, and thus they do not discriminate against any group, including gender and sexual orientation groups.
- 5.59 Women and people with an LGBT sexual orientation can more frequently be the subject of Anti-Social Behaviour (ASB) and crimes of a sexual nature.
- 5.60 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.
- 5.61 The Scheme has been discussed with the Council's Community Safety and Enforcement Team who work closely with the police to monitor crime statistics and respond to local concerns.
- 5.62 The design team is ready to respond and address any infrastructure-related issues raised.

People experiencing or at risk of poverty:

- 5.63 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.
- 5.64 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 in London: Understanding our diverse communities (2019).
- 5.65 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 having one or more cars vs 23% at £5k or less, 28% at incomes between £5-10k. Those with incomes of between £15k and £20k have car ownership levels of 44%.⁷

- 5.66 **Figure 5.3** indicates estates owned and operated by Hackney Housing, the Borough's largest social housing provider.
- 5.67 The map indicates large areas of social housing in the Stonebridge Estate and Haggerston Estate West.
- 5.68 Access to these estates is not affected by the improvements.

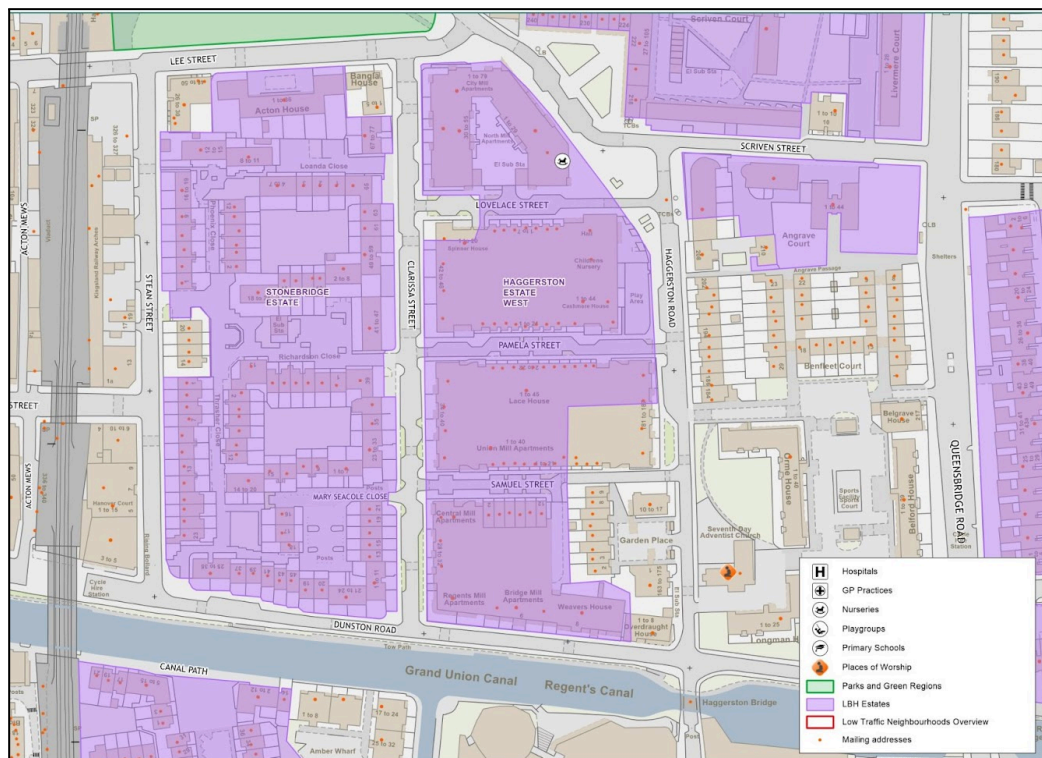


Figure 5.3: Hackney Housing estates in the Denne Terrace area

⁷ [Streetspace funding and guidance - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk) Appendix 7 - Case-making data for boroughs accessed 1/11/21). 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.

EQIA Conclusions

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

Protected Characteristic						
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Gender, gender reassignment, sexual orientation, and marriage and civil partnership	Poverty
Overall P	Overall P	Overall P	Overall P	Overall P	Overall P	Overall P
Positive		<p>Road safety improvements are especially beneficial for disabled people to support them making local journeys. They are also particularly beneficial for older people and young children, who are overrepresented in road collision accidents</p> <p>Improvements to walking and cycling conditions are relevant to all protected groups, as all require access to the same amenities.</p> <p>In particular, women and people with Culturally and Ethnically Diverse communities have currently low levels and therefore higher potential for cycling, and thus benefit more from improvements to local cycling conditions.</p>				
Negative		<p>Subgroups of the group of car dependent people will include members of protected groups including older people and people with disabilities.</p>				

<p>Comments</p>	<p>Certain groups are estimated to experience both positives and negatives due to the scheme. This can be due to a difference in terms of chosen transport mode, i.e. benefits when being a bus user, pedestrians, cyclists but disbenefits to the same person when in a car. Overall, data and research show that groups with protected characteristics, e.g. ethnicity or disability, are more frequently pedestrians or bus users than car passengers or drivers. But there are exceptions to this, such as the slightly higher car dependency of Asian groups.</p> <p>Balancing these positives and negatives and the impact on different locations, overall it is believed that the scheme will be beneficial in terms of equalities. Walking, cycling and bus services enhancements and road safety and air quality improvements are especially relevant.</p> <p>Certain measures have been incorporated into the proposals to mitigate against negative impacts. These include:</p> <ul style="list-style-type: none"> ● Taking into account emergency services feedback and ensuring that the remaining open arm is navigable for emergency vehicles. ● Feedback from other organisations including disability stakeholder groups has been taken into consideration. ● All properties are still accessible by vehicle. <p>The EQIA is a live document that requires continual updating and assessment. The proposals should be seen as part of a package of measures in the local area that aim to achieve the same policy goals and scheme objectives, especially in terms of promoting a modal shift towards active travel and improving local air quality.</p> <p>To ensure that benefits are realised for all groups, the Council has a number of existing initiatives such as the ongoing cycle training programme and several publicity campaigns. To monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups.</p>
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Table 5.5 : Equality Impacts Summary Table

Summary of Equalities Specific Recommendations

- 5.69 Continue to liaise and consult with representatives of all protected groups in order to learn more about their day to day experiences of using the junction.

Summary of Scheme and Benefits

- 5.70 To summarise the Denne Terrace and Dunston Road scheme, this report has shown that:

- **Traffic data** - No impacts on traffic flows
 - **Emergency Services response times** Emergency access response is not affected by the scheme.
 - **Equalities impacts** - Extensive EQIA included here shows overall positive impacts.
 - **Bus Performance - No** buses are affected by this scheme.
 - **Consultation results** - All feedback has been analysed and the results of this analysis have been used to inform the recommendations in this report. After considering all comments, particularly the negative ones, it is to be concluded that the scheme still represents an overall benefit for the wider community of people living within the area.
-
- **Policy** - The scheme is consistent with the Council's Transport Strategy and its Climate Change Agenda.

6.0 LEGAL IMPLICATIONS

- 6.1 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) for the reduced parking and new cycle hire and parking bays.
- 6.2 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.
- 6.3 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.
- 6.4 The Council has the power to provide on all borough roads, stands or racks for, or devices for securing bicycles under Section 63 of the RTRA.

7.0 FINANCIAL IMPLICATIONS

- 7.1 The estimated cost of the public realm improvements at Denne Terrace is £100k fundable within the Section 106 and £60k from the Developing Borough Infrastructure budget.
- 7.2 The estimated costs of the public realm improvements at the Stean Street / Dunston Road junction is £75k fundable within the Developing Borough Infrastructure budget.

8.0 RECOMMENDATIONS

- 8.1 It is recommended that the Assistant Director, Streetscene approves that the Council proceed with implementing the public realm improvements at Denne Terrace and the Stean Street / Dunston Road junction as outlined in this document.

9.0 SUMMARY AUTHORITY TO MAKE DECISIONS

9.1 The Council's Constitution allows for Delegated Powers Decisions to be made by relevant officers with relevant delegated authority.

9.2 The Assistant Director Streetscene is authorised to approve the recommendations set out in this report.

10.0 CONCLUSIONS

I have noted the contents of this summary and the associated documents and approve the recommendations contained in this report.

11.0 APPROVAL

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


Signed

Dated : 10 December 2024

Tyler Linton - Assistant Director Streetscene

cc Geeta Subramaniam-Mooney - Director Environment and Climate Change,
Climate, Homes & Economy

cc Sarah Young - Cabinet Member for Energy, Waste, Transport and Public
Realm

cc Maryann Allen - Group Engineer - Streetscene Design & Engineering

Appendix I: Public Consultation for the public realm improvements at Denne Terrace and Dunston Road



Denne Terrace and Dunston Road

Proposed public realm improvements

Public consultation
September 2024



Overview

In our Transport Strategy, we have committed to making Hackney's roads safer for everyone living in, working in and visiting the borough. We aim to create an environment that will promote and encourage more walking and cycling as these are clean, healthy and efficient ways to travel, to help improve air quality and reduce emissions within the local area.

Following the installation of a toucan crossing (signal controlled pedestrian and cycle crossing) near the canal bridge at Queensbridge Road, measures to tie in the toucan crossing with the rest of Denne Terrace are being proposed.

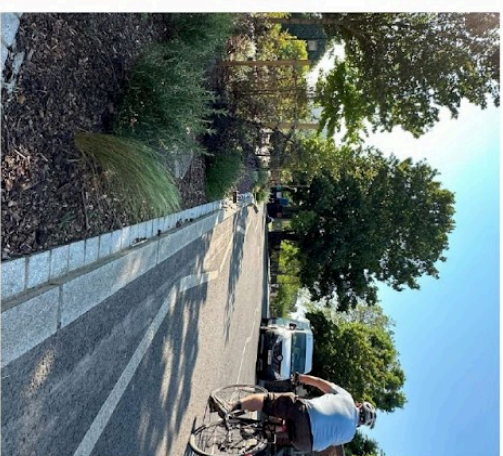
In 2020, we installed experimental traffic filters as part of the London Fields low traffic neighbourhood including the traffic filter at Stean Street near the Dunston Road junction. These traffic filters were made permanent in February 2022 paving the way for more permanent measures to improve the public realm. This is in line with our aim to create a greener, healthier Hackney, improve road safety and support people to walk and cycle locally.

What is the proposed scheme?

Denne Terrace

As part of the improvements we propose to:

- Make the last 42 metres of Denne Terrace towards Queensbridge Road traffic free by installing a restriction for motorised traffic near the footpath to Clemson House.
- Install wider pavements with trees and possible seating facilities. This would help more people to take up walking in more attractive spaces next to the canal.
- Raise the road level to just below the pavement level to highlight further the absence of motorised traffic.
- Extend the existing cycle hire facilities from about five metres to 20 metres to occupy the space between the trees and accommodate more pedal cycles. The extended cycle hire facilities will result in the loss of five parking spaces.



Examples of rain gardens

Dunston Road

The existing traffic filter on Stean Street at the junction with Dunston Road is composed of temporary planters and fixed bollards.

As part of the improvements we propose to:

- Replace the two temporary planters with rain gardens (a type of Sustainable Drainage System or SUDS with new trees and low level planting) to enhance the public realm and help improve the air quality.
- Install kerb build-outs to reduce the road width and extend the raised junction table using distinctive paving material to help highlight further the presence of the bus gate.
- Replace the fixed bollards with a traffic enforcement camera to improve accessibility for emergency service vehicles in the area.
- Implement other public realm improvements such as cycle parking / storage facilities subject to funding.

Have your say

Please complete and return the enclosed questionnaire using the **FREEPOST STREETSCENE** envelope provided by **13 October 2024** or visit **consultation.hackney.gov.uk** to complete the questionnaire online.

What happens next?



Your views will be taken into account as part of the detailed design process. We will publish the consultation results as well as the decisions made at **consultation.hackney.gov.uk**

Subject to the consultation outcome, the Council would be required to carry out its legal statutory consultation, at which point you would be entitled to make further comments and representations.

If the scheme goes ahead, following consultation, we expect construction works to start in **December 2024** with completion in about **eight** weeks. Further information regarding the works would be sent out closer to the time.

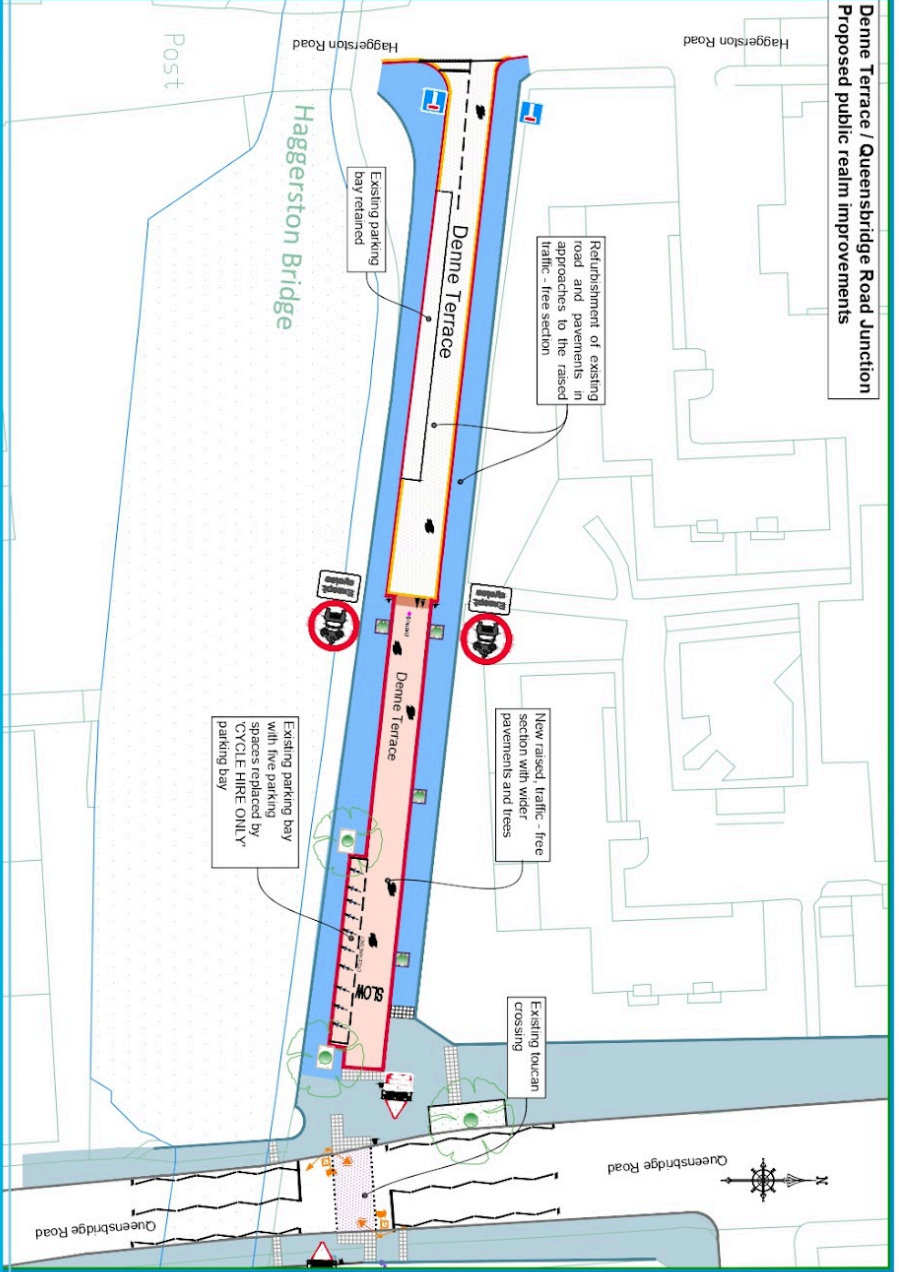
Information



For further information on these proposals, please contact the Hackney Service Centre by calling **020 8356 2897** or by emailing **streetscene.consultations@hackney.gov.uk**

If you need any information on this consultation in a different format please email **consultation@hackney.gov.uk** We'll consider your request and get back to you in five working days.

Denne Terrace / Queenbridge Road Junction
Proposed public realm improvements



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