

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME: RAVEY STREET/WILLOW STREET
PUBLIC REALM IMPROVEMENTS**

AGREE TO:

Note the outcome of the public consultation exercise for Ravey Street proposed public realm improvements.

Give approval to:

- Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes.
- Subject to the outcome of the statutory consultation, and the addendum updating the consultation results, proceed with the improvements at Ravey Street / Willow Street, implementing a new street layout with tree planting, raised junction space, rearranged parking and new high quality footway paving as detailed on drawing TT-630-011-GA (**Appendix I**).

REASONS

The proposals will:

- Create a distinct and attractive street with trees, high quality paving across the pavement areas and a raised junction table at the intersection of Ravey and Willow Street
- New trees that will contribute to a relaxing environment and a greener, friendlier character to the space. Creating a high quality space, planting trees and greenery will result in the loss of a maximum of two car parking spaces along Willow Street.
- Install cycle stands to facilitate the anticipated increase in demand for cycle parking.

- Introduce a new blended crossing at the junction of Ravey Street with Leonard Street which incorporates tactile paving for visually impaired users and plant trees on either side to create a gateway feature and a more attractive environment.
- Create a safer, more pleasant environment for pedestrians, that encourages active transport and helps improve air quality. New tactile paving will be introduced where appropriate.

BACKGROUND

- 1.1 Hackney Council is working to make improvements along Ravey Street from the junction with Leonard Street up to the junction with Willow Street (including a small section to the eastern side of Willow Street) to achieve a safer, more pleasant environment along the street as part of a series of public realm improvements for Shoreditch.
- 1.2 From 12 February 2021 to 11 March 2021 Hackney Council consulted on these proposals.
- 1.3 This Council is committed to promoting and encouraging cycling and walking as they are clean, healthy and efficient ways to travel.
- 1.4 Due to the extensive work that the Council has undertaken to make cycling the primary mode of transport, Hackney now has record levels of cycling amongst residents and visitors and has obtained a long-standing reputation as a cycling borough.
- 1.5 In its Transport Strategy the Council has also committed to making Hackney's roads safer for everyone living, working and visiting the Borough. These changes are aimed at creating an environment that will encourage more walking and cycling, reduce car dominance, traffic speed and, as an aspiration, help to improve air quality and reduce emissions within the local area.
- 1.6 This can only be achieved by reducing the constant presence of the private vehicle. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the people of London. Even more disturbing is the direct impact it is having on children's health with evidence proving that it is directly responsible for asthma and other respiratory illnesses amongst children.

2.0 EXISTING CONDITIONS

- 2.1 Ravey Street is a mixture of residential properties and retail sector businesses. It is a 20mph road within the Hoxton East and Shoreditch Ward and hosts some well known hotels in the area such as Nobu Hotel, Hart Hotel and The Hoxton as well as pubs and restaurants.

2.2 One accident was recorded over a three year period (2017 – 19). In August 2019 a collision occurred at Leonard Street, near the junction with Ravey Street involving a car and a pedestrian. An adult pedestrian was seriously injured.

3.0 PROPOSALS

3.1 The proposals include:

3.1.1. Improving the way the existing space looks and feels, making the public realm more pedestrian friendly. We believe that making the environment safer and more attractive encourages walking.

3.1.2. Create a distinct and attractive street with trees, high quality paving across the footway areas and a raised junction table at the intersection of Ravey Street and Willow Street with a level surface and less carriageway space which will increase pedestrian space.

3.1.3. Install 7 additional cycle stands to facilitate the anticipated increase in demand for cycle parking.

3.1.4 Implement new trees that will contribute to a relaxing environment and a greener, friendlier character to the space. The final location of the trees is subject to utility surveys.

3.1.5. At the junction of Ravey Street with Leonard Street we propose to install a blended crossing (continuous footway) to slow down vehicles when entering or exiting the road and encourage vehicles to give way to pedestrians crossing the road, reinforcing the rules of the Highway Code. Tactile paving will be installed at the crossing point to aid navigation for disabled users.

3.1.6. Bicycles and motorised vehicles will still be allowed to use the street after the works are completed. Creating a high quality space with planting trees and greenery will result in the loss of a maximum of four car parking spaces along Willow Street as shown on the scheme proposal drawing.

3.1.7. Existing tactile paving will be replaced to the national standard and new tactile paving will also be introduced along Willow Street to aid pedestrian safety towards Great Eastern Street.

3.2 Ravey Street/Willow Street scheme proposals are included as **Appendix I** of this document.

4.0 POLICY CONTEXT

4.1 Hackney Council's Transport Strategy 2015-2025

- 4.1.1 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.
- 4.1.2 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 residents while improving social inclusion and combating climate change.
- 4.1.3 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 Hackney's Local Plan 2033 (adopted July 2020) and Health and Wellbeing Strategy.
- 4.1.4 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.
- 4.1.5 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 scheme.

4.2 Road Safety Plan

- 4.2.1 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 of reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.

4.2.2 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 Plan outlines some of the more successful initiatives undertaken by the Council to date.

4.3 **Mayor of London's Transport Strategy**

4.3.1 The central aim of the strategy – the Mayor's vision – 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.

4.3.2 This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air.

4.3.3 It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

4.4 **Mayor's Vision Zero**

4.4.1 The Mayor's Vision Zero aims to make streets in London safer for all and it is an aspiration that the Council has committed to.

4.4.2 It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.

4.4.3 Under this vision, no-one will be killed in an incident involving a London bus, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

4.4.4 The proposals outlined in this document will help contribute to achieving the above policies.

5.0 STAKEHOLDER CONSULTATION

- 5.1 As part of the consultation process, stakeholder consultation was carried out. These include all key stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (LFCDA), the London Ambulance Service, Parking Services, London Travel Watch, the Metropolitan Police Service and the Royal National Institute of Blind People (RNIB).
- 5.2 The consultation material was approved by the Streetscene Head of Service and the Lead Councillor before it was distributed.
- 5.3 No objections to these proposals were received from any of the above-mentioned stakeholders apart from the RNIB with regards to continuous footway and the raised table. The Council's response on these elements is stated in paragraph 9.0.

6.0 PUBLIC CONSULTATION

- 6.1 600 leaflets were distributed to residents and businesses around the Ravey Street/Willow Street area, as shown on the distribution map attached as **Appendix II**. The public consultation started on 12 February 2021 and ended on 11 March 2021.
- 6.2 A copy of this public consultation was also uploaded to the Council's website which gave an opportunity for others outside the consultation area to respond.
- 6.3 Residents and businesses were also able to submit their comments via the Council's Citizen Space website.
- 6.4 **Analysis of the public consultation**
- 6.4.1 The consultation results are summarised and tabulated below. A total of 34 responses were received to this consultation, of which 26 (76.5%) supported the measures, 6 (17.6%) opposed and 2 (5.9%) said they neither support or oppose.

Freepost Replies - 12

On-line Replies – 22

Total Replies (Freepost and Online) - 34

Support	Oppose	Don't know
26 (76.5%)	6(17.6%)	2 (5.9%)

7.0 Main comments raised from those who responded to the proposals:

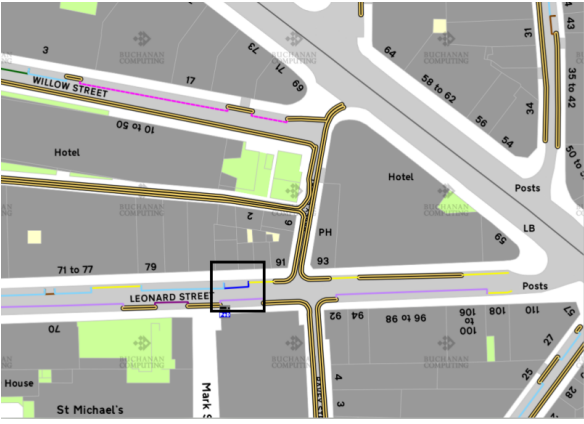
From all the comments that were received, the following analysis provides a summary of the main comments and concerns that were found within the responses.

Key stakeholders	Officer's response
<p>Metropolitan Police (Traffic Management Officer for Enfield, Haringey, Hackney, Tower Hamlets, Newham, Waltham Forest, Camden and Islington)</p> <p>If this scheme has been subject to the road safety audit process please could you send us the stage 1 or 2 report. Also, do you have a drawing with signs and lines please so I can see how the junctions are lined out.</p> <p>Public Surveillance Manager - Safer Communities (Oliver Martin)</p> <p>Public Surveillance team has a camera pole at the Great Eastern Street end near the LEN structure where initially a tree installation was proposed.</p>	<p>AutoCAD drawing has been circulated for comments. Stage 1& 2 Road Safety Audit report will be commissioned and drawings will be updated if required.</p> <p>No trees will be installed near the existing camera as part of the final scheme proposal to maintain enforcement angle views.</p>
<p>Stakeholder - Royal National Institute of Blind People (RNIB)</p> <ol style="list-style-type: none"> 1. We advise that a thorough Equality Impact Assessment is carried out; identifying and addressing the needs of people with disabilities 2. We cannot support any forms of shared space between vehicles including micro mobility, cycles and pedestrians. This means that we are formally objecting to the 	<p>See section 9.0 Equalities Impact Assessment of this report.</p>

<p>blended crossing as we have evidence to support that this type of scheme is not inclusive to people with sight loss of which the tactile paving has been removed. This is a crucial feature of streets for blind and partially sighted people to navigate.</p> <ol style="list-style-type: none">3. We formally object to any schemes that remove kerbs and make pavements and road spaces as level access. Blind and partially sighted people rely heavily on tactile features such as kerbs to aid navigation and give a sense of direction. Removing these will inhibit independent travel and render people with sight loss lost without these crucial features.4. Please ensure that consultation documents and engagement with local residents is accessible and inclusive to people with sight loss. These are usually the communities that are impacted the most and usually unable to partake in this crucial decision making because of a lack of considered engagement.5. Please ensure that pavements are built to minimise obstructions – this includes bike hangers – where possible should be built on the road. People with sight loss usually navigate either on the middle of the pavement or using the building line so please ensure these are kept clear.6. Please ensure that tactile features are maintained and built in accordance to national guidelines.7. I have attached our policy positions of which you may find useful in ensuring inclusive streets.	
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Comments from residents:	
Oppose	Officer's response
It's odd that the cycle connection between Ravey Street and Great Eastern Street is only marked as one way. People will want to use this route in both directions.	We have considered the option of having a two way cycle lane and due to space constraints and poor visibility for an additional cycle lane towards Great Eastern Street the option has been discarded.

<p>I fully support your intention. The design looks like it will improve the area for pedestrians. However the design has a number of issues that will not make for a safe and desirable cycling experience.</p> <p>Some examples: 1. the loading bay next to the bike lane will lead to people loading cargo off the lorry, into the bike lane, and standing in the bike lane while loading. Please reconsider.</p> <p>2. Cycle lane being raised to the same level as footpath will not make for a clear priority and will cause the conflicting movements your drawing says it's trying to avoid – from experience using paths like this, edging detail does not avoid this conflict. Please reconsider.</p> <p>3. If the design is amended to be better considered for safer for cycling, it still doesn't go anywhere – the measures need to be joined up to safe infrastructure on Leonard Street and Great Eastern Street, otherwise these are just dead ends to people who want to use bikes but not mix with motor traffic (many, many, many Londoners).</p> <p>Please reconsider this from a cyclists point of view. The design appears to have been made by people who do not experience the streets on a bike. There are plenty of great best practices available in the DfT's Gear Change document. The document also shows that building infra that doesn't follow these best practices has no impact and wastes money. Thank you for your efforts and vision, I can't wait to see it executed effectively.</p>	<p>1.This is an existing loading bay along the TfL's network (Great Eastern Street) which we are not proposing to relocate.</p> <p>2. Corduroy pavement will be installed on either side of the raised cycle lane to warn pedestrians and avoid any potential user conflict.</p> <p>3. Unfortunately we do not have sufficient funding to expand the cycle infrastructure network. This scheme primarily focuses on improving the attractiveness of this little pocket in Shoreditch and introduce traffic calming measures (raised table).</p>
<p>Your diagram does not show the car parking space removal so it is inaccurate and unfair.</p>	<p>The design we have consulted on was a concept/schematic design. Attached to this report you can find a</p>

<p>I strongly oppose the changes to lose car parking spaces that are already limited.</p> <p>Your consultation should allow comments on all aspects proposed, not the entire plan.</p>	<p>preliminary-detailed design where parking bays removal is clearly shown. To allow for tree planting we will have to create some buildouts as existing footways on Willow Street are narrow. Therefore, we will be removing a total of four parking bays as these are shown on the attached plan. Parking stress in the area is not very high.</p>
<p>It's not about trees, it's about stopping cars. I am disabled driver and you're making my life hell.</p>	<p>Vehicle access will be maintained as part of these proposals. The only impact for car users will be the removal of a maximum four spaces on Willow Street to allow for tree planting and additional cycle stands.</p> <p>There is currently 1 disabled bay near the scheme (in front of 85-87 Leonard Street) as shown at the plan below.</p>  <p>For more information about disabled parking or to apply for a blue badge permit, please use the below link:</p> <p>https://hackney.gov.uk/blue-badge#check</p>
<p>Support</p>	<p>Officer's response</p>
<p>Fully support all ideas - especially tree planting right next to the curb by cycle stands. Hopefully the current cycle stands are not going to be taken away.</p>	<p>We will add more cycle parking as part of this scheme in response to the increasing cycle demand.</p>
<p>Benches should be added, as more children and babies are in this</p>	<p>We have initially considered installing seats. However, due to the very narrow footways and the likelihood of</p>

<p>neighbourhood that cannot walk all that long</p>	<p>encouraging anti-social behaviour during the night we decided not to install any.</p> <p>We have received comments similar to the below that reinforce our view for introducing seating at this location.</p> <p>“WHEN HOSPITALITY REOPENS THERE IS A CONCERN THAT PATRONS OF THE GRIFFIN PUB AND HOME BAR DRINK AND SMOKE IN LARGE GROUPS OUTSIDE AND MAY CREATE LITTER IN THE NEW PUBLIC SPACE”.</p> <p>If we receive additional requests for seating we will consider installing a few bollard type seats at a later stage (with a monitoring strategy in place).</p>
<p>The public realm in this area definitely needs some improvement, especially for pedestrians. Hopefully these proposals will slow down vehicles passing through and improve the look and feel of the area.</p>	<p>The planting of trees within the scheme is to help encourage drivers to slow down by changing the ‘feel’ of the environment. Vehicles will still be allowed to access Ravey St and Willow St the same way they currently do.</p>
<p>I definitely support the planting of new trees in the area & improving the cycle lane. Please consider the safety implications of the blended crossing for pedestrians.</p>	<p>Tactile paving will be installed where there is a continuous footway to mitigate safety concerns and warn pedestrian users when crossing the road.</p>
<p>WHEN HOSPITALITY REOPENS THERE IS CONCERN THAT PATRONS OF THE GRIFFIN PUB AND HOME BAR DRINK AND SMOKE IN LARGE GROUPS OUTSIDE AND MAY CREATE LITTER IN THE NEW PUBLIC SPACE</p>	<p>This is one of the reasons we felt that seating would not be appropriate at this location.</p>
<p>Ensure the new trees have sufficient protection - the public realm enhancements at the Leonard St/Paul Street cross roads are ALWAYS(!) being hit by traffic and it makes the area look and feel much worse than if it was a normal junction. It also feels less safe as a pedestrian. Therefore, the (new) scheme needs to ensure the "blended" use is clearly communicated.</p>	<p>Tree guards will be installed for all street trees. The current tree guards at Leonard Street are more robust than the previous ones and we are currently monitoring them to see if they are suitable for further use (especially when trees are planted on the carriageway or at the edge of the kerb where it is more probable to be hit by vehicles).</p>

<p>What about Blackall Street? Hardly anyone uses Ravey, who is this for? How will traffic service The Nobu? Better to pedestrianise Blackall & use Ravey & willow to service the hotels... There are 3 Now!</p>	<p>Unfortunately the funding available is for Ravey Street only, there is no additional funding to address Blackall Street. We feel the scheme will create a new environment along Ravey Street and increase pedestrian and cycle flow here with the measures we have proposed.</p>
<p>The plans represent an improvement. More trees, more cycle parking is always a good thing. Plus the raised table will make it a pedestrian-first place, which should be given the high level of foot traffic.</p> <p>However I think an opportunity to improve the link between Quietway 2 and Cycleway 1 is being missed here. There are two ways to get across Great Eastern Street on a bike, one goes from Garden Walk to Ravey Street, and the other goes from Rivington Street to Paul Street. They both have their disadvantages, so I think an improved crossing here would be very beneficial. Said disadvantages are:</p> <p>From Garden Walk to Ravey Street, the crossings require you to go up on the pavement in an awkward fashion and wait in an area that pedestrians need to move through. When I worked near here I found that pedestrians rarely expected your presence at the toucan crossing. As such I feel a parallel crossing would make things much clearer for everyone. Cyclists could be held back at separate lights, so they don't need to wait on Great Eastern Street's pavements to cross. I think this would be a significant improvement for all users of this crossing, and worry that if these plans are put in place as is, it would be difficult to make the necessary changes to the crossing later.</p> <p>The alternative crossing, from Rivington Street to Paul Street, requires you to wait</p>	<p>We have made a note of your suggestions and will be considered as and when funding is made available for cycle route upgrades.</p> <p>Unfortunately, the funding for this specific scheme is limited and we won't be able to provide crossing facilities as per your comments at this stage.</p>

<ul style="list-style-type: none"> • Please show exact location of trees so not to impede on any of the 3 Willow Street exits/entrances (Terrace, Restaurant, Main hotel)? • Please confirm that vehicle access through Willow Street and Ravey Street will not be impacted as a result of these works? • What improvements are being made to the road surface of Willow St as this is very unsafe and needs major attention, needs resurfacing with Ravey St? • Can the current sewage vent on Willow St be relocated further up to take smells away from entrances to the hotel? • Can the lamppost outside the main hotel entrance on Willow Street be repaired and relocated? 	<p>Cryptomeria, Prunus Kanzan Double Flowering Pink Japanese Flowering Cherry Tree or similar</p> <p>We will not be proposing any trees in front of any of the hotel entrances. The proposed locations can be seen in the attached drawing TT-630-011-GA but these are subject to underground utility surveys/trial holes. Once these are finalised we will share the updated drawing via a scheme notification letter.</p> <p>There are no proposals that affect vehicle access to either Willow or Ravey Street,</p> <p>We do not have a budget available to fund the resurfacing of Willow Street from this specific scheme. Nevertheless, we have passed this matter onto our Highways Maintenance team to bring this to their attention.</p> <p>Unfortunately, we do not have the budget for relocating the sewage vent. In addition, this is Thames Water Utilities Ltd responsibility not the Council's.</p> <p>We have spoken with our lighting engineers. Their response is below:</p> <p>" The issues relating to the lamp column goes back a few years. At the time the hotel was built, the Council and Developer did not resolve the Hotel entrance/lamp column conflict. The</p>
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<ul style="list-style-type: none"> • Can Blackall St have improved street lighting to make it safer for the general public? • Can Blackall St road surface also be replaced as needs attention, needs resurfacing with Ravey St? • Can road signage to Ravey St/Leonard St/Paul St/Willow St be improved to better the ULEZ instructions? 	<p>Developer also damaged the column during the build phase. I have since provided a cost to relocate the lamp column 1 metre east, but as yet have not received payment".</p> <p>As you can see from the above response the Council is more than happy to relocate the column once you submit the payment for it. [We have provided the contact details of our lighting engineer in case Nobu Hotel needs more information on this].</p> <p>In terms of the lighting fixtures within the scheme extents and in close proximity:</p> <p>“Lighting in Willow Street and Ravey Street meets British and European Standards, LED (white light source) lanterns have been installed to all lamp columns in both of these roads. Lighting in Blackall Street also meets British and European Standards, but 3 of the 4 wall lights are waiting to be converted to up to date LED lanterns. LED lanterns can be fitted to wall brackets 2, 3 and 4 in Blackall Street if desired. This will harmonise the lighting in Willow, Ravey and Blackall Street all with a white light source instead of a current mixture of white and orange”.</p> <p>The plan is to come back at this location if further funding becomes available and improve Blackall St by potentially raising and resurfacing the carriageway.</p> <p>Road signs for the ULEZ are already in place at the entry points of the restrictions (Leonard St/Great Eastern St</p>
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	and Old Street/Singer Street, City Road South at Old Street.
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8.0 IMPACTS

8.1 Permanent Impacts

- 8.1.1 The new narrower road layout together with the introduction of trees and the raised table at the junction of Ravey Street and Willow Street would create a more attractive environment primarily for pedestrians and encourage people to drive slower.
- 8.1.2 The accessibility for pedestrians, road safety and overall travel experience would be improved for all road users by introducing a blended crossing, new tactile paving that contrasts with footway material, delineation of footway and carriageway space.
- 8.1.3. The proposals would affect the current parking provision with a loss of four parking bays to allow for tree planting and the provision of cycle parking.

8.2 Temporary Impacts

- 8.2.1 All works would be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works would be carried out on Saturdays in line with local practices, unless considered necessary to minimise disruptions.
- 8.2.2 A road closure with suitable local diversion routes will be required to undertake the works promptly and safely, in particular when the road carriageway is being resurfaced. Communication will be made with residents and businesses in the area prior, ensuring that where possible access will be made to minimise disruption.
- 8.2.3 Implementation of the proposals are programmed to start July 2021 subject to completing successful statutory consultation.

8.3 Air Quality Impacts

- 8.3.1 We believe the proposals will help to encourage more people to switch to walking or cycling. This can help to reduce emissions as well as reducing exposure (people are exposed to higher levels of air pollution when in their motor vehicles compared to being in the open air).

- 8.3.2 Overall we believe the proposals would have at least a neutral impact on emissions of nitrogen dioxide emitted by traffic using the associated stretch of Ravey Street.
- 8.3.3 We have an air quality monitoring scheme which monitors air pollutants across the borough, including within Shoreditch. There are areas within Shoreditch that suffer from poor air quality and this scheme is attempting to help redress this.
- 8.3.4 While the planting of trees can have some benefits, the positive impacts from individual trees on local air quality are fairly minimal. However, by positioning them kerbside and on buildouts, their placement can help to ensure that sufficient distance from the kerbside is maintained by pedestrians thus reducing their exposure to tailpipe emissions.
- 8.3.5 Hackney Council's Air Quality Action Plan 2015-2019 sets out actions to improve air quality in the borough:
<https://drive.google.com/file/d/1ZzAWioIMIJtKT69YqKBimcQh1-TDI8s/view>.
- 8.3.6 Hackney Council is currently consulting on a new Air Quality Action Plan (AQAP) for 2020-25. A draft plan has been produced as part of the Council's duty under London Local Air Quality Management (LLAQM) and has regard to the Greater London Authority's (GLA) guidance on air quality. The draft plan outlines the actions we would take to improve air quality in Hackney between 2020 - 2025:
<https://consultation.hackney.gov.uk/housing-service/air-quality-action-plan-2020-2025/>

9.0 Equalities Impact Assessment

- 9.1 In developing these proposals, consideration has been given to the impact in terms of equalities. The Council's overall objectives are set out in the Equality Impact Assessment (EqIA) for the Hackney Local Implementation Plan 3 and Transport Strategy, which stress the Council's desire to see all schemes developed to provide a high quality environment for all residents. This scheme prioritises walking, cycling and public transport in order, and improves road safety and pollution, suggesting that the overall equalities impact would be generally positive. While those cycling and walking would be the primary beneficiaries, the schemes would have positive impacts for all vulnerable users of the borough's road network.

9.2 Disability

9.2.1 Hackney has lower than average rates of residents who identify as having a disability. In November 2017, 4.1% of the local population (11,234 people) were claiming Disability Living Allowance or Attendance Allowance. 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 these proposals is low. It should also be pointed out that the scheme would improve pedestrian facilities. The scheme does not remove any disabled parking bays. Blue badge holders are eligible to park in all shared use bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and on single and double yellow lines for a maximum of 3 hours, provided there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue badge holders may also use any disabled bay. Companion badge holders can park in the same bays as Blue Badge holders, but have the added advantage of being able to park in resident and permit parking bays within their home parking zone.

A raised table at the junction of Ravey and Willow Street and a blended crossing (continuous footway) at the junction of Leonard Street and Ravey Street have been proposed as part of this scheme. Tactile paving will be installed at all crossing points along the pedestrian desire lines to alleviate any safety concerns for disabled users. The amount of traffic entering Ravey Street and Willow Street is minimal and we do not anticipate any safety implications. Both the blended crossing and raised table are proposed to create a more pedestrian focus environment and reduce vehicle speeds.

9.3 Pregnancy / maternity

9.3.1 The positive benefits of reducing the dominance of motor vehicles would benefit the most vulnerable road users, including mothers and children who disproportionately suffer the harmful effects of air pollution. 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.

9.4 Age

9.4.1 This scheme positively impacts children as it is designed to create a safer and less polluted environment with the introduction of road narrowing to slow and reduce traffic. Children are among the most vulnerable groups in

terms of road danger and pollution, and this scheme helps to address that vulnerability.

9.4.2 Older adults are also vulnerable to road danger and air pollution and benefit from reduced traffic dominance. However, older adults are more likely to travel by car or taxi as mobility declines with age. Older adults who live within the vicinity of Ravey/Willow Street will continue to be able to access their homes in the same way as they currently do.

9.5 Religion and belief

9.5.1 Consideration has been given to the impact of these proposals in terms of religion or belief. Reducing the dominance of motor vehicles benefits all groups equally, regardless of religion. The proposals in this report do not discriminate against any religious group, as they apply equally to all groups.

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

9.6.1 It is considered that this protected characteristic group would not be impacted by this scheme.

9.7 Race and ethnicity

9.7.1 The 2011 Census estimates that 40% of Hackney's population are black and minority ethnic groups, with the largest group (around 20%) being black or black British. TfL data for Greater London, reported in TfLs 'Travel in London: Understanding our diverse communities 2019' summary of research, shows that walking is the most commonly used type of transport by Black, Asian or Ethnic Minorities (BAME) Londoners (96% of BAME Londoners walk at least once a week, compared to 95% of white Londoners), followed by bus (65% BAME compared to 56% white). The data also indicates that both Mixed or Multiple Ethnic groups, and Other Ethnic Groups, are much more likely to walk (48% and 45%, respectively), whilst mixed and multiple ethnic groups are more likely to cycle (7%), and Asian or Asian British are more likely to drive (6%).

EQIA Summary Table

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

Protected Characteristic					
Disability	Pregnancy & Maternity	Age	Religion & Belief	Gender	Race & Ethnicity
P	P	P	N	N	N
Positive		<p>The scheme would provide improved pedestrian facilities with narrower carriageway widths, refurbished footways and a raised table at the junction of Ravey Street/Willow Street making this pocket of Shoreditch more attractive and comfortable for people to walk along and potentially spend some time there. New tactile crossing will be introduced at crossing points.</p> <p>The proposals would encourage more people switching from private car use to walking or cycling, helping to reduce air pollution.</p> <p>The introduction of street trees would increase the distance between pedestrians and moving traffic, reducing their exposure to tailpipe emissions.</p>			
Negative		<p>As part of the proposals, the removal of four parking spaces is necessary to introduce the new buildouts that will accommodate the street trees. This would affect a number of residents who might need to park their cars.</p>			
Comments		<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.</p> <p>70% of Hackney residents do not own a car. They rely on walking, cycling and public transport for travel. 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>			

10.0 FINANCIAL IMPLICATIONS

10.1 The Ravey Street/Willow Street scheme would be funded by S106 funding. There is an allocation of £148K for implementing this scheme. Maintenance costs will be included in the Council's maintenance programme.

11.0 LEGAL IMPLICATIONS

- 11.1 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).
- 11.2 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. In this case the introduction of double yellow lines to replace seven parking bays would require statutory consultation.
- 11.3 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. Any subsequent objections received during the consultation period would need to be resolved prior to scheme implementation.

12.0 AUTHORITY TO MAKE DECISIONS

- 12.1 The scheme of delegation for Neighbourhoods and Housing, 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 Head of Streetscene.
- 12.2 The Head of Streetscene would use his delegated powers to take forward the scheme.

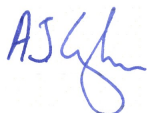
13.0 RECOMMENDATIONS

- 13.1 76.5% of people who responded to this consultation supported the proposals and 17.6% of the respondents did not support the proposals. These results include all the online and paper responses to the end of the consultation period on 11 March 2021. The public realm improvements proposed at this location would provide a number of benefits as described in section 8.0 and the officer's responses in section 7.

13.3 It is recommended that the Head of Streetscene use his delegated powers to agree that the Council proceeds with the proposals for Ravey Street as detailed in this report.

14.0 APPROVAL

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

Signed 

Dated 09/07/21

Andrew Cunningham - Head of Streetscene

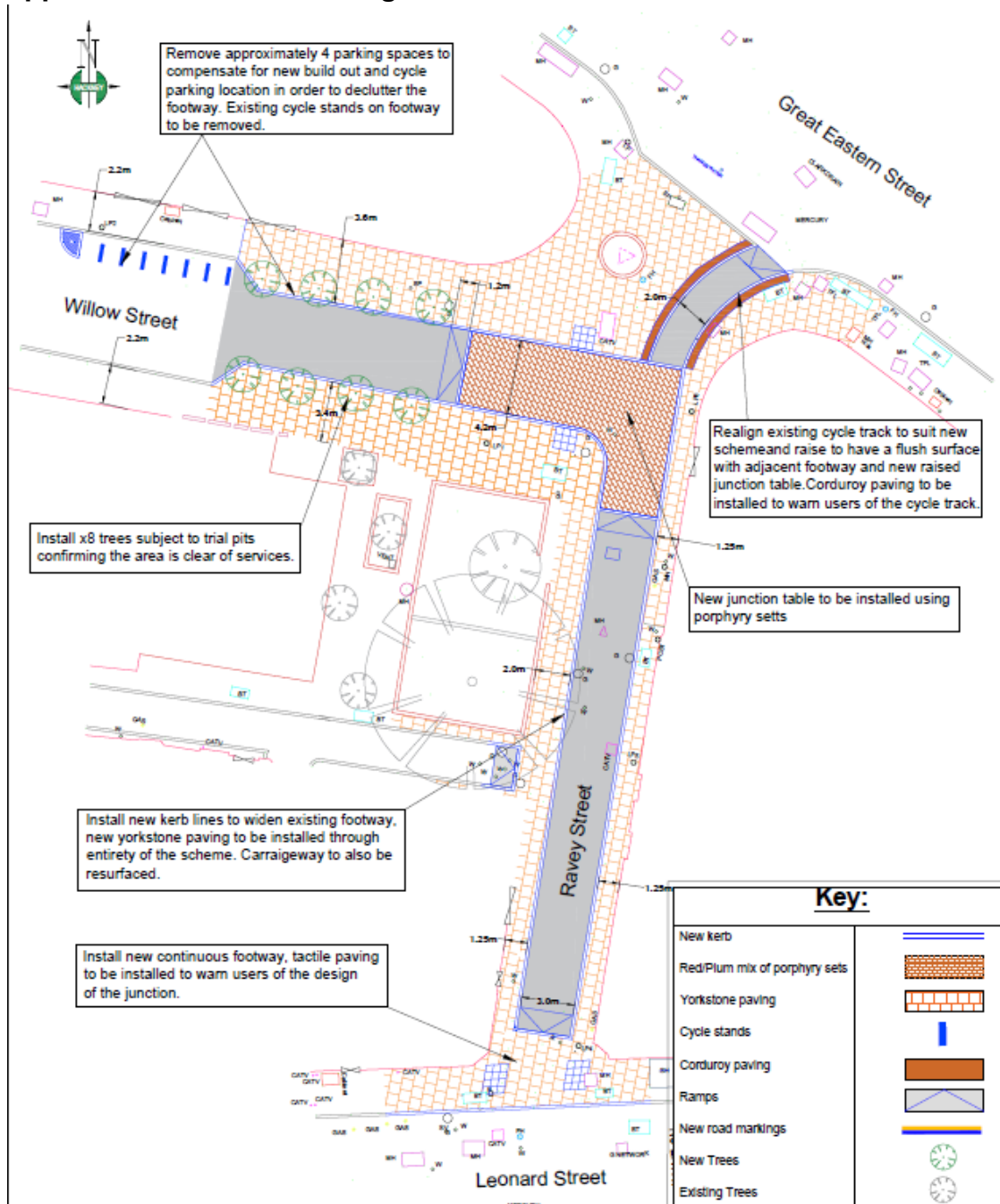
- cc Cllr Mete Coban—Cabinet Member for Energy, Waste, Transport and Public Realm
- cc Aled Richards – Strategic Director Sustainability and Public Realm
- cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

Appendix I: Scheme drawing TT-630-011-GA

Appendix II: Copy of Public Consultation Document and Plan of the Consultation Delivery Area

Appendix I: Scheme Drawing



Key:

New kerb	
Red/Plum mix of porphyry sets	
Yorkstone paving	
Cycle stands	
Corduroy paving	
Ramps	
New road markings	
New Trees	
Existing Trees	

Neighbourhoods & Housing	Aled Richards Director Public Realm 1 Casterton Street London E8 1FB		This drawing is based upon the 1:1250 Ordnance Survey Digital Mapping with permission of the controller of Her Majesty's Stationary Office Crown Copyright 2004. Licence No. LA08638X to the London Borough of Hackney. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.	
	Job Title Shoreditch Plan	Chkd. by PH	Date Mar 21	Scale NTS
Drawing Title Ravey Street General Arrangement	Drawing No. TTD/2030/11/GA			1A

Appendix II: Copy of Public Consultation Document and Plan of the Consultation Delivery Area

What are the proposals?

We are proposing to transform the section of Ravey Street between the junctions with Leonard Street and Willow Street. We propose to create a distinct and attractive street with trees, high quality paving across the pavement areas and a raised junction table at the intersection of Ravey and Willow Street with level surface and less carriageway space which will increase pedestrian space.

These proposals aim to improve the way this space looks and feels, making the public realm more pedestrian friendly. We believe that making the environment safer and more attractive encourages walking. Should the proposals be implemented following consultation, we would also be intending to install cycle stands to facilitate the anticipated increase in demand for cycle parking.

The proposed scheme will include new trees that will contribute to a relaxing environment and a greener, friendlier character to the space.

At the junction of Ravey Street with Leonard Street we propose to install a blended crossing. Blended crossings are designed to slow down vehicles when entering or exiting side roads and encourage vehicles to give way to pedestrians crossing the road, reinforcing the rules of the Highway Code.

Bicycles and vehicles will still be allowed to use the street after the works are completed.

Creating a high quality space and planting trees and greenery will result in the loss of a maximum of three car parking spaces along Willow Street.

For details of the proposals please refer to the drawing on page 3 and 4.



Example of a blended crossing implemented in Hackney

Have your say

Please return this questionnaire in the **FREEPOST** envelope provided or complete online by **11 March 2021** at consultation.hackney.gov.uk

What happens next?

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

Permanent works

If the scheme goes ahead, following consultation, we expect construction works to start towards the end of May 2021 with completion in about eight weeks. Further information regarding the works will be sent out closer to the time.

Information

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

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

<p>Bengali <input type="checkbox"/></p> <p>এই নথিতে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপরোক্ত বাকের চিহ্ন দিন, এই পাতার নিচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকানায় ফেরত পাঠান।</p>	<p>Somali <input type="checkbox"/></p> <p>Haddii aad jeclaan lahayd in aad ogaato waxa dumentigani sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.</p>
<p>French <input type="checkbox"/></p> <p>Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.</p>	<p>Spanish <input type="checkbox"/></p> <p>Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.</p>
<p>Kurdish <input type="checkbox"/></p> <p>Ger hun dixwazin bizanibin ku ev dokument çî dibêje, ji kerema xwe qulika minasib isaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîn re bişînin.</p>	<p>Turkish <input type="checkbox"/></p> <p>Bu dokümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfann alt kısmına yazıp, aşağıdaki adrese gönderin.</p>
<p>Polish <input type="checkbox"/></p> <p>Jeśli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres.</p>	<p>Vietnamese <input type="checkbox"/></p> <p>Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.</p>
<p>Urdu <input type="checkbox"/></p> <p>اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھیے اور اسے نیچے دیے گئے پتہ پر واپس بھیج دیجئے۔</p>	<p>Chinese <input type="checkbox"/></p> <p>如果你想知道這份文件的詳細內容，請在方格內打鉤，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。</p>

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Ravey Street Proposed Public Realm Improvements

Public Consultation
February 2021



Help us improve Ravey Street

This document outlines proposals to transform Ravey Street into a high-quality public space.

Why are these changes being proposed?

These proposals form part of the long term vision for streets in Shoreditch and Hoxton which reflect our aspirations for this thriving and dynamic area of London. We want to create streets that are safe, easy to walk or cycle on, reduce vehicle dominance and help to improve air quality.

The Council's Transport Strategy recognises that roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. We would like to transform Hackney's neighbourhoods into the most attractive and liveable neighbourhoods in London. This aspiration can only be achieved by reducing the dominance of the private vehicle primarily through managing on-street parking and reducing traffic flows.

We recognise the detrimental impact of air pollution in the City Fringe. Air pollution is responsible for the early death of approximately 10,000 Londoners each year and causes alarming rates of asthma and other respiratory illnesses in children. This has led to us creating a Low Emission

Neighbourhood (LEN) in the City Fringe, made possible through funding partly from the Mayor's Air Quality Fund. This scheme is part of a package of measures focussed on reducing emissions and promoting sustainable travel to improve local air quality.

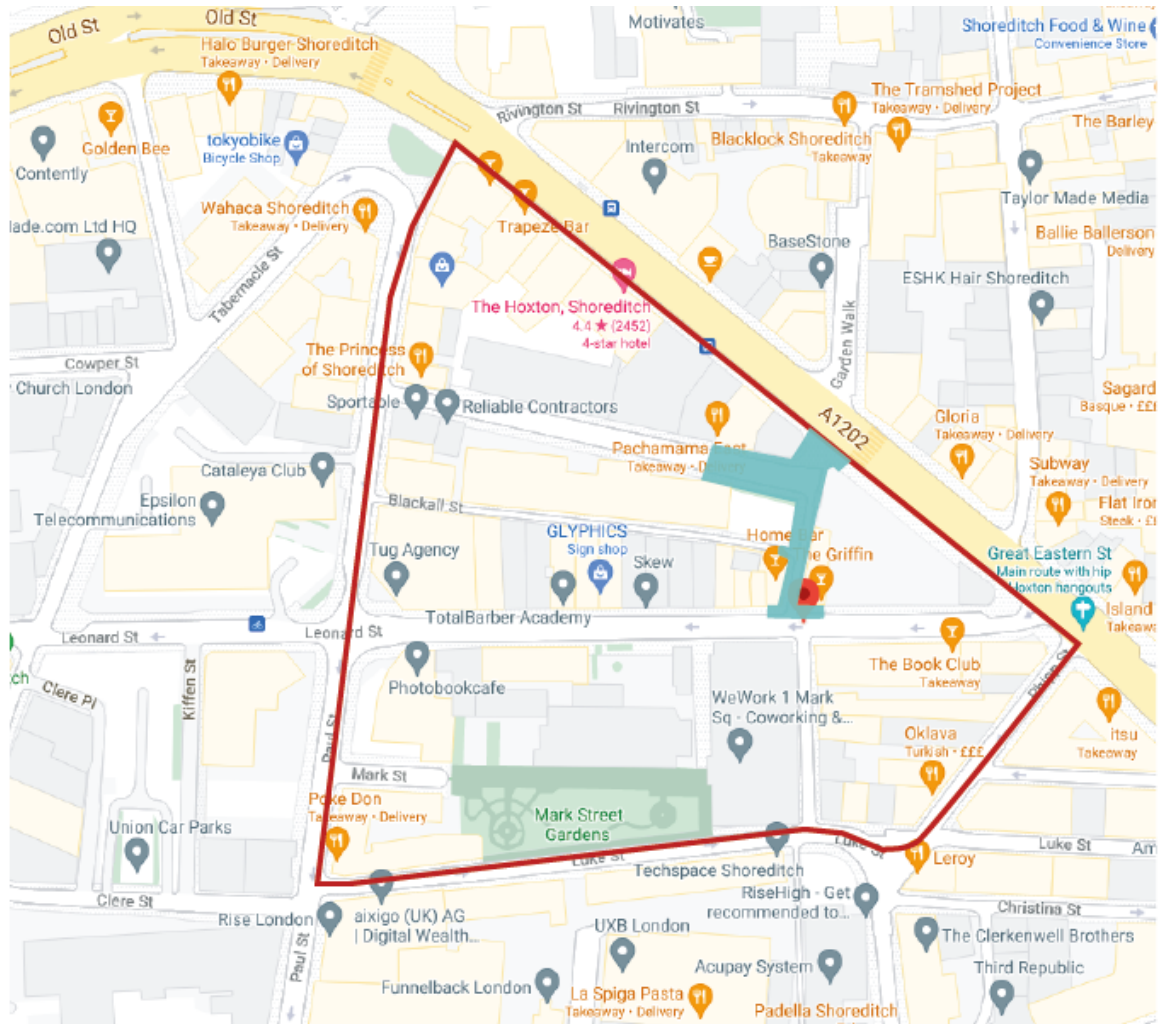
The approach we are taking includes a series of schemes intended to improve walking and cycling conditions within Shoreditch and Hoxton. Works to improve the environment for pedestrians while enhancing public realm have recently been completed at Pitfield Street Triangle and Worship Square while similar works to enhance the public realm and make it easier, safer and more pleasant to walk and cycle are currently being implemented at New Inn Broadway.

Ravey Street is one of the schemes which aims to contribute to making Shoreditch and Hoxton a more liveable and healthy place to live, work and enjoy.

All the schemes mentioned above aim to:

- reduce levels of pollution
- reduce potential road accidents
- make it easier and safer to walk and cycle
- improve the character of the area for all residents and businesses, and change the way the roads feel, look and are used by planting more trees, introducing seating and surfacing footways with high quality materials.





- Scheme Extents
- Consultation Letter Distribution Area