

GROWING UP in HACKNEY

Child-Friendly Places
Supplementary Planning Document
October 2020







Source: King's Crescent Estate, Muf architecture/art, Lewis Ronald

“We want to work with the community to ensure that Hackney becomes a fully ‘Child-Friendly Borough’ and maximise the opportunities for safe play and outdoor activities across our streets, estates, parks, adventure playgrounds, new developments and open spaces as children and their families explore and discover the world around them”

Hackney Labour Manifesto, 2018



If built environment professionals do not champion giving children and young people a more prominent position on the built environment agenda, we risk more lives being adversely impacted by poor provision, with segregated play spaces in the same development being one such example. This document paves the way for children's rights to be included in the planning decision and plan making process in Hackney, and for those under 18 to be recognised as a distinct group, with distinct needs and aspirations.

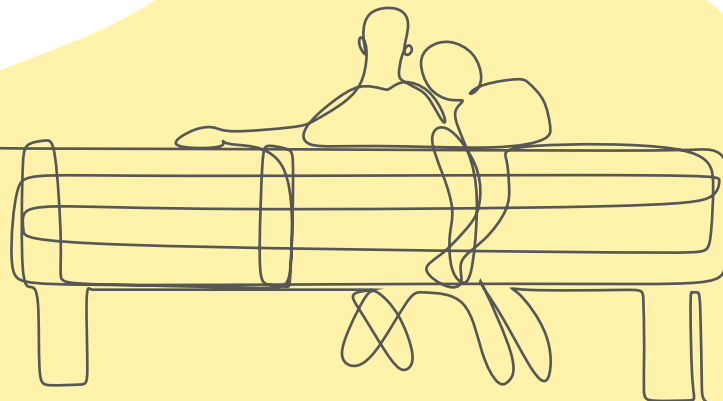
PLANNING POLICY FRAMEWORK



Who is the document for?

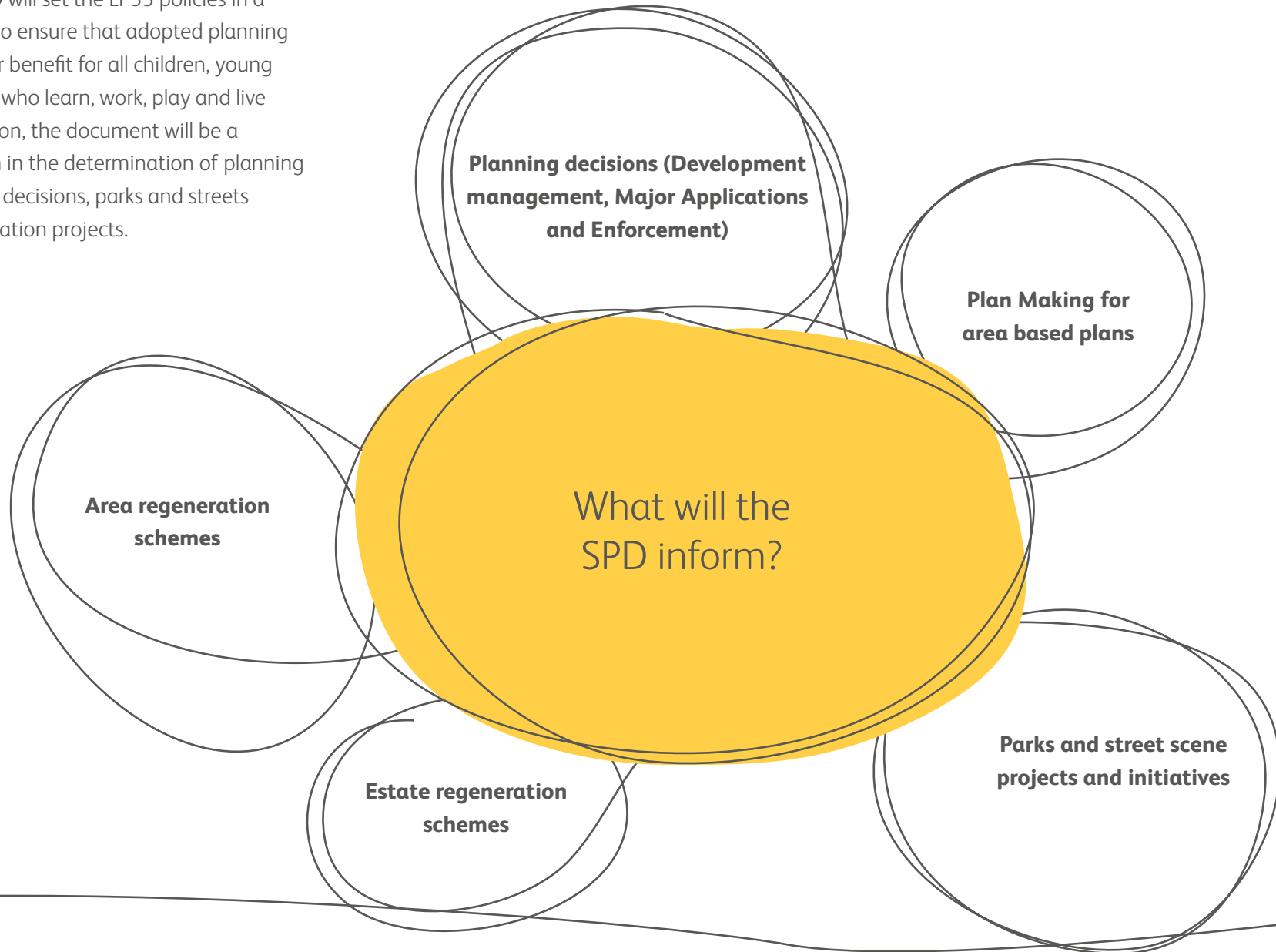
The user-friendly document is specifically designed for its multiple target audience, all of whom play a key role in making the built environment in Hackney child-friendly:

- **Children and Young People** who live, study, visit and play in Hackney, to raise awareness of their rights in the built environment and upskill their ability to identify the key principles that help create more friendly and accommodating spaces for them;
- **Planners, architects and developers**, to screen and scope the health and wellbeing impacts of development proposals against the Child-Friendly design guidelines and principles;
- **Neighbourhood forums**, community groups, housing associations and individual residents to comment on major planning applications to help foster community engagement
- **Public health and environmental health professionals**, to comment on and scrutinise plans and development proposals;
- **Council officers**, to help identify and address the impacts of plans and development proposals to inform and support the processes of estate regeneration projects, street scene, public realm and parks initiatives, area regeneration programmes, plan-making and planning decisions



What will the SPD inform?

The Child-Friendly SPD will set the LP33 policies in a child-friendly context to ensure that adopted planning policies maximise their benefit for all children, young people and caregivers who learn, work, play and live in Hackney. On adoption, the document will be a material consideration in the determination of planning applications, planning decisions, parks and streets initiatives and regeneration projects.



After decades on the margins, an awareness of the research and reports demonstrating the vital role of child-friendly urban planning and design has started to rise on the political agenda in relation to the built environment. The following documents have been of particular influence in informing Hackney's Child-Friendly Principles, Design Guidelines and the Case Studies selected for the SPD.

By providing these documents below, we hope to encourage further reading, exploration and enthusiasm into the emerging and important topic area of Child-Friendly cities, planning, design and engagement.

- 1. Designing Streets for Kids, Global Designing Cities**
Initiative, 2020
- 2. Designing child-friendly high density neighbourhoods,**
Natalia Krysiak, 2020
- 3. The City at Eye Level for Kids,**
Bernard van Leer Foundation, 2018
- 4. Shaping urbanization for children: A handbook on child-responsive urban planning,**
Unicef, 2018
- 5. Cities Alive: Designing for urban childhoods**
Arup, 2017
- 6. Building the case for child-friendly urban planning,**
Tim Gill, 2017
- 7. Planning for Children in New Vertical Communities: Draft Urban Design Guidelines,**
City of Toronto, 2017
- 8. High-Density Housing for Families with Children Guidelines,**
City of Vancouver, 1992
- 9. Child-Friendly Planning in the UK report,**
RTPI, 2019
- 10. Shaping neighbourhoods: Play and Informal recreation**
Supplementary Planning Guidance (SPG),
GLA 2012
- 11. Making London Child-Friendly: Designing Places and Streets for Children and Young People,**
Publica, GLA and Erect Architecture, 2020
- 12. Healthy Streets,**
TFL, 2017
- 13. PLANNING WITH YOUNG PEOPLE: How can Authorities best involve young people in planning and regeneration?**
Public Practice 2020
- 14. Neighbourhood Design Working with children towards a Child-Friendly city,**
ZCD Architects 2019
- 15. Hackney Play Streets Evaluation Report,**
Tim Gill 2015
- 16. Hackney Wick Through Young Eyes,**
Hackney Quest 2018
- 17. Hackney Young Futures Commission Report,**
HYFC, 2020

Child-Friendly Places, Built Environment & Planning

WHAT IS A CHILD-FRIENDLY BUILT ENVIRONMENT?

Children and young people have a right to be present and visible in public, shared and communal spaces, and their movement and play should be regarded as a legitimate activity in the public realm. In this document, the term 'children and young people' denotes the full spectrum of ages and development stages in the under 18 age group. This definition is in keeping with the United Nations Convention on the Rights of the Child's (UNCRC) recognition of the forty-two international rights for all people below the age of 18.

The adoption of a rights-based definition for children and young people in this document is critical in promoting, planning and designing inclusive spaces for all. The three UNCRC rights identified as central to support planning and design processes in becoming more 'child-friendly', concern childrens' right to:

- i) 'be heard and taken seriously in all matters affecting them' (Article 12),
- ii) 'to gather and use public space, providing no laws are broken' (Article 15) and
- iii) 'to play, rest, leisure and access cultural life' (Article 31).

In this document, **we define a 'child-friendly' urban built environment** as one that supports children and young peoples' right to independent mobility, providing them with opportunities to access and connect with nature, play and move around independently in safe, healthy and unpolluted urban spaces. This SPD provides guidance to shape a high quality of life for existing and future residents in the Borough.

WHO BENEFITS FROM PLANNING AND DESIGNING SPACES TO BE CHILD-FRIENDLY?

“Children are a kind of indicator species. If we can build a successful city for children, we will have a successful city for all people.”

Enrique Peñalosa, Mayor of Bogotá, 1998–2001, 2016–2019

Children and young people move through and experience their built environment at a different scale, tempo, range and pace than adults. Yet, as the youth-led Hackney Young Futures Commission (2020) report demonstrates, what they want from a city is the same as everyone else (see Part 2: Policy, Research & Guidance Context). Children and young people in the Borough want safe, welcoming and clean public spaces; protected walking and cycling routes; clean air to breathe; access to safe, pleasant and inviting open spaces; opportunities for outdoor playful encounters, lingering, wandering, entertainment, to connect with other people and the wider environment; and a sense of safety and security, both when at home and away from home.

Children are not the only ones suffering from poorly designed built environments, and the potential benefits of child-friendly design can reach beyond children to add value to all who live, work, visit and play in Hackney (for further information see Part 2: Policy, Research & Guidance Context). It has been demonstrated that making spaces more friendly for children and young people has simultaneously helped address some of the biggest challenges in cities today including issues and crises of: sustainability, mental health, social isolation, physical health, unequal access to green spaces and in mitigating and adapting to the effects of climate change.

Therefore the sight of children being active and visible in public space indicates not just benefits to their own wellbeing, but of a generally healthy, inclusive and liveable urban environment. A city that is better for everyone. To quote Enrique Peñalosa, they are an ‘indicator species’ for cities and if creating healthy and livable built environments is an ultimate goal for urban planning and design professions, then considerations around the needs of children and young people must become part of everyday practice.

Build Up Hackney Project (credit/ Build Up)



Context

Children have a right to be present and visible in public, shared and communal spaces. Hackney's **8 Child-Friendly Principles** set out a vision for a built environment that supports the happiness, health, wellbeing and prosperity of all children and young people in the Borough. Together, the Principles describe the aspirational vision for Hackney's built environment that accommodates people of all ages, abilities and backgrounds.

DEVELOPING THE PRINCIPLES

The Principles are Hackney specific. They are a direct outcome of a series of engagement workshops, held with members of the Hackney Youth Parliament and delivered by ZCD architects. This project was run over two sessions with members of the Youth Parliament and Council Members in attendance. The workshop aimed to equip local youth with the confidence, knowledge, skills and tools to recognise child-friendly design principles so that they could in the future, lead on facilitating youth engagement to ensure that young people's needs and views are central to policy making and shaping the built environment. The first session focused on skills building with the group, to introduce, test and practice some of

ZCD's techniques for analysing space for and with young people. The second session focused on the individual lived experiences of the HYP and demonstrated how this can connect with the analysis techniques, creating a relevant and effective engagement process.

The Principles were further developed following the recommendations and actions identified within **Hackney's Young Futures Commission's youth-led report (2020)**.



*Youth engagement workshop
(Credit: Hackney Council)*

2

Doorstep play: to provide the opportunity for play and social interactions outside the front door

This Principle supports a greater focus on the shared spaces located between the front door and wider neighbourhood. Despite the everyday use of our pavements and estate walk-ways, the potential these spaces, that lie just beyond the front door, hold for play, meeting and socializing with others, are not always obvious or realised. We recognise that these spaces positively support the gradual increase in children and young peoples' confidence and ability to meet others and navigate their immediate neighbourhood, irrespective of the type of building they live in. These spaces are often better connected to other people and enable a considerable sense of ownership and opportunities for

movement compared to the park, yet can facilitate greater roaming freedom than a back garden.

Hackney was the first London borough to adopt the Play Street scheme in 2012. With more than 60 play streets in action in 2015, this initiative is a great example of doorstep play, supporting residents to temporarily close their residential street or courtyard to through traffic and reclaim these spaces for children, young people and the wider community to enjoy.



4

People before cars: to ensure that children, young people and their carers can move through Hackney safely by walking, cycling or public transport.

This Principle supports street design that provides opportunities for safe, sustainable and convenient routes for individuals living, working and playing in the Borough. Hackney is already identified as one of the greenest boroughs in the country with a high percentage of people cycling and only 34% owning motor vehicles compared to 57% across London.

The design of the public realm has an important role to play in promoting walking and cycling, activity and social interaction as it affects people's sense of place, security and belonging. This Principle compliments our transport strategy to rebalance the use of limited street space from being dominated by

private vehicles towards being more child-friendly, cyclable and walkable. We recognise that streets free from the danger of traffic, with frequent pedestrian crossings, sufficient levels of lighting, widened pavements and supported cycling infrastructure will not only reduce environmental pollution but encourage more sustainable modes of active travel and more opportunities for positive social interactions, both of which are critical to health, happiness and productivity.



6 **Places for all:** to design socially inclusive and culturally sensitive places that are accessible and safe for all children and young people to enjoy together

This Principle seeks to promote creative, inclusive and accessible design measures to allow all who live, work and play in Hackney to become more active, included and seen in outdoor spaces. Hackney is home to a rich, vibrant mix of different communities and is the sixth most diverse borough in London. Hackney recognises the importance in bringing together people with different backgrounds and in making diversity more visible in everyday life.

This Principle promotes design measures to ensure outdoor spaces in Hackney feel safe, welcoming and work better for all to use regardless of social, physical, cultural or economic differences. In line with the priorities in Hackney's

Ageing Well Strategy 2020-2025 and Hackney a Place for Everyone Campaign findings 2016; inclusive and accessible design measures for Hackney's built environment must take into account that mobility ranges vary enormously between individuals by age and physical, sensory or mental impairments. This Principle will seek to challenge any design measures that create either perceived or physical barriers for individuals moving through the Borough.



8

Health & wellbeing: to ensure design of outdoor environments contribute towards healthier foodscapes, reduced exposure to pollution and improved physical and mental wellbeing

This Principle acknowledges the significant relationship between urban landscapes and public health issues. Research has found strong correlations between urban design and levels of childhood obesity, adolescent mental health problems and physical health impacts from exposure to high levels of pollution. The HYFC report (2020) found young people spoke at length about their fears of air pollution and climate change which causes them anxiety and fear and, in some cases, has a negative impact on their physical health and wellbeing.

We recognise that access to healthy and affordable food sources and high quality open spaces are not only crucial for general health and development, they also contribute to the formation of good, potentially life long, habits for children and young people. This understanding has supported the Boroughs's Kings

Park Moving Together campaign, a community project working towards implementing long lasting opportunities to improve levels of physical activity and wellbeing of local residents.

This Principle seeks to ensure that design measures and projects in Hackney continue to prioritise the physical health and mental wellbeing of both current and future generations by placing children and young people at the heart of the planning and design process.



Context

The guideline section is a technical tool to support, inform and assess how the Council plans, designs and maintains public spaces and development schemes to ensure that Hackney's built environment meets the needs and rights of children and young people. Through the application of design measures, this section of the document seeks to maximise opportunities for activities, play and social interactions in all outdoor spaces for all current and future generations to come.

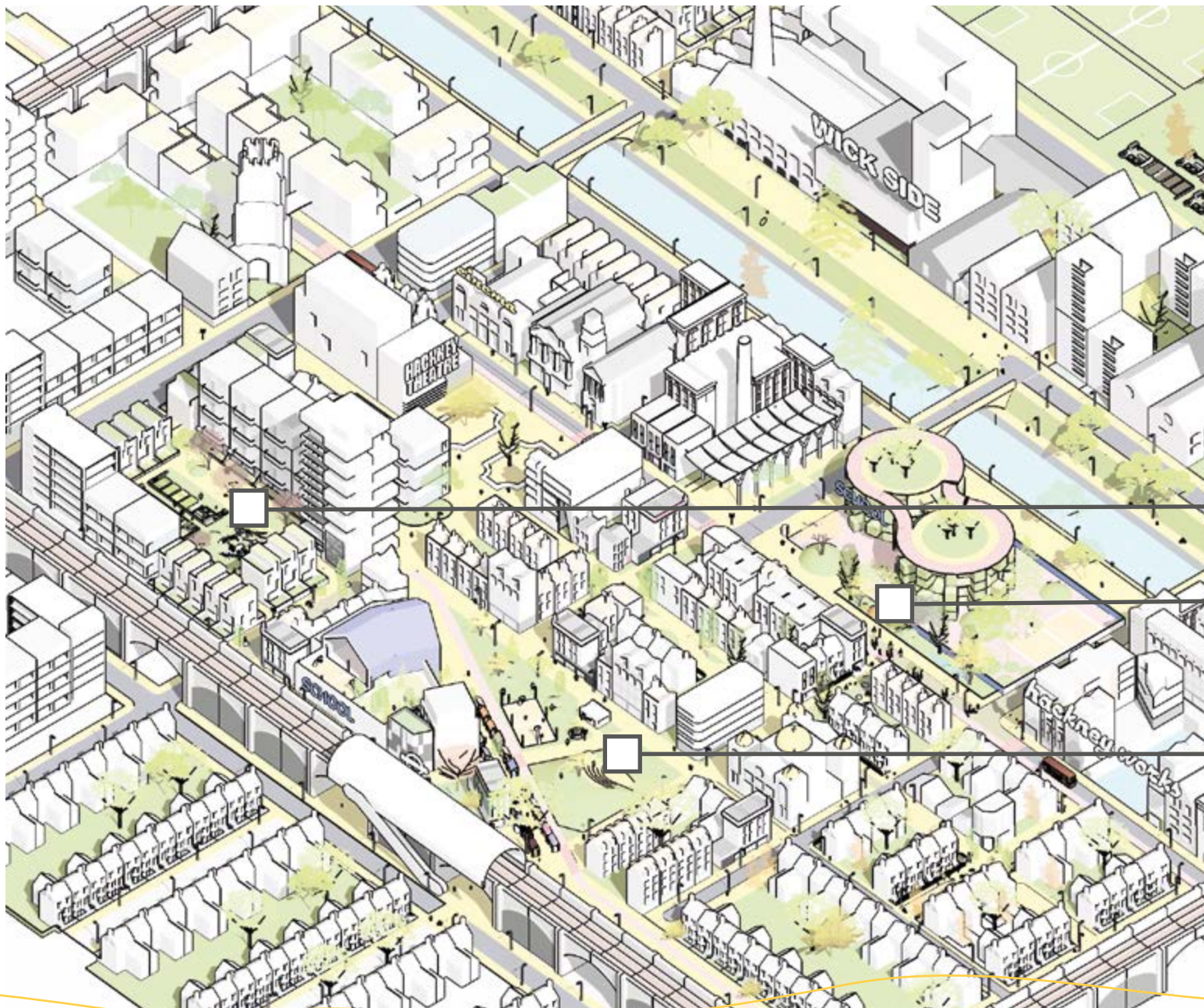
A child in Hackney will grow up and experience their neighbourhood along three main types of places within their built environment: the Doorstep, Streets and Destinations. At each of the three neighbourhood 'place' scales, the **design guidelines** are supported by the related **LP33 policies** and **case study** examples in order to illustrate best practice and creative ways of incorporating Child-Friendly guidelines to achieve successful development proposals.

With this understanding, the **child-friendly design guidelines** in this document are structured by this **three-part neighbourhood scale:**

NEIGHBOURHOOD:

- **The Doorstep:** the shared space that connects an individual's front door to wider public spaces and/ or streets
- **Streets:** the network of routes that children, young people and their carers use to move between home and destinations within their neighbourhood
- **Destinations:** the public spaces that children, young people and their carers make frequent journeys to use in Hackney

At the end of each design scale section of the SPD there are a series of criteria assessment questions that applicants are encouraged to consider throughout the design development of a scheme (for more information see appendix B: Child-Friendly Design Standard Questions). Questions are designed to be used at all stages of the development process, guiding design related discussions with the local community, local authority and other stakeholders.



Doorstep Guidance
P. 38

Street Guidance
P. 59

Destination Guidance
P. 94

DESIGN GUIDELINES

THE LOCATION OF FAMILY HOMES

1. In order to deliver housing that secures Hackney's Child-Friendly Principles, proposals for new family homes should:
 - 1.1 be prioritised at locations that are as close to the ground floor as possible, ideally in floors 1 to 5.
 - 1.2 have street facing ground floor units with front doors accessed from the street. This contributes to lively, active and more accessible streets.
 - 1.3 where feasible, have direct access outdoors, to any shared amenity space in order to allow for informal supervision.

Children living in homes higher up can still play in this shared yard, and parents can easily keep an eye out from the balconies. Bigyard, Berlin, Germany (credit: Zanderroth Architekten)

Overlooked



THE FRONT DOOR

2. All residential buildings should have playable space directly outside main entrances.
3. Spaces immediately outside front doors should:
 - 3.1 ideally be in sight of residential windows. This will allow family members to keep an eye on their children and will help to reassure them that it's safe to allow their children to play independently;
 - 3.2 be considerate and provide amenities for the differing needs of children of various ages, genders and (dis)abilities;
 - 3.3 be prioritised for pedestrian use and car-free where possible;
 - 3.4 avoid car parking taking over 'leftover spaces' that could be used by children and young people;
 - 3.5 provide ample space for the storage of bicycles, scooters, pushchairs and play equipment at ground level as long as this does not conflict directly with accessible ground floor doorstep play space or active street frontage;
 - 3.6 enable independent entry and accessibility for any individual who may require additional assistance features to reach this space;
 - 3.7 Carefully consider the location and detailed design of play areas to minimise noise outbreak and nuisance to neighbours.
4. Stairwells, lobbies, internal and external corridors (deck access) have the potential to provide ample space for play too. These spaces should:
 - 4.1 be provided in addition to circulation space and designed to be compliant with building regulations;
 - 4.2 be designed to allow for unsupervised use by children and young people, with widths that allow for ease of movement and a variety of play types;
 - 4.3 have a good level of outlook, be well ventilated and adequately lit;
 - 4.4 provide furniture that is built-in, non-flammable and suitable for users of a range of ages and (dis)abilities.



This bright and open entrance lobby and stair offers a welcoming space to use. The visual connection from the play street to the shared courtyard at the rear makes it legible for children and residents, encouraging its use. Kings Crescent Estate (Credit: KCA & Henley Halebrown Architects)

DOORSTEP

5. The use of the pavement for doorstep play provision should be encouraged, especially in areas where residential developments have no front garden and in urban neighbourhoods with wide pavements of 3 metres or more;
6. When designing the spaces outside houses and flats, streets should:
 - 6.1 be designed in order to differentiate street space for pedestrians from any roads/cycle paths through a biodiverse green buffer, to allow for safer play and to minimise the negative impacts of pollution from vehicles;
 - 6.2 create a clear distinction between private and public space, avoiding unnecessary clutter that could act as physical barriers, such as railings, and bin stores.

PLAY VALUE

7. All Child-Friendly Impact Assessments (see 64) should state how the play provision provided in a proposal challenges children and provides opportunity for risk-taking. Playable space in a residential development should:
 - 7.1 provide opportunity for contact with natural elements – such as trees and other types of planting, areas of open grass, boulders, timber, logs, gravel, sand and water – appropriate to the setting and maintenance resources available;
 - 7.2 ensure a variety of open spaces that offer a range of activities for children and young people are provided in any development. These could include play spaces, reading spaces, quiet spaces, spaces for gardening, storage to facilitate play elsewhere in the development, amongst others;
 - 7.3 allow for flexible spaces that offer a variety of sports and ball games, such as table-tennis tables, MUGAs or basketball nets;
 - 7.4 give priority to widening pavements on the sunny side of the street, to maximise opportunities for doorstep play;
 - 7.5 receive a mixture of both natural daylight and spaces for sheltered play. Natural shelter from trees or from structures should be considered;
 - 7.6 ideally be located at ground level. Podium level play can be acceptable, but only as a secondary shared play space;
 - 7.7 be designed with an intended connection to and/or ample wayfinding signing an individual's proximity to local parks or public open spaces so children can interact with nature away from the home and start to explore their independence;
 - 7.8 consider providing communal food growing opportunities for Hackney residents who do not have their own private garden or access to an allotment.

This housing development features shared garden spaces, designed for food growing. Although everyone has their own external space, these shared spaces help to promote community involvement. The Malings, Newcastle (credit: Ash Sakula Architects & Landscape Architects, Jill Tate)

Shared Growing Spaces

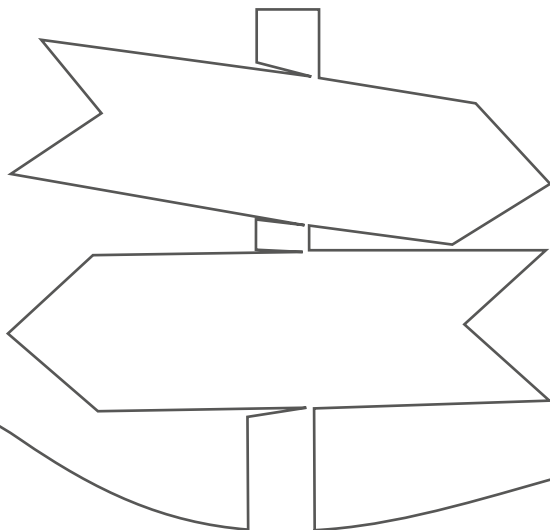


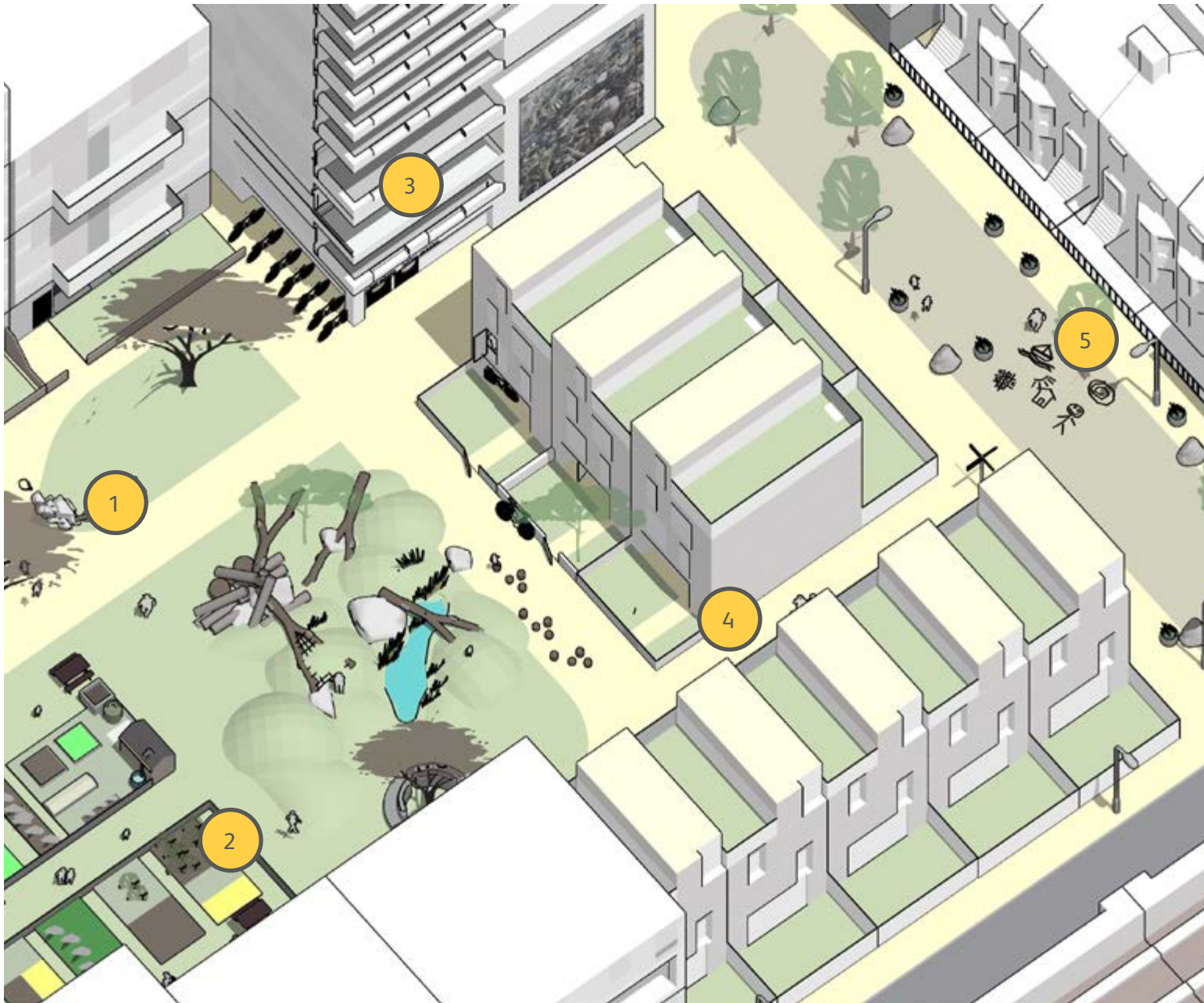
PLACES FOR ALL

8. In order to ensure social divisions are built out of schemes, shared outdoor spaces across the same residential development should:
 - 8.1 be accessible to children across all tenures;
 - 8.2 ensure the acoustics of play spaces are adequately considered at the early stages of design, especially in regard to layout, so children can play without causing excessive disturbance to other residents;
 - 8.3 avoid physical barriers such as high fences, guardrails, fobs and controlled entrances, that act to divide outdoor space between different housing tenures within the same development;

- 8.4 ensure that lighting is carefully located and is energy efficient, with low maintenance and with a low UV spectrum content to avoid disturbance to residents, as well as animals;
- 8.5 incorporate positively worded signage, rather than the usual 'No Ball Games' and/or wayfinding to nearby play spaces.

Community Parklett in Hackney that has replaced a car parking space with bicycle parking, greenery and places to sit and meet others (Credit: Hackney Council)





Key

1. A variety of play types provided for children and young people of all ages and abilities
2. Communal growing spaces are provided to foster community
3. Shared amenity space is available to children from all tenures in the development
4. There is a clear distinction between public and private space
5. The pavement is wider in sunny spaces in order to encourage doorstep play

Child-Friendly Design Standard Criteria

Design assessment questions relevant to all schemes at the scale of the Doorstep:

Scale: The Doorstep		Traffic Light Score			Score
Child-Friendly Design Standard Criteria	In this space, a child or young person can go outside the front door and play with friends	0	1	2	
	There is space outside the front door that one can go to sit and relax alone or in a group	0	1	2	
	There are spaces outside the front door that one can play sports and be active alone or in a group	0	1	2	
	The space outside the front door is overlooked by neighbours	0	1	2	
	In this space, the pavement is easy to move on eg: it is smooth, level and free of obstructions	0	1	2	
	In this space, the pavement is wide enough for a number of people to use and to support a range of activities including scooting, skateboarding, shop mobility, playing, sitting and socialising	0	1	2	
	In this space, there are well placed and positively worded signs indicating where one can find destinations to play	0	1	2	
	In this space, motor vehicles are not dominating this space eg: cars or motorbikes are not moving too fast or taking up a lot of room with parking	0	1	2	
	In this space there is green planting eg: trees, hedges, flowers	0	1	2	
	In this space it is clear where one can park or safely store a bike or scooter	0	1	2	
Total					

The criteria uses Traffic Light System:
Red: 0 points
Amber: 1 point
Green: 2 points
 Further information on the scoring system and findings can be found in the Child Friendly Design Standard Questions section (P. 148).

KINGS CRESCENT ESTATE PHASES 1 & 2, LB HACKNEY

Design Team: Karakusevic Carson Architects, Henley Halebrown & Muf architecture/art.

Key Features:

- Pedestrianised Play Street
- Range of Play Types
- Shared spaces accessible across tenures

The design of ‘the doorstep’ was a primary consideration in the design of Kings Crescent Estate Phases 1 & 2. Completed in 2017, this housing-led project is such a success due to the high quality public realm surrounding it. The centrepiece of this public realm being a play street which makes space for a multitude of play types: traditional play equipment combined with natural elements such as logs, rocks and water; props for imaginative play such as a theatre and a large table; and amenity areas for all ages such as bespoke seating that caters to the elderly as well as it does to teenagers. Reducing car dominance and encouraging informal play helps to improve permeability across the site, and due to the lively nature of the public realm and well designed homes, these spaces feel safe and inviting to the wider neighbourhood who aren’t necessarily residents themselves. On the street, planting and surface design helps to delineate between public and private space, whilst it also makes a new connection to Clissold Park, and is a shared resource for residents and neighbours from the wider area – both young and old.

Opportunities for informal play, food growing and socialising are also embedded within the landscaped courtyards alongside walkways and bridges to promote activity around the site and create spaces for residents to meet. These spaces feel safe and welcoming as there are plenty of residents able to look out for one another from their homes. Flexibility is afforded to the development as courtyards are accessible to all residents, across all tenures.



Top: King's Crescent Estate shared community garden (credit: Muf architecture/art, Lewis Ronald)

Bottom: King's Crescent Estate bespoke play street (credit: Muf architecture/art, Lewis Ronald)





Informal play and rest opportunities in residential courtyard King's Crescent Estate (credit: Muf architecture/art, Lewis Ronald)

PLAY STREETS, LONDON BOROUGH OF HACKNEY

Key Features:

- Allows for safe streets for play
- Brings the community together
- Temporary

In 2012 Hackney became the first borough in London to introduce play streets. Play streets help to reclaim residential streets from cars for a temporary period of time and allow them to become fun and safe Child-Friendly spaces. A play street order allows residents and communities to close their street for a set amount of time, per week or month. This provides opportunities for children and young people to play safely with one another on their doorstep and neighbours to meet. Local residents and neighbours will help out on the day as there has to be someone at each end of the street to warn cars and escort them in or out once children have been cleared from the road.

Hackney has an active and well used Play Service which offers advice to residents on the practicalities involved. The Council works in partnership with Hackney Play Association and other local providers to improve play opportunities and support a wide range of play services including adventure playgrounds and holiday play schemes, short breaks, play in parks and in schools for children and young people in Hackney.

Playing on the street is part of the Council's strategy for improving public health in children and young people. There are other benefits too, such as increased independence for children and fostering an increased sense of community by bringing neighbours together.



Playing out with chalks in the street (Credit: Hackney Play Association) and Street temporarily closed for play, arts and crafts (Credit :muf Architecture/art)

Figure: Street temporarily closed for play, arts and crafts (Source:muf Architecture)

MARMALADE LANE, CAMBRIDGE, UK

Design Team: Mole Architects

Key Features:

- Pedestrian street
- Flexible community spaces
- High Quality Public Realm

Completed in 2018, Marmalade Lane is an example of a developer-led co housing scheme in Cambridge, UK. The development comprises 42 homes – a mix of 2- to 5-bedroom terraced houses and 1- and 2- bedroom apartments, which ensures a wide ranging demographic of older and younger residents. Like Kings Crescent, the Marmalade Lane scheme focuses on a high quality public realm as key in making a lively and thriving community. This takes the form of the street Marmalade Lane itself, which is open at both ends, invites the public, as guests, into the scheme. This street is not open to cars or traffic, and the residents use the street for a variety of activities such as play, hanging out and socialising. The design makes use of street trees, bicycle stores and planted areas to encourage its use as a play area, whilst also helping to differentiate public and private space.

The scheme also features a variety of shared spaces and communal facilities which help to enhance the community and help residents and neighbours come together. Shared gardens allow for food growing, play and socialising as well as space for quiet contemplation, whilst the flexible community building allows space for a playroom, guest bedrooms, laundry facilities, meeting rooms, and a large hall and kitchen for shared meals and parties.



*Marmalade lane is a well used street for residents to meet, socialise and play
(Credit: Mole Architects)*



*Play room within shared community space
(Credit: Mole Architects)*



Doorstep play (Credit: The Developer)

Sustainable and Active Streets P. 62

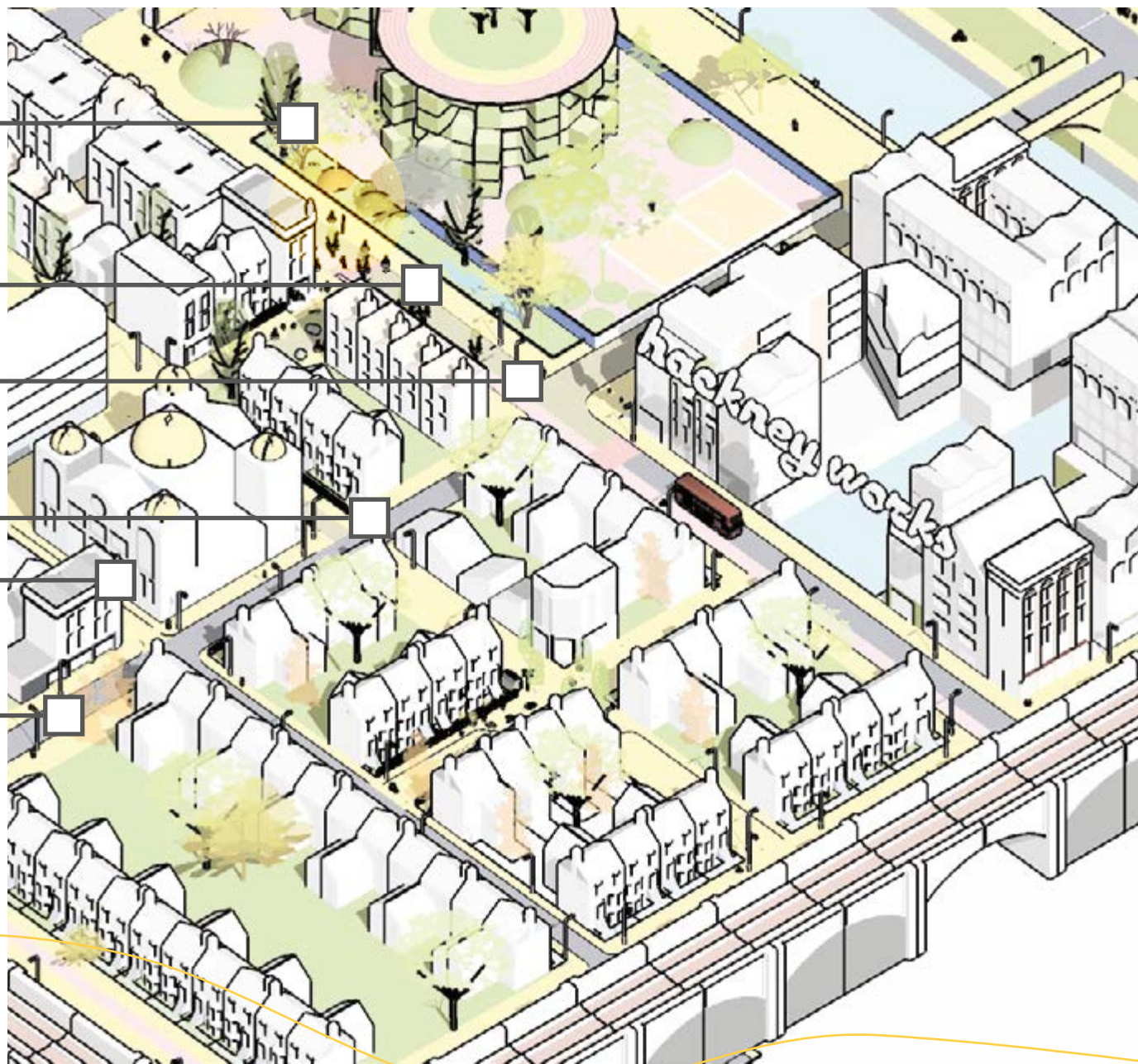
Green & Blue Infrastructure Networks P. 74

Accessible Routes & Journeys P. 70

Lively Streets & Public Spaces P. 68

Playful Design P. 72

Street Design Standards P. 66



GUIDANCE

SUSTAINABLE AND ACTIVE STREETS

1. In order to promote sustainable, social and active modes of transport, the design of streets should:
 - 1.1 Ensure that road space is reallocated to pedestrians and cyclists where possible. (This may involve strategically rerouting traffic routes or for example using planters or large barriers, to create low traffic neighbourhoods. For further guidance please refer to Local Cycling and Walking Infrastructure Plans.
 - 1.2 Encourage vehicle-free zones in certain circumstances, for instance, sections of residential streets, especially around permeable filters, narrow lanes or small spaces that do not require service vehicle access.
 - 1.3 Ensure that developments which include new residential streets promote traffic calming and through-traffic reduction measures to reduce the dominance of the vehicles and the space they take up while parked or moving through a street.
- 1.4 Ensure off-street private-car parking provision is reduced in line with Hackney's car-free policy. With the exception of provision for blue badge holders.
- 1.5 Provide cycle parking at Underground, Overground and railway stations.
- 1.6 Support the prevention of high speed through-traffic in residential areas. This could include permanent natural features that act as barriers such as decorative boulders, shrubbery or trees.
- 1.7 Support the transformation of car parking spaces into mini-public parklets, with amenities such as bike hangars and play stores.
- 1.8 Ensure contextually appropriate species and placement are considered in the selection of new street trees.
- 1.9 Ensure new development located within 150m of heavily polluted roads (more than $40 \mu\text{g m}^{-3}$) demonstrate which measures have been taken to protect residents from the harmful health impacts of pollution and seek to reduce this pollution at source through an approved travel plan.



1.10 Ensure new development compliments Council policies related to reducing harmful pollution levels by restricting traffic volumes, polluting vehicles and overall reliance on private vehicles.

1.11 Adopt the TfL Healthy Streets approach which covers the following priorities

- Clean air
- Easy crossing
- Encouraging walking, cycling and public transport
- Provision of shade and shelter
- Things to see and do
- People feel safe
- People feel relaxed
- Places to stop and rest
- Not too noisy
- Pedestrians from all walks of life

A Healthy Streets approach has been taken in order to create people friendly routes through the local area. It helps to reduce pollution and encourage people to take active forms of transport.

Ocean Green Linear Park, Mile End, London (Source: Adams & Sutherland)



STREET DESIGN STANDARDS

2. Developments that deliver new residential streets should include pavements suitable for playing: Playable pavements should be 3-5m wide on at least one side of the street, preferably on the sunny side of the road.
3. Street signs and markings should be kept to a minimum and where they are used they should be compact in size. Visual clutter should be reduced by locating multiple signs on a single post wherever possible. Where appropriate, street signage should be located so that it is visible at a child's height and that it contains information which is aimed at children, both in design and content.
4. In any design of streets, elements such as bollards and tactile paving should be installed as measures to provide clarity of routes for people with disabilities where appropriate. Equality Impact Assessments should be undertaken when considering any such proposal. For further guidance please refer to the GLA Supplementary Planning Guidance on Accessible London.
5. In order to make street crossings safer for people on foot and bike the following should be considered:
 - 5.1 Kurbs extended to shorten crossing distances.
 - 5.2 Crossings raised to pavement level.
 - 5.3 Zebra crossings are made more colourful.
 - 5.4 Avoid excessive use of guardrails. If they are needed to ensure pedestrian safety then they should enhance natural desire lines.
6. Street crossings located near schools should centre pupils at the heart of the design process.
7. Incorporate ample provision of public seating in street design.
8. Streets should be covered by 20mph speed limits or lower, in line with Vision Zero best practice standards.
9. Footpaths should be wide, well lit, overlooked by building frontages and if possible separated from the road by planting. More attractive pavements are more enjoyable to walk along which encourages young people to be more independent.

LIVELY STREETS & PUBLIC SPACES

10. New developments should promote activity on ground floor frontages in order to make places feel lively, active and safe. In order to achieve this, proposals should:
 - 10.1 provide a balance of residential and commercial uses to encourage activity at different times of the day, for a wide range of people.
11. Commercial units should:
 - 11.1 be encouraged to extend their displays or seating areas out onto the pavement if there is space.
 - 11.2 Consider shop frontage design which is fun and engaging for children and young people, with the façade and shop window displays at heights that stimulate and interact with children, young people and all audiences moving through these spaces.
 - 11.3 Avoid the use of applied graphics to glazing which blocks views to and from the street.
12. If a blank wall onto a street is required due to other constraints, opportunities should be considered for a creative and playful proposal for that space. This could include nets for ball games or other play if the space is otherwise safe.
13. For Listed Buildings, buildings in Conservation Areas and Locally Listed Buildings, additional management measures will apply.

ACCESSIBLE ROUTES AND JOURNEYS

14. It is important to connect walking routes between estates/new residential buildings to public transport, amenities and services that children and young people use.
15. Signage to nearby destinations should be clear, easy to understand and at a height which can be easily read by children and young people. This is to help children find their way around independently.
16. Ramps and other forms of level access should be provided alongside public stairs to make neighbourhoods more accessible for wheelchair users and prams.
17. Wheeling ramps should be included on public stairs to encourage cycling where step-free ramps cannot be provided.
18. Ensure compliance with the TfL Accessible Bus Stop Guidance.



PLAYFUL DESIGN

Play-on-the-way should be incorporated into streets to let all road users including parents, children and drivers know that these streets are places where children of all ages and abilities are being encouraged to play. This should be part of a wider strategy to make streets more enjoyable to use for everyone who walks and cycles, regardless of age.

19. Play-on-the-way Principles should be designed into open spaces, streets and new public realms. Development should:

19.1 Consider play value as the key driver in play design.

19.2 Incorporate interactive elements that invite playful interactions as part of everyday journeys for all ages, such as public art features, water fountains or creative bin designs.

19.3 Incorporate street furniture which is both functional and encourages play.

19.4 Aim to make any necessary barriers functional, playable and biodiverse.

19.5 Incorporate principles of nature play which allows for; imaginative, unstructured and encourages interaction with natural materials and native vegetation.

19.6 Incorporate lighting features which contribute to Child-Friendly places in the evening. This could be through highlighting safe places and assisting with wayfinding.

19.7 Incorporate spaces which encourage physical activity and include features like basketball hoops, skateboarding areas, and places which fill with water during rain storms.

19.8 Consider stimulating and educational experiences which appeal to all the senses, examples of which can be found in the TfL Healthy Streets guidance.

19.9 Include landmark features in larger open spaces which will help children orientate themselves.

19.10 Consider design and or operational solutions that enable residents and the Council to work together to introduce regular or permanent restrictions which close streets to through-traffic.

19.11 Consider, where practical, providing free Wi-Fi access.

Informal play on the way opportunities, lighting and planting are all incorporated into this route outside a local school. A range of equipment such as basketball hoops allow for it to appeal to a wide range of ages. Van Gogh Walk, London, UK (Credit: Van Gogh Walk).

GREEN & BLUE INFRASTRUCTURE NETWORKS

20. Any proposed development should contribute towards making streets and neighbourhoods more liveable and green, in accordance with LP33 Policy LP47 - Biodiversity and Sites of Importance of Nature Conservation and LP33 Policy LP49 - Green Chains and Green Corridors and LP33 Policy LP51 - Tree Management and Landscape and Hackney Council's 'Connecting Green Spaces' strategy by:

20.1 Signposting clear and engaging links to nearby green and open spaces creatively at a range of heights.

20.2 Incorporating natural features into existing multifunctional green networks that support quality of place, biodiversity and water management, and addresses climate change mitigation and resilience.

20.3 Incorporating natural and sustainable natural play objects such as rocks, logs and other materials with a natural character.

20.4 Examining opportunities where boundaries to parks and open spaces could be removed or made smaller, or where the entrances could be widened, or new entrances added. Proposals must be in line with Secure by Design Guidelines.

20.5 Being designed with seasonal change in mind to enhance year-round usability.

20.6 Including edible and educational plants and crops, or semi-wild play areas.

20.7 Enhancing reservoir and canal use and safety by ensuring they are well overlooked and, where appropriate, well lit.

20.8 Providing educational information about new green infrastructure which is engaging and accessible in its content and graphic design. Ensuring it is integrated into the landscape design and is appropriate given the context and character of the area.

The placement of these rain gardens along the road helps to improve the biodiversity of the area and reduce pollution in the street. Sheffield Grey to Green, Sheffield City Council, UK (Credit: Robert Bray Associates).





Key

1. Street prioritised for cyclists and pedestrians through the use of permeable filters, natural elements and slowing cars.
2. Active modes of travel, such as cycling, are encouraged which help to reduce air pollution and keep people healthy.
3. The cafe creates activity at ground level, making the surroundings feel safe and welcoming
4. Street design can be both playful, accessible and adopt the TFL Healthy Streets Approach. Seating is provided, as well as a green buffer to nearby traffic.
5. Green and Blue Infrastructure Network

Child-Friendly Design Standard Criteria

Design assessment questions relevant to all schemes at the scale of Streets:

Scale: The Street		Traffic Light Score			Score
Child-Friendly Design Standard Criteria	A child or young person can walk to important destinations without an adult eg: to school, shops, youth clubs or parks	0	1	2	
	A child or young person does not need to cross major traffic roads to get to important destinations eg: to school, shops, youth clubs or parks	0	1	2	
	There are opportunities to play and have fun when moving through this street eg: There is space to use a scooter or to play with chalk or interesting art to see”	0	1	2	
	Motor vehicles are not dominating this space eg: cars or motorbikes are not moving too fast or taking up a lot of room with parking or there are designs to help encourage traffic to slow down in a specific section of a road in place	0	1	2	
	The pavement is wide enough for a number of people to use eg: the pavement can support a range of activities including scooting, skateboarding, shop mobility, playing, sitting and socialising	0	1	2	
	Along this street green planting eg: trees, hedges, flowers can be seen and enjoyed	0	1	2	
	A child or young person would feel safe crossing the road eg: there is enough time to cross the street without feeling rushed and/or there is nothing preventing someone from crossing where and when they need to	0	1	2	
	A child or young person could easily get to nearby community facilities, such as shops, schools, workplaces, parks, play areas or cafes by foot or bike	0	1	2	
	It is easy and feels safe to move along this street eg: the important walking and cycling routes are well lit, signposted and easy to find even when it becomes dark outside	0	1	2	
	The street supports access to healthier lifestyles e.g: healthy food shops, and/ or opportunities for experiencing nature on a walk and/ or there are lots of bins for recycling and/ or measures have been taken to reduce noise pollution	0	1	2	
Total					

The criteria uses Traffic Light System:
Red: 0 points
Amber: 1 point
Green: 2 points
 Further information on the scoring system and findings can be found in the Child Friendly Design Standard Questions section (P. 148).

SCHOOL STREETS, LB HACKNEY

Key Features:

- Operate twice a day to coincide with school drop off and pick up
- Provides a safer space to walk and cycle to school
- Reduces congestion and improves air quality at the school gates

School Streets have been running in Hackney since 2017. School Streets is a pioneering programme where roads outside schools are closed to most motor vehicles during school opening and closing times, creating a safe environment for pupils to walk and cycle to school, tackling congestion and improving air quality at the school gates, whilst maintaining access for residents and businesses. Signs inform drivers of the restrictions at the entrance(s) to the closed street(s). Vehicles are not allowed to enter the School Streets zone during the times of operation, unless they are registered for an exemption.



*Hackney School Streets
(credit: Hackney Council)*

Hackney School Streets
(credit: Hackney Council)



VBRIDGET JOYCE COMMUNITY RAINPARK - WHITE CITY, LB HAMMERSMITH & FULHAM

Design Team: Robert Bray Associates

Key Features:

- SUDS
- Play on the Way
- Connects Destinations

Located in the space between a school and two playgrounds in the heart of White City, the Bridget Joyce Square project has transformed a previously hazardous road into an urban public park. The redesigned street introduces traffic restrictions, green infrastructures and bespoke street furniture to create a space that provides flood resilience against known surface water and sewer flooding issues in the area and provides local climate change adaptation benefits. Moreover, this space has formed a valuable community resource, providing a multifunctional setting for community events, including festivals, fairs and markets, and providing an attractive and safe social space for informal, daily community use with improved access to the school and playground.





New design is free of street clutter, well lit and provides ample space for movement through (Credit: Kevin Barton, Robert Bray Associates)

PARKLETS LONDON BOROUGH OF HACKNEY

Key Features:

- Reclaims space from vehicles
- Has a variety of uses
- Traffic Calming

Hackney Council launched the Community Parklet Scheme in 2018, offering residents the opportunity to have a community parklet on their street. Community parklets repurpose a parking space on the street where you live, for community uses. Parklets demonstrate that road space can be used for greening, seating, playing or socialising – rather than parking. Creating a calmer, green street and helping to minimise car activity. The Town Hall’s transport and public realm chief Cllr Jon Burke said: ‘Only 30 percent of households in Hackney own a car, yet the kerbside is dominated by them.’ Community parklets are an excellent way of making Hackney a more liveable borough by allowing residents to reclaim their streets and make them greener and more pleasant.

These parklets can include planters, benches, games, notice boards or anything that your creativity and inventiveness can come up with. The Colvestone Crescent Parklet for example, is now enjoyed by the whole community and hosts everything from knitting sessions to yoga and meditation classes.

Transformed parking space into a cosy spot to rest, park your bike and socialise with other people (Credit: Hackney Council)



Hackney community parklet (Credit: Hackney Council)

FILTERED PERMEABILITY AND GREENING SCHEMES PALATINE ROAD & PETHERTON ROAD LONDON BOROUGH OF HACKNEY

Key Features:

- Encourages cyclists and pedestrians
- Creates green routes
- Reduces car dominance
- Reduction in Flood Risk

Hackney has the highest rates of cycling in London and a long-standing reputation as a cycling borough in the absence of cycle lanes. In order to encourage cycling the Council has always opted for spatial interventions such as filtered permeability, a borough-wide 20 mph speed restriction, and speed humps.

Filtered permeability is a principle followed in many European towns and cities which has proven successful in restraining car use. It means separating the sustainable modes of transport, such as cycling and walking, from private motor traffic in order to give them an advantage in terms of speed, distance and convenience. There are many ways in which this can be done. For instance, by separating cycle and walkways,

bus lanes, introducing bus gates, bridges or tunnels solely for sustainable modes. Urban Greening such as introducing rain gardens, natural materials, tree planting can all be used to close routes to traffic, but allow people and bicycles to move freely. Filtering can help people to change their habits such as going to local shops by foot rather than driving to a superstore.

Filtered permeability measures can involve the implementation of road closures for vehicular traffic, which allow for improved pedestrian and cyclist movement on many of the Borough's residential and local connector roads. This sometimes includes the reallocation of road space and can help to achieve a network of quiet streets.

Child-Friendly Design Guidelines for Hackney

DESTINATIONS

Destinations are all of the public spaces that children, young people and their carers make frequent journeys to use in Hackney. They include parks, playgrounds, spaces around schools and in front of shops. A truly child-friendly place will consider the entire neighbourhood as an opportunity for play, socialising, resting and more. It will also be a safe, convenient and welcoming place for all to use regardless of social, physical, cultural or economic differences.

The Council believes that securing quality design for such places is key to making them holistic multifunctional and inclusive spaces that cater for families and the wider community. Such qualitative place-making goes beyond the quantitative provision of new playgrounds.

Hackney's Local Plan (LP33) Planning Policy Reference

LP1 Design Quality and Local Character,

LP2 Development and Amenity,

LP8 Social and Community Infrastructure,

LP9 Health & Wellbeing

LP39 Over-Concentration of Uses (Hot-Food Takeaways)

LP41 Liveable Neighbourhoods

LP47 Biodiversity and Sites of Importance of Nature Conservation

LP48 New Open Space

LP50 Play Space

GUIDANCE

ACCESSIBLE AND VARIED PARKS, PLAYGROUNDS AND OPEN SPACES

1. When parks or open spaces are being created or improved they should:
 - 1.1 Be conveniently and safely connected by walking routes.
 - 1.2 Be located away from traffic where possible. When proximity to traffic cannot be avoided, the number of crossings children use to get to them should be minimised while entrances to the spaces should be carefully considered.
 - 1.3 New children's amenities should not be located on major roads or areas with poor air quality (more than $40 \mu\text{g m}^{-3}$), as defined by the most recent air pollution data available.
 - 1.4 Have clear sightlines across them, and ample entrances/exits are provided in line with natural desire lines.
 - 1.5 Be accessible to young people from nearby private and social housing to reduce social and cultural segregation.
 - 1.6 Avoid real or perceived barriers, such as fences, fobbed gates and changes in design quality between social or private elements of a scheme. Where fences or barriers are needed, for example in playground spaces in parks that cater to under 5's, these should be creatively considered.
 - 1.7 Provide spaces for art installations in places which are focal points for young people. Involve children and young people in the art commissioning process, which engages local people and young artists.
 - 1.8 Refer to Hackney's Parks and Green Spaces Quality Manual to ensure the proposal is sound and maintenance has been considered and planned for.

*SuperKilen Park,
Copenhagen
(Credit: Iwan Baan)*

2. To ensure parks and open spaces meet a range of needs and abilities they should:
 - 2.1 Provide a variety of spaces to encourage a wide range of play, exploration and socialising opportunities. This could include open space for games, natural areas for contemplation and learning, spaces for rest, more enclosed areas for quiet exploration and imaginative play and places which encourage physical play like climbing.
 - 2.2 Use lighting to define areas with different purposes.
 - 2.3 Include and encourage integrated provision of play equipment for a wide range of ages, physical and sensory abilities i.e. loose parts play for children and young people with Special Educational Needs (SEN) and autism.
 - 2.4 Encourage informal play through the provision of a range of physical and sensory opportunities, such as play fountains, performance spaces, and objects which can be played on.
 - 2.5 Use landform to provide elements/experiences of risk at a range of different heights.
 - 2.6 Provide a combination of purpose-built elements (sandboxes, water features, ball courts, rock climbing and skateboard features) and informal elements (large boulders, logs, concrete or stone shapes and seat walls).
 - 2.7 Provide multi-use and multi-functional furniture – seating options should offer flexible arrangements and opportunities for social interaction for both groups and individuals of all ages and abilities.
 - 2.8 Be integrated with other nearby facilities / amenities to encourage use.
3. Freely accessible amenities should be provided in parks and open spaces, such as:
 - 3.1 Drinking water fountains and bottle refill fountain stations, located alongside well used public routes
 - 3.2 Public toilets near parks and open spaces, and ensure that they will be pleasant to use, step free access and well-maintained over the long term.
 - 3.3 Free Wi-Fi.
 - 3.4 Bins for general waste and recycling.
 - 3.5 The open spaces themselves should remain free to use in perpetuity.

SCHOOLS

4. School sites should:
 - 4.1 Have outdoor open spaces and playgrounds which can be open after hours as a facility that the surrounding community can benefit from.
 - 4.2 Ideally be located away from busy or highly polluted roads (more than $40 \mu\text{g m}^{-3}$). If this is not possible, appropriate mitigating measures should be incorporated at the start of the design process.



The Hackney School of Food is a purpose- built food education hub. It is a joint venture between the LEAP Federation of schools in Hackney and the charity Chefs in Schools. Together, the organisations are working to improve food education and nutrition through providing an inspiring community space and productive gardens for local residents to enjoy growing, cooking and eating tasty and nutritious food. Hackney School of Food, Surman Weston (Credit: Jim Stephenson).

MULTI-USE GAME AREAS (MUGAS)

As highly valued community assets, greater efforts should be made to prioritise the provision and maintenance of onsite MUGAs, including the provision and opportunities for youth organisations or sports and performative clubs to organise activities and sessions in these facilities. Applications must ensure local residents are involved with design decisions pertaining to MUGAs, see Part 5 for more guidance.

5. In relation to the design of these spaces, each MUGA should:
 - 5.1 Be carefully located to suit its intended purpose and contextual surroundings, ensuring greatest visibility and accessibility to the wider community.
 - 5.2 Be flexible and versatile in order to accommodate different uses to support children and young people of a variety of ages, genders and abilities to use this space for different activities, including intergenerational play.
 - 5.3 Incorporate versatile seating and adjustable equipment to encourage simultaneous use by different groups.
 - 5.4 Have multiple entrances and exits that are well lit, clear to identify and accessible to all (dis)abilities.
 - 5.5 Be located near other outdoor spaces that people use, such as playgrounds.
 - 5.6 Should be exciting and appealing to children and young people, by using materials such as coloured paving and decorative treatments to the boundary fencing, and support opportunities for youth organisations or sports and performative clubs to organise activities and sessions.

DESIGNING A PUBLIC REALM FOR EVERYONE

The design of Public Spaces should comply with the principles outlined in the Public London Charter, in accordance with London Plan Policy D7. Hackney's children and young people have a diverse range of needs. Consequently, proposals should ensure that they engage with a variety of young people so that their needs are addressed in the design of these spaces. For instance, lighting and seating may be more important for one user, whilst space for ball games may be crucial for another group.

6. Places should be accessible to all and be made to feel safe to children and young people by:
 - 6.1 Implementing wayfinding signs at varied heights to make it easy for all ages to navigate these spaces.
 - 6.2 Ensuring that spaces have ample, legible and clear entrances. Marked entrances should be designed to aid wayfinding with children and young people, those with poor eyesight and dementia sufferers in mind.
 - 6.3 Ensuring that new paths reflect the routes that people want to take across a place and clear sight lines both now and in future, and are connected to existing routes in the surroundings.

- 6.4 Providing ample, safe and consistent lighting throughout space at all hours of the day, consistent with Secure by Design guidelines. Good lighting makes a place less threatening after dark. Please refer to Hackney biodiversity action plan to ensure lighting avoids any potential harm to wildlife species.



LONG LASTING DESIGN AND MAINTENANCE

7. In order to ensure that these spaces will last for a long time, and be well looked after, proposals should:
 - 7.1 Provide a detailed maintenance plan and long-term budget for how these spaces will be maintained in a sustainable manner.
 - 7.2 Seek to minimise long term costs, through appropriate and robust material choices that are easy to maintain and replace. See Hackney's Parks and Green Spaces Quality Manual for more information.
 - 7.3 Include robust and resilient planting species. The appropriate plants for a site would need to be established during the design stage for example: establishing drought resistant and low maintenance plants.
 - 7.4 Involve the neighbouring residential and business community in the maintenance and management of spaces.
 - 7.5 Ensure that proposals will be designed to adoptable standards, if the council will be responsible for their maintenance.

This space is designed to be robust and hard wearing. The materials were selected in order to be long lasting and easy to maintain. Leonard Circus, Hackney, London (Credit: Hackney Council).



Key

1. This destination is located away from traffic, so encourages active travel.
2. This destination is located away from traffic, so encourages active travel.
3. Materials are carefully chosen to make sure they last a long time and are easy to look-after
4. The space is located close to public transport links
5. The space is located close to public transport links
6. The landscape is used to create a performance space.
7. Paths are designed to reflect the routes people want to make

Child-Friendly Design Standard Criteria

Design assessment questions relevant to all schemes at the scale of Destinations:

Scale: Destinations		Traffic Light Score			Score
Child-Friendly Design Standard Criteria	A child or young person would feel welcome and safe outside in this space without the supervision of an adult, during the day eg: There are people frequently going in and out of buildings or passing by this space and/or the entry and exit points are easy to find	0	1	2	
	There is enough lighting in this space when it becomes dark outside eg: The walking routes or sports areas are clearly lit up when it is dark	0	1	2	
	A child or young person would find it easy to navigate their way around this space eg: this space is well connected by walking and cycling or signposting is clear or design allows for movement by a range of different abilities to access this space	0	1	2	
	There are opportunities to play and have fun when visiting this space e.g: the space offers opportunities for different types of physical and mindful activities with mixed elements of risks or landforms at varying heights	0	1	2	
	There are opportunities to comfortably sit and gather with other people in this space eg: seating in this space is comfortable to use at all times of the year, particularly when it is very cold or very sunny	0	1	2	
	This space feels well looked after and clean eg: Litter is placed in bins and/or no graffiti on the street furniture	0	1	2	
	The windows of shops and front of buildings in this space are interesting and attractive eg: they are artistic, have front gardens, or window displays	0	1	2	
	This space provides movement opportunities and experiences for a range of different abilities e.g: you could access and easily move in this space if you were in a wheelchair or if you had a visual impairment	0	1	2	
	In this space one can enjoy contact with nature, both wild and well groomed eg: trees, hedges, flowers	0	1	2	
	This space supports access to healthier lifestyles e.g: healthy food options, opportunities for growing food, reduced air and noise pollution	0	1	2	
Total					

The criteria uses Traffic Light System:
Red: 0 points
Amber: 1 point
Green: 2 points
 Further information on the scoring system and findings can be found in the Child Friendly Design Standard Questions section (P. 148).

GILLETT SQUARE, LONDON BOROUGH OF HACKNEY

Design Team: Hawkins/Brown

Key Features:

- Community Space
- Adaptable and Flexible
- Lively and Active edges

Gillett Square is a unique public space in the heart of Dalston. A large, flexible general purpose space that serves a variety of functions. A blank canvas for a community to use differently, every day. By removing the parking that previously dominated the site, this open public space is capable of hosting a variety of community activities such as meeting, shopping, celebrating and taking political action.

The urban design intervention has provided a surface with a set of temporary structures, sports & play equipment, and other elements stored in containers which are managed by local volunteers. This simple system makes it possible to reinvent the use of the square on a daily basis, while simultaneously involving locals in the management of the square, which can bring collective empowerment. The square has been the site of numerous events – including a jazz festival, a skateboarding festival, carnival celebration which, together with its day-to-day life, support “the cultural, creative and community sector”.

The success of Gillett Square lies in its integration with the local community. The kiosks to the side of the square – with affordable rents for local business, help support the lively activity of the square at different times throughout the day and night. The project is a result of years of research, public consultation, the involvement of local organizations and businesses.

High quality materials and detailing, such as street lighting, paving, tree planting and seating are incorporated to create an accessible space for cultural and social events. For example, the large decked area with four pine trees provides shade and informal seating whilst the steps leading up to the market booths provides seating for people.





*Pop up table tennis in the square
(Source: Hackney Council)*



*Design intervention has provided a surface that makes it possible to reinvent the use of the square on a daily basis
(Credit: Hawkins Brown)*

WOODBERRY DOWNS PUBLIC REALM LANDSCAPING / WETLANDS NATURE RESERVE, LB HACKNEY

Design Team: In-Ex Landscapes and Murdoch Wickham Landscape Architect

Key Features:

- Biodiversity centred
- Landscape key to design development
- Variety of spaces created

Opened to the public in 2014 by Sir David Attenborough, Woodberry Wetlands is a stunning oasis of wildlife and nature in the city, and is located immediately to the south of Woodberry Down around the East Reservoir. The site comprises 11 hectares of reed-fringed ponds and dykes and the site is free and accessible to everyone, offering great opportunities for people to enjoy nature in the heart of London.

The Woodberry Down landscape provides access to high quality, green open spaces with a variety of spaces and activities to enjoy, while providing new access to the Woodberry Wetlands. Part of the landscape vision for the project was to deliver a series of green spaces throughout the development reconnecting the place and people to the natural environment – in the form of a linear park, courtyards, squares and communal gardens. By varying the landscape with both open and

more enclosed spaces, moving through this linear park can facilitate opportunities for different types of games for different age groups. For example, the design of the feature destination play area adjacent to the New River walkway is inspired by its close proximity to the river, nestled adjacent to a meandering swale the play space hosts a timber play boat and timber boardwalks with plenty of opportunities for sitting and relaxing

Woodberry Wetlands. (Credit: Penny Dixie)



ISRAEL PLADS, COPENHAGEN, DENMARK

Design Team: Cobe + Sweco Architects

Key Features:

- Flexible Public Space
- Robust Design & Material Specifications
- Variety of uses

Israel Plads is a large public square in Copenhagen, Denmark. In the 1950s it was turned into a lifeless car park. But now, the cars have been taken out of the landscape (into an underground carpark), and the space has been handed back to the public. The redesign of Israel Plads is part of a strategy to create more space for people to enjoy urban life and reduce or remove car traffic.

The new public space has been designed to be flexible and enables users to be doing different things, all at the same time. The site is located between the city and Ørsted Park to the south and this context informs the design. Strategically placed grass and trees are surrounded by benches thus creating green, urban hangout spots. The planting scheme helps make the adjacent park appear to continue into the square creating a gentle transition into the city.

The public square serves as a schoolyard during the daytime, a public basketball court in the afternoon and a dining room in the evening; a skate park during the weekday; and a flea market during the weekend. The space can also be used for picnics, ballgames or an array of other activities, making it accessible to all. Another noteworthy feature of the design are strategically positioned stairwells at the corners of the square, which can be used to observe activities taking place in the square, or as a place to sit and watch a performance.

A plaza of overlapping functions (Source: cobe)





Walking youth engagement tour on De Beauvoir Estate with ZCD Architects (credit ZCD Architects)

“Across London, young people need opportunities outside education and the home to have fun with their friends, to be healthy and creative, to make positive change in their communities and to shape the kind of city they want for the future”

Hackney Young Futures Commission Report, 2020

2. Major development proposals/ schemes should start with mapping and audits of children's infrastructure and routes in a particular place. This process of mapping must engage with, and be led by, children and young people who live in or use the area. See the Child-Friendly Impact Assessment for further details.
3. Community engagement on **new development proposals** must specifically:
 - 3.1 Be planned to reach a wide range of children and young people in the local area.
 - 3.2 Be held in locations where children congregate, including schools, libraries, community centres, youth clubs and parks.
 - 3.3 Be scheduled at a variety of times during the day and week, both during and after school and on weekends.
 - 3.4 Be creative and interactive, using a wide range of engagement and consultation practices catered to different age groups and (dis)abilities. For example, the new London Plan supports a wide range of consultation methods, including interactive digital models and 3D Virtual Reality.
- 3.5 Focus on children and young people's everyday experiences, recognising that children and young people are active citizens who use and negotiate the city, and who should therefore have a level of responsibility and input into how it is shaped.
4. Participation needs to be understood as a long-term process; engagement plans must ensure post-intervention feedback and analysis so that co-creation is not limited to the design of a space, but also its management and iterative changes. Engagement with children and young people should also be undertaken when devising the management, maintenance and post-occupancy plans for new developments.

BUILD UP Flanders Way

Build Up was a co-produced project, combining the two ideas of co-design and education by putting young people in control of small-scale construction projects within communities across London. Build up was joined by Hackney Quest to address some of the concerns raised in the 'Hackney Wick Through Young Eyes' report, particularly the negative stereotypes of young people, a sense of dis-empowerment, and poor-quality public spaces in the local area.

Construction phases can provide benefits for children such as skills development, teamwork and opportunities to design and build. The project involved young people aged between 10–12 years old from two local schools. They were engaged from the early concept stages, to final design and construction. The project comprised the design and construction of a new pocket park, featuring a circular fixed-seating area with integrated swings, new lighting, brightly coloured bins, timber signage and an exciting playful border with cast iron artwork.

This project successfully provided children and young people with a stake in their local community as they physically saw their opinions converted into short-term actions that have contributed to a much bigger picture. Innovative methodologies used to ensure meaningful engagement and participation have helped to foster a greater sense of ownership.

ZCD Architects', De Beauvoir Estate walking tour

In 2018, De Beauvoir Primary School kids worked with ZCD to help create a blueprint for a child-friendly Hackney project regarding new homes on the De Beauvoir Estate. Over the space of 9 weeks, the students explored the external spaces of the De Beauvoir Estate and were tasked with taking photographs of the Estate, to work out how the area can be improved.

The findings contributed towards a report on Neighbourhood design which was used to support proposals for an estate development plan. The objective of the plan being to tackle negative aspects through targeted design improvements to the public realm on the estate.



Figure: Located on a formerly unloved and disused piece of public realm owned by Hackney Council on Flanders Way, the project comprised the design and construction of a new pocket park

Vienna, Austria designing parks for young women

Gender mainstreaming is the practice of ensuring women and men are accounted for equally in policy, legislation and resource allocation. The Vienna municipal authority has been focusing on gender mainstreaming while designing its public spaces, housing, mobility and infrastructure since 1990. The authority has since conducted about 60 gender-sensitive pilot projects and assessed another 1,000.

One such example was the redesign of Einsiedler Park in 2001. This pilot project was established by the City of Vienna as girls aged between 10 and 12 were found to be using parks less than their male counterparts. City's planners closely examined behaviour of people moving through the park to understand what it was about the spaces that was deterring young girls from using them. In conjunction with consultation meetings and workshops with residents, caregivers, representatives of schools and kindergartens in the district, the City was able to identify joint goals for the park's redesign.

The outcome of the above consultation led to several gender-sensitive design elements being introduced in the parks. Examples include improved visibility and clear-cut organisation of footpaths, improved lighting on the main paths, well-maintained public toilets, multifunctional play areas, football cages being converted to accommodate activities for all genders; in this case, badminton and volleyball courts

This section of the SPD outlines the tools needed to inform and assess how development proposals ensure that children and young people’s rights and specific needs are met in Hackney’s built environment.

As the Principles and design guidelines for the Child-Friendly SPD have been developed, we have also considered the tools needed to deliver the Principles and guidelines set out in the SPD; including how we can effectively measure whether the SPD is delivering a child-friendly borough in Hackney.

The tools set out in this chapter help embed the Principles and design guidelines in the proposed scheme. We believe, if applicants consider the needs of children and young people in the Borough from the very initial point of inception then successful proposals will produce high quality, liveable and accessible schemes for all residents in Hackney.

The tools for delivery and implementation are:

1. Child-Friendly Design Standard
 - 1.1 Child-Friendly Impact Assessment
 - 1.2 Design Awards and Review Panels
2. Statement of Community Involvement
3. Area-Based & Infrastructure Delivery Plans



*ZCD Youth Engagement Workshop
(Credit: Hackney Council)*

The Design Standard uses a traffic light system, Red Amber Green (RAG), to evaluate whether major development schemes take into account the design criteria standards related to ensuring the built environment follows the Child-Friendly Principle criteria for Hackney. Where a design aspect of a scheme is considered to fall between a green and a red traffic light, an amber light can be assigned to a particular consideration. Any spaces noted as amber and red should be identified early so that a suitable solution can be found as part of the design development process. When this tool is used on existing sites or as part of a post-analysis, any ambers or reds identified can be referenced in terms of lessons to be learnt from for future projects.

This tool seeks to mainstream the health and wellbeing of children and young people into the planning system through assessing spaces, places against how they feel when moving around the neighbourhood. The evidence collected will help inform whether the built environment is conducive in supporting the independent mobility, social and playful experiences of children and young people in the Borough. The integration of evidence considerations related to children and young people's experiences into the preparation and consideration of any development plans will help highlight potential cross-cutting issues that the development plan should seek to address and mitigate at the strategic level.

The design standard checklist supports a collaborative and inclusive approach and encourages different stakeholders to work together to address the impacts of plans and development proposals on children and young people's health and wellbeing. As such, the checklist should be used by the following groups:

- Developers, to scope the health and wellbeing impacts of development proposals on this demographic;
- Local planning authority decision-takers, to help identify, analyse and address the impacts of plans and development proposals on this demographic;
- Community groups, neighbourhood forums, and housing associations to comment on major planning applications to support and foster community engagement; and
- Groups with specific access requirements and needs such as older and disabled people; and
- Education and Youth club leaders to help upskill children and young people on elements impacting their experiences in the built environment

A. CHILD-FRIENDLY IMPACT ASSESSMENT

Context

Development proposals for all commercial schemes, public realm developments and residential schemes of 10 units or more, will be required to produce a Child-Friendly Impact Assessment.

This assessment provides a format for those engaging with planning applications to detail and demonstrate how proposals will be used by children and young people and how they satisfy the Child-Friendly Principles for Hackney at the three different scales that make up a neighbourhood: The Doorstep, Streets and/or Destinations.

A key aim of the assessment is the integration of considerations related to children and young people's independent mobility and experiences of the built environment into the preparation of development plans, so that these issues are addressed at the strategic level.

The assessment aims to identify any positive and negative impacts in order to prompt discussion about the best ways of addressing them to maximise the benefits and avoid any potential adverse impacts on children and young people. The tool does not identify all issues related to health and wellbeing, but rather focuses on the built environment and issues directly or indirectly influenced by planning decisions.

The identified impacts in the assessment report may be short-term or temporary, related to construction or longer-term, related to the operation and maintenance of a development. All evidence that the assessment gathers will highlight potential cross-cutting issues that the development plan should seek to address and help place commonly overlooked issues into perspective.

The level of detail in a report should be proportionate to the complexity of the application. For most straightforward planning applications, the report may only need to be a page long, however applications may be considerably longer if the scheme covers more than one neighbourhood scale.

Once proposed uses are approved by the local planning authority they can not be changed as this will fundamentally alter management operation and access. Any amendments will require a new assessment to be conducted.

Hackney's Annual Monitoring Report (AMR) should provide an analysis of the success of the impact assessments. For example, the AMR could reasonably comment on the number of assessments completed and whether the lack of an assessment has been a hurdle to validation. Over a longer period of time the AMR could explore how the Child-Friendly Impact Assessment has been considered at appeals.

B. DESIGN AWARDS AND REVIEW PANELS

Design award categories or Design Review Panels should be required to use the Child-Friendly Design Standard to formally assess the sites suitability/excellence.

It is important that the design standard tool is used in this format as children and young people are significantly affected by experiences of the built environment, yet they are a demographic frequently left out from being consulted or included in processes related to changes within their neighbourhood.

The language and layout of the criteria questions are designed to be used at all stages of the development process, and by a wide range of audiences. The criteria questions therefore aim to enable a conversation about the design of new and current schemes between stakeholders and the local planning authority to arrive at a mutually supported result.

For example, this year, the Hackney Design Awards (2020) have included a special category of 'Young People's Choice Award' to sit alongside their regular programme. The Young People's Choice Award will be assessed using the Child-Friendly Design Standard assessment criteria and awarded to a project that actively supports the safe, healthy and independent mobility of children and young people in Hackney.

2. STATEMENT OF COMMUNITY INVOLVEMENT UPDATE

3. AREA-BASED PLANS & INFRASTRUCTURE DELIVERY

Detailed guidance regarding the key infrastructure requirements that will be needed to support child-friendly development in the Borough over the LP33 period will be found in dedicated chapters within the following emerging Area Action Plan (AAPs), area based Supplementary Planning Documents (SPDs) and the Infrastructure Development Plan (IDP):

- Stamford Hill AAP
- Dalston SPD
- Infrastructure Development Plan (IDP) provides a framework to support the delivery of the Local Plan 2033 through identifying detailed infrastructure projects for the Borough.

The Council will use the Local Plan Annual Monitoring Report (AMR) to monitor whether infrastructure investments are being successfully brought forward and implemented. The AMR will assess investment and implementation in each of the above areas. This process, along with the Annual Infrastructure Statement will inform the on-going development and evolution of the Borough-wide Infrastructure Delivery Plan.

Child-Friendly SPD Glossary

Active Frontages

The design of a building front that promotes activity and encourages cross-movement between the building at ground level and the adjacent public realm. The design of a building could support an active frontage by including windows and openings and providing a range of uses all of which support the visual and physical relationship between the building and ground level and help contribute to natural surveillance.

Built environment

Refers to everything around us that is constructed or adapted by humans. It includes all buildings, physical features and spaces where people play, learn, work and live. Schools, homes, parks, shopping centres, transport infrastructure, recreational and community facilities are all part of the built environment.

Child-Friendly Principles

These are a set of values that have been chosen to help set out a vision for Hackney's built environment that accommodates children and young people of all ages, abilities and backgrounds

Children and Young People

Children and young people are frequently used when referring to the full spectrum of ages and development stages in the under 18 age group. In this document, children and young people denote someone under the age of 18, in keeping with the definition of the United Nations Convention on the Rights of the Child

Doorstep Play

The shared spaces near to home which support play and socialising for children and young people

Independent Mobility

The freedom and ability to occupy and move through outdoor space without adult supervision

Loose Parts Play

The term is frequently employed in the field of child-development and playwork for assessment of an essential value of a toy, game, equipment or space for play. In order to have true play value, these objects of play must be compelling and encourage the child's involvement.

Multi-functional Space

Shared or communal public spaces that offer a range of recreation and activity opportunities for all ages and abilities

Play-on-the-way

Opportunities for playful encounters in engaging landscapes should not be restricted to designated parks and playgrounds, but rather filter into everyday journeys in the city.

Play Space

Dedicated spaces where play is identified as one of the prime functions. These include playgrounds, playing fields, skate parks and other recreation areas.

Child-Friendly Design Standard Questions

The Child-Friendly Design Statement Questions draw on the Child-Friendly Principles elements and are divided into categories that correlate with the documents' design guidelines that reflect the three main types of places in the built environment that a child in Hackney will grow up and experience within their neighbourhood:

1. **The Doorstep:** the shared space that connects an individual's front door to wider public spaces and streets
2. **Streets:** the network of routes that children, young people and their carers use to move between their home and key destinations within a neighbourhood.
3. **Destinations:** the public spaces that children, young people and their carers make frequent journeys to use in Hackney

Marking Criteria: Traffic Light System

Depending on the site being assessed, the questions in the corresponding category(s) should be answered using a **TRAFFIC LIGHT SYSTEM:** Red Amber Green (RAG).

Red: 0 points

Amber: 1 point

Green: 2 points

The maximum number of points per scale is 20 and the total score correlates with the following site assessment:

18-20 is considered Excellent. This scheme meets all of the Child-Friendly Principles

13-17 is considered Good. This scheme currently meets most of the Child-Friendly Principles

7-12 is considered Satisfactory and more work is required. This place does not currently meet many of the Child-Friendly Principles

0-6 is considered Poor. This place does not meet enough of the Child-Friendly Principles

Scale: The Doorstep		Traffic Light Score			Score
Child-Friendly Design Standard Criteria	In this space, a child or young person can go outside the front door and play with friends	0	1	2	
	There is space outside the front door that one can go to sit and relax alone or in a group	0	1	2	
	There are spaces outside the front door that one can play sports and be active alone or in a group	0	1	2	
	The space outside the front door is overlooked by neighbours	0	1	2	
	In this space, the pavement is easy to move on eg: it is smooth, level and free of obstructions	0	1	2	
	In this space, the pavement is wide enough for a number of people to use and to support a range of activities including scooting, skateboarding, shop mobility, playing, sitting and socialising	0	1	2	
	In this space, there are well placed and positively worded signs indicating where one can find destinations to play	0	1	2	
	In this space, motor vehicles are not dominating this space eg: cars or motorbikes are not moving too fast or taking up a lot of room with parking	0	1	2	
	In this space there is green planting eg: trees, hedges, flowers	0	1	2	
	In this space it is clear where one can park or safely store a bike or scooter	0	1	2	
Total					

The criteria uses Traffic Light System: **Red: 0 points Amber: 1 point Green: 2 points.**

Further information on the scoring system and findings can be found in the Child Friendly Design Standard Questions section (P. 148).

Scale: Destinations		Traffic Light Score			Score
Child-Friendly Design Standard Criteria	A child or young person would feel welcome and safe outside in this space without the supervision of an adult, during the day eg: There are people frequently going in and out of buildings or passing by this space and/or the entry and exit points are easy to find	0	1	2	
	There is enough lighting in this space when it becomes dark outside eg: The walking routes or sports areas are clearly lit up when it is dark	0	1	2	
	A child or young person would find it easy to navigate their way around this space eg: this space is well connected by walking and cycling or signposting is clear or design allows for movement by a range of different abilities to access this space	0	1	2	
	There are opportunities to play and have fun when visiting this space e.g: the space offers opportunities for different types of physical and mindful activities with mixed elements of risks or landforms at varying heights	0	1	2	
	There are opportunities to comfortably sit and gather with other people in this space eg: seating in this space is comfortable to use at all times of the year, particularly when it is very cold or very sunny	0	1	2	
	This space feels well looked after and clean eg: Litter is placed in bins and/or no graffiti on the street furniture	0	1	2	
	The windows of shops and front of buildings in this space are interesting and attractive eg: they are artistic, have front gardens, or window displays	0	1	2	
	This space provides movement opportunities and experiences for a range of different abilities e.g: you could access and easily move in this space if you were in a wheelchair or if you had a visual impairment	0	1	2	
	In this space one can enjoy contact with nature, both wild and well groomed eg: trees, hedges, flowers	0	1	2	
	This space supports access to healthier lifestyles e.g: healthy food options, opportunities for growing food, reduced air and noise pollution	0	1	2	
	Total				

The criteria uses Traffic Light System: **Red: 0 points Amber: 1 point Green: 2 points.**

Further information on the scoring system and findings can be found in the Child Friendly Design Standard Questions section (P. 148).

Notes



Get in touch

Visit our dedicated webpage:

<https://hackney.gov.uk/child-friendly-spd>

Email your comments to:

Planmaking@hackney.gov.uk

or

Call:

02083561739