

DELEGATED POWERS DECISION

STREETSCENE SERVICE Climate, Homes and Economy

Flanders Way Road Safety Scheme

AGREE TO:

- Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
 - Permanently create a modal filter (closure) on Flanders Way 7 metres north of its junction with Wick Road, except for cyclists, emergency vehicles and Council's waste service.
- Construct permanent greening features such as a rain garden with a Sustainable Drainage System to improve the look and feel of the environment on Flanders Way.
- Proceed with statutory consultation to permanently remove one estate parking space (permit holders Z57) on the western kerbline of Flanders Way 10 metres north from the junction with Wick Road, parking space to be replaced with double yellow lines and green infrastructure.

REASONS

The proposals will assist to make Hackney a more sustainable, greener and safer borough by encouraging users of the borough to give further consideration to using more sustainable modes of transport to assist improving local air quality, reduce car dominance, reduce accidents and assist in the reduction of the use of residential roads by through-traffic.

The Council is also committed to its' 2019 Climate Emergency Declaration to achieve a 45% reduction in emissions against 2010 levels and net zero emissions by 2040. Delivering schemes such as the filters on Flanders Way, alongside a reduction in the number of cars travelling through the borough, is seen as a key

contributor to Hackney achieving this target.

Under the Traffic Management Act 2004, local authorities have a duty of care to all road users, including pedestrians and cyclists, and to facilitate more sustainable and better use of road space.

The proposals will:

- Encourage more sustainable modes of transport, such as walking and cycling, and provide people with more green space.
- Improve road safety by reducing accidents caused by through-traffic on residential roads.
- Stop vehicles from using Flanders Way as a cut-through, to avoid the traffic signals at the junction of Morning Lane, Kenton Road and Wick Road (B113).

1. Background

Wick Road

- 1.1. The Wick Road two-way scheme was implemented in August 2018 to improve accessibility to the Queen Elizabeth Olympic Park and Stratford City and to encourage usage of more sustainable modes of transport. Whilst these traffic management measures were put in place to address legitimate issues, a number of issues have arisen due to traffic diverting onto residential roads, in order to bypass traffic junctions. A number of complaints have been received by the Council as a result of the Wick Road two-way scheme, with regards to safety and through-traffic in the area. A traffic study has shown an increase in traffic on Flanders Way.

Flanders Way

- 1.2. Flanders Way is an estate road linking Morning Lane with Wick Road with access to Cardinal Pole Secondary School and Berger Primary school car parks and delivery gates. Flanders Way also has a small football and basketball court.
- 1.3. There are 3 blocks of flats located within Flanders Way, approximately 23 flats opposite the school car park gates, 80 flats in the Latimer House (tower block) and 12 flats in Offley House. These residences are directly affected by the through-traffic on Flanders Way.
- 1.4. A further block of flats is situated at the end of the cul-de-sac section of Flanders Way.
- 1.5. Flanders Way also has approximately 15 locked garages with 35 estate parking spaces for permit holders Z57. A cycle hanger is located outside Offley House.
- 1.6. Flanders Way is heavily used by pedestrians as a walking route to Berger Primary School and Cardinal Pole secondary school.
- 1.7. At least ten complaints have been received by the Council between 12/01/2021 to 09/10/2022 to reduce through traffic, especially at peak times, to prevent drivers using Flanders Way to avoid the traffic signals at the junction of Wick Road and Morning Lane/Kenton Road.
- 1.8. Flanders Way is within the Homerton Ward as shown in **Figure 1**.



Figure 1 Homerton Ward

1.9. Figure 2 shows the existing traffic route and the direction of travel via Flanders Way whilst Figure 3 shows the main road route motor vehicles are expected to travel on.

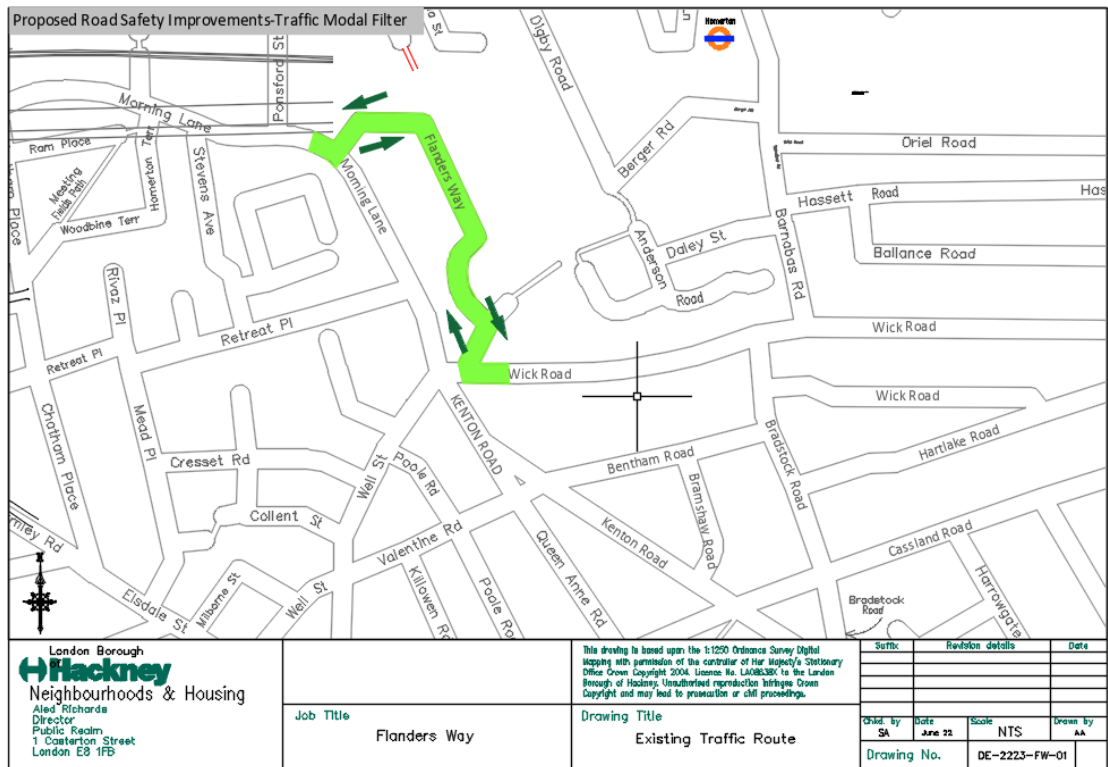


Figure 2 Flanders Way through-traffic direction

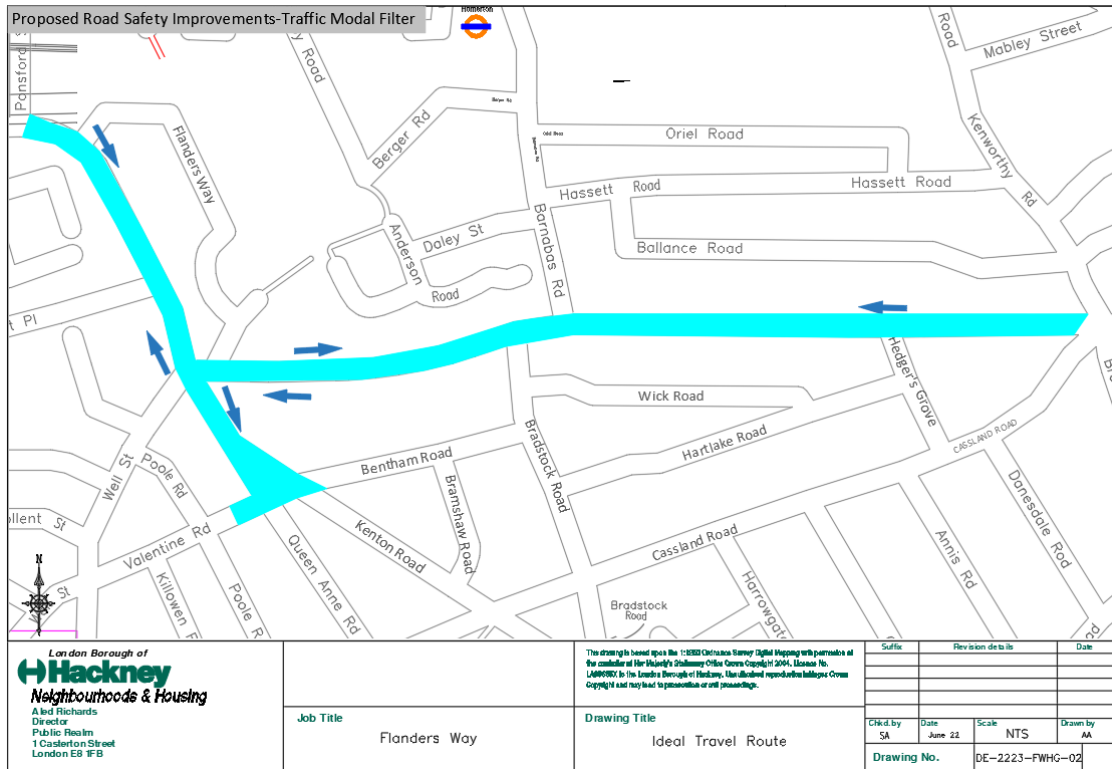


Figure 3 Main road travel route

- 1.10. Traffic Management changes will aid vulnerable users and local pedestrians to walk to local primary and secondary schools without additional traffic risks.
- 1.11. Road closures ('modal' or 'traffic' filters) that restrict traffic from travelling across a specific area are considered a standard part of the traffic management toolkit.
- 1.12. These proposals are consistent with the Council's Transport Strategy.

Schools

- 1.13. **Figure 4** shows the location of the schools around the area of Flanders Way. Flanders Way is not a school street.

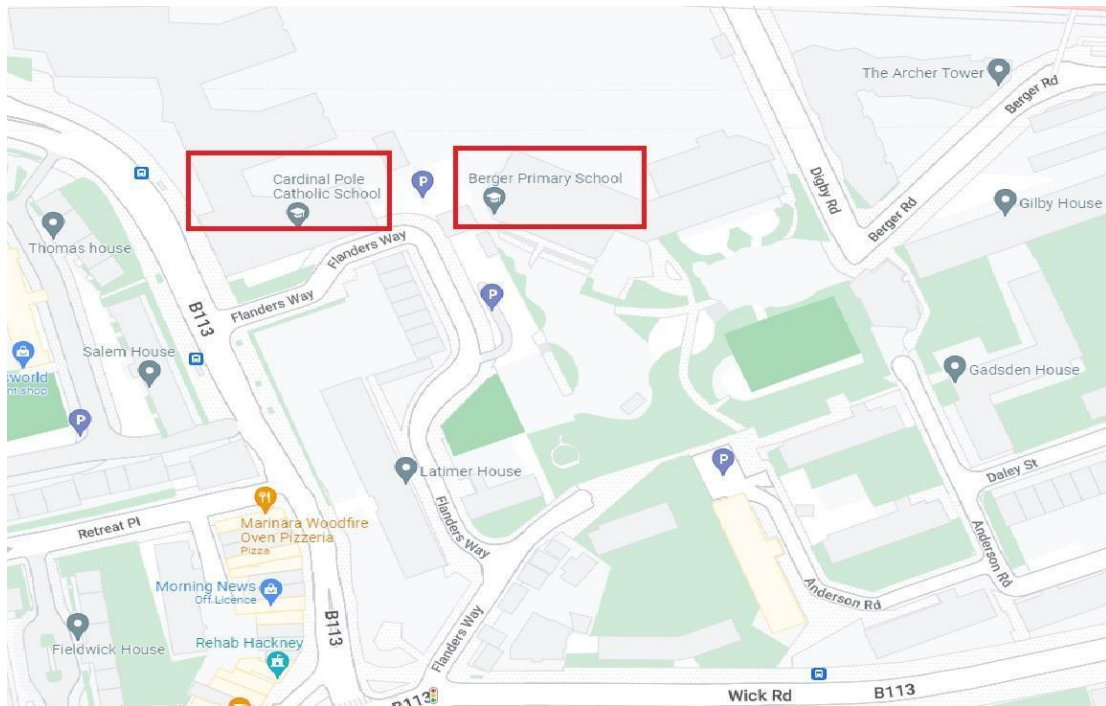


Figure 4 Cardinal Pole Catholic School and Berger Primary School

Proposals

- 1.14. A map of the proposed scheme is shown in **Figure 5**.
- 1.15. The Flanders Way scheme proposal is to close the junction of Flanders Way with Wick Road. Cycle symbol road markings, as well as ‘no motor vehicle’ signage, will make drivers aware that the route is not to be used as a through-route. The proposal will narrow the carriageway to widths only necessary for emergency vehicles, Council refuse vehicles and cyclists.
- 1.16. Formerly, Wick Road had major works undertaken which included opening up much of the concreted surface to allow vegetation growth, Sustainable Drainage Systems and natural tree watering from rainwater runoff. The Flanders Way proposal will include the installation of rain gardens with planting on either side of the carriageway to improve the local scenery, contributing positively to the environment. The rain gardens will capture localised rain water that would otherwise go directly into the sewer system.



Figure 5 Flanders Way closure using rain garden proposal

Cycle Routes

- 1.17. Wick Road has a cycle track in both east and west directions on the northern and southern kerb sides, both of which are separated from the carriageway and footway. This cycle track is not part of an official route, however it crosses the junction of Flanders Way.
- 1.18. The junction of Flanders Way with Wick Road is constructed with blended crossings to prioritise pedestrian and cyclist crossing over vehicles turning into and out of the junction.
- 1.19. The London Cycle Network is shown in **Figure 6** marked in green through Barnabas Road, Wick Road then Bradstock Road and Bentham Road.

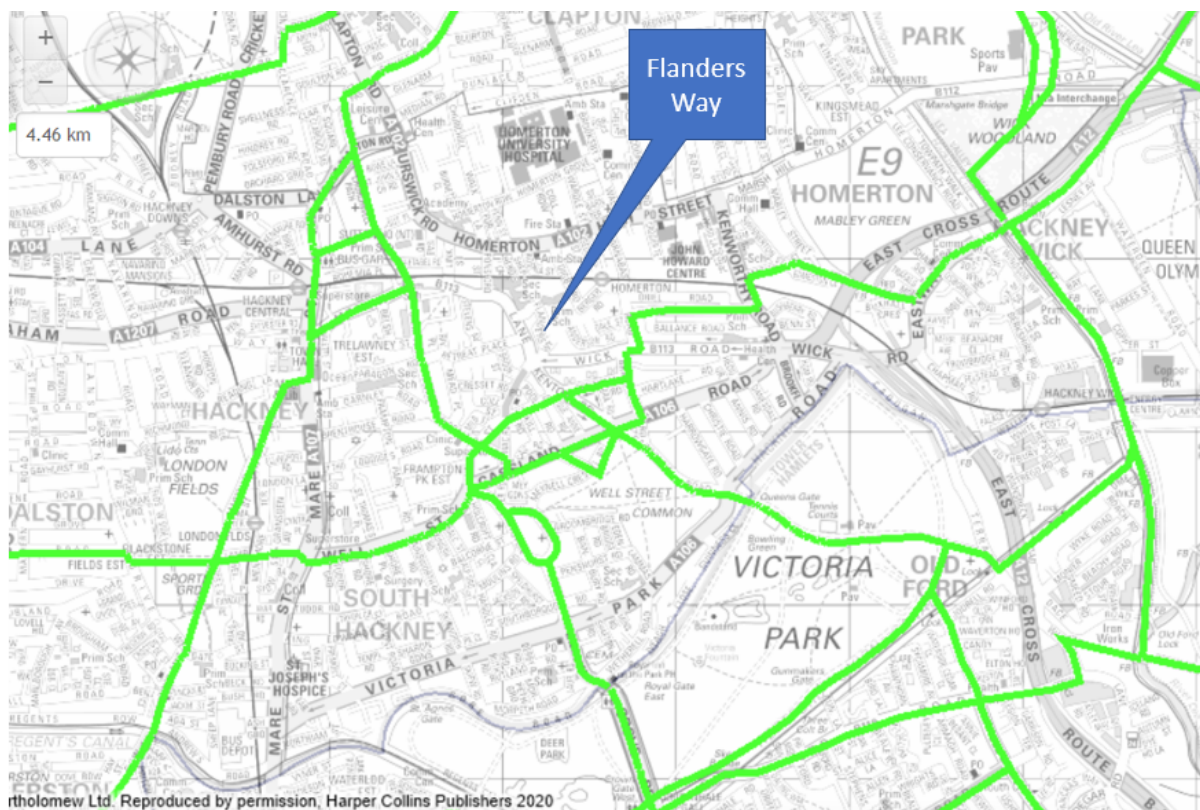


Figure 6 London Cycle Network

Community consultation

- 1.20. There is support from the local residents in the area to reduce the through-traffic in Flanders Way, due to the increased traffic volume as a result of the Wick Road two-way scheme. There is a safety implication involved as there are a number of schools and nurseries in the vicinity and residents have written to the Council requesting that something be done to mitigate the increase in traffic.
- 1.21. The local community was consulted on the Flanders Way Scheme with the map attached, as shown in **Figure 5**, through consultation leaflets being distributed to the area highlighted in yellow in **Figure 7**.
- 1.22. A drop-in event for local residents at Gascoyne 2 Community Hall (Wick Estate, 2A Wick Road, E9 5AY) on Tuesday, 14 December 2021 from 11am - 6pm was organised but cancelled following internal Council coronavirus guidance on external events.
- 1.23. A consultation was carried out from the 23rd November 2021 to 19th December 2021, consultation leaflets were delivered to residents' properties, so they could provide their feedback to the proposals by writing to 'Freeport Streetscene.'

- 1.24. Residents were also able to electronically write to streetscene.consultations@hackney.gov.uk
- 1.25. The Hackney website had information on the Flanders Way consultation found at <https://consultation.hackney.gov.uk/streetscene/flanders-way/>
- 1.26. The involvement of local councillors was important in order to cascade the information through their surgeries and networks.
- 1.27. The Wyke Estate Tenant Management Co-Operative was also kept updated with the consultation process, in order to reach the wider community.

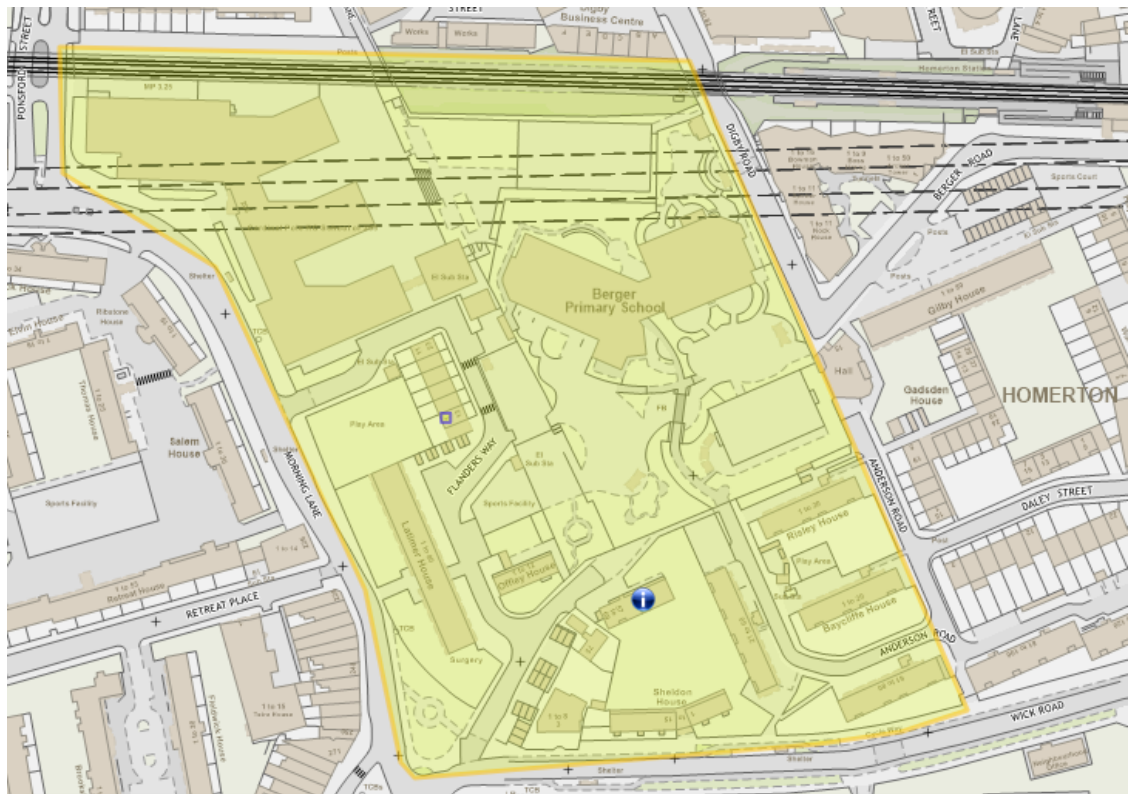


Figure 7 Flanders Way consultation area

2. Data Collection Methodology

Traffic survey data

- 2.1. Traffic surveys were undertaken in the surrounding area before and after the Wick Road two-way scheme implementation. This also covered Flanders Way. For a detailed map showing the data comparison please see **Appendix 3**.
- 2.2. In Flanders Way, the survey data showed an increase of 84%. See **Table 1**.
- 2.3. Average speeds are within the 20 mile per hour speed limit and have not increased dramatically. **See Table 2**.
- 2.4. Although the pandemic has changed the way people get around, the 2019 counts are considered relevant as they correspond with engineer observations on site in 2022, and feedback from residents through the consultation. Additional pre-scheme counts will be done in November 2022 to serve as a baseline for monitoring the scheme.

Table 1: Traffic volume change on Flanders Way

Road	7 day average traffic volume May 2018 Baseline	7 day average traffic volume Dec 2019	Change from Baseline (%)
Flanders Way	323	595	+ 84

Table 2: Traffic speed change on Flanders Way

Road	7 day average traffic speed (mph) May 2018 Baseline	7 day average traffic speed (mph) Dec 2019	Change from Baseline (%)
Flanders Way	9.4	10.2	+ 8

Collision data

- 2.5. Flanders Way, road traffic collision data was analysed from the period December 2016 - November 2021 using STATS19 data. See **Appendix 4**

	Killed	Serious	Slight	ALL
2017	0	1	0	1
2018	0	0	0	0
2019	0	0	1	1
2020	0	0	2	2
2021	0	0	2	2
Total	0	1	5	6

- 2.6. 4 out of 6 collisions occurred at the junction of Morning Lane and Flanders Way with 1 out of 6 occurring at the junction of Wick Road and Flanders Way. These were mainly vehicle-on-vehicle collisions.
- 2.7. 1 collision took place on Flanders Way which involved a pedestrian with slight injury.
- 2.8. There was 1 casualty per collision.

Detailed Collision summary

- 2.9. The majority of road traffic collisions on Flanders Way (01/12/16 to 30/11/21) have occurred at the junction of Morning Lane and Wick Road (B113), which connects to Flanders Way. In total, six collisions have occurred, four at the junction of Flanders Way and one at the junction of Wick Road. At the junction of Flanders Way and Morning Lane, there were three collisions between a vehicle and a motorbike (1 serious) and one collision between a vehicle and a cyclist. At the junction of Flanders Way and Wick Road, there was one collision between a vehicle and a motorbike. The remaining collision occurred within Flanders Way and involved a collision between a vehicle and a pedestrian.
- 2.10. It is to be concluded that the majority of collisions are attributable to turning movements at both ends of Flanders Way to avoid queuing traffic on

Morning Lane and Wick Road. Additionally, non-residential traffic travelling through Flanders Way has the potential to put pedestrians and cyclists at risk which has been reported by residents in the area.

- 2.11. By reducing the number of vehicles using Flanders Way as a through route, the scheme will aim to reduce the number of collisions as outlined above.

3. Policy Context

- 3.1. 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.
- 3.2. The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration, but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions, and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.
- 3.3. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.
- 3.4. 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.
- 3.5. Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing the Transport Strategy.
- 3.6. **Road Safety Plan** - Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority

based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan. Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Road Safety Plan outlines some of the more successful initiatives undertaken by the Council to date.

3.7. **Cycling Plan**- The Scheme should help to encourage cycling, which would align generally with Hackney's Transport Strategy. Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the capital and has set an ambitious long-term target of 15% of all journeys to be made by bicycle by 2025. Reducing the dominance of the private vehicle will contribute to achieving this aspiration.

3.8. It is considered that the Scheme would accord with a number of relevant policies set out in the Council's Local Implementation Plan and supporting plans to the Hackney Transport Strategy i.e. Walking Plan / Cycling Plan / Public Transport Plan / Liveable Neighbourhoods Plan / Road Safety Plan / Sustainable Transport Supplementary Planning Document, which form part of the Council's Transport Strategy.

- LN15/C33: Filtered Streets - reducing motor traffic on residential streets. Hackney Council will continue to work with local residents and key stakeholders to identify, trial and roll out additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.
- C08: Reallocation of Road Space - the Council will continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision, whether it be cycle parking or route provision.
- LN3: Improving air quality - Hackney will continue to tackle poor air quality, seeking to reduce NO2 emissions to achieve the National Air Quality objective of 40 mg/m3
- Road Safety - LIP Objective 11 - Reducing road danger for all our residents but particularly more vulnerable groups such as the older people and children, cyclists, pedestrians and motorcyclists

- Road Safety - LIP Target 10 - Reduce the number of KSI casualties by 48% from a 2005-2009 baseline average of 218 to 114 on all roads, by 2022 and by 70% (from the 2010-2014 baseline of 177) to 53 by 2030 and to zero by 2041

Mayor's Manifesto Commitments

3.9. The Scheme also aligns with certain manifesto commitments made by the current Mayor of Hackney

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

Mayor of London's Policies

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

3.11. The Mayor of London's aim for 2041 is for 80 percent of Londoners' trips to be on foot, by cycle or by using public transport. Further, the Mayor of London's Vision Zero (2018) sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. One of the ways to achieve this goal is to facilitate and prioritise walking and cycling through modal filters, which is one of the main objectives of the Scheme.

Climate Emergency Declaration

3.12. Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. That is ten years earlier than the target set by the government.

3.13. When it made [our commitment](#), the Council resolved to:

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

4. Statutory consultation

- 4.1. The Council is recommending the implementation of this scheme to reduce road safety risk on Flanders Way, using a permanent Traffic Management Order. The local residents, along with business owners and stakeholders, have been consulted, with the majority of responses supporting the scheme.

Parking and Housing Services

- 4.2. Hackney's Parking Services were notified of the proposed removal of one estate parking space on Flanders Way on 18th September 2021. Hackney's Estate manager was also notified of the proposal on the 8th November 2021 as although Flanders Way is a public highway, the parking bays are controlled with estate permits. No objection was received to the proposal.
- 4.3. Hackney Parking Services and the Estates Manager were again notified on the 12th October 2022 regarding the removal of one estate parking bay.
- 4.4. The Estates Manager had no objection to the proposal and agreed to the removal following statutory consultation.
- 4.5. Hackney Parking Services responded, 'with 78 permits and 84 spaces the stress level is currently at 92.8% increasing to 94% if we lose the space.'
- 4.6. If '...visitor vouchers are available for the estate, we may need to either reduce the number of books available or perhaps even stop future voucher sales if the scheme goes ahead.'
- 4.7. As a result, it is proposed to undertake statutory consultation for the removal of one estate parking bay.

Emergency Services

- 4.8. The emergency services generally agree to traffic management changes including road closures, so long as access and response times are not adversely affected. The emergency services have made clear that these measures need to ensure emergency vehicles have unobstructed access. As a result, the Flanders Way scheme is proposed to be camera-enforced with no physical obstruction.

Specific feedback from the emergency services includes the following:

4.9. Comments from Metropolitan Police Service (Traffic section):

“I have liaised with the borough police officers and also looked at the volume of calls we get to Flanders Way. Due to this I am concerned that the bollard will restrict our access and ask that this be a camera enforced point please as per attached TMO1. I appreciate it is a very small road, but it looks like a lot goes on down there.”

TMO1 in **Appendix 2**.

Hackney comments:

The Flanders Way closure is proposed to be camera-enforced with no physical obstruction. Permanent features will be spaced 4.1 metres wide, allowing for large emergency vehicles to pass through unhindered during emergencies. The carriageway space available to pass through is adequate. The exemptions on the permanent order will include emergency vehicles, cyclists and Council refuse vehicles.

4.10. Comments from London Ambulance Service:

“As previously mentioned the LAS does not carry any form of GERDA or FB keys on our vehicles so are unable to support hard physical closures like locked bollards at this location.

Even if we had access to keys the delay to stop, drop and unlock a bollard can delay an ambulance reaching a 999 call and potentially impact on patient safety.

By closing off one end of Flanders Way it would result in one entrance and exit only from the properties in the area; this could delay egress to hospital for critically ill and injured persons especially if a significant incident occurs that requires multiple resources.

Flanders Way is a relatively small and narrow road in certain places, restricting access from one end would force crews to make difficult manoeuvres to exit.

Crews could be delayed with school traffic utilising the car park entrances off the road.”

Hackney comments:

The Flanders Way closure is proposed to be camera-enforced with no physical obstruction. Permanent features will be spaced 4.1 metres wide, allowing for large emergency vehicles to pass through unhindered during emergencies. The carriageway space available to pass through is adequate. The exemptions on the permanent order will include emergency vehicles, cyclists and Council refuse vehicles.

4.11. **Comments from London Fire Brigade:**

“As long as the minimum width of 4.1m is maintained between the planters then we do not have any objection to this proposal.”

Hackney comments:

Minimum widths will be maintained between permanent features.

Flanders Way is an open closure with camera enforcement that has no impact on access to emergency services vehicles. The Council has no plans to install a permanent barrier, therefore the response time for the emergency services will not be affected as a result of the closures.

The carriageway space available to pass through unhindered on emergencies is adequate and is within the guidance document of the London Fire Brigade [GN29 - Fire Safety Guidance Note: Access for Fire Appliances.](#)

4.12. **Public consultation analysis**

4.13. Public consultation on Flanders Way took place between the 23rd November and 19th December 2021.

Flanders Way

4.14. There was overwhelming support for the scheme, with a few residents or businesses opposed to the scheme.

4.15. Responses were received from 26 residents, 1 business and 1 person working in the area.

4.16. 22 of these responses support the scheme proposals whilst 5 opposed.

Summary comments opposing the Flanders way scheme:

4.17. **Economy:**

- Please stop these road closures...they are destroying small businesses. Why won't you listen?

Hackney comments:

Flanders Way is a residential road which does not have any shop frontages or businesses. Furthermore, traffic is using Flanders Way as a through-route to the A12 and to Morning Lane and not contributing to the local economy. The removal of through traffic from Flanders Way would improve local safety for all road users

4.18. **Parking:**

- Not that will make any difference, it never does, none of us wanted or voted to pay for parking on the estate. nobody wanted 2 way traffic on Wick Road but you did it anyway as you will Flanders Way. You are going to use thousands of pounds to make a green area where nobody would want to play (near extremely busy roads totally congested with fumes + dangerous). We need parking spaces around here, check how many are available for an estate of this size where virtually every household owns a vehicle, there is a kids play area downstairs Anderson Road that's been closed for approx two years yet you want to put a green area near one of the busiest roads in Hackney (Planning Department - Laughable!!!). I wonder who proposed this plan initially, perhaps a resident on Flanders Way that has some sway with Council, all that needs to be done is a gate at either end supplying keys to residents - thousands cheaper. Spend the taxpayers money where desperately needed.

Hackney comments:

There will be only 1 estate parking space removed to allow for visibility to the closure point. Implementing rain gardens in an urban area provides improvements to the built environment, including aesthetic benefits, encourages wildlife habitats, whilst taking up surface water run-off and contributing to cleaner air. All of these benefits meet the Council's policy.

The green areas are not play areas and are simply exposed ground which will also serve as a storage area for rainwater runoff which can contribute to

slowing the volume of water entering the sewer system rapidly which can cause flooding problems.

The Council has received numerous complaints from Flanders Way residents regarding concerns with through traffic and evidence shows that there is a significant issue with through traffic.

Residents can apply for Zone Q permit parking as there is adequate space within the zone.

4.19. Air Pollution:

- I oppose the proposal to close off yet another road in Hackney which results in more traffic congestion at the main road. As someone who sometimes needs to travel by car to work, it has become a nightmare with traffic build up. Whilst supporting the drive to improve air quality etc, by using a car only when necessary, the increasing road closures impact those working in Hackney who need to travel by car. Seriously considering moving business out of Hackney because of increased restrictions. There is to be a balance to meet the needs of both vehicle users and non-vehicle users.

Hackney comments:

Through the encouragement of using sustainable modes of transport, local air pollution can be reduced. 70% of Hackney households do not own a motor vehicle and therefore provisions are made to provide sustainable transport alternatives to local residents, such as walking, cycling and using public transport. There are good links to public transport in the local area, with numerous bus services and Homerton overground station located close by.

Morning Lane and Wick Road are used as commuter routes to and from the A12. Flanders Way is a residential road, which is not suitable for the current volume of traffic trying to avoid the main routes on the B113.

5. Impact Assessment - potential impacts of proposals

- 5.1. There will be no access to Flanders Way from Wick Road and vice versa. Therefore, vehicles travelling to Flanders Way from Wick Road will be impacted as they will have a further distance to travel.
- 5.2. The no through-route should be self-enforcing through road markings and road signs. Additional enforcement can be used through mobile or static traffic enforcement cameras, if through-traffic issues persist due to drivers ignoring the highway code.
- 5.3. As lower vehicle volumes will use this road, pedestrians and local residents will be impacted positively in that there will be a reduced risk of collision between vehicles and pedestrians.
- 5.4. Cyclists will not be affected as they will continue to be permitted to turn into Flanders Way. Cycle safety would increase as a result of reduced through traffic on Flanders Way.
- 5.5. Wick Road has bus routes 30, 26 and N26 operating westbound and route 30 operating eastbound. Cassland Road has bus routes 388, 26 and N26 operating eastbound. Morning Lane has routes 425 and 30 operating northbound and southbound adjacent to Flanders Way. No bus route will be impacted negatively from the Flanders Way scheme.
- 5.6. Emergency services will not be impacted by the Flanders Way scheme, as they will have an exemption to access the closure, in order to travel through the traffic management measures.

6. Equalities Impact Assessment (EQIA)

- 6.1. Hackney Council and its delegated authority decision-makers must have regard to the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. As part of our decision-making process on the proposal for this scheme, consideration has been given to the impact of them on those with the following protected characteristics: disability, pregnancy and maternity, age, and religion and belief.
- 6.2. It is considered that the protected characteristic groups of race, ethnicity, gender, gender reassignment, sexual orientation, and marriage and civil partnership, do not need to be separately assessed for these proposals as they are minor works required for road safety purposes.

EQIA Summary Table

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

Protected Characteristic						
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Gender, gender reassignment, sexual orientation, and marriage and civil partnership	Poverty
Overall P	Overall P	Overall P	Overall P	Overall P	Overall N	Overall P
Positive		<p>The scheme will have a positive improvement to road safety and public realm for all users.</p> <p>This scheme's objectives are to:</p> <ul style="list-style-type: none"> ● Reduce road safety risk on residential roads. ● Make the area more pleasant. ● Improve the street environment. ● Make traffic management improvements. <p>Improvements in the condition of roads and footways and these, and other measures, continue to provide substantial improvements for the benefits of residents and visitors alike.</p> <p>Disabled and black and mixed ethnic groups are more reliant on bus services than the general population in Hackney. Bus</p>				

	<p>services will be improved as they will alight to the kerb side without obstructions.</p> <p>The scheme will have a positive improvement for people in all parts of the population when they are cycling or walking.</p> <p>There will be no surface material changes. A lower volume of traffic will make crossing across Flanders Way easier for pedestrians including visually impaired.</p> <p>There can reasonably be expected to be an overall improvement in road safety as traffic becomes more orderly and travels slower. An overall reduction will be particularly beneficial for older people and young children, who are overrepresented in road collision accidents.</p> <p>Traffic management changes will not affect in any way any individual's religion or belief.</p> <p>The area has a large residential population with many vulnerable road users and there is a safety implication as there are a number of schools and nurseries in the vicinity.</p> <p>The intention of the proposed road closure on Flanders Way, is to alleviate residential streets, from the effects of through-traffic using Flanders Way as a cut through, in order to avoid traffic queues on Morning Lane and Wick Road, thereby reducing the potential for collisions and improving road safety.</p> <p>The impact on Air Quality is predicted to be slightly positive and benefits should increase as modal shift changes become established. Air quality improvements are beneficial to all protected groups.</p> <p>Note also that among some protected groups, for example pregnancy, the difference in the impact of the project on them, as opposed to other groups, will be marginal but is still expected to be overall positive.</p>
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<p>Negative</p>	<p>The loss of one estate parking space for permit holders (Z57) on Flanders Way, can be accommodated within nearby side roads for permit holders in Zone Q. Residents must apply separately for the Zone Q permit. The existing parking bay will be replaced with a rain garden and double yellow lines with “No waiting” restrictions.</p> <p>This will affect car users more than others. It is accepted that car users may have different representations from those people with protected characteristics. All destinations will remain accessible by all modes. Users that are more reliant on cars/vehicles will be marginally disadvantaged and will have to walk a short distance further to their parked cars. Subgroups of the group of car dependent people will include members of protected groups including older people and people with disabilities.</p> <p>As a mitigation to this, the Council has a clear policy of prioritising Blue Badge parking as set out here www.hackney.gov.uk/blue-badge</p>
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<p>Comments</p>	<p>Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified without intrusive household data.</p> <p>Certain groups are estimated to experience both positives and negatives due to the scheme. This can be due to a difference in terms of chosen transport mode, i.e. benefits when being in a bus, but being disadvantaged when in a car. Overall, data and research show that groups with protected characteristics, e.g. ethnicity or disability, are more frequently pedestrians or bus users than car passengers or drivers.</p> <p>Balancing these positives and negatives and the impact on different locations, overall it is believed that the scheme has been beneficial in terms of equalities.</p> <p>Certain measures have been incorporated into the proposals to mitigate negative impacts, or to ensure that certain negative impacts would not increase. These include:</p> <ul style="list-style-type: none"> ● The maintaining of access for all emergency services in the scheme area ● All properties are still accessible by vehicles including taxis ● Blue badge parking is available <p>Current proposals do not preclude further amendments to the scheme as further impacts on protected groups become apparent. It is therefore necessary to see this EQIA as a live document that will require continual updating and assessment even after the scheme has been made permanent.</p> <p>To monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups. Searching for the best possible representative data sources will also continue.</p>
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7. Legal implications

- 7.1. The Council's powers to implement the measures proposed in this report are set out in the Highways Act 1980 and Road Traffic Regulation Act 1984 (RTRA) and will require the making of new Traffic Management Orders (TMO).
- 7.2. In making such Orders, the Council must follow the statutory consultation procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.3. Permanent Traffic Management Orders will be used to legally enforce the traffic management changes.

8. Financial implications

- 8.1. The estimated cost of implementing the traffic management improvements at Flanders Way, is approximately £50,000. This is fundable within the Council's capital budget.
- 8.2. The maintenance of the road markings, signs and rain gardens will be incorporated into the Council's routine maintenance and will not have a substantial impact on the revenue budgets.

9. Authority to make decisions

- 9.1. Within the scheme of delegation for Neighbourhoods and Housing, delegation (authority) for making permanent orders under Section 6 of the Road Traffic Regulation Act (RTRA 1984) falls under (what is currently numbered as): 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. The Head of Streetscene is able to approve the recommendations set out in this report.

10. Recommendations

In considering the results of the monitoring, consultation responses and objections received for the Flanders Way scheme, **it is recommended that the Head of Streetscene approves that the Council:**

- 10.1. Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders to:
 - Permanently create a modal filter (closure) on Flanders Way, 7 metres before its junction with Wick Road, except for cyclists, emergency vehicles and the Council's waste service.
- 10.2. Construct permanent greening features such as a rain garden with a Sustainable Drainage System, to improve the look and feel of the environment on Flanders Way.
- 10.3. Proceed with statutory consultation to permanently remove one estate parking space (permit holders Z57) on the western kerbline of Flanders Way 10 metres north from the junction with Wick Road, parking space to be replaced with double yellow lines and green infrastructure.

11. Conclusion

I have noted the contents of this summary and the associated documents and approve with the recommendation contained therein.



Signed:-.....

Dated: 16 November 2022

Tyler Linton - Acting Head of Streetscene

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

APPENDICES

Appendix 1 - [Flanders Way Proposed Drawing](#)

Appendix 2 - [TM01](#)

Appendix 3 - [Wick Road Survey Data Comparison](#)

Appendix 4 - [Accident map](#)