

## DELEGATED POWERS DECISION

### STREETSCENE SERVICE

#### Public Realm Division Climate Homes and Economy

#### Bus Priority Proposal for Graham Road between Royal Oak Road and the Railway Bridge

##### 1.0 AGREE TO:

- 1.1 Consider the results of the consultation responses and objections received for the Graham Road bus lane.
- 1.2 Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders (TMO) to:
  - Extend the existing eastbound bus lane in Graham Road for 70 metres from the railway bridge to Royal Oak Road.
  - The operational hours of the bus lane is Monday to Sunday 7 am to 7 pm and these hours will not change as part of this proposal.
- 1.3 Subject to a favourable statutory consultation response and a positive outcome to statutory traffic order making processes, to proceed with implementing the agreed measures.
- 1.4 To remove the existing uncontrolled crossing point near the railway bridge to create space for the new bus lane.

## **2.0 REASONS**

The proposals, once introduced, would have the following benefits:

- 2.1 To further reduce bus travel delays on Graham Road on bus routes 38,242, and 277 which provide links to Dalston, Clapton Pond, Shoreditch and Central London.
- 2.2 To improve the public realm and implement sustainable transport measures.

## **3.0 BACKGROUND**

- 3.1 The Council is committed to making Hackney's roads safer for everyone living, working and visiting the borough as well as promoting public transport and helping to ensure buses are more reliable. In addition to achieving faster journey times for bus users, these changes aim to encourage more people to use sustainable transport such as public transport, cycling or walking which would improve air quality and reduce emissions within the local area.
- 3.2 Graham Road is served by three bus routes, 38, 242, and 277 which provide links to Dalston, Clapton Pond, Shoreditch and Central London. Over 24 buses per hour travel down this road in each direction.
- 3.3 During afternoon and evening peak hours, Graham Road often gets congested in the eastbound direction between Queensbridge Road and Mare Street. This regularly causes delays to bus services.
- 3.4 As a result of the above mentioned issue, the Council is proposing to extend the existing eastbound bus lane.

## **4.0 PROPOSAL**

- 4.1 The proposal is to extend the existing eastbound bus lane on Graham Road from the railway bridge to Royal Oak Road. This would improve the reliability of the bus service. The details are as follow:
  - Extension of 70m of eastbound bus lane from the railway bridge to Royal Oak Road

- Removing the existing uncontrolled crossing point which is close to the railway bridge in order to accommodate the proposed new bus lane extension.
- A small section of the highway will be resurfaced following the removal of the uncontrolled crossing point.

## 5.0 CONSULTATION

### Stakeholder Consultation

5.1 As part of public consultation on the proposals, Streetscene officers consulted with stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), the London Fire Brigade (LFB), London Ambulance Services (LAS), Parking Services, Waste Management, Age Concern, and the Police. The Cabinet Member for Energy, Waste, Transport and Public Realm and the Ward Members for Hackney Central ward were also consulted and, where possible, their concerns were taken on board. See **Table 1** below. All the key stakeholders were supportive of the proposals.

**Table 1: Comments received from the various stakeholders and internal officer's responses**

Sender	Comment	Response
Parking Services	No comments from the Parking Ops Team.	
Metropolitan Police	The Police have no concerns with or objections to this proposal.	

<p>Hackney Road Safety Team</p>	<p>Hackney's Road safety team had concerns with the removal of the existing traffic island as this could provide a false sense of road width for drivers and riders alike. They also raised concerns with the proposed new bus lane and adjacent traffic lane widths, which may not be able to fully accommodate all anticipated vehicle types, particularly at a bend in the carriageway. P2Ws in particular, as they would not be allowed to utilise the bus lane at this point would probably be encouraged to overtake any waiting traffic and stray into the opposite lane. They also suggested that an assessment of the use of the pedestrian crossing facility be undertaken to ensure that the demand for its use is low enough to support its removal.</p>	<p>Graham Road has a 20mph speed, and the proposed new traffic running lane for both the general traffic lanes will be 3.25m wide. The bus lane will be matched with the existing bus lane width. As per TfL's guidelines for bus routes, the lane width should be at least 3.25 m, and this section of Graham Road will meet these conditions once the traffic island is removed. Officers have completed vehicle-swept path tracking analysis for HGVs and buses. The tracking results show that the lanes are wide enough for vehicles to pass safely in both east and westbound directions. In addition, a classified pedestrian survey was undertaken at the existing uncontrolled crossing near the railway bridge. The result shows an average of 57 pedestrians were using the crossing in both directions over a 24 hour period. The council considers this to be a very low usage at a pedestrian uncontrolled crossing, therefore we consider that removing this crossing will not be a great inconvenience to pedestrians especially that there is a Pelican crossing near Royal Oak Road.</p>
<p>City of London</p>	<p>This has no impact on City of London</p>	
<p>Environment Services</p>	<p>This should not affect Waste Services, will this increase general traffic?</p>	<p>The scheme will not add more traffic to Graham Road. It will, however, improve bus journey times during</p>

		evening peak hours.
Transport for London	Extending the bus lane is worthwhile and will provide good benefits, particularly in busy periods. Separate from this there are concerns about the existing westbound bus lane on Graham Road. When a large vehicle is heading east it has to straddle the centreline leaving the westbound traffic no option other than to drive in the bus lane (or have a head on collision). If the bus lane is operational its design means you have no option but enter it whether you want to or not. I think a review of this layout is required as it substandard and potentially unsafe.	The council is aware of the westbound bus lane safety issue on Graham Road between Greenwood Road and Dalston Lane. This is currently being monitored and will be addressed as part of a larger scheme in the area.

5.2 No other comments were received from other stakeholders.

## **PUBLIC CONSULTATION**

5.3 Public consultation was carried out between 23rd November 2023 and 17th December 2023, allowing residents 25 days to submit their comments.

5.4 1475 consultation leaflets were distributed within the designated area as shown on the distribution map (**Appendix 1**). The consultation document was also uploaded on the Council's Citizen Space webpage. Residents were able to submit their comments online, by email or by post.

5.5 All responses received online before the deadline were allocated a unique reference number and added to the Citizen Space database. All responses received by post were added to the same database. Comments from responses that were received after the deadline were also still considered, even though they could not be added onto Citizen Space, once the consultation period had closed.

- 5.6 A copy of the consultation document is included as **Appendix 2** of this document.
- 5.7 The Tables below show the breakdown of responses received during the public consultation.

**Table 2: Summary of Responses Received**

<b>Number of Leaflets sent out</b>	<b>Responses received by post</b>	<b>Responses Received online</b>	<b>Total Responses received</b>	<b>%age received</b>
<b>1475</b>	90	28	118	8%

**Table 3: Results of sent leaflets and received responses**

<b>Type of response</b>	<b>Number of responses received</b>	<b>Responses in support of the proposals (agree or strongly agree)</b>	<b>Responses not in support of the proposals (disagree or strongly disagree)</b>	<b>Don't know</b>
<b>Post</b>	90	70 (78%)	13 (14%)	7 (8%)
<b>Online</b>	28	19 (68%)	7 (25%)	2 (7%)
<b>Total</b>	<b>118</b>	<b>89 (75%)</b>	<b>20 (17%)</b>	<b>9 (8%)</b>

5.8 Summary of the comments from both postal and online responses are included below.

**Table 4 - Summary of comments received**

<b>People who agree or strongly agree with the proposals</b>		
<b>Comments Summary</b>	<b>No of responses</b>	<b>Officer's response</b>
<b>Responses agree or strongly agree to the proposals</b>	<b>89</b>	75.0% of the responses received either agree or strongly agree with the proposed proposals.

**Traffic Congestion:**

More comments that agree or strongly agree with the scheme proposals have some other concerns in the area.

- Traffic gets stuck regularly on Graham Road. The bus journey from Clapton to Dalston is unreliable. The resident also suggests extending the bus lane operational hours to later in the evening.
- Another comment says The traffic from Greenwood Road has been getting very congested after 3 pm. This is a good start.
- The Low Traffic Neighborhood Scheme in the area has done a great job in promoting safer cycling routes in Hackney. However, Penpoll Road has turned into a rat-run and experiences heavy traffic from cars that are stuck in traffic on Graham Road. Their sat-navs send them down Royal Oak Road and down Penpoll Road, where cars idle in stationary traffic outside the resident's house during peak times. Penpoll Road used to be a residential and safe street but now is polluted, both from car exhausts in traffic and noise pollution from honking horns. An LTN at the junction of Royal Oak Road or Penpoll Road with Graham Road would help ease this situation.

**Officer's comment:**

Bus delays continue to be monitored and this will be considered and assessed in the light of any changes to bus speeds outside the current bus lane operating hours.

Comments noted

Pempoll Road did experience rat-running traffic in the early days of the LTN as a temporary effect. Recent evidence confirms that this is no longer the case but nevertheless this will continue to be monitored.



<p><b>Speeding:</b></p> <ul style="list-style-type: none"> <li>• Some people who agree or strongly agree with the scheme proposals are also concerned about speeding on Graham Road.</li> <li>• The speeding currently occurs on Graham Road along the straight stretches of the road. The narrowed lanes might also help to slow down the traffic between the railway bridge and the Greenwood Road junction. Will the removal of the traffic island make speeding worse?</li> </ul> <p><b>Parking between Greenwood Road and Queensbridge Road:</b></p> <ul style="list-style-type: none"> <li>• People who agree or strongly agree with the scheme proposals are also concerned about the existing parking issue on Graham Road between Greenwood Road and Queensbridge Road. The presence of parking spaces on the western section makes the westbound bus lane unusable as there is not enough space for a bus lane, two lanes of general traffic, and parking bays. The result is vehicles swerving and entering the bus lane to make space for oncoming traffic. Removing parking spaces on this section will also help eastbound traffic flow more freely as larger vehicles have to give way to westbound general traffic to get past.</li> </ul>		<p>The provision of a dedicated bus lane will reduce general traffic down to one running lane in both directions thereby reducing the chance of vehicles speeding.</p> <p>It is not considered that the removal of the traffic island will increase vehicle speeds.</p> <p>Noted. This will be considered as part of a wider scheme.</p>
--	--	--

<p><b>Removal of crossing point:</b></p> <ul style="list-style-type: none"> <li>Some people who agree or strongly agree with the scheme proposals had concerns about the removal of the existing uncontrolled crossing point. They request for a new zebra crossing on Graham Road or to provide an alternative crossing.</li> </ul> <p><b>Traffic light issue at Graham Road / Mare Street</b></p> <ul style="list-style-type: none"> <li>Some comments who agree or strongly agree with the scheme proposal have mentioned that traffic lights on Graham Road j/w Mare Street only allow 3 or 4 vehicles to pass through at a particular signal phase. This causes more congestion on Graham Road and they expect this to be rectified.</li> </ul> <p><b>Pollution:</b></p> <ul style="list-style-type: none"> <li>A few comments welcomed the scheme but said there is an increase in pollution on Graham Road.</li> <li>Another comment says after the introduction of ULEZ &amp; LTN there is a significant impact on decreasing noise &amp; pollution around the area. However, the Graham Road remains busy &amp; over-used by traffic commuting through the borough into Central London.</li> </ul>		<p>The result shows an average of 57 pedestrians were using the crossing in both directions over a 24 hour period. The council considers this to be a very low-usage at a pedestrian uncontrolled crossing, therefore we consider that removing this crossing will not be a great inconvenience to pedestrians especially that there is a Pelican crossing near Royal Oak Road.</p> <p>The traffic signals have recently been re-phased to give Graham Road more green time to accommodate a heavy right turn into Mare Street and to avoid a queue into Morning Lane.</p> <p>An Air Quality Monitoring station is being progressed on Graham Road and this will monitor pollution levels 24/7.</p> <p>Noted. This will be monitored</p>
---	--	--

<p><b>General support comment:</b></p> <ul style="list-style-type: none"> <li>We live on Graham Road &amp; would love to see traffic reduced on the road. Extending the bus lane is great but other ways to deter car traffic down Graham Road would be brilliant too.</li> </ul>		<p>Comments noted and will be taken on board in further schemes</p>
---	--	---

<b>People who disagree or strongly disagree with the proposals</b>		
<b>Comments Summary</b>	<b>No. of responses</b>	<b>Officer's response</b>
<b>Responses disagree or strongly disagree to the proposals</b>	<b>20</b>	17.0% of the responses received either disagree or strongly disagree with the proposed proposals.

**Low Traffic Neighbourhoods (LTN's):**

More comments that disagree or strongly disagree with the scheme proposals have concerns in the area.

- Their comment was that the increased congestion on Graham Road is because of the nearby road closures (LTN's). Their claim was that, because of the nearby LTN's, all general traffic was forced onto Graham Road. Before the LTN's, buses did not have any issues on Graham Road.
- One comment says, Previously, it took them a few minutes to reach their destination, and now it is taking more than 20 minutes while sitting in the traffic with the engine on. This is not good for the environment. Extending the bus lanes is not going to reduce the congestion on Graham Road.
- One comment says to remove the LTN on Richmond Road to ease off the traffic on Graham Road. People are stuck in traffic during peak hours for longer periods of time. Previously, their journey to visit their elderly mum was

**Officer's Comment**

Buses did previously experience delays on Graham Road. For this reason, the bus lane hours were extended to include Sundays in 2020

Council policy is to encourage travel by sustainable modes. Buses will benefit from the extension to the bus lane but there may well be increased journey time for other road users at times.

Noted but as above

<p>10 minutes, and now it is taking an hour.</p> <p><b>Removal of the crossing point:</b></p> <ul style="list-style-type: none"> <li>Some commenters who disagree or strongly disagree with the scheme are concerned about the removal of the existing crossing point. Their main concern was: where would they cross?</li> <li>Also, one comment says removing the traffic island is not a good idea, as the island prevents vehicles from overtaking on this section.</li> </ul> <p><b>Parking:</b></p> <ul style="list-style-type: none"> <li>One commenter says that there is a rumour that Hackney Council is planning to remove all parking spaces on Graham Road and to have bus lanes in both directions. The person does not believe the extension of the bus lane will ease the congestion on Graham Road, however, the person suspects this is a Council strategy to take section by section and remove all parking spaces for the conversion of bus lanes. Removing the parking space will create a huge impact on their lives.</li> </ul>		<p>There is a signalled controlled crossing in the immediate vicinity north of Royal Oak Road</p> <p>Noted but the creation of a dedicated bus lane and 3.25m wide running lane should prevent any overtaking there.</p> <p>This proposal does not remove any parking. The Council has no current plans to extend any adjacent bus lanes on Graham Road.</p>
--	--	--

<p><b>Pollution:</b></p> <ul style="list-style-type: none"> <li>Some people who disagree or strongly disagree with the scheme say A Greener Hackney is for only the lucky people who live on side roads. Graham Road is horrible to live on with all the traffic and pollution that has been diverted onto their road. People on Graham Road are unable to open their windows due to noise and fumes from the queuing traffic. A greener Hackney should be for all residents in Hackney, and the current plans are not working. The extension of the bus lane will not help the people of Graham Road in solving the pollution.</li> </ul> <p><b>Waste of money:</b></p> <ul style="list-style-type: none"> <li>This scheme is a waste of money and will make very little difference to improve the bus service.</li> </ul>		<p>The Council takes a balanced approach when implementing schemes such as this. Pollution is taken seriously and an Air Quality Monitoring station is proposed to be installed to monitor pollution levels.</p> <p>The extended bus lane will improve bus journey times and reliability at times when queues extend back along Graham Road.</p>
---	--	--

<b>People who have not answered or are not sure about the proposals</b>		
<b>Comments Summary</b>	<b>No. of responses</b>	<b>Officer's response</b>
<b>Responses not answered or not sure about the proposals</b>	<b>9</b>	8.0% of the responses received were either not answered or not sure with the proposals.

**Low Traffic Neighbourhoods (LTN's):**

- Some individuals who were not answered or were not sure about the proposals have expressed concerns over the closure of Richmond Road, which they feel has led to an increase in traffic on Graham Road. One suggestion put forward by a commenter was to implement varied opening times for Richmond Road, similar to the school street scheme at the end of London Fields, which could help ease congestion on the surrounding roads. Their view is extending the bus lane on Graham Road may not make much of a difference to the situation, even during rush hour.
- Furthermore, another commenter has observed that Graham Road has become busier since the closure of Richmond Road, making it more challenging to access Dalston from the direction of central Hackney.

**Crossing Point:**

- A couple of comments have expressed concern about the removal of the

**Officer's Comment**

The comments about varied time restrictions for Richmond Road are noted but do not form part of this scheme. The extension of the bus lane will improve bus speeds and reliability at times when queues tail back along Graham Road.

Council policy is to encourage travel by sustainable modes so private motorised vehicles may at times experience longer journeys.

There is a signalled controlled crossing in the immediate vicinity north of Royal Oak Road which

<p>current crossing point. One comment in particular states, "Although Hackney Council claims to support public transport and walking, I believe that removing the islands in Graham Road will make it more challenging for pedestrians to safely cross Graham Road".</p> <p><b>Benefits of the scheme:</b></p> <ul style="list-style-type: none"> <li>• A couple of comments expressed concern that extending a small section of bus lane on Graham Road would not alleviate congestion and may be a waste of funds.</li> </ul> <p><b>Genuineness of the consultation</b></p> <ul style="list-style-type: none"> <li>• One commenter has said he had no faith in any consultation process done by the council. The person completely disagrees with the process and the council will not take the resident views on board during the decision making process.</li> </ul>		<p>provides a reasonable alternative to the pedestrian island.</p> <p>The extended bus lane will improve bus journey times and reliability at times when queues extend back along Graham Road.</p> <p>The Council analyses all comments made and takes any issues raised seriously.</p>
---	--	---

## Statutory consultation

5.9 These proposals will only be implemented subject to a successful statutory consultation on changes to the 70 metre extension of the existing eastbound bus lane on Graham Road between Royal Oak Road and the Railway Bridge.

## IMPACTS

### Permanent Impacts



## **Bus service and general traffic**

6.1 If approved, these proposals would provide bus journey time benefits and also ease the general traffic congestion on Graham Road between Royal Oak Road and Mare Street. Any poor condition of the carriageway will also be addressed.

## **Temporary Impacts**

6.2 If approved and subject to funding (now confirmed), the works are due to be implemented during the 2023/24 financial year.

6.3 The works are expected to take approximately 2 weeks to complete and would be carried out under normal working times of 08:30 am to 4:30pm Monday to Friday.

6.4 Norecurring maintenance costs would emanate from this scheme, except for routine maintenance.

## **7.0 EQUALITIES IMPACT ASSESSMENT:**

7.1 An equality impact assessment (EqIA) is a process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic. This section describes how we ensured that the design for each scheme serves all users; a full analysis has been done in which knowledge about protected groups has been examined from a variety of sources. This knowledge base is included in **Appendix 3**.

## **The Equality Act**

7.2 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, harassment, victimisation or any other conduct that is prohibited by or under the Equality Act 2010;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.3 As part of our decision-making process on the proposal for each scheme, due consideration has been given to the impact on all people within a protected group as defined by the act. The different groups covered by the Equality Act are referred to as protected characteristics:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

7.4 The Act involves having due regard, in particular, to the need to—

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

### **Links between Equality and Traffic Management**

7.5 A full analysis has been undertaken in which knowledge about protected groups and their travel patterns has been examined from a variety of sources. This considers what the general impact will be of a scheme that reduces car use on the majority of streets with some potential increase on others. This evidence base is included in Appendix 3. This suggests the following key points:

- The benefits of reduced car use include improved air quality, safer streets and increased health. All of these strongly benefit all road users.
- At the aggregate level, all of the protected groups do, as far as evidence is available, have lower car use than the population average.
- Groups that tend to have lower incomes and higher health needs will benefit even more from reduced car use.
- It is the case that some members of some groups will be disadvantaged for some journeys. This is accepted and recognised. Where this results in a disadvantage that is not compensated for by other advantages then changes to scheme design will be considered.
- Some groups will have a higher reliance on driving a private car. Others will use taxis or rely on car-bound visitors and carers. It is important to

recognise this and if necessary to put in place measures to mitigate their specific difficulties.

- Benefits will vary within groups and even within individuals. Some people may be disadvantaged whilst driving but gain substantially when they are walking or cycling.
- Most Hackney residents (around 70%) do not own a car. This should be considered when appraising the impact on any group.
- The overall impact is going to be positive for the whole population and will, if anything, be disproportionately beneficial to people with protected characteristics.

7.6 The proposals are designed to benefit all user groups whilst minimising and mitigating any potential disadvantages, especially to those groups who are protected by the Equality Act.

### Area-Specific Data

7.7 Data is not always available at a level which can establish the precise impacts on every household. For the purposes of this review reference has been made to census data and to available ward-level information.

7.8 Key Characteristics of the Ward have been referred to from the full analysis available at <https://hackney.gov.uk/hackney-ward-profiles>

7.9 Information on health needs have also been referred to as contained in the Joint Strategic Needs Assessment from 2016 available at <https://hackney.gov.uk/hackney-ward-profiles>

7.10 Local data confirms the need to consider health, social and economic conditions but the variation between this area and the Borough norms, which informed the scheme design, are not sufficiently large to require the scheme to vary its principle intended objectives.

### EQIA Summary

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	Overall P	Overall P	Overall P	Overall P	Overall N	Overall P

P						
Positive	<p>The scheme is part of an overall plan aimed at improving the efficiency of 3 busy bus services on a section of Graham Road.</p> <p>The scheme will have a positive improvement to <b>public transport</b> for all users.</p> <p>This scheme's objectives are to improve bus services on bus routes 38,242 and 277 which are currently delayed by traffic congestion in the area. London Buses are satisfied that there will be an overall, small, benefit to their operations. The protection of bus services is a particularly important benefit given that over 65s, under 20s, disabled and black and mixed ethnic groups, are more reliant on bus services than the general population in Hackney.</p> <p><b>There can reasonably be expected to be a minor improvement in road safety</b> as buses will move quickly into the bus lane from the general traffic lane. This is especially beneficial for disabled people to support them in making local journeys. They are also particularly beneficial for older people and young children, who are overrepresented in road collision accidents</p> <p>The impact on <b>Air Quality</b> is predicted to be marginal. Air quality improvements are beneficial to all protected groups.</p>					
Negative	<p>The loss of an uncontrolled crossing point will have a minor impact on the small number of road users who use the crossing. An independent study shows there is a low pedestrian count on this crossing. On average 57 pedestrians were using the crossing in a 24 hour period. To cross the road safely, now they have to walk an additional approximately 75 meters towards Royal Oak Road to use the pelican crossing. When compared to uncontrolled crossings, pelican crossings are a safer way to cross the road. No parking spaces are removed as part of the scheme. The overall aim of the scheme is to reduce the traffic congestion in the area and this will be achieved if buses can move more quickly on Graham Road.</p> <p>This will affect pedestrians more than others. It is accepted that pedestrians may have different representations from those people with protected characteristics. All destinations will remain accessible by all modes.</p> <p>As a mitigation to this, the Council has a clear policy of prioritising Blue Badge parking as set out here <a href="http://www.hackney.gov.uk/blue-badge">www.hackney.gov.uk/blue-badge</a></p>					

Comments	<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, walking or cycling, 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>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>
----------	---

7.11 It is accepted that there are some pedestrians who use the crossing regularly will experience a minor disadvantage in crossing the road. The Council has considered carefully the representations it has received and recognises these difficulties. However, the Council has a continuing duty to keep its network management under review and represent the best interests of all road users. Taking all these factors into account, the Council considers the advantages of the scheme overall to be potentially significant and outweigh these disbenefits.

## 8.0 LEGAL IMPLICATIONS

8.1 The Council's powers to implement the measures proposed in this report are set out in the Highways Act 1980 (HA80) and Road Traffic Regulation Act 1984 (RTRA) and will require the making of new Traffic Management Orders (TMO).

8.2 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.

8.3 Permanent Traffic Management Orders, made under section 6 of the Road Traffic Regulation Act 1984, will be used to legally enforce the traffic management changes.

8.4 In this case the new 'waiting and loading' restrictions at any time will require statutory consultation.

## **9.0 FINANCIAL IMPLICATIONS**

- 9.1 The estimated cost of this scheme is £50,000. The scheme is fully funded by the Transport for London's Local Implementation Funding Allocation for 2023/24.
- 9.2 Routine maintenance of the scheme will be passed on to the Council's Highway Maintenance team.

## **10.0 AUTHORITY TO MAKE DECISIONS**

- 10.1 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, is delegated to Director, Public Realm and Head of Streetscene. The Head of Streetscene is able to approve the recommendations set out in this report.


## **11.0 RECOMMENDATIONS**

### **It is recommended that the Head of Streetscene:**

- 11.1 Considers this report that contains the results of the consultation responses and objections received for the Bus priority proposal for Graham Road.
- 11.2 Approves that the Council proceeds with the statutory consultation and the advertising of the necessary Traffic Management Orders (TMO) to:
- To extend 70 metres of eastbound bus lane on Graham Road between Royal Oak Road and the Railway Bridge.
  - The new bus lane extension will operate with the existing eastbound bus lane operating hours Monday to Sunday 7 am to 7 pm.
- 11.3 Approves that, subject to funding and a positive outcome to statutory traffic order making processes, to proceed with implementing the agreed measures.
- 11.4 Approves the removal of the uncontrolled crossing facility near to the Railway Bridge.

## **11.0 APPROVAL**

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

Signed: 

Dated: 7 March 2024

Tyler Linton - Assistant Director, Streetscene

- cc Councillor Mete Coban – Cabinet Member for Energy, Waste, Transport and Public Realm
- cc Geeta Subramaniam-Mooney – Director, Environment and Climate Change
- cc Maryann Allen – Group Engineer, Design and Engineering

## APPENDICES

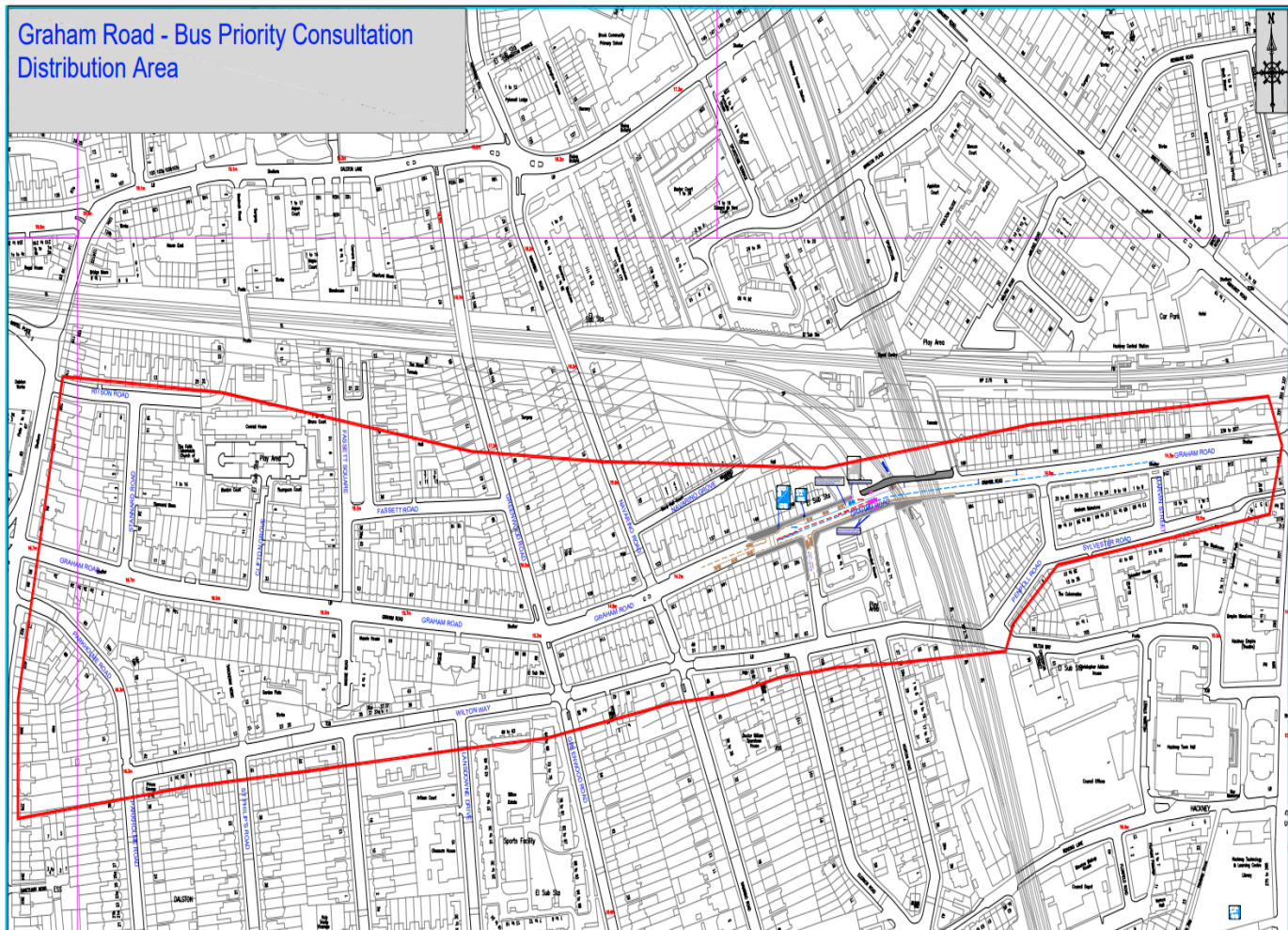
Appendix 1: [Distribution area for consultation](#)

Appendix 2: [Graham Road- Proposal for Graham Road between Royal Oak Road and the Railway Bridge Document and Layout Plan](#)

Appendix 3: [Knowledge Base used to help prepare the site-specific Equality Impact Assessment](#)



## Appendix 1



**Map I – Distribution area and location of responses received by post**