

## DELEGATED POWERS DECISION

### STREETSCENE SERVICE

#### Public Realm Division Climate Homes and Economy

#### Bus Priority Proposal for Kenton Road Bus Stand

##### 1.0 AGREE TO:

- 1.1 Consider the results of the consultation responses and objections received for the Kenton Road Bus Stand.
- 1.2 Proceed with statutory consultation and the advertising of the necessary Traffic Management Orders (TMO) to:
  - Convert the existing redundant bus stop on Kenton Road into a bus stand for curtailing buses.
  - Remove the existing two permit-holder's car parking spaces on Kenton Road and replace them with "no waiting or no loading at any time" restrictions.
  - Introduce "no waiting or no loading at any time" restrictions around the Kenton Road triangle area.
- 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 Create a new green space on the existing build-out outside 25 Kenton Road.

##### 2.0 REASONS

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

- 2.1 To provide a curtailment point and safe turning facility for buses on routes 30 and 425, to improve reliability.
- 2.2 To improve the public realm and implement sustainable transport measures.
- 2.3 To improve the street environment by creating a new green space on the existing build-out on Kenton Road.

### **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.
- 3.2 These changes are proposed to improve reliability on bus routes 30 and 425 by converting a redundant bus stop, previously used by route 30, into a bus stand for use in situations where there are traffic delays or there is a need to regulate the bus services. At the same time the opportunity is being taken to make environmental improvements around the Triangle - this is the area bounded on both sides by Kenton Road (one side also the B113) and Valentine Road
- 3.3 Vehicles parked in the parking bays on either side of the entry point of the northbound one way section of Kenton Road (opposite Queen Anne Road) do not leave enough space for buses to turn safely. In addition, vehicles have been seen parked illegally at the northern end of the parking bay, opposite the build-out, making it impossible for large vehicles to pass. Obstructing parked vehicles can also hamper the passage of emergency vehicles, resulting in longer response times.
- 3.4 These changes are proposed to enable buses to travel through the section of Kenton Road (opposite Queen Anne Road) safely and without causing damage to any parked vehicles.

### **4.0 PROPOSAL**

- 4.1 The proposal is to convert a redundant bus stop to a bus stand, and make changes on the section of Kenton Road (opposite Queen Anne Road) to enable buses to turn around safely and to improve the local environment. The details follow:
- Remove two parking spaces at the entry point to Kenton Road northbound, at its junction with Valentine Road (one on each side) and replace them with double yellow lines along with 'no loading blips', "no waiting or no loading at any time" restrictions.
  - Re-align the existing kerb build-out by creating new green space outside 25/27 Kenton Road, to create more carriageway space to allow buses to exit the triangle safely.
  - Introduce "No waiting and loading" at any time restrictions around the Kenton Road triangle area.

## 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 Wick 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 officer's responses**

Sender	Comment	Response
Councillor Christopher Kennedy	Thank you. Happy for those to go out.	
Metropolitan Police	The Police have no concerns with or objections to this proposal.	
Living Streets	We strongly support these measures, but feel there's an opportunity to remove all parking from the short section of Kenton Road at the triangle, make it bus /pedestrian/cycle only, to improve the street scene at this attractive pocket park, promote active travel & make bus turning much easier, - particularly because these parking spaces are not in front of anyone's front doors and there is not much	The objective of this scheme is for buses to turn safely into Kenton Road without damaging any parked vehicles on this small section. The Council bus priority team did a trial bus run on this section to identify how buses can turn safely. As a result, it was identified that removal of two car parking spaces near the junction of Valentine Road will allow buses to do this. As the scheme objectives and consultation did

	pressure on parking spaces in the vicinity (with many empty spaces).	not include the removal of additional vehicle parking, it would require a further consultation for this to progress.
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5.2 No other comments were received from other stakeholders.

## **PUBLIC CONSULTATION**

5.3 Public consultation was carried out between 22nd November 2021 and 19th December 2021, allowing residents four weeks to submit their comments.

5.4 175 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**

Number of Leaflets sent out	Responses received by post	Responses Received online	Total Responses received	%age received
175	12	3	15	8.6%

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

Type of response	Number of responses received	Responses in support of the proposals	Responses not in support (oppose) of the proposals	Don't know
Post	12	6 (50%)	5 (41.7%)	1 (8.3%)
Online	3	3 (100%)	0	0
<b>Total</b>	<b>15</b>	<b>9 (60.0%)</b>	<b>5 (33.3%)</b>	<b>1 (6.7%)</b>

5.8 Comments from both postal and online responses are included below.

**Table 4 - Comments Received**

<b>Responses in favour of the proposals</b>		
Comments on responses	No of responses	Officer's response
<b>Responses in favour of the proposals</b>	<b>9</b>	60.0% of the responses received were in support of the proposals.
The triangle is unsafe for pedestrians due to traffic turning right from Kenton Road onto Valentine Road.	<b>1</b>	<b>Officer's comment:</b>  Kenton Road and Valentine Road are one-way roads. Vehicles trying to access Well Street or that general

<p>One respondent who supports the scheme proposals was concerned about pedestrian safety crossing the road at Kenton Road at its junction with Valentine Road.</p> <p>The main concern was that the triangle is unsafe for pedestrians due to traffic turning right from Kenton Road onto Valentine Road, some of them then turning onto Queen Anne Road. The existing pedestrian crossing just south-east of the triangle does not address this.</p>		<p>direction, usually turn right at Kenton Road into Valentine Road. Due to the nature of the road layout, pedestrians are meant to cross at the junction of Queen Anne Road by the kerb build-out tactile paving. This is because there is no continuous footway on Kenton Road at its junction with Valentine Road. The other option is for pedestrians to use the zebra crossing by “The Kenton” Pub to access Bentham Road or the northeast footway of Kenton Road. The Council has checked the accident records and can find no pedestrian accidents at that location. Coupled with the fact there does not appear to be a major pedestrian desire line here, no further actions are proposed at this time, although the Council will continue to monitor the accident records and take further action if necessary.</p>
<p><b>Support further measures.</b></p> <p>Three respondents who support the scheme also requested the removal of additional car parking to further improve bus priority.</p>	<p>3</p>	<p><b>Officer’s comment:</b></p> <p>The Council bus priority team did a trial bus run on this section to identify how buses can turn safely. As a result, it was identified that the removal of two car parking spaces near the junction of Valentine Road will allow buses to turn safely into the Kenton Road triangle. Therefore there is no need to remove additional car parking spaces on the triangle to meet the scheme’s stated objectives; it would require a further consultation if this option were to be progressed.</p>
<p><b>Improves bus service in the area.</b></p>	<p>1</p>	

One respondent fully supports the scheme and mentioned the proposals will improve bus services in the area.		
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<b>Responses not in favour of the proposals</b>		
<b>Comments on responses</b>	<b>No. of responses</b>	<b>Officer's response</b>
<p><b>Unnecessary, scheme not needed.</b></p> <p>Two responses mentioned the scheme is a waste of taxpayers money and will bring more air pollution to the residents. They dislike the idea of buses sitting at the bus stand for ages and creating more traffic on their road.</p>	2	<p><b>Officer's response</b></p> <p>The proposed bus stand on Kenton Road makes the best use of a redundant bus stop (since Wick Road was made two-way) and allows buses to turnaround from their destination early to restore the service and improve reliability for passengers. Buses sitting on the bus stand will not cause any traffic congestion on Kenton Road because the road widens at this point and through traffic flow can be maintained. The existing redundant bus stop space on Kenton Road can take two buses at one particular time without blocking the traffic on Kenton Road. However, the Council's bus priority team understands it is unlikely to have more than one bus on it at any time. The Council will work with the bus operators to make sure drivers do not idle their engines while waiting at the bus stand. Moreover, the bus stand will only be used when there is late-running or service disruption on bus routes 30 and 425, to improve the bus services in the area.</p>
<p><b>Loss of parking concerns.</b></p>	3	<p><b>Officer's response</b></p>

<p>Four responses opposing the scheme were concerned about the loss of two resident parking spaces on Kenton Road. They say it is very difficult to find a parking space in the area. They propose the buses turn from Cassland Road into Hedger's Grove onto Wick Road.</p>		<p>The proposal was formed in discussion with the bus operators. Since Kenton Road and Valentine Road are on the existing bus routes, it is ideal to utilise the Kenton Road triangle space for buses to regulate their service if there is any delay on bus routes 30 and 425 due to unforeseen circumstances. Adding extra mileage onto routes increases costs.</p> <p>Given the location of the proposed bus stand, the Council's bus priority team identified it is essential to remove those two permit holder parking spaces for buses to turn into Kenton Road without damaging the private parked vehicles. Residents can park their vehicles at nearby Queen Anne Road or Valentine Road, which also comes under the same parking zone Q.</p>
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### **Statutory consultation**

5.9 These proposals will only be implemented subject to a successful statutory consultation on changes to the removal of the parking bays and replacing them with 'waiting and no loading at any time' restrictions.

### **IMPACTS**

#### **Permanent Impacts**

##### **Bus service and general traffic**

6.1 If approved, these proposals would improve reliability for bus routes 30 and 425 and help to ease the general traffic congestion in the area by the addition of new waiting and loading restrictions around the triangle area. Two parking spaces would be removed.

#### **Temporary Impacts**



- 6.2 If approved and subject to funding, the works are due to be implemented during the 2022/23 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 No recurring 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://hackneyjsna.org.uk/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 P	Overall P	Overall P	Overall P	Overall P	Overall N	Overall P
Positive		<p>This scheme's objectives are to improve bus services on bus routes 30 and 425 and to ease bus 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 need to move out safely from Kenton Road triangle, minor kerb alignment works and removal of two parking spaces will improve the traffic flow. This is especially beneficial for disabled people to support them in making local journeys. They are also particularly beneficial for older</p>				

	<p>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 but positive and benefits should increase by creation of new green space outside 25/27 Kenton Road. Air quality improvements are beneficial to all protected groups.</p>
Negative	<p>The loss of two permit holder (zone Q) parking spaces in Kenton Road can be accommodated within the “Q” zone and or nearby side roads. The existing parking bays will be replaced with double yellow lines with “No waiting and loading” restrictions at any time around the Kenton Road triangle area.</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 <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 car users who will experience a minor disadvantage in accessing parking spaces. 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 are 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 £30,000. The scheme is fully funded by the Transport for London's Local Implementation Funding Allocation for 2022/23.
- 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 Kenton Road Bus Stand scheme.

11.2 Approves that the Council proceeds with the statutory consultation and the advertising of the necessary Traffic Management Orders (TMO) to:

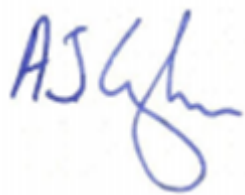
- Convert the existing redundant bus stop on Kenton Road into a bus stand for curtailing buses.
- Remove the existing two permit-holders car parking spaces on Kenton Road and replace them with double yellow lines along with 'no loading blips', and "no waiting or no loading at any time" restrictions.
- Introduce "no waiting or no loading at any time" restrictions around the Kenton Road triangle area.

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 creation of a new green space on the existing build-out, subject to funding being secured.

## 11.0 APPROVAL

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



Signed: - ...

Dated: - ...21 April 2022

Andrew Cunningham - Head of Streetscene

cc Councillor Mete Coban – Cabinet Member for Energy, Waste, Transport and Public Realm

cc Aled Richards – Strategic Director, Sustainability and Public Realm

cc Maryann Allen – Group Engineer, Design and Engineering



## **APPENDICES**

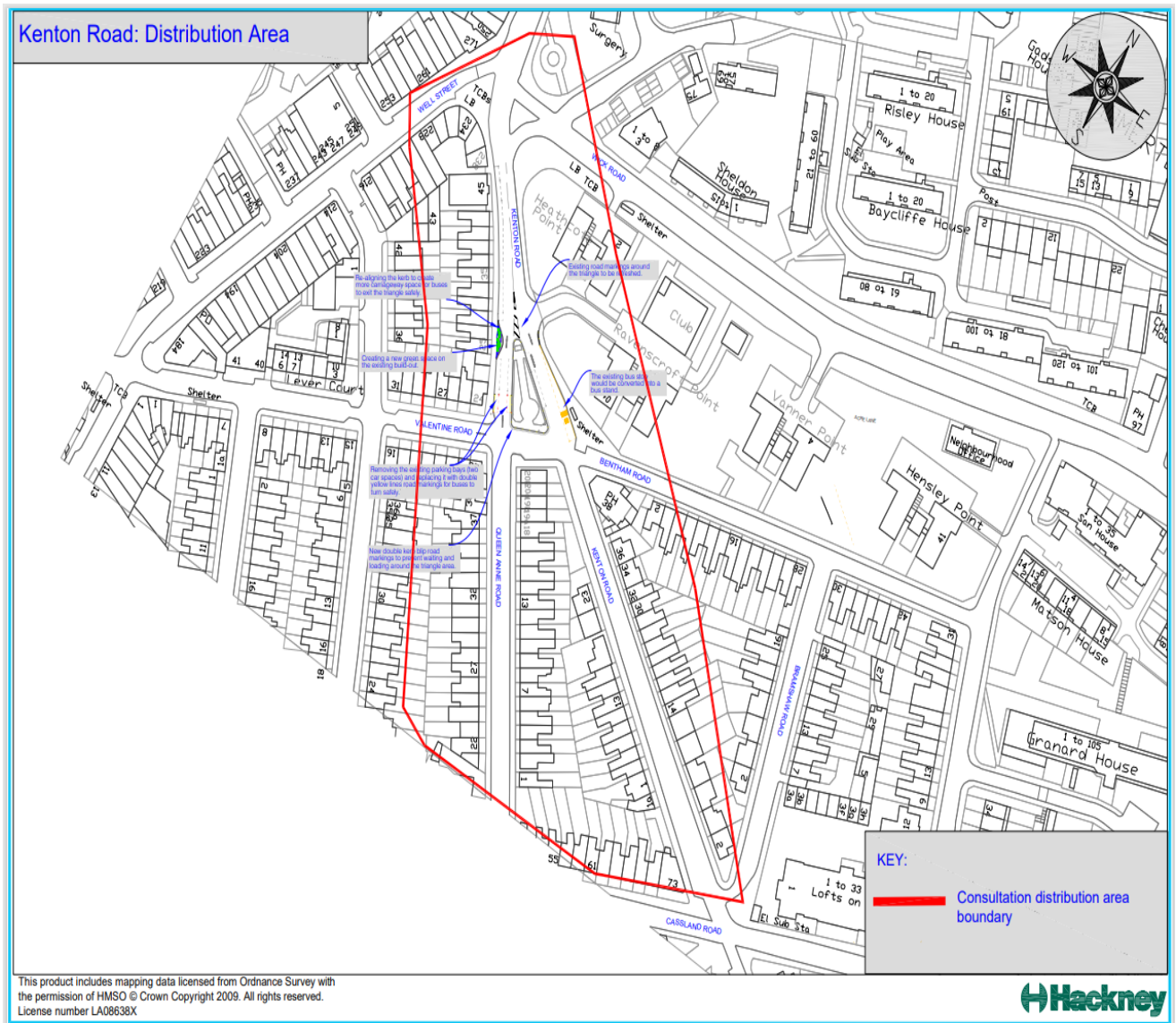
Appendix 1: Distribution area for consultation

Appendix 2: Kenton Road - Bus Priority Proposal for Kenton Road Bus Stand Consultation Document and Layout Plan

Appendix 3: EQIA Knowledge Base



# Appendix 1



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