

## **DELEGATED POWERS DECISION**

### **STREETSCENE SERVICE**

#### **PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING**

**SCHEME: Olinda Road: Point no-entry (permanent)**

##### **AGREE TO:**

- a) Note the favourable outcome of the trial of the experimental point no-entry at the western end of Olinda Road - banning eastbound motor traffic from crossing the point no-entry.
- b) Give approval to:
  - i) Make permanent the point no-entry scheme in Olinda Road, and proceed to the statutory process for making permanent the respective Traffic Management Order.
  - ii) Undertake annual traffic data collection, during the next 3 years, to monitor the performance of the scheme.
  - iii) Review the operation of the point no-entry if a Controlled Parking Zone is introduced in Olinda Road, as the introduction of parking controls potentially could alleviate the traffic issues tackled by the point no-entry.

##### **REASONS**

The results of the trial show a positive outcome in:

- i. Reducing the traffic issues created by a lack of road width, combined with residential parking on both sides of the road, to accommodate free-flow traffic in opposite directions.
- ii. Maintaining vehicular accessibility to residents and businesses along Olinda Road.

## **1. BACKGROUND**

- 1.1. The point no-entry at Olinda Road was implemented on an experimental basis in March 2020 (see Appendix 1 for plan) and the respective Delegated Powers Report for the experimental order is available at:  
[https://consultation.hackney.gov.uk/streetscene/olinda-road/results/olindaroad\\_signeddpd.pdf](https://consultation.hackney.gov.uk/streetscene/olinda-road/results/olindaroad_signeddpd.pdf)
- 1.2. The point no-entry was introduced because there was a history of complaints of road rage incidents caused by a lack of road space to accommodate the free flow of traffic in both directions.
- 1.3. The experimental scheme has proven successful in creating a traffic orientation in which vehicles travel predominantly in a westerly direction. This traffic management approach has reduced the previous road rage incidents while maintaining vehicular access to all residents and businesses.
  - 1.3.1. The analysis of the traffic data, east of the point no entry, collected before and after its implementation has shown the following:
    - 1.3.1.1. Before the introduction of the scheme: On average 58% of vehicular traffic travelled eastbound and 42% westbound, with totals averaged at 488 vehicles per day (24 hours and both directions).
    - 1.3.1.2. After the introduction of the scheme: On average 11% of vehicular traffic travelled eastbound and 89% westbound, with totals averaged at 453 vehicles per day (24 hours and both directions).
    - 1.3.1.3. The traffic surveys have also shown volumes of traffic for neighbouring Craven Park Road approximately the same before and after the introduction of the point no entry in Olinda Road.

## **2. PROPOSALS**

- 2.1. This Delegated Powers Decision is seeking approval to:
  - 2.1.1. Make permanent the point no-entry scheme at Olinda Road, as shown on the plan in Appendix 1, and proceed to the statutory process for making permanent the respective Traffic Management Order.
  - 2.1.2. Undertake further traffic data collection, during the next 3 years, to monitor the outcome of the scheme.
  - 2.1.3. Review the point no entry if a Controlled Parking Zone is introduced in Olinda Road.

### **3. IMPACTS**

- 3.1. The scheme has largely reduced reports of road rage incidents by creating a predominant traffic orientation while maintaining vehicular accessibility.
- 3.2. The point no-entry is located at the western end of Olinda Road and bans eastbound motor traffic to cross the point closure.
- 3.3. The point no entry is marked by two 'No Motor Vehicles' signs banning eastbound motorised traffic from crossing the point closure.
- 3.4. The point no entry restricts motor traffic at that precise location, allowing two-way traffic on the rest of Olinda Road and neighbouring Craven Park Road.
- 3.5. The point no entry does not result in any loss of parking.

### **4. CONSULTATION**

- 4.1. In recommending that the scheme be made permanent, consideration has been given to objections received during the pre-trial consultation and correspondence received during the experimental period.
- 4.2. Pre-trial consultation:

The public consultation took place between 23rd April 2019 and 26th May 2019 and the full details of the responses received can be found in section 7 of the scheme Delegated Power Decision, which can be found at [:olindaroad\\_signedpd.pdf \(hackney.gov.uk\)](https://hackney.gov.uk/sites/default/files/2019-05/olindaroad_signedpd.pdf)

- 4.3. Post-Implementation feedback:
  - 4.3.1. During the trial period, feedback was received from local residents and businesses regarding drivers disregarding the restrictions and requesting better enforcement of the point no entry.
  - 4.3.2. Officer's response: The issue was discussed with Hackney Council - Enforcement Department and it was agreed that a mobile enforcement unit would visit this location frequently.

### **5. EQUALITIES IMPACT ASSESSMENT**

- 5.1. 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 consideration has been given to the impact of the point no entry on those with the following protected characteristics: disability, pregnancy and maternity, age, religion and belief, race and ethnicity, gender reassignment, sexual orientation, and marriage and civil partnership. This section has also given consideration to people experiencing or at risk of

poverty. Officers have ensured that impacts on protected characteristics have been considered at every stage of the development of this proposal. This has involved anticipating the consequences on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for promoting equality are maximised. The EQIA will be kept under review and updated throughout the decision-making process.

- 5.2. The point no entry regulates traffic movements and minimises road-rage incidents and their negative behaviors, which contributes in improving road safety and therefore suggesting that the overall equalities impact has been generally positive. .

5.3. **Disability:**

- 5.3.1. Hackney has lower than average rates of residents who identify as having a disability. In November 2017, 4.1% of the local population (11,234 people) were claiming Disability Living Allowance or Attendance Allowance. The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Therefore, the number of mobility-impaired residents potentially affected by the point no entry is low. However further consideration has been given to the impact on disabled residents living or visiting the affected area and vehicular access has been retained to every address.

5.4. **Pregnancy/maternity:**

- 5.4.1. The positive benefits of reducing the dominance of motor vehicles would benefit the most vulnerable road users, including mothers and children who disproportionately suffer the harmful effects of air pollution. The point no entry regulates traffic movements and improves road safety, therefore contributing to a street environment more welcoming to walking and cycling. The point no entry is a small, but important, contribution in achieving the aims of reducing air pollution, which would have had a positive impact on mothers and children.

5.5. **Age:**

- 5.5.1. Consideration has been given to the impact of these proposals in terms of age. The point no entry positively impacts children as it is designed to create a safer street environment. Older adults, more likely to travel by car or taxi as mobility declines with age, are neutrally impacted by the scheme as vehicular access has been maintained to every address.

5.6. **Religion and belief:**

- 5.6.1. Consideration has been given to the impact of these proposals in terms of religion or belief. Hackney has the largest group of Charedi Jewish people in Europe who predominantly live in the

North East of the borough and represent an estimated 7.4% of the borough's overall population. Improving road safety benefits all groups equally, regardless of religion. The point no entry does not discriminate against any religious group, as it is equally applied to all groups. There is no disproportionate impact on the Charedi Jewish population as residents or business owners, as the scheme maintains vehicular accessibility to all the addresses and businesses.

#### **5.7. Race and ethnicity:**

- 5.7.1. The 2011 Census estimates that 40% of Hackney's population are black and minority ethnic groups, with the largest group (around 20%) being black or black British. TfL data for Greater London, reported in TfLs 'Travel in London: Understanding our diverse communities 2019' summary of research, shows that walking is the most commonly used type of transport by Black, Asian or Ethnic Minorities (BAME) Londoners (96% of BAME Londoners walk at least once a week, compared to 95% of white Londoners), followed by bus (65% BAME compared to 56% white). The data also indicates that both Mixed or Multiple Ethnic groups, and Other Ethnic Groups, are much more likely to walk (48% and 45%, respectively), whilst mixed and multiple ethnic groups are more likely to cycle (7%), and Asian or Asian British are more likely to drive (6%)<sup>1</sup>. The point no entry has a positive impact as the scheme improves road safety and contributes to better walking and cycling conditions, although it is accepted that this is minor.

#### **5.8. People experiencing or at risk of poverty:**

- 5.8.1. For the purpose of this report, 'poverty' will be broadly defined as not having enough money to meet basic daily needs, or not benefitting from having what most of the UK population have. Approximately 70% of households in Hackney do not own a car, compared to 44% across the whole of London<sup>2</sup>. While car ownership is not solely dependent on income, there is a correlation between income and car ownership. London-wide, the highest earners are almost 3 times as likely to own one car or more than the lowest earners with 78% of households on £100k or more have one or more car vs 23% at £5k or less, 28% at £5-10k, or even 44% at £20k or less. (source: <https://tfl.gov.uk/cdn/static/cms/documents/sfl-borough-casemarking-v1.xlsx> - accessed 5/9/20). Based on these figures, measures that regulate traffic by restricting vehicles from crossing the point no entry, contribute to a reduction of car dominance on the street environment which might generate a minor inconvenience to drivers and that could be seen as disproportionately impacting those on a higher income.
- 5.8.2. Furthermore, with 70% of households not owning a car, a significant proportion of Hackney's population relies on

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<sup>1</sup> TfL: Travel in London: Understanding our diverse communities 2019

<sup>2</sup> Centre for London. Chapter 1: Car ownership, use and parking in London

walking, cycling and public transport for travel. These are the transport modes benefiting the most from the proposals, regardless of income.

- 5.8.3. Travel behavior changes resulting from previous lockdowns resulted in transport capacity remaining much lower than pre-lockdown levels. It is important that we support the 70% of Hackney Households that do not own a car to walk and cycle instead. If even a small proportion of people who used to travel by public transport switch to using private cars, the public health and road safety implications will be profound for those groups already disproportionately impacted upon by the secondary effects of motor vehicle use, including those on low incomes, BAME groups, the elderly, and children.

## 6. FINANCIAL IMPLICATIONS

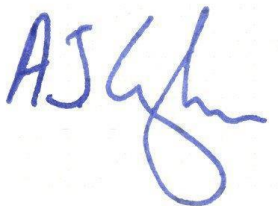
- 6.1. **Traffic Management Orders** - The signage erected for the experimental period will be retained, so the only additional costs will be associated with the statutory process for the Traffic Management Order of approximately £500.
- 6.2. **Traffic Monitoring** - There will be an ongoing financial implication for monitoring traffic volumes in Olinda Road and neighbouring Craven Park Road of approximately £1000 per annum. The continued traffic monitoring will enable a correct assessment of the impacts of the point no entry on traffic.

## 7. RECOMMENDATIONS

It is recommended that approval is given to make permanent the point no-entry scheme at Olinda Road.

## 8. CONCLUSION

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



**Signed: - Andrew Cunningham**

**Dated: - 30 July 2021**

**Andrew Cunningham – Head of Streetscene**

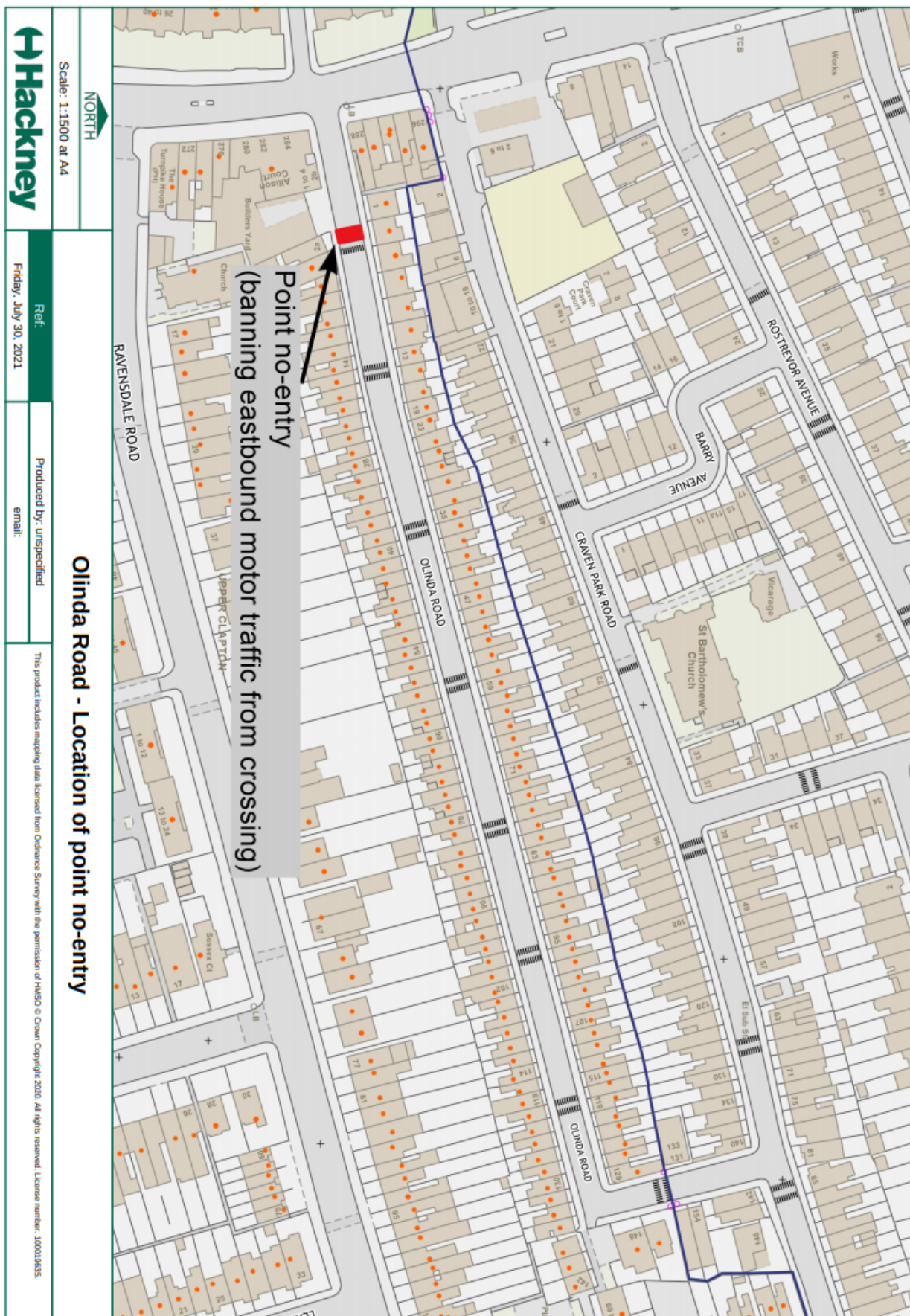
CC: Councillor Mete Coban – Cabinet Member for Energy, Waste, Transport and Public Realm

CC: Aled Richards – Strategic Director, Sustainability and Public Realm

CC: Maryann Allen Group Engineer Design and Engineering

## **Appendix 1: Layout of point no-entry at Olinda Road**





Appendix 2 - Results of Traffic Data, collected before and after the implementation of the scheme.



