

DELEGATED POWERS DECISION

STREETSCENE SERVICE SUSTAINABILITY AND PUBLIC REALM, CLIMATE HOMES AND ECONOMY

Wayland Avenue SuDS - Rain Gardens, Trees and Landscaping

AGREE TO PROCEED WITH:

1. The statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes.
2. The improvements at Wayland Avenue, Sandringham Road and Sigdon Road, which will include:
 - Removal of the existing temporary planters at Wayland Avenue and introduce a new layout with two build outs, between Sandringham Road and Sigdon Road, to install SuDS areas (rain gardens) with trees and low level planting to capture surface water and minimise the risk of surface flooding. This area is classified as medium and high risk of surface water flooding.
 - Introduce a new rain garden with planting and trees outside the shopping parade on Sandringham Road to the east of the junction with Wayland Avenue.
 - Refurbish the pavement within the scope of works.
 - Introduce a raised pedestrian crossing across Wayland Avenue at its junction with Sandringham Road to provide a step free access for pedestrians and to encourage traffic to slow down on the approach to the crossing point.
 - Improve the pedestrian crossing at Sigdon Road at its junction with Wayland Avenue.
 - Introduce a cycle hangar on Sigdon Road.
 - Remove the speed humps on Wayland Avenue between Sandringham Road and Sigdon Road and resurface the road carriageway.
 - There will be no further restrictions on vehicular movements as a result of these proposals.
 - Proceed with the statutory consultation on the removal of six parking bays to accommodate the rain gardens into the carriageway.

REASONS

Create a safer, more pleasant environment for walking and cycling and 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. This would help to improve local air quality, reduce car dominance and traffic speeds, reduce accidents and continue to assist in the reduction of the use of residential roads by through-traffic.

Reduce the amount of rain water being transmitted into the main sewer system, through the introduction of Sustainable urban Drainage Systems (SuDS) to eradicate potential surface water ponding.

1.0 **Background and Proposals**

- 1.1 In October 2020 Hackney Council implemented traffic measures in the Wayland Avenue area as part of the Council's Rebuilding a Greener Hackney campaign. The aim of Rebuilding a Greener Hackney is to improve Hackney for walking and cycling, encourage people to spend time in their local area and create quieter, greener, safer and more pleasant neighbourhoods.
- 1.2 The traffic measures, aligned with Hackney's Transport Strategy, were rolled out during the coronavirus pandemic to help residents maintain social distance, and aim to encourage active forms of travel, enabling a green recovery from the pandemic.
- 1.3 Wayland Avenue, which forms part of the Hackney Central Low Traffic Neighbourhood (LTN), was used by vehicles travelling north-south through the area, seeking to avoid sections of the A10 and Dalston Lane.
- 1.4 The Hackney Central LTN was introduced experimentally on 29th October 2020. It consisted of a traffic filter with two planters on Wayland Avenue to the north of its junction with Sigdon Road. The filters prohibit motor vehicles from passing through. Cyclists, emergency and refuse services are exempt from this restriction.
- 1.5 The experimental traffic filter was made permanent on 17 March 2022 following statutory consultation.
- 1.6 Maps of the LTN on Wayland Avenue and other restrictions in the Hackney Central area are shown in Figure 1. Figure 2 shows a photo of the experimental filter.

¹ <https://roadtraffic.dft.gov.uk/regions/6>

Figure 1: Hackney Central Low Traffic Neighbourhood and filters



Figure 2: Traffic Filter on Wayland Avenue



- 1.7 The proposals considered in this report form part of our plans to create a greener, healthier Hackney, improve road safety and support people to walk, shop and cycle locally.

The proposals include:

- Replacing the two temporary planters on Wayland Avenue with two new rain gardens (also known as Sustainable Drainage Systems or SuDS) with new trees and low level planting. Rain gardens are designed to capture surface water to prevent overloading of the sewer system as this area is classified as medium risk of surface water flooding. The planting and trees within the proposed rain gardens would enhance the public realm and help improve air quality.
- Installing a new rain garden outside the shopping parade on Sandringham Road to the east of Wayland Avenue. This area is classified as high risk of surface water flooding.
- Installing a new raised table across Wayland Avenue at its junction with Sandringham Road to improve the pedestrian crossing and slow traffic down.
- Removing the speed humps along Wayland Avenue between Sandringham Road and Sigdon Road and resurface the road. The new rain garden buildouts with greenery would act as horizontal deflections in the path of vehicle travel, which helps to encourage vehicles to reduce speed and make drivers pay more attention to their surroundings.
- Refurbish the pavement within the scope of works.
- Improve the pedestrian crossing at Sigdon Road at its junction with Wayland Avenue.
- Introduce a cycle hangar on Sigdon Road.
- Removal of six parking spaces to allow space for the rain gardens.

Figure 3a - Wayland Avenue and Sandringham Road - Green and Healthy Streets proposals

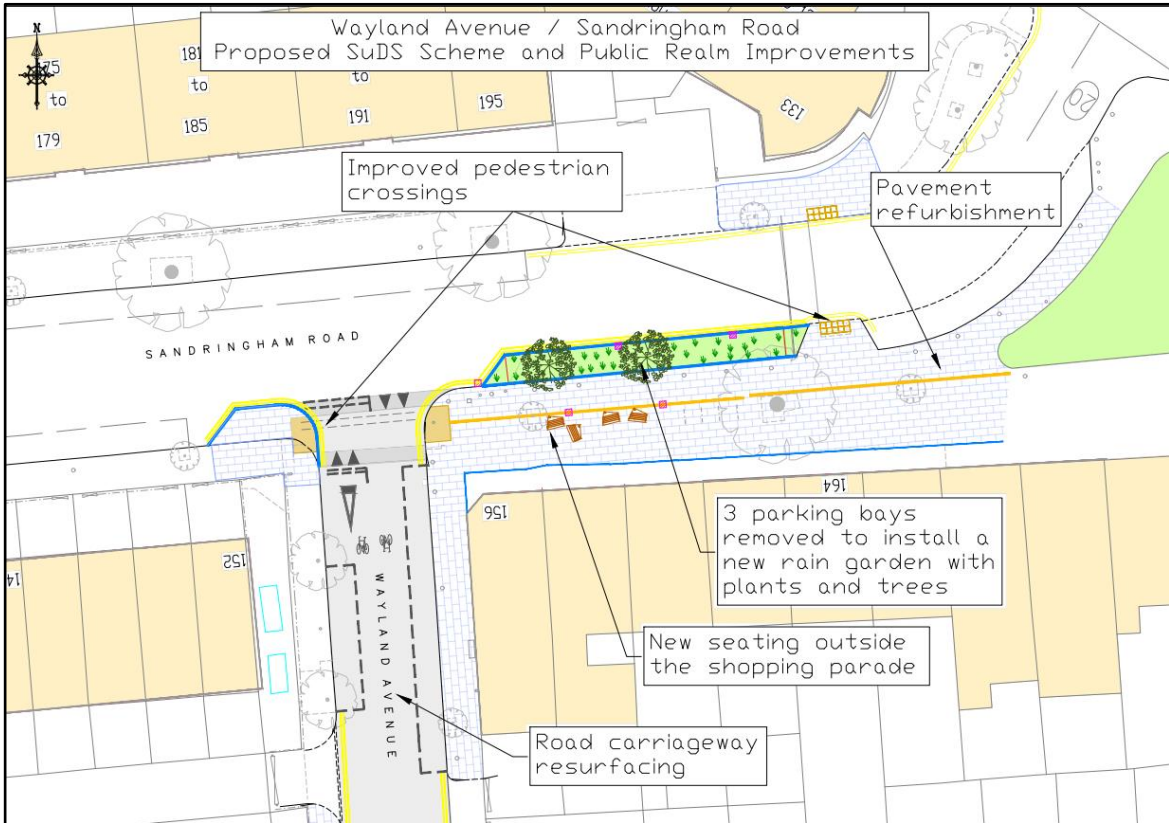
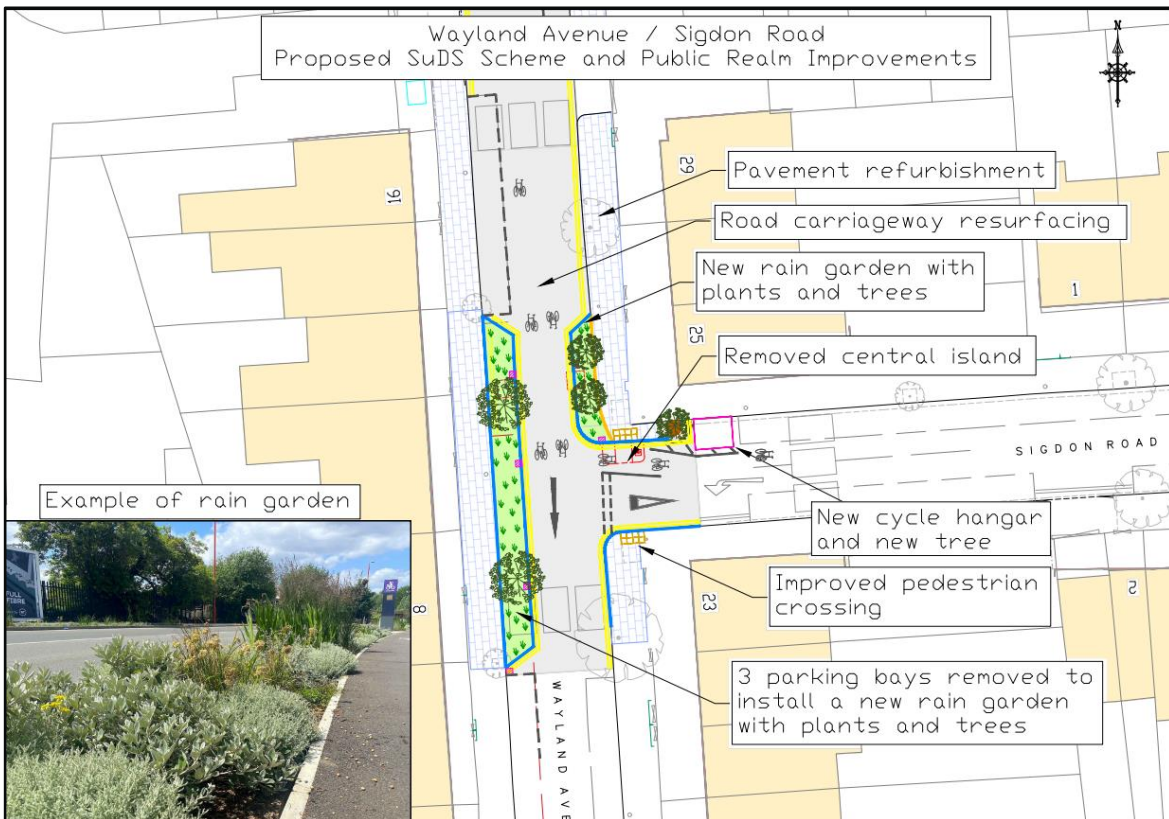


Figure 3b - Wayland Avenue and Sigdon Road - Green and Healthy Streets proposals



2.0 Policy Context

Hackney Transport Strategy

- 2.1 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.
- 2.2 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.
- 2.3 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.
- 2.4 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.
- 2.5 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.

Road Safety Plan

- 2.6 Hackney Council is committed to making our streets 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 TfL, 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.

Cycling Plan

- 2.7 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.
- 2.8 It is considered that the Scheme would accord with a number of relevant policies set out in the Council's supporting plans to the 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.

Hackney Emergency Transport Plan

- 2.9 Hackney's Emergency Transport Plan (ETP) represents the borough's transport response to the global COVID 19 pandemic. The response was consistent with Hackney's existing Transport Strategy. Government advice in 2020 was specifically to avoid public transport whenever possible to minimise the risk of virus transmission. This created a risk that a switch from public transport to private car use would create catastrophic traffic congestion and air pollution, creating dangerous conditions for cyclists and poor and crowded (not

socially-distanced) conditions for pedestrians.

- 2.10 This was all in the context of a borough heavily dependent on public transport and where 70% of households do not have a car. A borough that already has the sixth highest mortality rate out of 418 UK local authorities and by one analysis, the largest number of road injuries amongst pedestrians and cyclists per 1000 journeys of any borough in London. 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, people of minority ethnic backgrounds, the elderly and children.
- 2.11 The ETP was designed to prevent the potential damaging effects of a car-led recovery from Covid through assisting social distancing for pedestrians on our streets, and supporting a switch to walking and cycling instead of private car use. The main traffic management measures used to achieve this are:
- The introduction of LTNs in the Hackney Central area, but also more widely across the borough in areas such as Homerton, London Fields, Hoxton West and Hackney Downs. These were designed to protect residents from the negative effects (road danger and air pollution) of through-cutting motor traffic through the use of permeable filters while maintaining full access to residential areas.
 - The introduction of School Streets which restrict traffic outside school gates at the beginning and end of the school day.
 - Social distancing measures in town centres including widening pavements to allow for improved social distancing at bus stops, train station entrances, parks entrances, and in areas of high footfall, due to demand for socially distanced shops and services.
- 2.12 The measures introduced follow clear guidance from the London Mayor and national guidance. Streetspace guidance was published by TfL while the Secretary of State for Transport and the Department for Transport (DfT) were also clear that local authorities were expected to undertake emergency structural measures to encourage active travel and discourage non-essential motor-vehicle use.
- 2.13 The Government's statutory guidance on transport network management states: *"The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel."* (ref DfT, 2020).
- 2.14 That guidance, as updated in 2021, also contains guidance on engagement and consultation to be used when local authorities seek to modify, remove or make permanent these emergency schemes: *"Engagement, especially on*

schemes where there is public controversy, should use objective methods, such as professional polling to British Polling Council standards, to establish a truly representative picture of local views and to ensure that minority views do not dominate the discourse. Consultations are not referendums, however. Polling results should be one part of the suite of robust, empirical evidence on which decisions are made.”

Mayor’s Manifesto Commitments

2.15 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

2.16 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.

2.17 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 was one of the main objectives of the Scheme.

Climate Emergency Declaration

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

2.19 When we 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 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.

Exemptions to Traffic Filters on the Borough's Classified Road Network for Hackney Resident Companion e-badge Holders

2.20 A 2021 policy decision to allow Hackney Companion Badge holders to be granted exemptions to drive through traffic modal filters on Classified Roads is described in section 2 of [DPD - Exemptions on Classified Roads Companion e-badge Holders](#). The DPD does commit to keeping under review the question of exemptions, especially when dealing with protected groups.

3.0 Consultation

Stakeholder consultation

3.1 For any major traffic scheme, there are a number of statutory consultees including the Local Ward Members. There were no objections or concerns received from any of the Ward Members consulted. An important group of stakeholders who are always consulted is the emergency services:

Metropolitan Police Service comments:

- 3.2 Do you have any detailed plans and/or Road Safety Audit (RSA) stage 1 or 2 for this proposal please? I have initial concerns over the presence of large trees on corners that would hamper intervisibility.

Hackney response:

- 3.3 A Stage 1/2 RSA undertaken for the design was sent to the MET Police. The locations for the trees shown are only indicative and the final positions will be determined after the consultation as part of the detailed design taking into account the sightlines, street lighting etc.

London Ambulance Service comments:

- 3.4 No comments or concerns regarding the scheme were received by the London Ambulance Service.

London Fire Brigade (Hackney Branch) comments:

- 3.5 The LFB has not raised any specific concerns in relation to the proposals.

Hackney Living Streets Group

- 3.6 We are very happy with the proposals which are very welcome, and will considerably enhance the area. We welcome the reduction of car parking by 6 spaces. We are pleased to see the provision of seating and would like to see more cycle parking as well. We would like to see the pedestrian crossings raised to the level of the footway rather than dropped to carriageway level, to make it easier for pedestrians to cross.

Hackney response

- 3.7 An additional crossing would be very beneficial and has been added to the proposals. More cycle parking will also be considered.

Hackney Cycling Campaign

- 3.8 We welcome Hackney Council's schemes to replace the planters at various LTNs with permanent SuDS schemes. We would like to see continuous footpaths along the two junctions to emphasise and enhance the pedestrian experience and help demonstrate priority. We are supportive of the greenery on Sandringham Road. We are concerned however that as the greenery grows, it may reduce visibility for cyclists exiting Wayland Avenue onto Sandringham Road. Could you consider extending the junction to be level with the new greenery and extending the pavement on the west of Wayland Avenue? We welcome the removal of the car parking spaces and introductions of cycle parking. We hope that Sandringham Road will soon benefit from the new Dalston-area LTN scheme.

Hackney response:

- 3.9 We have added a raised crossing on Wayland Avenue where it meets Sandringham Road and we have also added a buildout on the western corner. We are giving great consideration to the type of planting and its position to avoid any of the concerns you have raised. This will be considered as part of our detailed design and agreed with Hackney's Senior Arboricultural officers for both the locations and species used. Trees will have lower crown canopies (branch structure raised) over 2m in their establishment and future growth to ensure that the footway is not impeded in terms of visibility. Shrub layers would be on routine pruning regimes. Trees will be located away from street lighting to avoid obscured areas and planting away from sightlines to avoid blocking visibility.

Public consultation

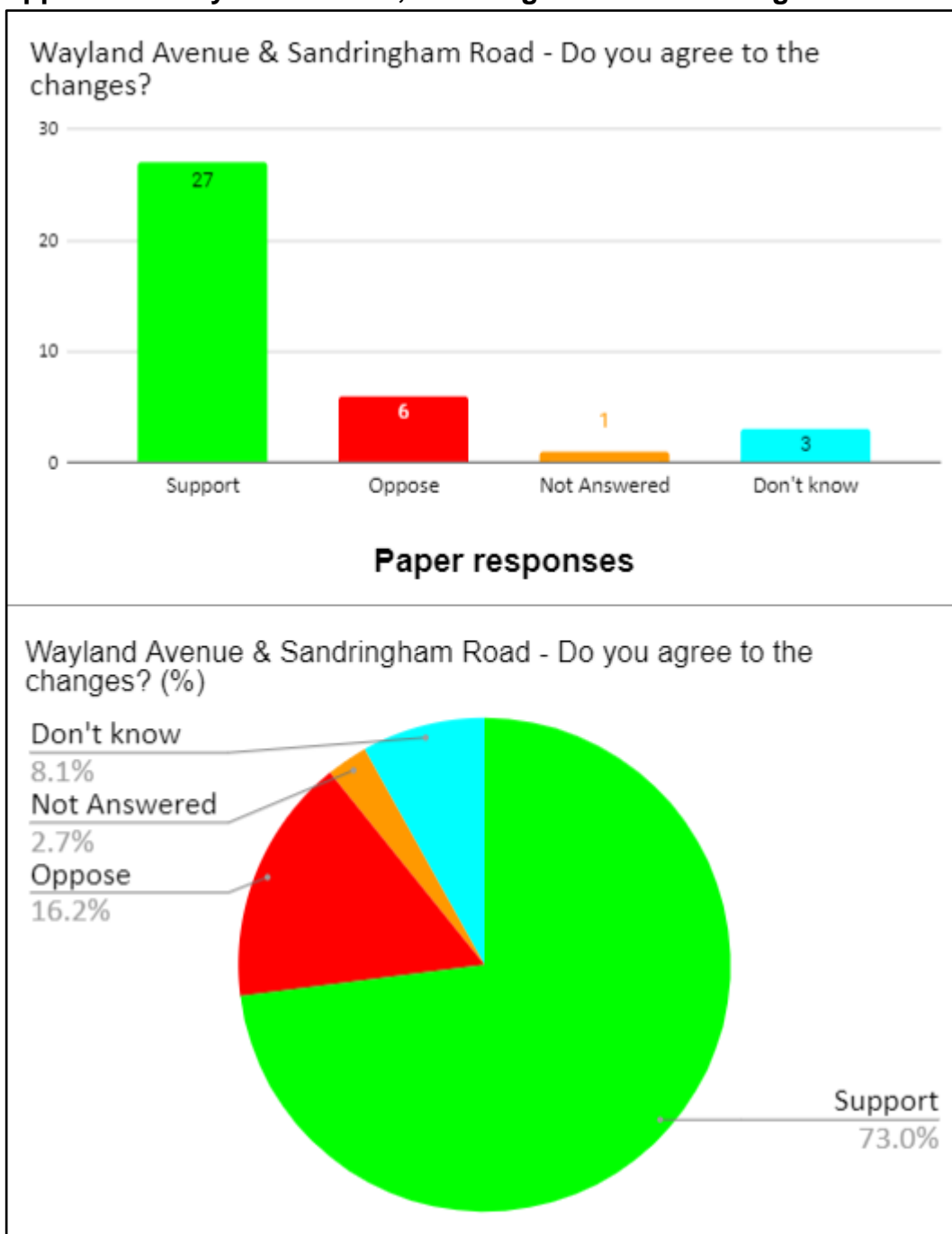
- 3.10 On 31 July 2023, Hackney Council delivered 443 public consultation leaflets and questionnaires to give residents the opportunity to comment on the proposals to improve Wayland Avenue, Sandringham Road and Sigdon Road. The consultation closed on 10 September 2023. The consultation and proposals were also published online, where residents could also share their views: <https://consultation.hackney.gov.uk/streetscene/wayland-avenue/>. Residents were also able to write to streetscene.consultations@hackney.gov.uk.
- 3.11 All paper and online responses received between July and September 2023 were analysed and they are shown from **Section 3.12**.

Public consultation analysis

Paper responses

- 3.12 A total of 37 paper responses were received, using the questionnaires distributed in July 2023. **Figure 4** shows the responses supporting / opposing the proposals (number and % of responses).
- 3.13 27 (73.0%) respondents agreed to the changes, 6 (16.2%) disagreed and 3 (8.1%) neither agreed nor disagreed and 1 (2.7%) didn't specify in the designated box but in their comments they said: "I do support the proposed improvements for Wayland Avenue, Sandringham Road and Sigdon Road".

Figure 4: Number of paper respondents and percentages that support or oppose the Wayland Avenue, Sandringham Road and Sigdon Road scheme

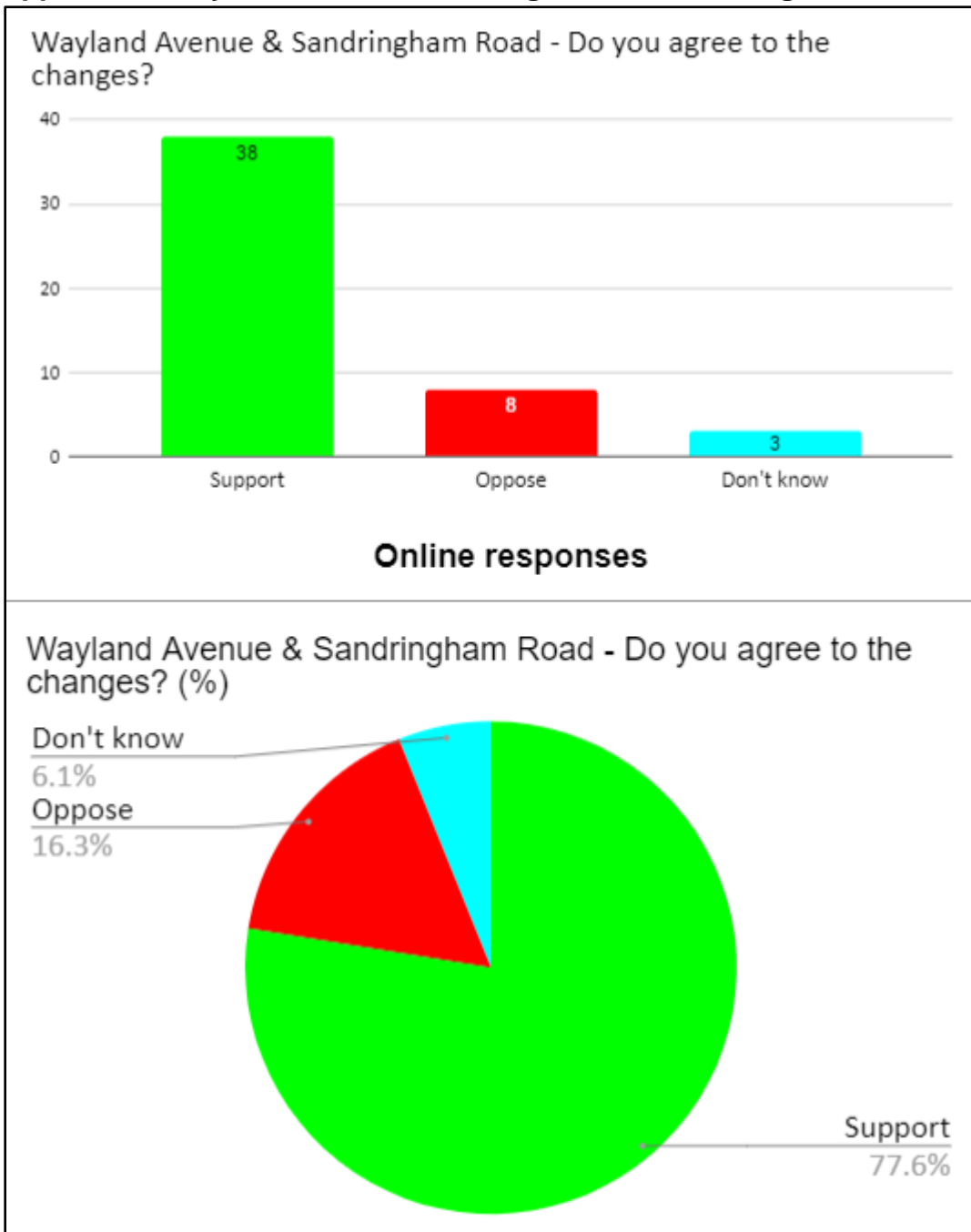


Online responses

3.14 A total of 49 online responses were received through the online space and emails. **Figure 5** shows the responses supporting / opposing the scheme (number and % of responses).

3.15 38 (77.6%) respondents agreed to the changes, 8 (16.3%) disagreed and 3 (6.1%) neither agreed nor disagreed.

Figure 5: Number of online respondents and percentages that support or oppose the Wayland Avenue, Sandringham Road and Sigdon Road scheme.

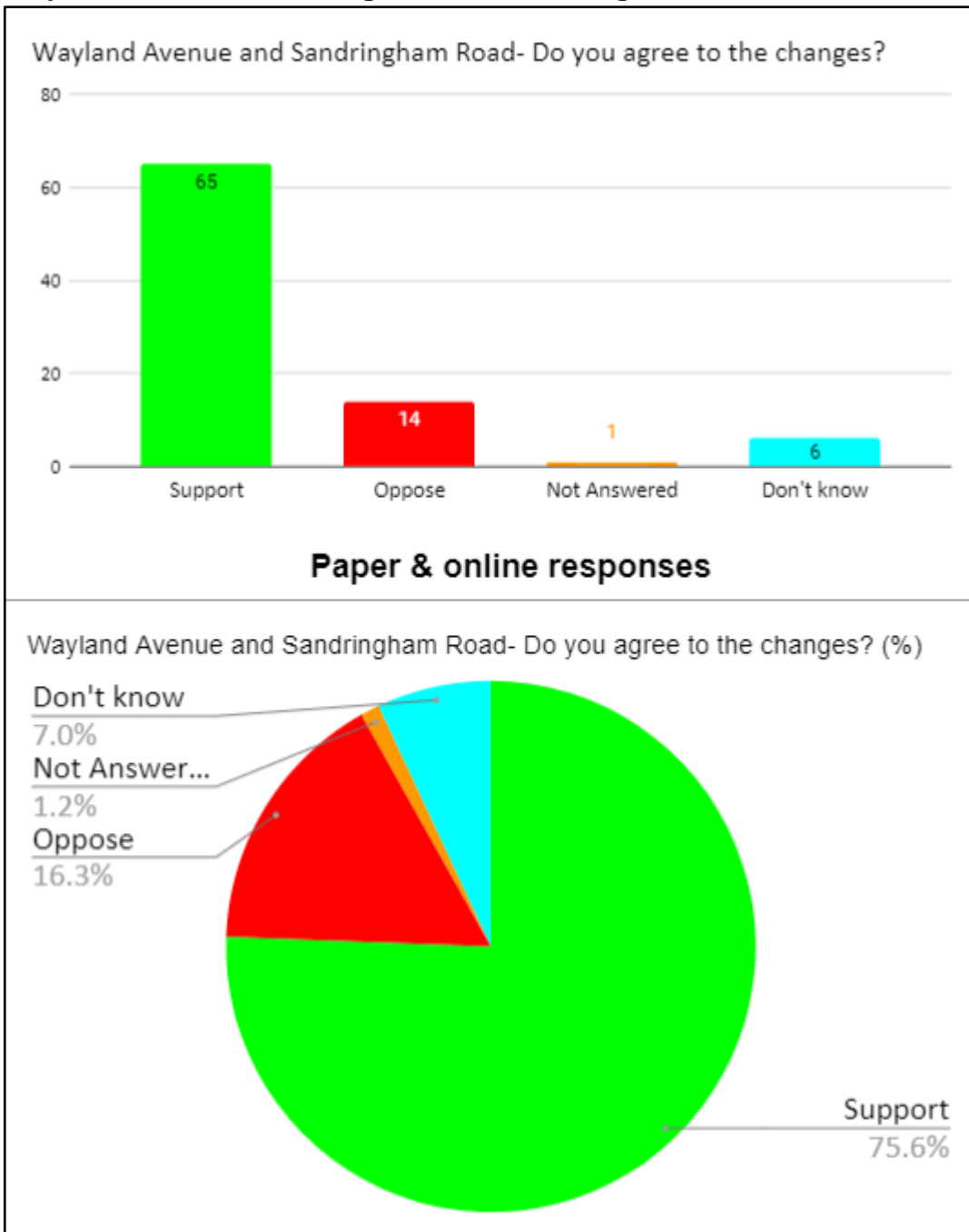


Overall paper and online responses

3.16 An overall analysis taking into account both paper and online responses was also undertaken. **Figure 6** shows the responses supporting / opposing the proposals (number and % of responses).

3.17 65 (75.6%) respondents agreed to the changes, 14 (16.3%) disagreed and 6 (7%) neither agreed nor disagreed.

Figure 6: Overall responses and percentages that support or oppose the Wayland Avenue, Sandringham Road and Sigdon Road scheme.



3.18 **Figure 6** shows an overall support for the scheme.

3.19 Detailed responses were grouped to represent common themes / issues, related to the scheme. One response may fit into several themes. The themes and Hackney's response to each are summarised below.

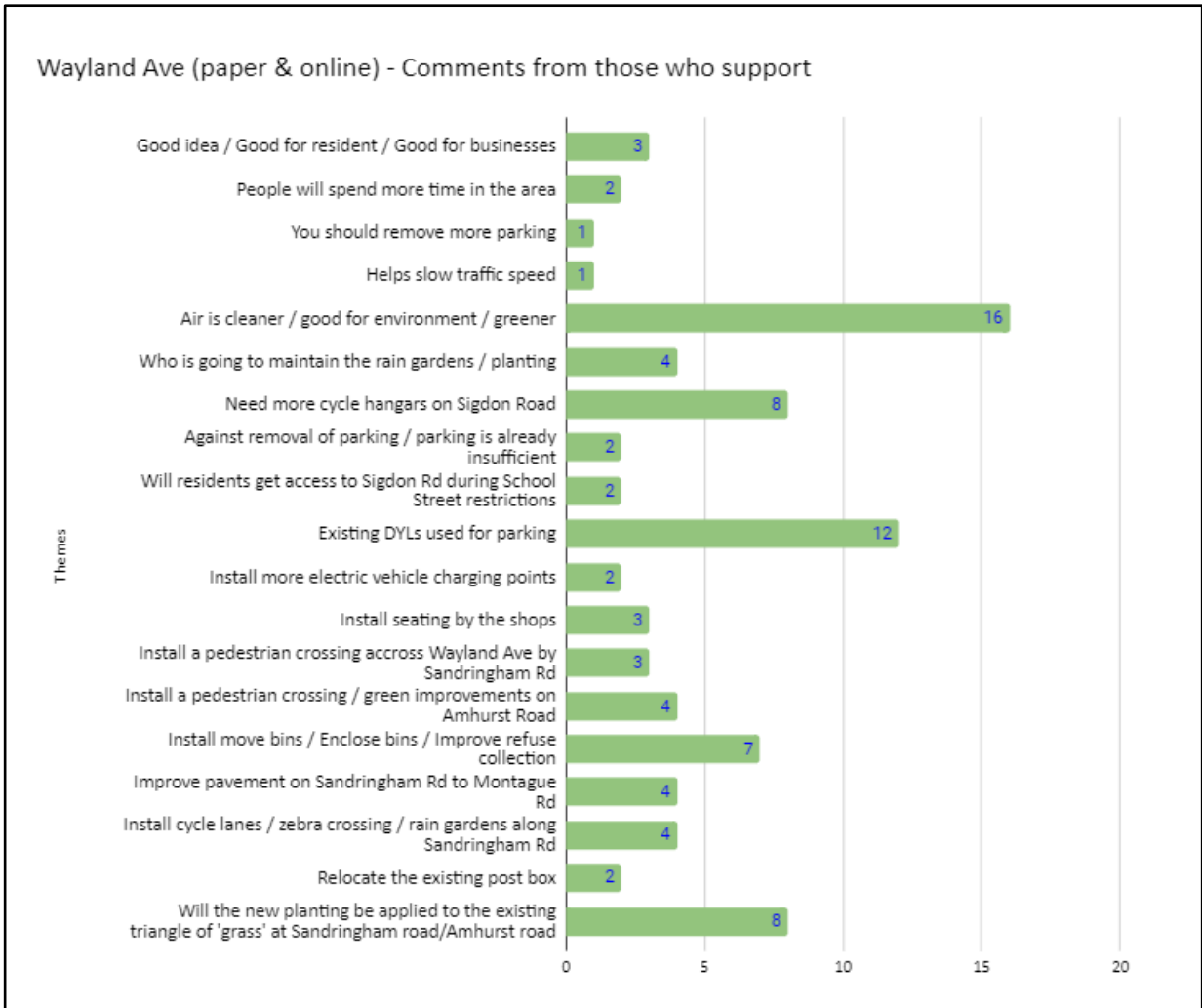
3.20 **Figure 7** shows the summary chart for all these themes from those who opposed the proposals in their paper and online responses.

Figure 7: Summary of comment themes from those who opposed (paper and online responses)



3.21 **Figure 8** shows the summary chart for all these themes from those who supported the proposals in their paper and online responses.

Figure 8: Summary of comment themes from those who supported (paper and online responses)



3.22 Example comments relating to general positivity are provided below:

- I love the idea of rain gardens and more greenery on the street.
- Keep leading the way, Hackney! One thing I love about Hackney is the ambition to be the greenest, most livable borough. The opposition may be vocal but they are not the majority!
- It would encourage residents and visitors to spend more time in their streets.
- I support this scheme but as a long-time resident, I would LOVE to see schemes like this which discourage car use (and speed).
- Please don't let the opponents of LTNs ruin the streets for everyone else, I really hope this goes ahead.
- I am fully in support of any measures taken to reclaim our streets from private car usage so that we can spend time socialising and using local businesses.
- We need more of this type of improvement throughout the neighbourhood.
- Our household all broadly supports any green initiative within Hackney which seeks to find preventative solutions to the inevitable environmental problems facing us as residents who prefer to walk and cycle over driving in the borough.

3.23 Example comments relating to general concerns are provided below:

Against removal of parking / parking is already insufficient / loading issues

3.24 Example of comments

- Parking is already an issue on the street. The proposed scheme will further reduce parking space availability. This will be a significant issue to residents who require the use of a car.
- You have taken enough parking in this area and closed roads which has affected many people including myself.
- Few businesses in the area will be affected with reduced parking facilities. E.g deliveries and competing for residential parking. Your plans don't take elderly/disability into consideration.
- I think the scheme looks ok but clearly people have cars on this street and need to park.
- You can not get a parking space as it is without taking 6 away.

Hackney response:

3.25 The Council's Parking Services are in agreement with the removal of six parking spaces as this is necessary to achieve pedestrian, cycles and environmental improvements. Although we understand that the loss of parking may create some inconvenience, we carried out a parking stress survey in the area and the results in **Figure 9** below show that there is higher parking provision capacity than demand for parking permits on Sandringham Road, Wayland Avenue and Sigdon Road, even after the removal of six parking bays.

Figure 9 - Parking stress survey results

Road	Existing parking provision			Parking provision after the removal of 6 spaces		
	No. Permits	No. Spaces	% Stress	Spaces removed	No. Spaces	% Stress
Sandringham Road	113	210	54%	3	207	55%
Sigdon Road /Passage	27	52	52%		52	52%
Wayland Avenue	17	47	36%	3	44	39%

3.26 Much of Hackney's residential areas are very accessible by frequent and reliable public transport, are within easy walking and cycling distance to local amenities and car ownership levels are also amongst the lowest in the country.

3.27 It is in Hackney's Transport Strategy and the Mayor of London's Transport Plan to try to manage parking as a key tool to minimise car use, other than those vehicles needed to meet the needs of disabled people, and promote sustainable modes of transport, particularly in areas of high public transport

accessibility levels (PTAL). The reduction of parking bays may encourage some drivers to reconsider their mode of transport for at least some journeys.

- 3.28 A full Equality Impact Assessment on ethnicity, children, disability, LGBT is included in **Section 5** of this report. Fair treatment of all disadvantaged and protected groups is an important part of our approach. Residents can request a personalised disabled permit parking bay through emailing disabledparking@hackney.gov.uk. The criteria to apply can be found on our website: <https://hackney.gov.uk/parking-bays-for-disabled-drivers/#bay>.
- 3.29 Hackney encourages all road users to walk and cycle more, however it is recognised that some people may not be able to. The impact of the predicted increase of cycling and walking however is that the roads should become quieter and easier for those who do have to make journeys by car. The Council is aware that some groups rely on vehicles. The loss of parking spaces may negatively impact some people when they are in a car, though when walking the same people will see an improvement.
- 3.30 During the consultation, there were requests for the removal of further parking spaces to reduce levels of on street parking which align with Council policy. Some respondents also welcomed any initiatives that would see a reduction in private car use.

Increased traffic on boundary roads

3.31 Example of comments

- How can you have a garden when there is so much traffic on Amhurst Road. My breathing has been affected since the diverted traffic down my road. Windows cannot be opened.
- Don't you think you have done enough damage to streets blocking off roads. Journey takes twice as long, pushing up traffic to main roads where most schools are.

Hackney response:

- 3.32 These comments are more related to the permanent traffic filters than the current proposals for new SuDS in the area. The Council is aware that there are some roads that have experienced an increase in traffic since the LTN on Wayland Avenue was implemented. This is predominantly on roads that are designated as main roads, rather than the previous situation in which traffic was increasing on quiet residential streets. On these main roads it is easier to focus traffic management measures, such as improved traffic signal control. However, as many of these roads were already close to full capacity in the pre-Covid period, this has begun to make some drivers question whether they should use their car for every journey. As modal filters and LTNs increase, the reluctance to use a car for some 'unnecessary' journeys, then there should be

more space on the roads for those who must use a vehicle. The Council acknowledges that some drivers will have increased journey times, but believes that in the majority of cases the benefits of these now permanent closures outweighs the disadvantages. Access to all properties and businesses is maintained even though some of the routes to them have changed.

- 3.33 Overall, the Hackney Central LTN aimed to maximise the identified positive impacts of traffic reduction within residential areas, whilst minimising the potential negative impacts due to traffic displacement onto boundary roads. Accompanying support for behavioural change should help local residents walk, cycle, re-route or find alternatives to driving. Through traffic may also find alternative routes avoiding the area altogether rather than travel along boundary roads, especially at peak times.
- 3.34 The Council has recently received £19m from our successful Levelling up Fund bid. As part of these works the Council are looking at potential designs along Amhurst Road. The ambition is to create a more welcoming and healthier town centre by supporting active travel, reducing traffic, improving air quality and greening and creating a better sense of place. You can read further information regarding the Levelling up Fund and our plans in and around the Hackney Central area here: <https://hackney.gov.uk/levelling-up-fund>.
- 3.35 Additionally, investigations are currently in progress on proposals for a Low Traffic Neighbourhood scheme in the Dalston area. If the proposals are successful and approved, they will help reduce the amount of traffic using residential roads to get to the A10 and Amhurst Road. This should have a positive impact on Amhurst Road and the surrounding roads.

Waste of Money

3.36 Example of comments

- You making these changes is unnecessary and a waste of our money.
- Terrible idea and as always council wasting tax pounds.

Hackney response:

- 3.37 Local authorities have a duty to manage their roads for the benefit of all users, including cyclists and pedestrians. These types of schemes are not considered to be a waste of money, they are explicitly promoted and supported by the Government and the Mayor of London, as well as being supported by the Council's own Transport Strategy. The scheme will deliver a number of benefits in the immediate area, including improved pedestrian facilities.
- 3.38 The new trees and low level planting would capture surface water and minimise the risk of surface flooding as well as making the area more attractive and inviting for residents and visitors to spend more time in their local area.

- 3.39 The new raised junction on Wayland Avenue and the introduction of buildouts with planting would change the overall perception of the area encouraging vehicles to reduce their speed. This would have road safety benefits, especially for those walking and cycling.
- 3.40 The proposed scheme would create a safer, more pleasant environment for walking and cycling and 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. This would help to improve local air quality, reduce car dominance and traffic speeds, reduce accidents and continue to assist in the reduction of the use of residential roads by through-traffic.
- 3.41 Overall, the cost benefit of these proposals is more than proportional to the benefits they bring to public health, by helping reduce harmful emissions from motor vehicles, reduce accidents on residential streets, and reduce the risk of surface flooding.

Maintenance of the rain gardens and green spaces

3.42 Example of comments

- NO ONE will take care of these costly gardens.
- All need to be maintained. Queensbridge Road's so-called rain gardens are full of weeds. It's Rubbish.
- It's OK putting in trees and rain gardens as long as they are going to be maintained. So far I've not seen evidence of this. The planting looks a mess because it's not maintained so it will only look like your pretty picture when it's first planted.

Hackney response:

- 3.43 In the short term, the maintenance of the location will be under an 18 month warranty of the installation contractor. Beyond 18 months, the site will be included within scope of the Council's review of the maintenance for all SuDS areas in the borough, which includes maintenance provision for new locations. The review will look to establish a team that will routinely maintain all SuDS areas in the borough and to seek additional funding that will ensure that all current and future maintenance are maintained to standard. The design prioritises low maintenance features.

Existing double yellow lines used for parking

3.44 Example of comments

- The existing double yellow lines are used for parking / sitting with the engine idling.
- The proposals are OK but don't go far enough to make the intersection safe and stop illegal parking. Intervention is required to block illegal parking and improve safety.
- I like the plans but feel they could go further as I fear they may not address the main problems of cars illegally parking on double yellow lines and people sitting in idling cars whilst others go to the shops on the parade.
- There simply must be some kind of physical barrier preventing cars from illegally parking or loading at this junction, as they obstruct visibility and make entering and crossing this junction extremely dangerous. It would be a massive waste of public resources if the Council were to rebuild this junction in a way that allows the problem of dangerous illegal parking to persist.

Hackney response:

3.45 The Council is aware of some issues with illegal parking in the area. The Parking Enforcement Team have increased their regular visits to the area and so far, up to September 2023, a total of 307 Penalty Charge Notices (PCNs) for illegal parking were issued on Sandringham Road. 108 PCNs were issued in 2019, 219 in 2020, 460 in 2021 and 417 in 2022.

3.46 The feedback from Enforcement officers received is that a large number of vehicles parking on double yellow lines are blue badge holders - who are exempt for up to 3 hours to park on double yellow lines.

3.47 The Parking Enforcement team has been looking into the area to ensure that we have a targeted operation taking place to address the parking issues at this location. They have arranged an increased number of visits to Sandringham Road and Wayland Avenue to ensure that drivers are parking correctly and the enforcement officers will take action against any vehicle parked in contravention.

3.48 In addition, cycle stands and bollards will be installed at critical points where vehicles tend to stop or park on the pavement.

3.49 **Example comments relating to general suggestions / requests are provided below:**

Will residents have access along Sigdon Road during School Street hours

3.50 Example of comments

- If the rain garden further restricts access to Wayland Avenue to the south of Sigdon Road during School Street hours, then oppose; if not, support.

- Will access be restricted when the School Street on Sigdon Road is in operation? It means my transport cannot get me home (to Wayland Avenue south of Sigdon Road) since access from Sandringham Road has ceased.

Hackney response:

3.51 The current proposals for rain gardens on Wayland Road and Sandringham Road do not alter any of the existing traffic movement restrictions or exemptions. Residents on Sigdon Road and to the south of the filter on Wayland Avenue have and will continue to have an exemption permit to access their homes via Sigdon Road while the School Street is in operation.

3.52 Details of the exemption list of addresses within the area can be found here: <https://hackney.gov.uk/school-streets#ex> under the 'am I eligible for an exemption' within document: 'exempt addresses self-check for School Streets that launched in autumn 2020 (PDF 605kb)' (pages 19 - 23).

Install more cycle hangars

3.53 Example of comments

- Two new hangars for bikes as the waiting list is not shifting and many people have been waiting for 1.5+ years.
- With a waiting list of 40+ people, please increase the number of additional hangars.
- I have had my name on the list for a cycle hanger since 2015, I am No1 on the list please put one in Sigdon Road, 2 if you can.
- I support the inclusion of a new bike hangar on Sigdon Road. Is there not Space for two within the Scheme?

Hackney response:

3.54 The Council has installed 650 hangars, giving almost 3,800 residents an accessible and secure place to store their bike. Residents can request their interest for a new cycle hangar in their area following this link: <https://hackney.gov.uk/cycle-hangar>

3.55 In September 2023, Hackney Council announced their plans to start installing 675 new bike hangars in Hackney to begin in October 2023, giving local residents more secure hangar space than any other borough in London (<https://news.hackney.gov.uk/biggest-cycle-hangar-rollout-in-london-to-start-in-october/>). This will help the Council more than double the number of hangars in the next three years to 1,325, supporting an additional 4,000 people without space in their homes to store bikes safely on the street.

Install more electric vehicle (EV) charging points

3.56 Example of comments

- We need electric charges in the lamp posts.
- There are too many cars on the road. Anything to reduce car usage per household. More electric car charges to encourage greener vehicles on the streets.

Hackney response:

3.57 Hackney Council has declared a climate emergency. We have committed to involving, supporting and enabling residents to speed up the shift to a zero carbon world. Our Transport Strategy states that by 2025, its neighbourhoods and streets will be equipped to facilitate the transition to EV technology, significantly reducing the negative health impacts of traffic based air pollution for residents in the borough, which account for 24% of UK carbon emissions.

3.58 In 2020, access to charging infrastructure became and remains the main barrier to adoption of EVs, overtaking vehicle cost and range anxiety. Fast and rapid freestanding charge points offer complementary charging solutions, alongside low power residential lamp column chargers which the Council envisages will further encourage the switch from heavily polluting vehicles to much cleaner EVs.

3.59 This is why we're planning to install over 3000 on-street charge points by 2030 which we hope will encourage more people to adopt less polluting electric vehicles. We recognise that electric vehicles on their own will not solve all of the problems relating to motor traffic, but they are significantly better than petrol and diesel cars.

3.60 We also know that electric vehicles still produce harmful pollution from brake and tyre wear as well as contributing to congestion and associated road safety issues. Alongside our electric vehicle strategy we have a policy of reducing private car ownership and on street parking, while creating environments that make it easier to walk and cycle.

3.61 Residents can request an electric vehicle charge point in their street by completing an online form: <https://hackney.gov.uk/electric-vehicles>

Install seating outside the shops and restaurants

3.62 Example of comments

- A nice sitting spot by the shops and the cafe, like Yagan Square in Australia.
- The proposal for Sandringham Road is very nice but perhaps you would also like to put some nice outdoor seating for the restaurant there.

Hackney response:

3.63 As part of the SuDS scheme, it is proposed to install some seating outside the shops to encourage more people to spend time in their local area. This may

also discourage some people from using their private cars to rush in and out into the area and perhaps decide to walk and spend some time sitting outside the shops. This would create a more vibrant and attractive environment and would benefit the businesses and local residents, increasing the footfall and people's presence.

Install a pedestrian crossing across Sandringham Road, Wayland Avenue by Sandringham Road and Amhurst Road

3.64 Example of comments

- An improved pedestrian crossing of Sandringham Road at Wayland avenue should be considered rather than or in addition to the one proposed further down at the bend in the road.
- Please can the design incorporate a better crossing across Sandringham Road. It often has people parked or running their engine and 'popping' to the shops. Double parked cars make it difficult to cross the road for school children. There is a primary school on Sigdon Road. The same can be said of the zone between the end of the rain garden and the corner of Sandringham Road and Wayland Avenue.
- Overall I think the scheme is really positive & strongly welcome these efforts to improve the specified area. I would add that it would be a shame to go forward with the changes without also considering how to better improve the crossing on Wayland avenue just outside the laundrette.
- I suggest formal crossing points should be introduced to get people safely across Sandringham Road and also over Amhurst Road.

Hackney response:

3.65 Following comments from some residents and stakeholders, we have decided to introduce a raised pedestrian crossing across Wayland Avenue at its junction with Sandringham Road. This would provide step free access for pedestrians and encourage traffic to slow down on the approach to the crossing point.

3.66 There is an existing raised uncontrolled pedestrian crossing outside the shopping parade across Sandringham Road. The implementation of the new buildout to install the new rain garden would change the overall appearance of the area which would see a greener environment rather than an area dominated by cars. This would help encourage drivers to slow down. Refreshed road markings would highlight the presence of the raised crossing and also help encourage drivers to reduce their speed. The replacement of this uncontrolled crossing with a new zebra crossing would require the removal of all the remaining parking bays towards Amhurst Road. It would become very difficult, especially for businesses that require some space for loading and unloading and for refuse collection.

3.67 As described on points 3.34 and 3.35, there is currently funding for further development within the Hackney Central / Dalston area which would look at improving road safety in the wider area. A new zebra crossing on Amhurst Road could be assessed as part of that work. A new public consultation may however be required as a new zebra crossing may require further removal of parking.

Install more bins / enclose existing bins / improve rubbish collection

3.68 Example of comments

- The proposal should include additional bins here as part of the pedestrian environment because there is already a problem with rubbish thrown on the ground.
- To avoid the new rain gardens becoming a rubbish deposit there is the need to improve the rubbish collection in front of Little Local.
- I am very concerned about the space that is used for the commercial shops' commercial waste bins. Presently, these are kept on Amhurst Road on the public walkway / pavement. They are often left open, smelly, and overflowing, and attract pests including rats. Often kegs of oil are also left next to the bins. All of this is a public health issue. I would like to request that some kind of arrangement is made as part of this consultation proposal for the storage of the bins out of public harm, possibly behind the shops or in a wooden container. They are also unsightly. It would be a great shame if so much effort and public expenditure was put into changing this space for the public good and the bins only went back to their current spaces.
- Where will the commercial bins be moved to? Without a plan for this, the seating areas will not be pleasant to sit in.

Hackney response:

3.69 Following comments regarding the commercial bins present outside the shopping parade, Streetscene has informed the Waste Management and Operations team and we are looking at further assessing the area. We are currently looking at different options for the existing commercial waste to avoid the concerns raised.

Relocate the existing post box

3.70 Example of comments

- The post box on Sandringham Road should be moved to a better place, there is no post office where it is now.
- There is a post box further west on the other side of Sandringham Road. A much more logical place for that would be outside the shops. Could it be relocated?

Hackney response:

3.71 Currently there are over 115,500 post boxes across the UK. In England, a small number are listed buildings. The location of post boxes are managed by the Royal Mail.

Improve the pavements on Sandringham Road between Wayland Avenue and Montague Road

3.72 Example of comments

- The environment of the section of pavement under this consultation would be improved by extending the work to include the Wayland Avenue / Montague Road section.
- What are the plans for the stretch of pavement between Wayland Avenue and Montague Road. Surely this is a more pressing issue.
- I wonder why the scheme does not seem to address the need to improve street conditions along the stretch of Sandringham Road between Montague Road and Wayland Avenue.

Hackney response:

3.73 Some sections of pavement will be refurbished as part of the current SuDS scheme. Due to the availability of funds, the scope of works is limited to the area shown in our consultation document. However, the comments have been sent to the Streetscene Highways Maintenance team and it will be added to the list of possible pavement improvement programme to be implemented if funding becomes available.

4.0 Impact Assessment - potential impacts of proposals

Permanent Impacts

- 4.1 The new narrower road layout together with the introduction of trees and greenery, would create a more attractive environment and encourage people to drive slower.
- 4.2 The accessibility for pedestrians, road safety and overall travel experience would be improved for all road users.
- 4.3 Better facilities would encourage more people to walk and cycle, improving personal mobility by the use of sustainable transport with the associated health benefits.
- 4.4 The introduction of rain gardens would help capture surface water to prevent flooding and overloading of the sewer system and help with watering the trees and vegetation. This is an area of medium and high risk of surface flooding.

- 4.5 The changes would help achieve benefits which would make the streets better adapted to climate change by reducing flood and heat risk.
- 4.6 The provision of trees inside the new rain gardens would help improve air quality and make the area more attractive.
- 4.7 The proposals would require the removal of six parking bays to accommodate the rain garden build outs to be implemented on the road carriageway.
- 4.8 The changes would support Transport for London's (TfL) ambitions for "Healthy Streets", which would contribute towards a liveable neighbourhood, improve the ambience of our streets and directly benefit people's health. Achieving greener roads helps to deliver on a number of key indicators of TfL's "Healthy Streets", including encouraging residents to walk and cycle and reducing the worry about road dangers.
- 4.9 The changes would improve the Cycling Level of Service (CLoS) in the area as set out by TfL's London Cycle Design Standards (LCDS) which describes the objective of efficiently delivering safer, more comfortable, direct, coherent, attractive and adaptable cycling infrastructure.

Temporary Impacts

- 4.10 All works would be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works would be carried out on Saturdays in line with local practices, unless considered necessary to minimise disruptions in the area.
- 4.11 The majority of construction works would be undertaken under lane closures. The resurfacing works would require a local temporary road closure which would be in place for one day. Access for residents and emergency access would be maintained.
- 4.12 Implementation of the proposals are programmed to start in Autumn 2023 subject to approvals.

Air Quality Impacts

- 4.13 The Healthy Streets framework established an evidence base that shows that public realm improvements, for example, through providing 'shade and shelter' that make the environment more attractive lead to positive healthy outcomes from increases in walking and cycling. This can help to reduce emissions as well as reducing exposure (people are exposed to higher levels of air pollution when in their motor vehicles compared to being in the open air) to provide

green infrastructure, climate adaptation measures and active travel improvements.

- 4.14 Overall we believe the proposals would have a neutral impact on emissions of nitrogen dioxide emitted by traffic using the associated stretch of Wayland Avenue and Sandringham Road.

Road Safety Impacts

- 4.15 The introduction of the new rain garden buildouts with greenery would act as horizontal deflections in the path of vehicle travel, which helps to reduce speed and make drivers pay more attention to their surroundings. Pedestrians and local residents will be impacted positively in that there will be a reduced risk of collision between vehicles and pedestrians.
- 4.16 Cyclists will not be negatively affected in terms of access as they will continue to be permitted to travel through the traffic filters. Cyclists using the area will be positively impacted as there will be a lower chance of encountering speeding motor vehicles along the street due to the introduction of the build outs, the raised junction and the overall greener environment.
- 4.17 Pedestrians including vulnerable road users such as wheelchair users, pram users and children travelling to and from school will be impacted positively on the residential roads as there is an expected lower risk of speeding traffic and associated traffic collisions. The improved pedestrian crossings would also be a benefit.

5.0 Equalities Impact Assessment (EQIA)

- 5.1 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.
- 5.2 Equality is a fundamental part of the aims of the scheme. The Mayor of Hackney's Priorities are:
- Fairer: working and campaigning to keep Hackney a place for everyone with genuinely affordable homes, job opportunities, and excellent schools; where everyone can play a part, and where tackling inequality is at the heart of what we do.
 - Safer: making Hackney a place where everyone can feel healthy and safe, at home, at work, and on streets, parks, and estates.

- More sustainable: making Hackney an economically, and environmentally sustainable place, with strong, cohesive, and diverse communities.

5.3 In order to achieve this, our Equality Objectives, as set out in our Single Equality Scheme 2018-22 are:

- Increase prosperity for all and tackle poverty and socio-economic disadvantage.
- Tackle disadvantage and discrimination that is linked to a protected characteristic.
- Build a cohesive and inclusive borough.
- Embed preventative approaches across the Council.
- Create an inclusive and diverse workforce.

The Equality Act

5.4 Hackney Council and its delegated authority decision-makers must comply with 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.

5.5 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

5.6 The Act goes on to say “Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it 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.
- 5.7 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
- tackle prejudice, and
 - promote understanding”
- 5.8 This section has also given consideration to people experiencing or at risk of poverty, as although this is not a protected group, it is a strong component of Council priority.

Links between Equality and Traffic Management

- 5.9 A full analysis has been done in which knowledge about protected groups and their travel patterns has been examined from a variety of sources. This in particular considers what will be the general impact of a scheme that reduces car use on the majority of streets with some potential increase on others. 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, appear to 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.
 - 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 have a car. This should be considered when appraising the impact on any group.
 - The overall impact is almost certainly in every case going to be positive for the whole population and will, if anything, be disproportionately beneficial to people with protected characteristics.

- 5.10 These summaries of the available data have been used as an integral part of the design process in establishing the overall objectives of the scheme. The proposals are designed to benefit the majority of people in all user groups whilst minimising any disadvantage, especially to those groups who are protected by the Equality act.

Area-Specific Data

- 5.11 The next sections consider whether a variation at the detailed level is necessary for this particular scheme.
- 5.12 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.
- 5.13 Key Characteristics are as shown in the box below:

- Hackney Central Ward lies in the centre of Hackney. At the time of the 2011 Census it was home to 12,381 people.
- The Town Hall, Hackney Empire and Hackney Picturehouse are located along Mare St, its main thoroughfare.
- Hackney Central's population has a greater proportion of adults aged 25-59 and fewer children than Hackney as a whole. It has proportionately more Black or Black British residents than the Hackney average.
- The ward has a greater proportion of multi-adult and lone parent households but fewer couples with children than Hackney as a whole.
- In 2011, over half of households in Hackney Central live in social rented housing.
- Hackney Central's economic and social profiles show just over 40% of adults have degree-level qualifications or higher, but unemployment is above the borough average. Over 60% of the working-age population is in work.
- Residents of Hackney Central report poorer levels of health than the borough average.

- 5.14 Full information on the ward in 2016 is available here <https://hackney.gov.uk/hackney-ward-profiles> which includes the following summary graphic reproduced here as **Figure 10**.

Figure 10 - Joint Strategic Health Assessment needs for Hackney Central



5.15 This confirms the need to consider health, social and economic conditions. 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 principal intended objectives.

EQIA Summary Table

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

Protected Characteristic					
Disability	Pregnancy & Maternity	Age	Religion & Belief	Gender	Race & Ethnicity
P	P	P	P	P	P
Positive	<p>The scheme would provide improved pedestrian facilities with narrower carriageway width, making it safer to cross the road.</p> <p>The proposals would encourage more people switching from private car use to walking or cycling with the associated health benefits.</p> <p>Rain gardens are designed to capture surface water to prevent surface flooding and overloading of the sewer system as this area is classified as medium and high risk of surface water flooding.</p> <p>The planting and trees within the proposed rain gardens would enhance the public realm and help improve air quality.</p> <p>The rain gardens would increase the distance between pedestrians and moving traffic, reducing their exposure to tailpipe emissions.</p> <p>Air quality, flooding prevention and road safety improvements are beneficial to all protected groups.</p>				
Adverse	<p>As part of the proposals, the removal of six parking spaces is necessary to introduce the new rain gardens. This would affect a number of residents who need to park their cars.</p>				
Comments	<p>Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified without intrusive household data.</p> <p>The Council believes that the benefits introduced by this scheme outweigh the negative impact. The removal of parking would help to encourage more people to switch to more sustainable modes of transport, helping to improve air quality and people's health. 70% of Hackney residents do not own a car. They rely on walking, cycling and public transport for travel.</p> <p>Improving road safety, the environment and measures that achieve better air quality benefits the majority of people living or working in, or passing through the area.</p> <p>Overall it is believed that the scheme is beneficial in terms of equalities. Walking and cycling enhancements and air quality improvements have benefits for all protected groups.</p>				

	<p>The proposals should be seen as part of a package of measures in the local area that aim to achieve the same policy goals and scheme objectives, especially in terms of promoting a modal shift towards active travel and improving local air quality.</p>
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6.0 Legal implications

- 6.1 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 not require the making of new Traffic Management Orders (TMO).
- 6.2 Statutory consultation as part of the TMO process is required to permanently change orders that affect the function of a road or any waiting and loading restrictions. In this case, the introduction of double yellow lines to replace six parking bays would require statutory consultation. In addition, the adjustment of existing double yellow lines to match the new buildouts need to be amended on the map database.
- 6.3 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. The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made. Any subsequent objections received during the consultation period would need to be resolved prior to scheme implementation.

7.0 Authority to make decisions

- 7.1 The scheme of delegation for Climate, Homes and Economy, delegation for making permanent orders under s.6 of the Road Traffic Regulation Act (RTRA 1984) falls under: 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 Assistant Director, Streetscene .

7.2 The Assistant Director, Streetscene would use his delegated powers to take forward the scheme.

8.0 Financial implications

8.1 The Wayland Avenue, Sandringham Road and Sigdon Road scheme would be funded by The Green and Healthy Streets Programme budget, funded by the Mayor of London. There is an allocation of £350K for implementation of this scheme.

8.2 Maintenance costs will be added to the Council's maintenance budget.

9.0 Recommendations

9.1 75.6% of people who responded to this consultation supported the proposals and 16.3% of the respondents did not support the proposals. These results include all the online responses to the end of the consultation period up to 15 September 2023. The changes proposed at Wayland Avenue, Sandringham Road and Sigdon Road would provide a number of benefits as described in section 4.0 and the officer's responses in section 3.

It is recommended that the Assistant Director, Streetscene :

9.2 Use his delegated powers to agree that the Council proceeds with the proposals for Wayland Avenue, Sandringham Road and Sigdon Road as detailed in this report.

9.3 Approves the replacement of the existing planters (LTNs) at Wayland Avenue using permanent rain gardens to make it more pleasant and improve the look and feel of the environment.

10.0 Approval

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

Signed



Dated 10/11/2023

Tyler Linton - Assistant Director, Streetscene

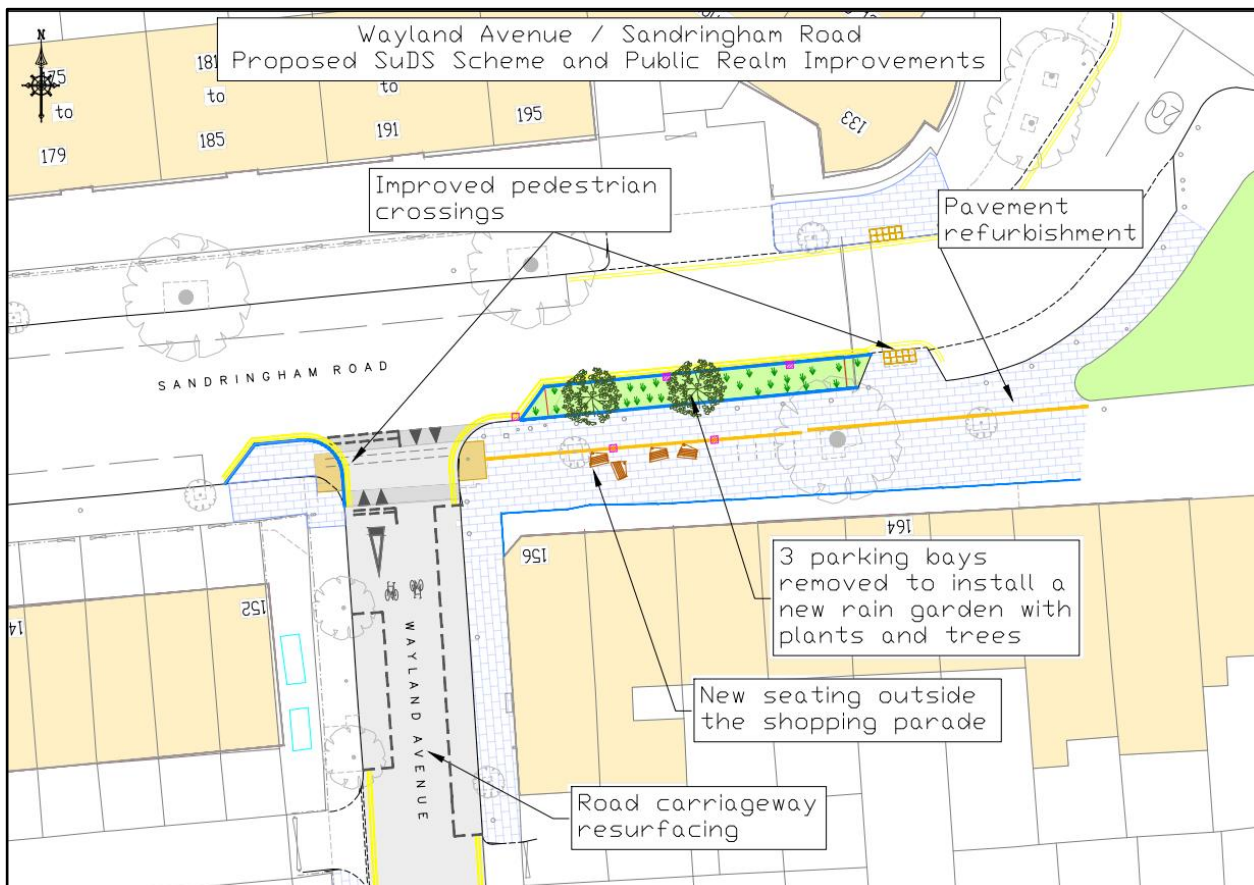
cc Mete Coban - Cabinet Member for Energy, Waste, Transport and Public Realm

cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

Appendix 1 - Wayland Avenue, Sandringham Road and Sigdon Road - Green and Healthy Streets proposals

Wayland Avenue and Sandringham Road - Green and Healthy Streets proposals



Wayland Avenue and Sigdon Road - Green and Healthy Streets proposals

