

DELEGATED POWERS DECISION

STREETSCENE SERVICE, CLIMATE, HOMES AND ECONOMY Whiston Road Traffic Calming Measures

AGREE TO PROCEED WITH:

- 1.0 Statutory consultation for the introduction of a camera enforced bus gate at the Whiston Road / Hay Street junction with 24 hour operational times and exemptions for emergency service vehicles on duty, the police, pedal cyclists, HAC01 permit holders and Council refuse collection vehicles.
- 2.0 Statutory consultation for the introduction of a camera enforced traffic filter at the Dove Row / Goldsmith's Row junction with exemptions for emergency service vehicles on duty, the police, pedal cyclists and Council refuse collection vehicles.
- 3.0 Advertising Statutory Notices for the various traffic calming measures to be introduced at Whiston Road between Pritchard's Road and Kingsland Road.
- 4.0 Implementing traffic flow and speed reducing measures at Whiston Road subject to successful junction capacity studies and availability of further funding.
- 5.0 Replacing the southbound ahead and left turning lane at the Queensbridge Road / Whiston Road junction with a cycle taper subject to successful junction capacity studies at the Queensbridge Road / Whiston Road junction.

REASONS

The proposals will help:

- improve road safety on residential roads by introducing measures that will reduce traffic speeds and encourage more sustainable modes of transport including walking and cycling to help make Hackney a greener and safer borough for all road users.
- improve air quality by reducing the volume of through traffic using residential roads to get to destinations outside of the borough and the air and noise pollution they cause thereby creating liveable neighbourhoods where residents live a healthier, greener lifestyle without the fear of encountering high traffic volumes.

1.0 BACKGROUND

- 1.1 Whiston Road is a residential road located between the A10 and Pritchard's Road.
- 1.2 It is 7.2 metres wide between Queensbridge Road and Pritchard's Road and 9.7 metres wide between Kingsland Road and Queensbridge Road with on-street parking. and flat top road humps for traffic calming.
- 1.3 It is a bus route for R394 with an average of 9500 vehicles / day including buses and pedal cyclists.
- 1.4 The introduction of the London Fields Low Traffic Neighbourhood (LTN) in 2020 saw traffic at Whiston Road increase by 55% between Kingsland Road and Queensbridge Road.
- 1.5 Finding solutions to address this increase in traffic flows was recommended in **Table 17: Proposals and Recommendations for each location** of the London Fields Delegated Powers Decision 2022¹.
- 1.6 Although Whiston Road is traffic calmed using flat top road humps and average traffic speeds are generally below the 20mph speed limit, some drivers are still exceeding the average speed limit.
- 1.7 Between 2019 and 2023, 30 collisions were recorded resulting in 24 slight injuries, five serious injuries and one fatality.
- 1.8 **Figure 1.1** shows the location plan for Whiston Road.

¹  London Fields LTN - Signed Delegated Report.pdf

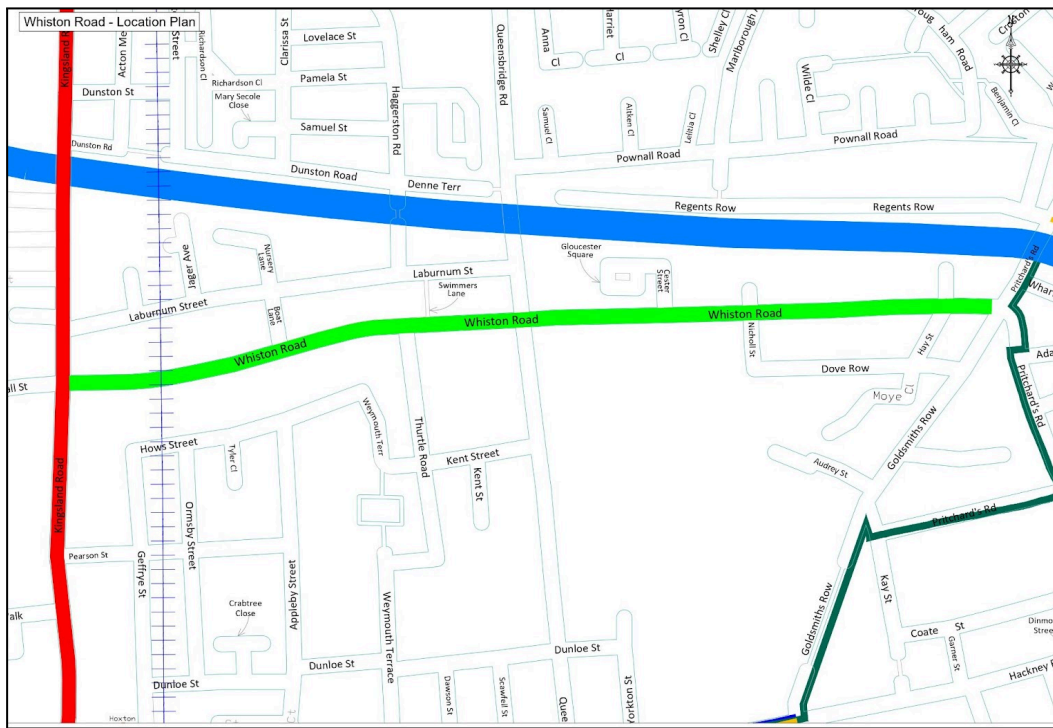


Figure 1.1 showing the location plan for Whiston Road

The proposed traffic flow reduction measures at Whiston Road

1.9 The proposed traffic flow reduction measures at Whiston Road include:

1.9.1 Installing a raised entry table at the Pritchard's Road / Whiston Road junction with a bus gate at the Whiston Road / Hay Street junction with 24 hour operational times and exemptions for emergency service vehicles on duty, the police, pedal cyclists, HAC01 permit holders and Council refuse collection vehicles.

1.9.2 The eastbound bus gate will be introduced immediately, however the westbound one will only be implemented after carrying out junction capacity studies to determine the impact of the westbound bus gate on traffic flows at the junction.

1.9.3 Installing kerb build outs and refurbishing the pavements at the existing raised zebra crossings at Whiston Estate and Nicholl Terrace

The proposed traffic flow reduction measures at Dove Row

1.9.4 Installing a raised entry table with a camera enforced restriction for motorised traffic in both directions at the Dove Row / Goldsmith's Row junction with exemptions for emergency service vehicles on duty, the police, pedal cyclists and Council refuse collection

vehicles..

1.9.5 Refurbishing the pavements and installing kerb build outs and blended pedestrian crossing using standard paving materials.

1.9.6 The existing school street at Dove Row will not be affected by the road closure.

The proposed speed reduction measures at Whiston Road

1.10 The proposed speed reduction measures at Whiston Road include:

1.10.1 Installing kerb build-outs on the existing zebra crossings to reduce the road width and help with traffic calming.

1.10.2 Installing raised junction tables at the Boat Lane and Hebden Street junctions to help with traffic calming.

1.10.3 Replacing the existing speed cushions near the A10 with a flat top road hump in line with the existing traffic calming on the rest of the road.

Potential Alternatives considered and rejected

1.11 As part of the decision process regarding the reduction of traffic flows at Whiston Road, several alternatives were considered and rejected including:

1.11.1 The installation of cycle lanes in one or both directions at Whiston Road, as the road is too narrow between Queensbridge Road and Pritchard's Road and would require the removal of more than sixty parking spaces between Kingsland Road and Queensbridge Road.

1.11.2 The installation of a left turning restriction at the Queensbridge Road / Hackney Road junction, as this is on a diversion route for the Lansdowne Drive bus gate.

1.11.3 Installing a right turn restriction from Whiston Road onto Queensbridge Road south, as this would require a similar restriction at Laburnum Road where a school is located.

1.12 These alternatives were constructed based on a combination of technical options and suggestions made by stakeholders and included the following:

1.13 *A 'do nothing' approach / Leave the road as it is.*

1.13.1 This option was considered but rejected because the existing traffic flows are too high for a residential road such as Whiston Road.

1.13.2 Leaving through traffic to use Whiston Road is detrimental to the well being of the local residents who have to live with large volumes of through traffic that has got nothing to do with them.

2.0 POLICY CONTEXT

Hackney Transport Strategy 2015-2025

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.

2.3 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.

2.4 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.

- 2.5 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.
- 2.6 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.
- 2.7 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

- 2.8 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents.
- 2.9 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 change and will continue to seek innovative ways to do this.
- 2.10 Any investment from available sources in road safety will be priority based and data led.
- 2.11 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.
- 2.12 Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely.
- 2.13 This Road Safety Plan outlines some of the more successful initiatives undertaken by the Council to date.

Cycling Plan

- 2.14 The Scheme should help to encourage cycling, which would align

generally with Hackney's Transport Strategy.

- 2.15 Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths.
- 2.16 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.
- 2.17 Reducing the dominance of the private vehicle will contribute to achieving this aspiration.
- 2.18 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.

The London Cycling Design Standards²

- 2.19 Transport for London have issued guidelines for developing and implementing cycling improvements across London. They set out requirements and guidance for the design of cycle-friendly streets and spaces.
- 2.20 They are used by those who shape the environment through planning and street design as well as engineers designing cycle-specific infrastructure.
- 2.21 The guidelines include the following:
 - Design Requirements.
 - Guiding Principles.
 - Levels of Service for Cycling.
 - Junctions and Crossings.
 - Construction Requirements.

² <https://content.tfl.gov.uk/lcnds-chapter1-designrequirements.pdf>

- Cycle Parking.

2.22 The Other documents in the TfL's Streetscape Toolkit include:

- Streetscape Guidance.
- London Pedestrian Design Guidance.
- Accessible Bus Stop Design Guidance.
- Kerbside Loading Guidance.

Climate Emergency Declaration

2.23 Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040, which is ten years earlier than the target set by the government. When the Council made our commitment, we resolved to:

- tell the truth about the climate emergency we face and 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 and 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 and 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 and 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 and work with other local governments (in the UK and internationally) to discover the best methods to limit climate change and put them into practice.

Network for Hackney Resident Companion e-badge Holders

- 2.24 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](#).

3.0 PUBLIC ENGAGEMENT AND CONSULTATION

Stakeholder Consultation

- 3.1 Consultation with Hackney Stakeholders such as London Cycling Campaign in Hackney (LCCiH), The Royal Institute of the Blind (RNIB), Living Streets in Hackney (LSiH), The London Fire Brigade (LFB), London Ambulances (LA), Haggerston ward members, the MET Police and other stakeholders was carried out in October 2024.
- 3.2 It is noted that not all Stakeholders were able to respond to the invitation to submit comments for the scheme, however the Council is aware of their more general concerns as these are discussed across a variety of schemes over time and the principles incorporated into ongoing design work.
- 3.3 **Table 3.1** shows the comments submitted by the stakeholders and the officers response

**Whiston Road Traffic Calming
Stakeholder Consultation October 2024**

Stakeholder	Comments	LBH Officer's Comments
<p>London Cycling Campaign in Hackney</p>	<p>We are pleased to see these measures being brought forward.</p> <p>We are also pleased to see that the restrictions are planned to apply on a 24 hour basis. Both phases will need to be implemented for the full value of the scheme to be realised.</p> <p>The 24-hour bus gate will likely mean that some drivers will choose to use the Pownall Road > Trederwen Road > Westgate Street cut through as that is open from 7pm onwards. We therefore ask that the traffic through the Lansdowne Drive bus gate is monitored for increased traffic outside of the bus gate operating hours,</p> <p>We appreciate that traffic calming introduced with this scheme will be of the kerb-to-kerb, "raised table" variety, including replacing existing speed cushions.</p> <p>We appreciate that the Queensbridge Road / Whiston Road junction is to be reviewed again once the Whiston Road bus gate is introduced and bedded in. Perhaps the possibility of introducing a right turn ban could be considered at the junction, thus simplifying the whole junction.</p> <p>Overall, we are very supportive of the Whiston Road bus gate.</p>	<p>The second phase is subject to further funding and junction capacity studies which will be carried out after the implementation of the first phase</p> <p>Traffic studies to determine the impacts of the improvements will be carried out once the proposals have been implemented and any negative impacts of the improvements will be investigated</p> <p>We will investigate the possibility of a right turn ban at the junction as part of the investigations</p>

<p>Environmental Projects (Land, Water, Air)</p>	<p>I don't raise any objection to the raised table/kerb buildout parts of the scheme and it is unlikely they will lead to an adverse impact on air quality.</p> <p>In addition, kerb buildouts have an additional benefit of increasing distances of pedestrians from the kerbside which reduces exposure to higher levels of air pollution from the carriageway.</p> <p>It is unlikely the bus gate implementations <i>in and of themselves</i> will give rise to adverse impacts on air quality. The junction of Whiston Road with Pritchard's Row etc. tends to experience relatively low levels of traffic/queuing, and the junction itself is wide and open which prevents build up of pollution.</p> <p>However, I would be interested to understand the rationale for adding the left turn ban for SB traffic of Queensbridge Road at Hackney Road. This would suggest the following two outcomes for traffic travelling eastbound:</p> <ul style="list-style-type: none"> ● Traffic will turn right at the junction and use minor roads on the south side of Hackney Road in LB Tower Hamlets (Ravenscroft Rd, Shipton St, Horatio St) to continue their journey EB on Hackney Road ● Traffic must travel north to Graham Road and then via Mare Street to make their journey 	<p>The proposal for a left turn ban at the Queensbridge Road / Hackney Road junction was withdrawn as it was on the diversion route of the Lansdowne Drive bus gate</p>
<p>London Ambulances</p>	<p>Like all changes to road layouts and traffic management schemes, introduction of speed humps have the potential to delay our response to or conveyance to hospital of our most critically ill and injured patients.</p> <p>Speed cushions also increase pain and discomfort to vulnerable and frail patients in the back of ambulances and increase the wear and tear on our fleet.</p> <p>Could I confirm the width of the carriageway at locations where the zebra crossings are being installed as they seem to be very narrow?</p>	<p>The existing speed cushions will be replaced with the more environmentally flat top road humps. Round top road humps or sinusoidal road humps can not be used on this road as it is a bus route.</p> <p>The width of the road was confirmed to be 6.0 metres</p>

	<p>We would not support the closure of Dove Row @ Goldsmith Row with any form of bollards – flexible bollards are not differentiated from fixed bollards resulting in crews diverting around the closure adding delays to response times or conveyances to hospital. We would request the model filter be camera enforced with no bollards introduced. In addition flexible bollards have not worked at multiple locations across London and have since been removed due to vandalism.</p> <p>The planned closure of Dove Row would lead to long diversions for crews down small roads like Hey Street which is really narrow and not really suitable for emergency vehicles.</p> <p>Could we kindly request that the correct exemptions for the camera enforced bus gate traffic order include the following words please</p> <p>“Exemptions apply to any vehicle being used for Police, Ambulance or Fire purposes”.</p>	<p>This recommendation has been taken on board and a camera enforced traffic filter will be installed at the Dove Row / Goldsmith’s Row junction instead of fixed and lockable bollards.</p> <p>The correct exemptions will be used when advertising the traffic orders</p>
Hackney Group at Living Streets	No response received	
RNIB	No current contact in place	
Transport for London Busses	We will require dispensations for our network traffic controller vans who close bus stops and put in bus diversions for the bus gates when there are put in	This issue is still being investigated.
Parking Services	<p>Overall, really good. The only place where I found it difficult to follow what was being presented was the collision statistics.</p> <p>The items in the table are in a different order to the items in the key, which made it harder for me to understand what the figures meant.</p>	A key was included as part of the table
The MET Police	<p>I have reviewed the planned alterations and the MPS have no objection to the proposed scheme, but I have the following two queries:</p> <p>1) The proposed closure of Dove Row with Goldsmith Row indicates the use of bollards – has the use non-physical</p>	This recommendation has been taken on board and a camera enforced traffic filter

	<p>features such as signage & ANPR enforcement been considered, as this would maintain immediate access for emergency services, and may discourage the use of Dove Row as a “rat-run” for powered two-wheelers?</p> <p>2) Does the council propose to use red coloured tactile paving at the zebra-crossings, and buff coloured at all uncontrolled crossing points, in order to meet current guidelines?</p>	<p>will be installed at the Dove Row / Goldsmith’s Row junction instead of fixed and lockable bollards.</p> <p>In Hackney, red and buff coloured tactile paving blocks are not used opting for the grey coloured ones for both formal and informal crossings</p>
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Table 3.1 showing the comments submitted by the stakeholders and Council officers response

Public Consultation

- 3.4 The public consultation for the proposals at Whiston Road ran from 13 December 2024 to 16 January 2025
- 3.5 2900 public consultation leaflets were distributed in the Whiston Road area of Haggerston ward.
- 3.6 **Figure 3.1** shows the area of distribution covered by the public consultation for Whiston Road proposals

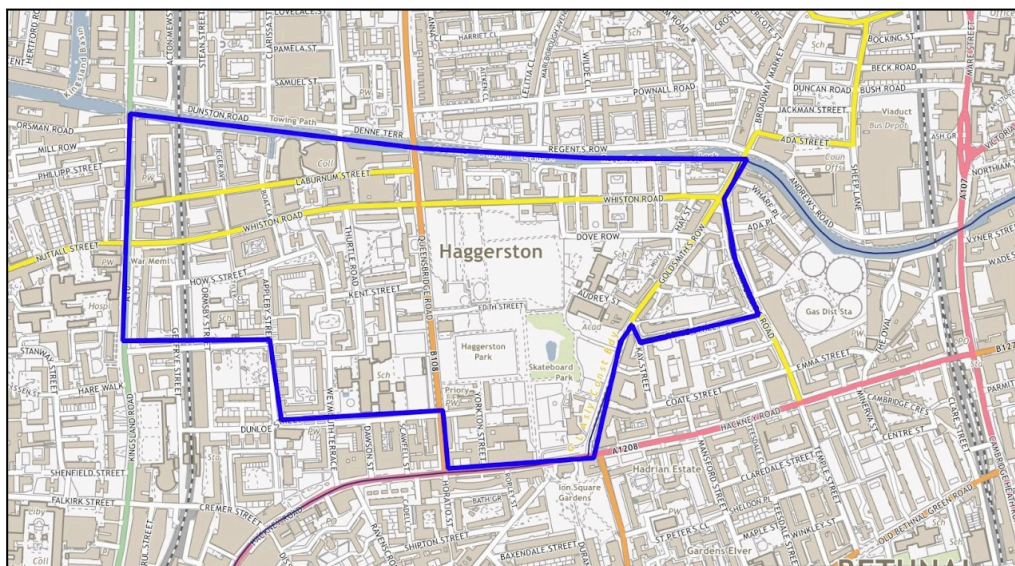


Figure 3.1 showing the area of distribution for the Whiston Road improvements

- 3.7 The consultation document was uploaded on the Council’s Citizen Space Webpage and residents could submit their comments by using the online service, by post or by email.
- 3.8 All responses received by post or submitted online were allocated a unique reference for purposes of analysis.
- 3.9 A copy of the consultation document is included as **Appendix I** of this document.

Results of the public consultation

- 3.10 336 responses were submitted online or by post and 1 email was submitted to streetscene.consultations@hackney.gov.uk giving a response rate of 11.6%.
- 3.11 Two duplicate responses were received and were therefore not considered.
- 3.12 Of the two duplicate responses, one strongly agreed and the second strongly disagreed and this reduced the total of responses received to 334.
- 3.13 Of the 334 responses received 54% agreed or strongly agreed with the proposals, 41% did not and 5% did not answer or were not sure.
- 3.14 A summary of the consultation results is shown on **table 3.2 and figure 3.2**

Option	Total	Percent
Strongly agree	144	43%
Agree	37	11%
Disagree	15	5%
Strongly disagree	120	36%
Not sure	14	4%
Not Answered	4	1%

Table 3.2 showing the results of the public consultation at Whiston Road as of 28 January 2025

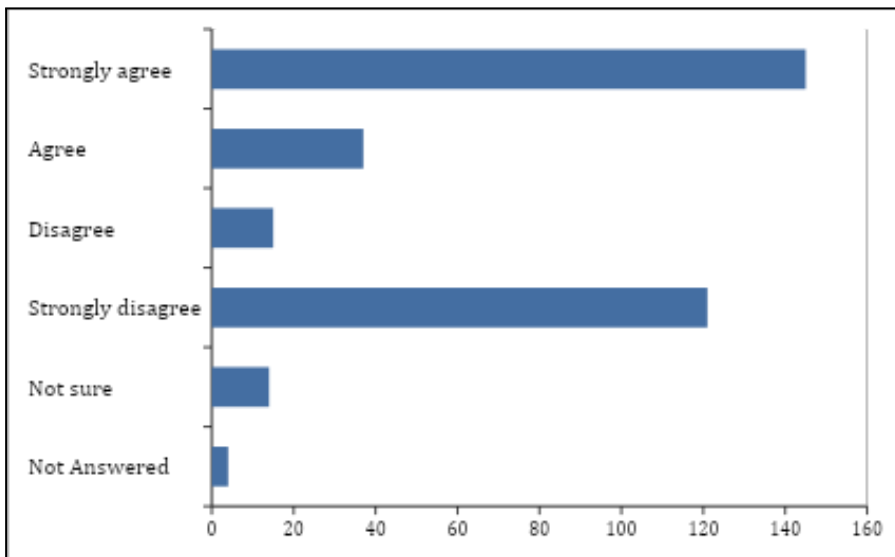


Figure 3.2 showing the results of the public consultation at Whiston Road as of 28 January 2025

- 3.15 In addition, 67.2% of the respondents supported our ambition to create a greener, healthier Hackney by supporting people to walk, use public transport, cycle locally, and to improve the public realm.
- 3.16 Of the 334 responses received, 247 had comments on them and 89 did not.
- 3.17 Of the 89 responses that did not have comments, 66 agreed or strongly agreed with the proposals, 7 did not answer or were not sure and 16 disagreed or strongly disagreed.
- 3.18 The comments were classified into 13 categories and expressed as a percentage of the total responses received.
- 3.19 **Table 3.2** shows the comments, total and percentages of total responses

Item	Theme	Total	%age
1	Brilliant, great, welcome, long overdue, add more measures, plant more trees	90	27%
2	Reference to surrounding network - Hackney Road, Queensbridge Road, Laburnum St, Dove Row	76	23%
3	Reference to noise and air pollution, congestion	50	15%
4	Reference to road safety for pedestrians and cyclists, safety after dark, cyclists collisions	49	15%

5	Bus gate; 24 hour operational times, locations, enforcement	43	13%
6	Not required, waste of money, money making using tax payers money	38	11%
7	ANPR, Accessibility for local residents, deliveries,	29	9%
8	Longer journey times, rerouting issues, flexibility of travel	29	9%
9	Reference to the disabled and need to drive regularly, taxi access for disabled, the elderly	20	6%
10	Car needed for work purposes	19	6%
11	Extents of consultation, consultation issues	19	6%
12	Will make life more difficult, make things worse	19	6%
13	More cycle lanes / ped improvements required	14	4%

Table 3.2 showing the the comments, total and percentages of total responses

Analysis of the comments by theme

- 3.20 The themes mentioned in **Table 3.2** were analysed and comments were made in response to each theme.
- 3.21 Illustrative comments for each theme are shown in the following text box followed by the Council's comments on the issues.

THEME 1: BRILLIANT, GREAT, WELCOME, LONG OVERDUE, ADD MORE MEASURES, PLANT MORE TREES

- 3.22 This was one of the most frequent themes cited by 90 people or 27% of all respondents.
- 3.23 Illustrative comments received on this theme are shown in text boxes followed by the Council's response.

I think this is brilliant, it will make driving to/from my home more difficult but I'm more than happy to contend with that in order to make the street safer. I find it scary travelling along Whiston Road with my two young children on foot or bike so this is hugely welcomed!

Hackney Comments:

- 3.24 It is widely accepted that the negative impacts of driving longer to get home are far outweighed by the benefits of reduced traffic flows, noise and air pollution.

This is a good scheme and it is good to see the council proposing a 24/7 traffic restriction. Additionally, it would also be good for the council to remove through traffic from the western section of Whiston Rd, between the A10 and Queensbridge Road.

Hackney Comments:

- 3.25 The western section of Whiston Road between the A10 and Queensbridge Road has been kept open in order to keep access for local residents who would otherwise have to use even longer diversion routes.
- 3.26 The introduction of the bus gate in both directions at the Pritchard's Road / Whiston Road junction should reduce the volume of traffic flows using this section of Whiston Road.
- 3.27 If this becomes an issue, the Council will carry out further investigations and implement appropriate measures to stop any increases in traffic flows on this section of Whiston Road.

This is absolutely brilliant and much overdue. Whiston Road has been a dangerous rat run for too long and the council must proceed with these proposals, including the eastbound bus gate. This will make it safe for people to cycle and make it much safer and more comfortable for people to walk too.

Hackney Comments:

- 3.28 This is one one of the major objectives of implementing this scheme.

THEME 2: REFERENCE TO SURROUNDING NETWORK - HACKNEY ROAD, QUEENSBRIDGE ROAD, LABURNUM ST, DOVE ROW

- 3.29 This theme received comments from 76 people or 23% of the respondents.
- 3.30 The following illustrative comments were received on this theme:

Hackney Road wont be able to cope with the extra 9500 vehicles a day. Please take necessary measures to free up Hackney road traffic before calming Whiston road. I live on Whiston Road and really welcome this proposal. Long overdue

Hackney Response:

- 3.31 A 24/7 bus gate at Whiston Road will not result in all traffic rerouting to Hackney Road as some of the through traffic will stop using the borough roads all together through traffic evaporation, however some local traffic will still use Hackney Road for access and as part of a diversion route.
- 3.32 A more holistic approach to tackle traffic flows on main roads is currently being developed as part of the Main Roads Strategy. (available here <https://hackney.gov.uk/transport-in-hackney>). As part of this the conditions on alternative routes will be carefully monitored and brought forward for remedial action if necessary.
- 3.33 Dealing with traffic flows on residential roads is however the first stage in reorganising the hierarchy of traffic flows in the borough.
- 3.34 Traffic calming without the bus gates will not remove the disbenefits of high air and noise pollution that result from high traffic flows.
- 3.35 Access for local residents will not be affected by these changes although it means that journey times could be longer.

This scheme looks like it will make the surrounding streets safer for Sebright families. But the traffic that used to use Whiston Road to get to and from Kingsland/Queensbridge Road will have to go somewhere. I wonder where...Funneled down to Hackney Road instead?

Hackney Response:

- 3.36 The response to this concern is as mentioned before in points 3.31 - 3.35 of this report.

Making these changes to Whiston Road will seriously impact the surrounding roads yet again, there are already seriously impacted by other changes in the local area, I don't oppose ideas for traffic calming but to close it altogether will be have a serious impact on the surrounding area

Hackney Road already takes the brunt of all traffic restricted by other routes already cut off by your measures. This plan will lead to greater build up, more idling traffic and slower bus commutes that use Hackney Road.

Hackney Response:

- 3.37 The response to this concern is as mentioned before in points 3.31 - 3.35 of this report.

THEME 3: REFERENCE TO NOISE AND AIR POLLUTION, CONGESTION

3.38 Comments on this theme were received from 50 people or 15% of all respondents.

3.39 Illustrative comments received on this theme include:

As a resident, I would like the air to be cleaner, and have enough room and feel safe to cycle and walk in the area.

Hackney Response:

3.40 A reduction in traffic flows at Whiston Road means a reduction in noise and fumes produced by passing traffic and this will result in cleaner air and a less intimidating environment.

I completely understand that London is making a push to become a clean and green city however, the introduction of restrictions not allowing motor vehicles into side roads only encourages more congestion on the main roads which consequently increases pollution drastically on main high streets. This affects not only pedestrians walking but the people in the cars which are sitting idle in traffic.

Hackney Response:


3.41 Although the implementation of Low Traffic Neighbourhoods has been successful in reducing traffic flows on residential roads, a different approach is required to reduce traffic flows on the Major Road Network in Hackney. There is no evidence that air quality has worsened as a result of Low Traffic Neighbourhoods.

3.42 The Main Roads Strategy³ sets out the Council's existing plans to be delivered up to 2026 and the strategic focus areas that are needed to create the pathway towards a healthier, greener and ultimately happier Hackney.

It would be great to acknowledge the impacts of noise pollution by vehicles which seems to be totally ignored - the physical health impacts of very noisy vehicles eg motorbikes and those with modified engines has been well studied and proven to be detrimental.

Hackney Response:

3.43 The impacts of road traffic on air quality is well monitored in Hackney including the Whiston Road area.

³  Main roads in Hackney - technical note for 2023 to 2026.pdf

- 3.44 An air quality monitoring station is located at the Whiston Road / Queensbridge Road junction.
- 3.45 The latest map included as **figure 3.3** shows that readings at the Whiston Road / Queensbridge Road junction (the location with the highest traffic flows for Whiston Road) are way below the maximum permissible NO₂ level of 44ug/m³ at 20 - 29 mg/m³.

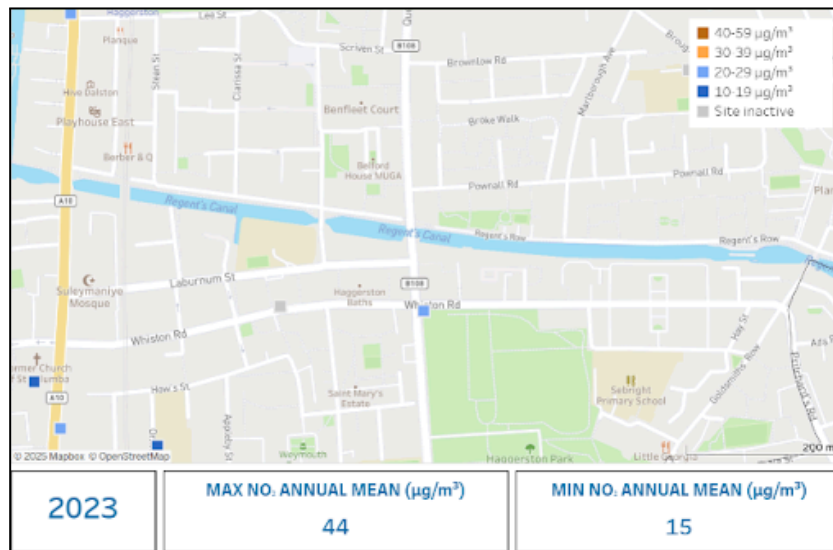


Figure 3.3 showing the latest annual average readings at the Whiston Road / Queensbridge Road

THEME 4: REFERENCE TO ROAD SAFETY FOR PEDESTRIANS AND CYCLISTS, SAFETY AFTER DARK, CYCLISTS COLLISIONS

- 3.46 Comments on this theme were received from 49 people or 15% of all respondents.
- 3.47 The following are illustrative comments received on this theme:

I think this is a much needed safety improvement. I have had near misses here caused by speeding cars and I'm scared for my kids' safety when they walk and cycle in this area

Hackney Response:

- 3.48 The proposals, when fully implemented, will change the functionality of the road from a local distributor to a residential road where pedestrians and pedal cyclists feel safe and are able to take up outdoor activities such as walking and cycling.

This is absolutely brilliant and much overdue. Whiston Road has been a dangerous rat run for too long and the council must proceed with these proposals, including the eastbound bus gate. This will make it safe for people to cycle and make it much safer and more comfortable for people to walk too.

Hackney Response:

3.49 As in point 3.48

This is a great idea and I fully support it. Reducing traffic volume in and around the Whiston road - Pritchards road junction will make getting around safer and make the whole area much more livable, less polluted and less noisy.

Hackney Response:

3.50 As in point 3.48

THEME 5: BUS GATE, 24 HOUR OPERATIONAL TIMES, LOCATIONS, ENFORCEMENT

3.51 Comments on this theme were received from 43 people or 13% of all respondents.

3.52 Illustrative comments received on this theme include:

Whiston Road connection to Hackney Road via Pritchards Road is a vital through route. The proposed bus gates at Pritchards Road are severing a main artery which is an alternative to the highly congested Queensbridge Road/Hackney Road, following previous council plans to close all roads in the area and make life difficult for residents by funnelling all traffic onto limited road -this causing slower journey times, congestion and pollution. Put traffic calming on the road, but NOT the bus gates.

Hackney Response:

3.53 Whiston Road is a residential road which currently carries over 9500 vehicles / day which is way too much for a residential road.

3.54 Through traffic that has nothing to do with local residents should be restricted to higher ranking roads which are designed to carry higher volumes of traffic.

Having a 24/7 bus gate in both directions will really help here. I actively avoid cycling down Whiston Rd at the moment as it doesn't feel safe, especially at night.

It is a great relief to see that the highway authority feels able to deal with the excess general motor traffic through this location.

More bus gates and modal filters = fewer residents seriously injured and killed.

Hackney Response:

- 3.55 A bus gate at the Pritchard's Road / Whiston Road junction will reduce traffic flows to levels where pedestrians and pedal cyclists will feel safe to walk and cycle even at night.

These plans, especially implementing a bus gate on Whiston Road will cause absolute chaos and gridlock traffic on the surrounding Roads. Traffic is already terrible without this. I am strongly against this proposal and urge you to not do this.

Hackney Response:

- 3.56 There will be an initial period of up to two / three months of instability as traffic gets used to the new changes however when traffic settles down normal traffic flows will resume.
- 3.57 Through traffic will stop using Whiston Road through traffic evaporation leaving local traffic to use the local residential road network.

THEME 6: NOT REQUIRED, WASTE OF MONEY, MONEY MAKING USING TAX PAYERS MONEY

- 3.58 This theme was cited by 38 people or 11% of all respondents.

- 3.59 Illustrative comments received on this theme include:

This and other proposals seem to be taking priority over building social housing, while everyone's tax has increased the services provided has decreased

Hackney Response:

- 3.60 Traffic calming schemes including Whiston Road are not funded from the Council's budget but are sponsored by third party organisations such as Transport for London etc and will therefore have no impact on other Council budgets such as social housing.

As you state in your proposal vehicles are travelling well below the 20mph speed limit. Therefore you need to be clearer about why you are planning on introducing a bus gate that will restrict motor vehicles - at the moment they appear to be ideological or meet your transport policy plans but have no thought about ordinary hard working people who go about their everyday business.

Average speeds are under 20mph, accidents are not on the increase, there are ample quiet cycling & walking routes parallel with Whiston Rd through Haggerston Park or down Regents Row.

Hackney Response:

- 3.61 Although the majority of drivers observe the 20mph speed limit in place at Whiston Road, some drivers go beyond the speed limit and become a danger to other road users such as pedestrians and cyclists who may not be expecting vehicles at speed in their way.
- 3.62 Speed reduction measures alone will not fully address high collision rates, noise and air pollution that are a direct result of high traffic volumes.
- 3.63 Measures that will reduce traffic flows will benefit the community more as has been demonstrated in the Richmond Road areas of the London Fields LTN where traffic flows reduced by over 80% (London Fields Key Decision).

Hackney Council - please bear in mind It is very VERY difficult to travel from East to West Hackney and no not everyone has the time or inclination to cycle or walk.

Hackney Response:

- 3.64 As long as east - west routes remain open to through traffic, traffic flows will remain high on residential roads and high rates of collisions, air and noise pollution will remain. This scheme has, however, considered the need for east-west connectivity during the planning stage.

THEME 7: ANPR, ACCESSIBILITY FOR LOCAL RESIDENTS, DELIVERIES

- 3.65 Comments on this theme were received from 29 people or 9% of all respondents.
- 3.66 Illustrative comments received on this theme include:

My daughter who is registered disabled and my granddaughter have to drive into Hackney to help me with everyday tasks, and to take or get shopping for myself, as I am a pensioner and have mobility issues and other impeding health issues which makes it impossible for me to use public transport, I have lived here for over 40 years. These traffic restrictions have made it harder and longer for my family to get to me and to do my tasks.

Hackney Response:

- 3.67 The Council acknowledges that although all properties will remain accessible by car, longer journey times may be experienced by some residents particularly those close to the restriction and may want to access services on the other side.
- 3.68 Residents with disability issues can register for the HAC - 01 permits⁴ that will allow their registered vehicle to drive through the bus gate.
- 3.69 In addition, the taxi card offers subsidised travel in licensed taxis and private hire vehicles (mini cabs) to London residents with serious mobility impairments or who are severely sight impaired.

These restrictions will impact on my access into Hackney to see my friends and neighbours and therefore I will be very reluctant to use the local shops and businesses.

Hackney Response:

- 3.70 Travel around Hackney will still be possible although it will take longer. There is no evidence that Low Traffic Neighbourhoods have been detrimental to local shops and businesses.
- 3.71 For shorter distances residents are encouraged to walk or cycle as part of a healthy plan for liveable neighbourhoods as this will leave the roads for those who need to use their cars as part of their lives.

Licensed Taxis (Black Cabs) which are a 100% wheelchair accessible fleet which are publicly hired, operating a TfL regulated metered fare subject to public consultation and are part of the public transport offer should be included in access to the proposed bus gates by way of a global exemption.

⁴ <https://hackney.gov.uk/blue-badge#ltn>

Hackney Response:

- 3.72 Taxis are not allowed to pass through traffic filters including bus gates in Hackney. This has been considered carefully to examine the potential benefits weighed against the detriment of taxis using residential areas as a shortcut. The taxi card offers subsidised travel in licensed taxis and private hire vehicles (mini cabs) to London residents with serious mobility impairments or who are severely sight impaired. Procedures are in-hand to allow legitimate taxicard journeys to have exemptions. (<https://hackney.gov.uk/low-traffic-neighbourhoods>)

THEME 8: LONGER JOURNEY TIMES, REROUTING ISSUES, FLEXIBILITY OF TRAVEL

- 3.73 Comments on this theme were received from 29 people or 9% of all respondents.
- 3.74 Illustrative comments received on this theme include:

The proposal is absolutely outrageous for the residents as it will add 20-30 minutes to the journey to get home just because of one road closure.

Hackney Response:

- 3.75 It is widely accepted that traffic filters will increase journey times for people living in the neighbourhood however the benefits of reduced traffic flows, collisions, noise and air pollution far outweigh the disbenefits of longer journey times.

People will have to travel for longer to get to where they need to go.

My journey to work used to take 10 minutes but due to LTNs and Bus gates it now takes between 30-40 minutes.

Hackney Response:

- 3.76 As in point 3.75

I believe that the proposed traffic calming measure will only create more traffic in the surrounding area, adding a significant time on journeys thus increasing time spent in vehicles, Queensbridge Rd and Hackney RD are already gridlocked because of road closures thus increasing the time cars spend in the borough as a whole.

Hackney Response:

- 3.77 As in point 3.76

THEME 9: REFERENCE TO THE DISABLED AND NEED TO DRIVE REGULARLY, TAXI ACCESS FOR DISABLED, THE ELDERLY

3.78 Comments on this theme were received from 20 people or 6% of all respondents.

3.79 Illustrative comments received on this theme include:

I am registered disabled. My family helps me with their vehicles + already struggle with the road closures + limited parking now. If this goes ahead I will be isolated completely with even more struggles to receive food shopping + mobility for my hospital appointments. Everyone like me will be negatively affected by this!

Hackney Response:

3.80 Registered disabled people can register for the HAC - 01 permits that will allow their registered vehicle to drive through the bus gate meaning that they will not be completely isolated from the rest of their family members.

3.81 In addition, the taxi card offers subsidised travel in licensed taxis and private hire vehicles (mini cabs) to London residents with serious mobility impairments or who are severely sight impaired. Taxicard journeys are exempt from the restrictions.

It wouldn't work for me as I am a very elderly man who struggles to walk around as it is with no blue badge and drive to most places like hospital and food shopping. I have bought myself a modified scooter because of all the road closers. This would make my life harder.

Hackney Response:

3.82 The restrictions do not ban the use of motorised traffic at all as people who need cars for their day to day businesses will still be able to do so although it will take them longer than usual.

3.83 Reduced traffic flows on residential roads would mean less delays on traffic reducing the overall time it takes to drive through residential roads.

Bus gate access to Hackney carriage taxis as these are publicly hired the same as buses. If taxis can't drive through the public can't put their hand out to stop them. Lots of disabled and those with mobility difficulties use taxis.

London taxis should be allowed at all times through your rubbish proposals

Hackney Response:

- 3.84 The taxi card offers subsidised travel in licensed taxis and private hire vehicles (mini cabs) to London residents with serious mobility impairments or who are severely sight impaired. Taxicard journeys are exempt. The issue of taxi access has been carefully considered and reported (see <https://hackney.gov.uk/low-traffic-neighbourhoods>)

THEME 10: CAR NEEDED FOR WORK PURPOSES, OTHER TRAFFIC RELATED ISSUES

- 3.85 Comments on this theme were received from 19 people or 6% of all respondents.

- 3.86 Illustrative comments received on this theme include:

As a driver it is already difficult to find parking and this will make it even more difficult.

Hackney Response:

- 3.87 These proposals will not have any impact on existing car parking spaces

Most drivers NEED their cars either because they work miles from where they live, need to make multiple school drop offs and to carry heavy regular shopping for a family which you can't do on a bicycle or on a bus.

Hackney Response:

- 3.88 The proposals will not stop anyone from using their cars for business or private purposes though journeys may involve longer distances. A general decrease in traffic across the area should, ultimately, make the roads more accessible for essential journeys. Able bodied people are encouraged to reduce car dependency and take up more cycling and walking activities.

I disagree strongly as people need to use their cars to get their children to school and their parents around to hospital visits.

Hackney Response:

- 3.89 As in point 3.88

*- ZEBRA CROSSINGS: We believe there should be at least 2 more zebra crossings on Whiston Road. We have to cross the street with toddlers, buggies, as most cars circulate way over 40 miles/hour.
One Zebra crossing is IMPERATIVE at the level of Hebden street, another at Swingate Lane to cover for students of the Bridge academy.*

- BIKE LANE: not sure if possible due to the parking space issues. However, most casualties involve pedal cyclists and most of us do the school run by bike with infants, toddlers on board.

Hackney Response:

- 3.90 A closer analysis will be carried out to see if additional crossing facilities are required at the proposed locations since there is already a zebra crossing at the Whiston Road / Boat Lane junction which is within 100 metres of the proposed new locations.
- 3.91 Although it is possible to install a cycle lane at Whiston Road between the A10 and Queensbridge Road, it would require the removal of more than sixty car parking spaces which does not benefit local residents.
- 3.92 The Queensbridge Road - Pritchard's Road side is too narrow for a cycle lane to be installed.

THEME 11: EXTENTS OF CONSULTATION, CONSULTATION ISSUES

- 3.93 Comments on this theme were received from 19 people or 6% of all respondents.
- 3.94 Illustrative comments received on this theme include:

Residents and locals have said no, like we said no to the other bus gate and other road closures but you will ignore all of that and push it through

Hackney Response:

- 3.95 A summary of the results of this consultation is shown on figure 3.2 and table 3.2 which shows that more than 54% agreed or strongly agreed to the proposals.

The local residents deserve a better service from Hackney Council and the results from your survey will show their objections to this proposal.

Hackney Response:

- 3.96 As in point 3.95

Many people feel that they have not been involved in any of these initiatives and that they receive a "consultation letter" when things are decided already. I believe that people need and deserve more explanation about the rationale of such initiatives and the impact, in other words honest and proper stakeholder engagement.

Hackney Response:

- 3.97 Engagement before implementing this work went beyond the statutory needs for consultation. Leaflets were sent to all households in the affected area.
- 3.98 Consultation with Hackney Stakeholders such as London Cycling Campaign in Hackney (LCCiH), The Royal Institute of the Blind (RNIB), Living Streets in Hackney (LSiH), The London Fire Brigade (LFB), London Ambulances (LA), Haggerston ward members, the MET Police and other stakeholders was carried out in October 2024. It is noted that not all Stakeholders were able to respond to the invitation to submit comments for the scheme, however the Council is aware of their more general concerns as these are discussed across a variety of schemes over time and the principles incorporated into ongoing design work.
- 3.99 **Table 3.1** shows the comments submitted by some of the stakeholders who were consulted.

THEME 12: WILL MAKE LIFE MORE DIFFICULT, MAKE THINGS WORSE

- 3.100 Comments on this theme were received from 19 people or 6% of all respondents.
- 3.101 Illustrative comments received on this theme include:

Since the Cat and Mutton bridge was closed off to traffic it has made traffic in Hackney severely worse than it was before and has added to more cars coming through Whiston Road as a result.

Hackney Response:

- 3.102 Most of the cars driving through Whiston Road are cars that do not originate in the borough nor do they end up in the borough.
- 3.103 This is because Whiston Road remains an attractive route for through traffic between the A10 and the A12.
- 3.104 In the past, temporary road closures that have been put in place at Whiston Road for roadworks have shown that traffic flows will significantly reduce if Whiston Road is closed to through traffic with minimal impacts on local residents.

- 3.105 The Council acknowledges that not everyone is able to cycle or walk and that some people will need their car for business or private usage.
- 3.106 Removing short journey trips from unnecessary local traffic and through traffic will enable those who need to use their cars to do so in a pollution free environment.

Further traffic towards Hackney Road is going to cause traffic and reduce air quality. It's only going to make it worse

Hackney Response:

- 3.107 As in points 3.105 and 3.106

THEME 13: MORE CYCLE LANES / PED IMPROVEMENTS REQUIRED

- 3.108 Comments on this theme were received from 14 people or 4% of all respondents.
- 3.109 Illustrative comments received on this theme include:

There should be a banned left turn for drivers (travelling south) from Queensbridge Road into Whiston Road so that the missing cycle lane can be reinstated.

Hackney Response:

- 3.110 The Council will investigate and implement this proposal once the traffic flows have been sufficiently reduced to allow the introduction of such a restriction without impacting local accessibility.

I would really like segregated bike lanes.

It would be great to have a dedicated cycle lane separate from cars.

Hackney Response:

- 3.111 The proposal for a cycle lane at Whiston Road was investigated and although one can be installed between the A10 and Queensbridge Road, it would require the removal of more than sixty car parking spaces which does not benefit the local residents.
- 3.112 The section between Queensbridge Road and Pritchard's Road is too narrow to install a cycle lane.

Lime bike parking on and around Whiston Road should be allowed only in dedicated cycle hire spaces. Lime bikes consistently block pavements for residents with mobility issues. We all paid for dedicated cycle hire spaces. Why are Lime Bikes still allowed to be left anywhere?

Hackney Response:

- 3.113 This proposal has been taken note of and will be investigated further for implementation.

Response by Email

- 3.114 The email in the following text box was received from a member of the public

I have received the proposals you mention. It has to be said that the quality of the consultation is very disappointing- simply repeating the same facts on a page, no indication of impact, illegible maps and essentially only an option to provide an agree/disagree answer does not constitute an effective consultation or even communication.

That aside, more worrying is that you are not addressing the issues that the council has caused by funnelling all the traffic down Whiston Rod and leading to a 55% increase of traffic on Whiston Road between the A10 and Queensbridge Road after changes in 2021.

The proposals do not seem to be related to the wider health impacts of this 'funnelling'. You seem only to be concerned with traffic calming and physical collision statistics mostly focussed in a different part of Whiston Road rather than the area that has seen the greatest increase in traffic.

There is no concern shown about the quality of life that has been reduced because of the noise the pollution the incessant use of this stretch of road as a highway for heavy good vehicles , taxis, and scooters at all times a day and night due to the fact you have made this the only east-west road open. Instead if taking a wholistic view in managing traffic flow you have taken to micro-adjustments on the road itself.

It is very very frustrating that after all this time nothing is being done to address these matters despite lots of noise coming out from government and wider health authorities, including those in Hackney about the impact of noise and sleep on things like mental health as well as physical impact of pollution.

And after all this time your only responses to the stretch of road which has seen the greatest traffic increase is to introduce more speed cushions and monitor further - all subject to more funding! Will that take another 4 years?

Given you say traffic is already in the 20mph limit, how will this help address the issues of noise and pollution by reducing volume?

As in the photos I have sent (more pictures attached) there is a continual backlog of traffic so no surprise average speeds are so low. More cushioning is just going to lead to even more traffic and pollution and a further bottleneck at the Whiston/Queensbridge Road junction which has already been turned into a danger area for cyclists after the last set of changes.

Having been assured many times that action was being taken, how is it that after waiting all this time, proposals like this are put forward? How can we as citizens living on this road, surrounded by residential buildings and schools, have any confidence in this process?

Hackney Response:

- 3.115 Thank you for your email regarding Whiston Road where we have recently consulted on proposals to reduce the volumes of through traffic using Whiston Road to get to other destinations outside of the borough. We also aim to reduce traffic speeds which are already under the existing speed limit of 20mph.
- 3.116 Hackney Transport Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.
- 3.117 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a very important objective for the Council.
- 3.118 The proposals that have been put together for Whiston Road include a 24/7 bus gate at the Pritchard's Road / Whiston Road junction which will effectively reduce traffic flows to acceptable levels and reduce noise and air pollution.
- 3.119 *There is an air monitoring station at the Whiston Road / Queensbridge Road junction. The latest map included as figure 1 shows that readings at the Whiston Road / Queensbridge Road (the location with the highest traffic flows for Whiston Road) are way below 44ug/m³ at 20 - 29 mg/m³.*

- 3.120 High traffic volumes, HGVs and congestion are the major source of air pollution from motorised traffic. Clearly 9500 vehicles per day is unacceptable for a residential road and by implementing this scheme we will be able to reduce traffic flows and pollution levels in this area to acceptable levels.
- 3.121 When the London Fields Low Traffic Neighbourhood was implemented we acknowledged that the rerouting of traffic had caused an increase of 55% on traffic flows at Whiston Road which is the reason why we are implementing this scheme to ensure that not only Whiston Road but all residential roads carry local traffic flows as should be the case.
- 3.122 We share your concerns on high traffic flows, noise and air pollution, quality of life and all the other health impacts that are a direct result of high traffic flows. Residents are very supportive of our walking and cycling strategy which includes less motorised traffic on roads to allow everyone to walk and cycle more and it has been proven that more outdoor activity is a huge health benefit.
- 3.123 We will soon be publishing the results of the public consultation that we recently carried out at Whiston Road. There is a budget in place to implement these changes if the scheme is approved and it will go a long way in changing the functionality of the road and the area. We have already received part of the budget and we have submitted bids for the remainder which we are hopeful we will receive to allow us to finish the scheme over a two year period.

4.0 IMPACT ASSESSMENTS

Impacts of the bus gate and improvements

- 4.1 An assessment of the impacts of the improvements at Whiston Road and Dove Row was made in the following areas:
- Emergency access
 - Access for local residents
 - Disabled people
 - Traffic flows / air quality / collisions
 - Surrounding network
 - Human rights
 - Children and young people
 - Bus journey times
 - Walking and Cycling

- Parking Arrangements
- Crime and disorder
- Potential Equalities

Impacts on Emergency Access

4.2 Emergency access through the bus gate at the Whiston Road / Pritchard's Road junction will be available for all emergency service vehicles, Council refuse collection vehicles, HAC-01 permit holders and taxi card holders.

4.3 Emergency access will be available for all emergency services at the Dove Row / Goldsmith's Row junction as it will be camera enforced.

4.4 **Figure 4.1** shows the available emergency access routes in the Whiston Road area.

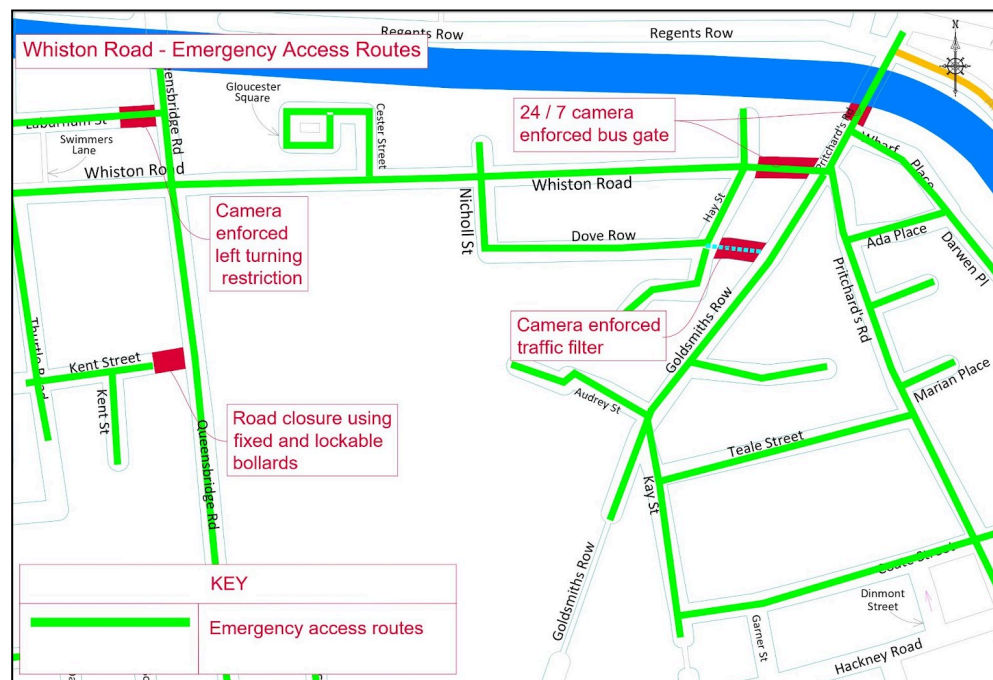


Figure 4.1 showing the available emergency access routes in the Whiston Road area.

Impacts on access for local residents

4.5 Although all properties will remain accessible by car, east - west access for local residents between Whiston Road and Pritchard's Road will not be available through the bus gate and Dove Row / Goldsmith's Junctions.

4.6 **Figure 4.2** shows the available routes in the Whiston Road area between the A10 and Mare Street.

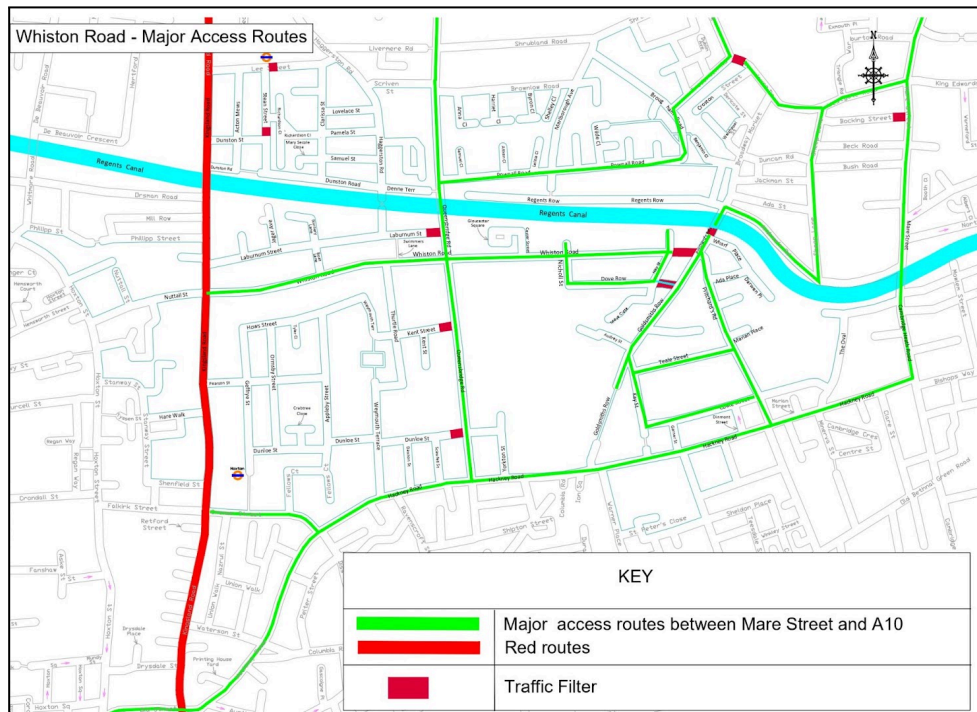


Figure 4.2 showing the major routes in the Whiston Road area between the A10 and Mare Street.

Impacts on the Disabled

- 4.7 Blue badge holders with a HAC-01 permit or London Taxicard will be able to pass through the bus gate at the Whiston Road / Pritchard's Road junction.

Impacts on traffic flows

- 4.8 A positive impact is expected at Whiston Road and Dove Row where traffic flows are expected to fall.
- 4.9 A temporary road closure at Whiston Road east of Queensbridge Road showed that traffic flows fell by 53% east of Queensbridge Road and by 30% west of Queensbridge Road however they increased by 21% at Queensbridge Road south of Whiston Road
- 4.10 **Figure 4.3** shows the changes in traffic flows for roads in the Whiston Road area when Whiston Road was closed for road works in July 2024.

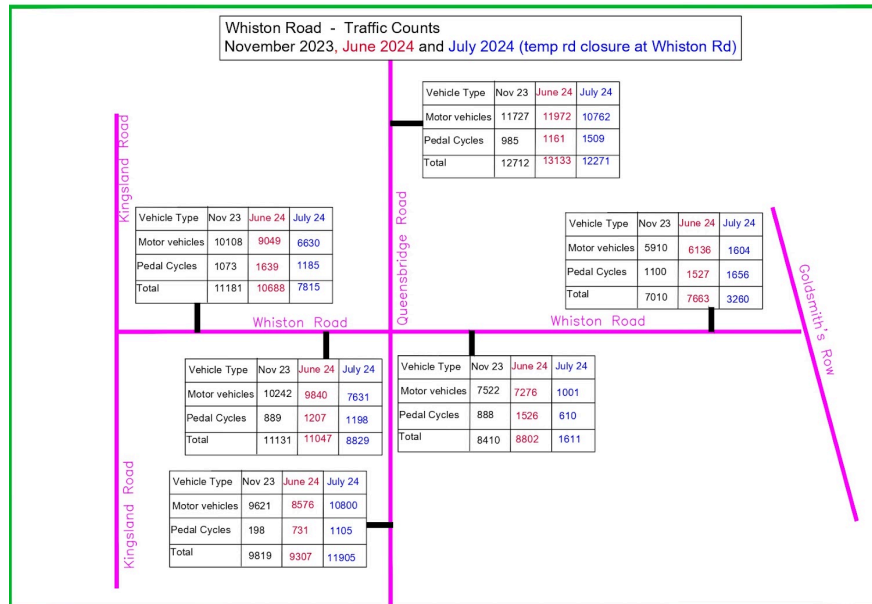


Figure 4.3 showing the traffic flows for roads in the Whiston Road area taken in 2024

- 4.11 These figures do not represent the exact changes that are expected to be achieved however they give an indication of what could be expected.

Impacts on traffic speeds

- 4.12 A reduction in traffic flows at Whiston Road could encourage some drivers to drive at speed however the traffic calming measures that will be implemented as part of these proposals should be able stop this from happening.
- 4.13 Average traffic speeds in the Whiston Road area are generally below the 20mph speed limit however some 85%ile speeds do exceed the 20mph speed limit.
- 4.14 **Figure 4.4** shows the traffic speeds for some roads in the Whiston Road area taken in 2024.

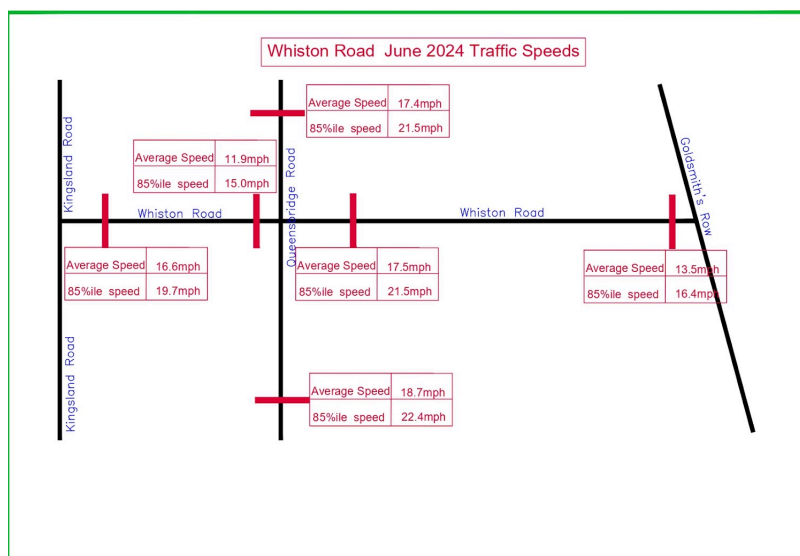


Figure 4.4 showing the traffic speeds for some roads in the Whiston Road area taken in 2024

Impact on air quality / collisions

- 4.15 A positive impact on air quality is expected at Whiston Road, Dove Row and other residential roads in the area due to a reduction in traffic flows and the resultant reduction in noise and air pollution.
- 4.16 **Figure 3.3** shows that readings at the Whiston Road / Queensbridge Road junction (the location with the highest traffic flows for Whiston Road) are way below the maximum permissible NO₂ level of 44ug/m³ at 20 - 29 mg/m³.

Impacts on human rights

- 4.17 Under the Human Rights Act 1998, the Council is under a duty not to act in a way that is incompatible with any person's Convention rights.
- 4.18 Such rights include, under Article 8(1), a right to respect for (amongst other things) private and family life.
- 4.19 Accordingly, the order may not be made if it would give rise to a breach of a person's human rights unless it is both lawful and necessary in the interests of (amongst other things) public safety, the economic well-being of the country, for the prevention of disorder or crime, for the protection of health, or for the protection of the rights and freedoms of others.
- 4.20 The proposals outlined in this document are not in any way in violation of Article 8(1) of the Human Rights Act.

Impacts on children and young people

- 4.21 Under section 11 of the Children and Families Act 2004, the Council also has a duty to make arrangements for ensuring that its functions are discharged having regard to the need to safeguard and promote the welfare of children.
- 4.22 Some children live, or attend schools or nurseries, in locations close to the proposed improvements.
- 4.23 Institutions such as the Sebright Primary School will be positively affected by the improvements.
- 4.24 The proposals will not have any impacts on the existing school street at Sebright Primary School.

Impacts on bus journey times

- 4.25 Whiston Road is a bus route for R394.
- 4.26 Bus journey times for R394 will be positively impacted by the reduction in traffic flows as delays and congestion will be reduced.

Impacts on walking and cycling

- 4.27 A reduction in traffic flows will have a positive impact on walking and cycling due to the reduction in traffic flows.
- 4.28 This will encourage the more vulnerable road user to take up more walking and cycling activities in the neighbourhood however it could be less attractive for the fewer who prefer to walk in the presence of passing traffic.
- 4.29 In general, the dangers, and perceived dangers, of walking and cycling are outweighed by its physical and mental health benefits. Regular cyclists have, on average, the fitness of someone at least ten years younger. On average, they are half as likely to suffer from heart disease, a quarter less likely to have a stroke, and will live, on average, more than two years longer.
- 4.30 In particular, for the majority of people, the benefits of physical activity in the form of walking or cycling outweigh the risks of exposure to air pollution while walking or cycling (DEFRA and Public Health England, Air Quality: A Guide for Directors of Public Health (2017)).

4.31 Indeed, as explained above, a switch from driving to cycling and walking can potentially help to reduce air pollution.

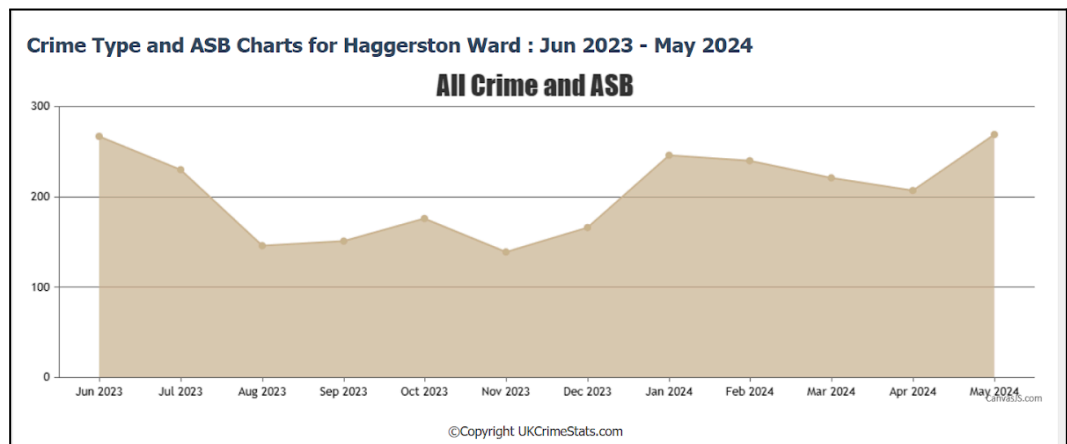
Impacts on parking arrangements

4.32 No parking arrangements will be affected by the proposals at Whiston Road and Dove Row.

Impacts on Crime and disorder

4.33 Under section 17 of the Crime and Disorder Act 1998, the Council is required to have due regard to the likely effect of its decisions, and the need for the Council to do all that it reasonably can, to prevent: crime and disorder in the borough (including anti-social and other behaviour adversely affecting the local environment); the misuse of drugs, alcohol and other substances in the borough; and reoffending in the borough.

4.34 Summary data for crime and public disorder in Haggerston from June 2023 to May 2024 is shown in figure 4.3 (from <https://www.ukcrimestats.com/Neighbourhood>)



4.35 The reduction of traffic flows at Whiston Road and Dove Row could mean a reduction in potential eyes on the road particularly at night which could create a potentially intimidating environment. However it also likely that other people walking or cycling are more approachable if a need arises.

4.36 There is ample streetlighting at Whiston Road and Dove Row and the roads are overlooked by residential housing properties.

Impacts on potential equalities

4.37 The impact of the scheme is considered in the next section.

5.0 EQUALITY IMPACT ASSESSMENTS (EQIA)

Section 149 of the Equality Act

5.1 Hackney Council and its delegated authority decision-makers must comply with to the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010)⁵, which requires us to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act.
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

with people with the following protected characteristics:

- age
- Disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

5.2 As part of our decision-making process on the proposal for this scheme, due consideration has been given to the impact on all people within a protected group as defined by the act.

5.3 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—

- 1) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.

⁵ <https://www.legislation.gov.uk/ukpga/2010/15/section/149>

- 2) 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.
 - 3) 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.
- 5.4 This section has also given consideration to people experiencing or at risk of poverty, although this is not a protected group, it is a strong component of Council priority.
- 5.5 Officers have ensured that all impacts on protected characteristics have been considered at every stage of the development of this proposal. This has involved:
- Collecting together the best possible data and evidence on each group.
 - Gaining the best possible knowledge of each group's needs preferably by direct consultation.
 - 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.
 - Ensuring that the EQIA will be kept under review and updated throughout the decision-making process.
- 5.6 This is done by reference to available research, preferably at ward level but if unavailable then at Borough or London level. This is clarified and confirmed by consultation feedback which is sought from representatives again at ward, Borough or London level.
- 5.7 Engagement should be seen as ongoing and all opportunities taken to consult and learn from people with protected characteristics.
- Important destinations and 'sensitive receptor' sites**
- 5.8 In order to check the impacts on protected groups, reference was made to destinations known to be important to local travel of protected groups.

- 5.9 In air quality analysis these destinations are sometimes referred to as ‘sensitive receptor’ sites, but the journey from people’s homes to access these sites is also important.
- 5.10 The Sebright Children’s Centre, Sebright Primary School, The Bridge Academy and Haggerston School are located in the Whiston Road area and could be important to local residents including people with disabilities.
- 5.11 **Figure 5.1** shows the location of primary schools and nurseries in Haggerston ward.

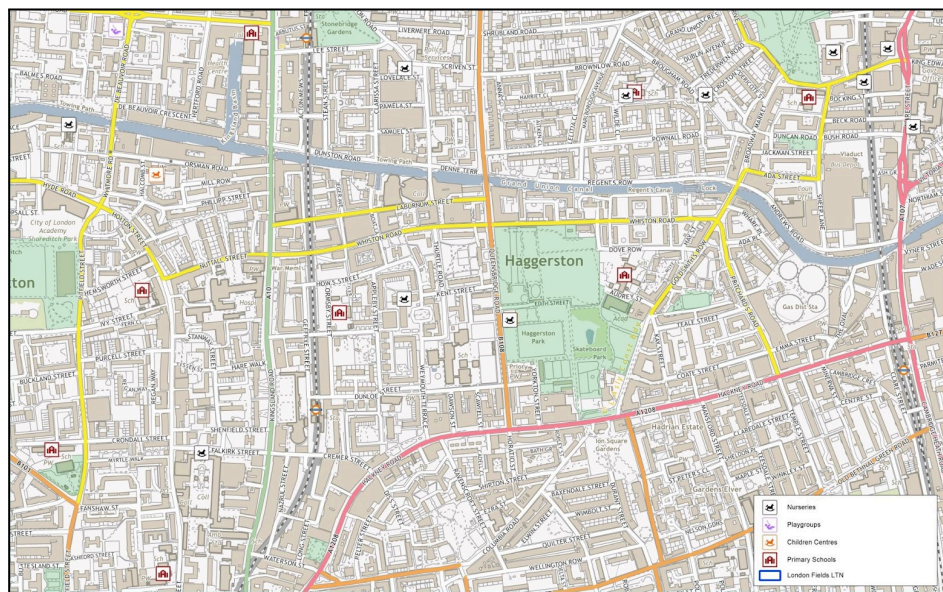


Figure 5.1 showing the location of primary schools and nurseries in Haggerston ward.

Disability

- 5.12 Under the 2010 Equality Act you are a disabled person if you have a physical or mental impairment that has a ‘substantial’ and ‘long-term’ negative effect on your ability to do normal daily activities.
- 5.13 While some disabled people may have impairments which are visible and immediately obvious, like using a wheelchair, other impairments like diabetes, dyslexia or mental illness are often invisible and therefore people’s needs are not immediately recognisable.
- 5.14 Disabled people encounter discrimination and disadvantage in many aspects of life:

- disabled people are more likely to experience unfair treatment at work than non-disabled people.
- Around a third of disabled people experience difficulties accessing public, commercial and leisure goods and services.
- 20% of households with at least one disabled person live in poverty compared to 16% of households with no disabled people.
- 46% of disabled people are in employment, compared with 76.2% of non-disabled people.
- Around a fifth of disabled people report having difficulties accessing transport.
- one in three households with a disabled person still live in accommodation that is not classed as decent.

- 5.15 The Equality Act also protects people who are caring for a disabled child or relative as they will be protected by virtue of their association with a disabled person.
- 5.16 Hackney has lower than average rates of residents who identify as having a disability.
- 5.17 In August 2019, 4,157 were in receipt of Disability Living Allowance and 3,273 were in receipt of Attendance Allowance.
- 5.18 Another measure of disability is the percentage of residents who are economically inactive because of being long term sick or disabled which is 5.2% in Hackney as a whole compared to 3.7% in London.
- 5.19 In the 2011 census 14.6% of Hackney respondents said they had a long-term illness that limited their daily activities in some way, compared with 13.% for London and 17.9% for England and Wales.
- 5.20 Hackney's own research indicates that just over 35,000 identify themselves as disabled or with a long term limiting illness. People from an Asian, Black or other ethnic background and older people are more likely to identify themselves as disabled.

5.21 **Table 5.1** shows the demographic profile of disabled people in Haggerston ward compared to Hackney and London

Disability	Haggerston	Hackney	London
All usual residents	100% (14,409)	100% (259,146)	100% (8,799,728)
Disabled under the Equality Act	14.8% (2,134)	14.3% (37,020)	13.2%
Disabled under the Equality Act: Day-to-day activities limited a lot	7% (1,005)	6.4% (16,622)	5.7%
Disabled under the Equality Act: Day-to-day activities limited a little	7.8% (1,129)	7.9% (20,398)	7.5%
Not disabled under the Equality Act	85.2% (12,275)	85.7% (222,126)	86.8%
Not disabled under the Equality Act: Has long term physical or mental health condition but day-to-day activities are not limited	5.3% (769)	5.1% (13,250)	5.2%
Not disabled under the Equality Act: No long term physical or mental health conditions	79.9% (11,506)	80.6% (208,876)	81.5%

Table 5.1 showing the percentages of people suffering from long term illness or disability in the Haggerston ward compared to LB Hackney and London

- 5.22 Disability rates in Haggerston Ward are comparable to the overall borough average.
- 5.23 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 bus gate is high.
- 5.24 The TfL data shows that walking (which includes travelling on the pavement with a mobility aid or wheelchair), is the mode of transport disabled people use the most, with 81% indicating that they walk at least

once a week.

- 5.25 After that, bus travel (58%) is the most frequently used mode of transport, and after that car travel as passenger(42%) and driver (24%). It is important to note that multiple answers were possible.
- 5.26 There are 5,664 individuals in Hackney with companion e - Badges (blue badges), which is around 3.5% of the total residential population and 14% of disabled people. The latter figure is lower than the approximately 18.5% in London as a whole and around 20% for England. The figure for England is also around 20%. Some 86% of disabled residents in Hackney do not have a companion e - badge parking permit.
- 5.27 Other mobility impaired people in Hackney do not have their own car but rely on subsidised car-based Community Transport Services or licensed taxis.
- 5.28 The Wheels for Wellbeing annual survey⁶ shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health.
- 5.29 Analysis based on the London Travel Demand Survey for 2019/20 shows that 7% of trips originating in Hackney are made by someone who has a mental or physical disability affecting daily travel (including old age).
- 5.30 It is also interesting to note that car use by disabled people is slightly lower than by non-disabled people (making up 11% and 12% respectively of trips taken by the two groups). Disabled people are relatively more dependent on buses (23% versus 21%) and slightly less likely to cycle (5% of trips compared to 8% for non-disabled people in Hackney).
- 5.31 The aims of the bus gates of reducing pollution, traffic levels and road danger are of critical importance to disabled people, who are among the worst impacted by increased pollution levels and the effects of climate change.

⁶ Wheels for wellbeing annual survey 2018:
<https://wheelsforwellbeing.org.uk/wpcontent/uploads/2019/04/Survey-report-FINAL.pdf>

5.32 Disabled people remain far less likely to feel that they have the opportunity to be as active as they want to be (41% vs 70% of non-disabled people). In addition, Disabled people were nearly three times more likely than non-disabled people to feel lonely always or often (23% vs 8%).

Exemptions based on disability

5.33 In June 2021, the Council approved a Delegated Powers Report titled **“Exemptions to Traffic Filters on the Borough’s Classified Road Network for Hackney Resident Companion e-badge Holders.”** See [DPD - Exemptions on Classified Roads Companion e-badge Holders](#).

5.34 Subsequent to that decision and further consideration of people’s concerns, the scheme was extended in October 2021 for Hackney residents who are blue badge holders and have registered one vehicle for an exemption permit.

5.35 At the Whiston Road / Pritchard’s Road bus gate, HAC-01 permit and London Taxicard holders will have access through the bus gate.

5.36 Buses provide a fully accessible form of public transport which are used by 58% of disabled people across London.

5.37 No bus routes have been diverted as a result of this scheme.

5.38 Furthermore, it is recognised that residents with a disability may rely on motor vehicle journeys made by others, such as carers, NHS, and social services and others and these journeys may become more indirect due to restrictions on through traffic.

5.39 Hackney as a council is working actively with other London Boroughs to investigate the extent to which further exemptions can be introduced.

5.40 As part of the proposals, all addresses and properties remain fully accessible by foot, cycle or vehicle. This is important to support community workers including midwives.

5.41 Hackney’s enforcement policy allows for emergency journeys to be undertaken through bus gates.

5.42 **Figure 5.2** shows the places of interest in the Whiston Road area of Haggerston ward

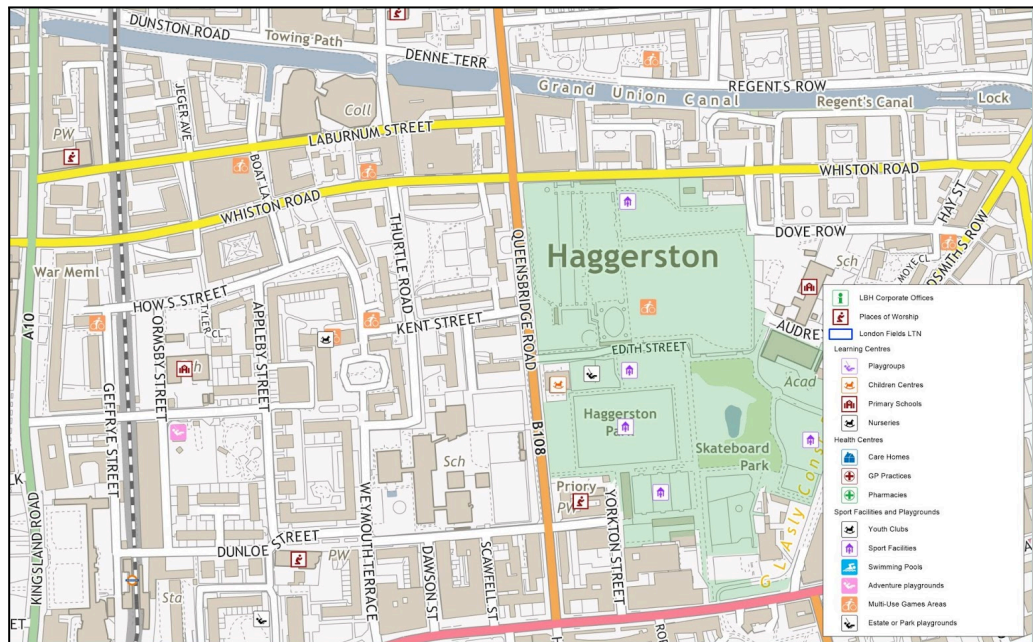


Figure 5.2 showing places of interest in Whiston Road area in Haggerston ward

5.43 Disability types in Hackney stated by those who have a disability affecting daily travel (including old age) include:

- Wheelchair users 6.0%
- Mobility 47%
- Visual impairment 6.0%
- Learning disability 22.0%
- Mental Health 10%
- Serious long term sickness 7.0%
- Other 2.0%

5.44 Various physical and mental disabilities such as mobility impairment, mental health and serious long term illness can lead to travel limitations.

Impacts on the Disability Protected Group

- 5.45 R394, the local bus service route upon which many disabled people depend upon is not affected by these proposals.

Engagement with Disability Community

- 5.46 Local disability groups were contacted about the scheme but no Feedback was received as a result of these contacts.

- 5.47 Officers have used feedback given to other schemes to inform the scheme, for example Age UK and Disability Backup feedback to the Hackney Transport Strategy.

- 5.48 Feedback used also includes policy positions by organisations such as the RNIB and research such as the 'Pave the Way' report by Transport for All⁷. These experiences and insights have been useful for project officers not only to adapt the designs, but also improve the planned communication activities that are part of the proposals.

- 5.49 The 'Pave the Way' report outlines several experiences of disabled including the barriers they face such as:

- Pavements cluttered by obstacles
- Pavements that are steep, uneven, or bumpy
- The lack of dropped kerbs
- A confusing streetscape layout
- Road crossings.

Pregnancy/maternity

- 5.50 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.

- 5.51 Prams and pushchairs put children at the level of exhaust fumes when navigating the streets. Air pollution has been linked to low birth weight and underdeveloped lung capacity in children, as well as higher incidences of lung conditions such as asthma. Overall, there is a

⁷ <https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf>

reduction in vehicle use and air pollution in the area.

5.52 There were 4,384 live births to women in Hackney in 2018 corresponding to a birth rate of 58.8 births per 1000 women of childbearing age. This compares to the London birth rate of 60.1 and the birth rate of 59.0 for England and Wales.

5.53 Access to local GP Surgeries and health centres in the Haggerston ward is important to all residents including pregnant women and young children.

5.54 The negative aspects of the traffic filters is that residents including pregnant women and small children may have to travel longer distances to get to these facilities including having to use boundary roads where higher traffic levels may be encountered.

Age

5.55 Consideration has been given to the impact of these proposals in terms of age.

5.56 Hackney has proportionally more children aged 4 years and under than London or England, around the same proportion of children aged 5 to 15, and fewer young people aged 16 to 19. It has a particularly large cohort of 25 to 34 year olds, and fewer people aged 50 to 85 and over.

5.57 Haggerston Ward has a greater proportion of adults aged 25 to 49 than the borough average.

5.58 **Table 5.3** shows the age profiles for Haggerston ward compared to Hackney and London

Age	Haggerston	Hackney	London
All usual residents	100% (14,416)	100% (259,148)	100%
Aged 4 years and under	4.6% (670)	6.2% (16,135)	6%
Aged 5 to 9 years	4.4% (638)	5.8% (15,159)	6%
Aged 10 to 15 years	6% (858)	7.1% (18,384)	7.2%
Aged 16 to 19 years	3.9% (558)	4.3% (11,159)	4.4%
Aged 20 to 24 years	8.2% (1,183)	7.2% (18,592)	6.7%
Aged 25 to 34 years	28.7% (4,132)	24.5% (63,482)	18.1%
Aged 35 to 49 years	22.4% (3,230)	22.3% (57,714)	22.7%
Aged 50 to 64 years	14.5% (2,090)	14.7% (38,022)	16.9%
Aged 65 to 74 years	4.5% (653)	4.8% (12,473)	6.5%
Aged 75 to 84 years	2.1% (304)	2.2% (5,798)	3.8%
Aged 85 years and over	0.7% (100)	0.9% (2,230)	1.6%

Table 5.3 showing the age profiles for Haggerston ward compared to Hackney and London

Religion and belief

- 5.59 Consideration has been given to the impact of these proposals in terms of religion or belief. Special attention has been paid to places of faith and how these would remain accessible by all transport modes as part of the proposals.
- 5.60 **Table 5.2** shows the distribution of religion and beliefs in the Haggerston ward compared to Hackney and London.

Religion	Haggerston	Hackney	London
All usual residents	100% (14,408)	100% (259,145)	100%
No religion	39.5% (5,688)	36.3% (94,113)	27.1%
Christian	32.6% (4,699)	30.7% (79,499)	40.7%
Buddhist	1.1% (155)	0.9% (2,343)	0.9%
Hindu	0.7% (99)	0.8% (1,998)	5.1%
Jewish	1% (148)	6.7% (17,426)	1.7%
Muslim	15.6% (2,246)	13.3% (34,578)	15%
Sikh	0.3% (43)	0.7% (1,867)	1.6%
Other religion	2% (295)	1.9% (4,879)	1%
Not answered	7.2% (1,035)	8.7% (22,442)	7%

Table 5.6 showing the distribution of Religion and Beliefs in Haggerston compared to Hackney and London

5.61 Places of worship in the Haggerston ward are shown on **figure 5.3**.

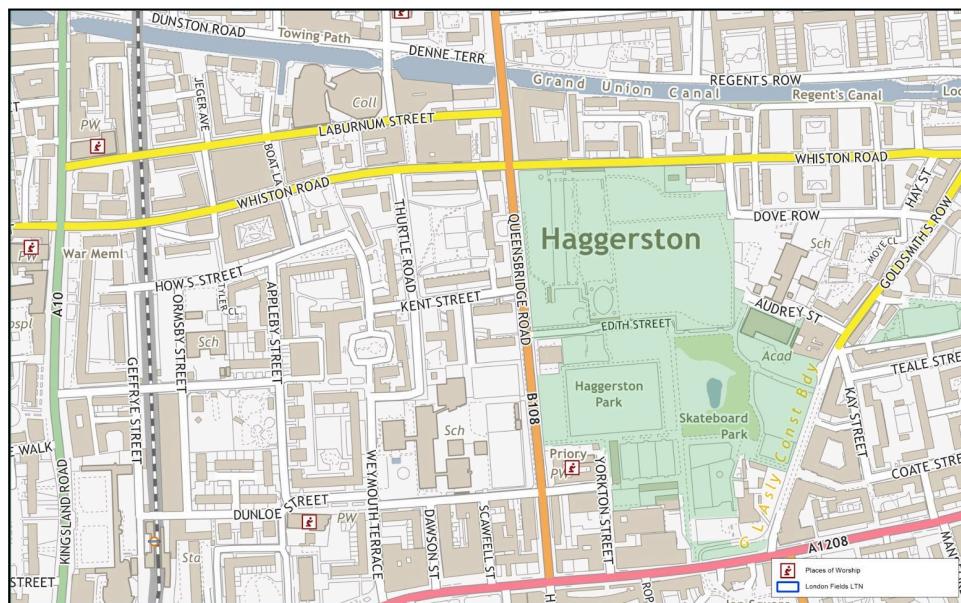


Figure 5.3 showing places of worship centres in the Whiston Road area of Haggerston ward

5.62 This scheme has no impact on religion and beliefs.

Race and ethnicity

5.63 The 2011 Census estimates that about 45% of Hackney's population are black and minority ethnic groups, with the largest group (around 21%) being black or black British.

- 5.64 Hackney is one of the most ethnically diverse boroughs in the country - over 40% of its people are non-White.
- 5.65 Black groups make up the second largest community, accounting for 21.1% of Hackney's people, followed by the White Other group, which can include East and West Europeans, North and South Americans, White Africans and Antipodeans.
- 5.66 Haggerston Ward has proportionately slightly fewer White residents and slightly more Black residents than Hackney as a whole.
- 5.67 Haggerston Ward also has a proportionally higher population of Bangladeshi and Chinese residents compared to the borough average.
- 5.68 **Table 5.7** shows the distribution of ethnicity in the Haggerston ward compared to Hackney and London.

Ethnicity	Haggerston	Hackney	London
All usual residents	100% (14,414)	100% (259,147)	100%
Asian, Asian British or Asian Welsh	10.7% (1,540)	10.4% (26,885)	20.7%
Bangladeshi	3.8% (546)	2.5% (6,554)	3.7%
Chinese	2.1% (300)	1.3% (3,459)	1.7%
Indian	1.9% (275)	3.4% (8,832)	7.5%
Pakistani	0.7% (95)	0.9% (2,461)	3.3%
Other Asian	2.2% (324)	2.2% (5,579)	4.6%
Black, Black British, Black Welsh, Caribbean or African	23.3% (3,363)	21.1% (54,645)	13.5%
African	14.1% (2,036)	11.4% (29,478)	7.9%
Caribbean	6.1% (884)	6.9% (17,903)	3.9%
Other Black	3.1% (443)	2.8% (7,264)	1.7%
Mixed/Multiple ethnic groups:	6.7% (968)	6.7% (17,487)	5.7%
White and Asian	1.2% (175)	1.4% (3,691)	1.4%
White and Black African	1.2% (170)	1.1% (2,735)	0.9%
White and Black Caribbean	1.8% (265)	1.8% (4,749)	1.5%
Other Mixed or Multiple	2.5% (358)	2.4% (6,312)	1.9%

ethnic groups			
White:	50.2% (7,243)	53.1% (137,709)	53%
English, Welsh, Scottish, Northern Irish or British	29.2% (4,213)	33.9% (87,927)	36.8%
Irish	2.6% (371)	2.2% (5,582)	1.8%
Gypsy or Irish Traveller	0.1% (19)	0.1% (248)	0.1%
Roma	0.4% (54)	0.3% (865)	0.4%
Other White	17.9% (2,586)	16.6% (43,087)	14.7%
Other ethnic group:	9% (1,300)	8.7% (22,421)	6.3%
Arab	1.4% (196)	0.9% (2,342)	1.6%
Any other ethnic group	7.7% (1,104)	7.7% (20,079)	4.7%

Table 5.7 showing the distribution of ethnicity in the Haggerston ward compared to Hackney and London.

5.69 Black ethnicity population in Haggerston ward form approximately 21.1% which is lower than the Hackney average of 28.4% and London average of 16.7%.

5.70 This scheme does not discriminate against race and ethnicity as the proposals benefit equally to all groups.

Gender, gender reassignment, sexual orientation, and marriage and civil partnership

5.71 The public realm improvements outlined in this document do not discriminate against any group, including gender and sexual orientation groups.

5.72 Women and people with a LGBT sexual orientation can more frequently be the subject of Anti-Social Behaviour (ASB) and crimes of a sexual nature.

5.73 The Council will keep all highway schemes under review and will investigate and take appropriate action if other evidence becomes available.

People experiencing or at risk of poverty:

5.74 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.

- 5.75 Approximately 70% of households in Hackney do not own a car, compared to 44% across the whole of London. This has been showcased in TfL's Travel in London: Understanding our diverse communities (2019).
- 5.76 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 having one or more cars vs 23% at £5k or less, 28% at incomes between £5-10k. Those with incomes of between £15k and £20k have car ownership levels of 44%.⁸
- 5.77 The improvements outlined in this document do not discriminate against any group, including people at risk of poverty.

⁸ [Streetspace funding and guidance - Transport for London \(tfl.gov.uk\)](#) Appendix 7 - Case-making data for boroughs accessed 1/11/21). Based on these figures, measures that de-prioritises car use and generate an inconvenience to drivers could be seen to disproportionately impact those on a higher income.

Equalities Impact Assessments Conclusions

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 P	Overall P
Positive		<p>The reduction in traffic on Whiston Road will have a positive impact of improving the public realm in the area.</p> <p>The road safety aspects of the scheme will be especially beneficial for everyone including disabled people when crossing Whiston Road.</p> <p>Restrictions at a total of 4 junctions will reduce conflicts and should improve road safety.</p> <p>Improvements to walking and cycling conditions are relevant to all protected groups, as all require access to the same amenities.</p>				
Negative		<p>Some people will have to drive further on occasions when they are reliant on a motor vehicle.</p> <p>While works to implement these proposals are in progress, local residents may experience road closures and diversion routes to facilitate the fast and expeditious delivery of the scheme. This will only be temporary and last for the duration of the works.</p>				
Comments		<p>Whilst accepting that some people will be adversely affected, including members of protected groups, this is not prejudiciously targeted at them. Overall the benefits will counteract these adverse effects and the scheme overall will be beneficial.</p> <p>The EQIA is a live document that requires continual updating and assessment.</p> <p>The proposals should be seen as part of a package of measures that aim to improve the public realm in the local area to eventually improve the quality of life for local residents.</p>				

Table 7.8 : Equality Impacts Summary Table

Summary of Equalities Specific Recommendations

5.78 Having studied the impact on protected groups and looked for opportunities to introduce mitigation measures at this stage, the conclusion is that the scheme overall will have positive impacts on the majority of protected characteristics.

5.79 The Council has a continuing duty to keep its network management under review.

5.80 Taking all these factors into account, the Council considers the advantages of the scheme overall are potentially significant and outweigh the disbenefits if any.

6.0 LEGAL IMPLICATIONS

6.1 The scheme does not introduce any new traffic orders and therefore has no impact or legal implications on any existing traffic restrictions or arrangements.

7.0 FINANCIAL IMPLICATIONS

7.1 The estimated cost of the Whiston Road improvements is £250k fundable within the LIP Funding budget.

8.0 RECOMMENDATIONS

8.1 It is recommended that the Assistant Director Streetscene approves that the Council proceed with implementing the public realm improvements at Whiston Road as outlined in this document.

9.0 SUMMARY AUTHORITY TO MAKE DECISIONS

9.1 The Council's Constitution allows for Delegated Powers Decisions to be made by relevant officers with relevant delegated authority.

9.2 The Assistant Director, Streetscene is authorised to approve the recommendations set out in this report.

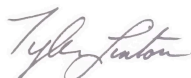
10.0 CONCLUSIONS

10.1 I have noted the contents of this summary and the associated documents and approve the recommendations contained in this report.

11.0 APPROVAL

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

Signed



Dated : 25 February 2025

Tyler Linton - Assistant Director Streetscene

cc Sarah Young - Cabinet Member for Climate Change, Environment and Transport

Cc Geeta Subramaniam-Mooney - Director Environment and Climate Change, Climate, Homes & Economy

cc Maryann Allen - Group Engineer - Design & Engineering Group

Appendix I: Whiston Road Consultation



Whiston Road

Proposed traffic calming measures

Public consultation

December 2024



Overview

In our Transport Strategy, we have committed to making Hackney's roads safer for everyone living in, working in and visiting the borough. We aim to create an environment that will promote and encourage more walking and cycling as these are clean, healthy and efficient ways to travel, to help improve air quality and reduce emissions within the local area.

Whiston Road is a busy residential road with an average of 9500 vehicles, 740 pedal cycles and buses using the road per day. Although traffic speeds at Whiston Road are generally within the 20mph speed limit, there are concerns that some vehicles sometimes exceed the speed limit in the area.

The Council is committed to reducing the speed and traffic levels at Whiston Road as part of our aim to create a greener, healthier Hackney, improve road safety and support people to walk and cycle locally.

What we know

- Whiston Road is a residential road 7.2 metres wide between Queensbridge Road and Pritchard's Road and 9.7 metres wide between Kingsland Road and Queensbridge Road
- It is a bus route for the R394 with on-street parking and flat top road humps for traffic calming
- On average, 9500 vehicles / day use the road including buses and pedal cyclists
- Average traffic speeds are generally below the 20mph speed limit, however some vehicles are known to exceed the average speed limit
- Between 2019 and 2023 there have been 30 casualties. The casualties resulted in 24 slight injuries, five serious injuries and one fatality.

Collision statistics

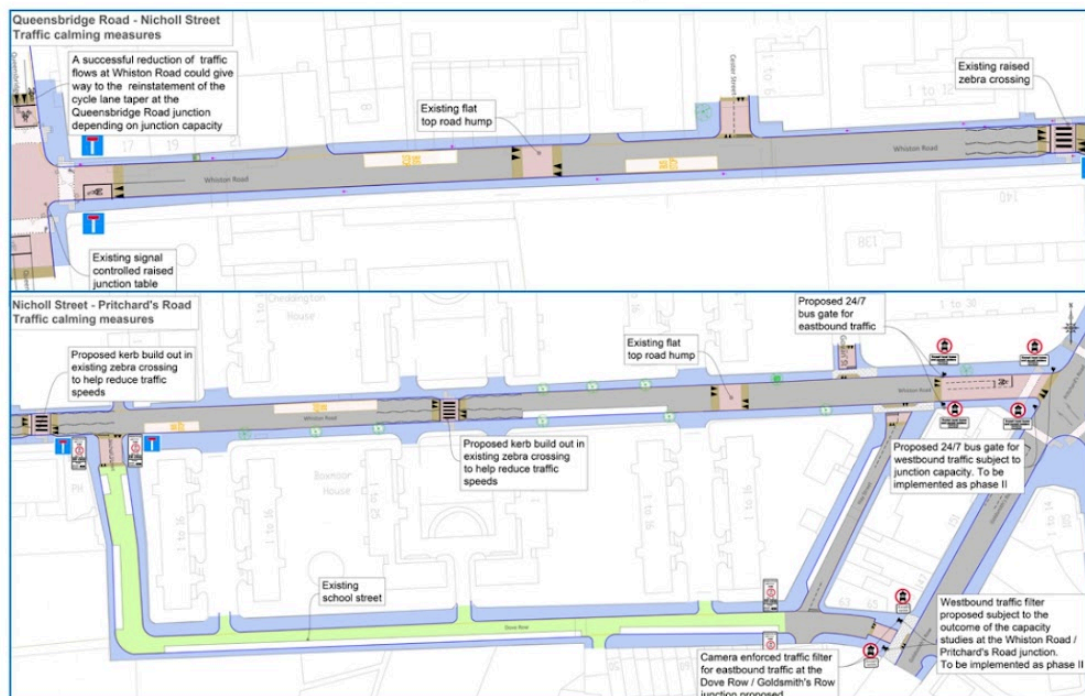
Item	2019	2021	2022	2023
Casualties	1 ped; 2 pc; 1 mc; 1 taxi	1 ped; 4 pc; 3 mc; 1 other	1 mc; 5 pc	2 mc; 4 pc
Severity	1 serious; 4 slight	3 serious; 6 slight	6 slight	1 fatal; 1 serious; 4 slight
pc - pedal cyclist; ped - pedestrian; mc - motorcyclist				

What is the proposed scheme?

Whiston Road (between Queensbridge Road and Pritchard's Road)

As part of the improvements we propose to:

- Install raised entry tables at the Pritchard's Road / Whiston Road and Dove Row / Goldsmith's Row junctions
- Install kerb build-outs on the existing zebra crossings to reduce the road width and help with traffic calming
- Introduce a 24/7 bus gate for eastbound traffic at the Whiston Road / Hay Street junction with exemptions for emergency service vehicles on duty, the police, pedal cyclists, HAC01 permit holders and Council refuse collection vehicles. More information on HAC01 permits can be found on: hackney.gov.uk/blue-badge/#/tn
- Introduce a 24/7 bus gate for westbound traffic at the Pritchard's Road / Whiston Road junction with exemptions for emergency service vehicles on duty, the police, pedal cyclists, HAC01 permit holders and Council refuse collection vehicles, subject to junction capacity
- Install a road closure using bollards at the Dove Row / Goldsmith's Row junction. The school street at Dove Row would not be affected by this closure.



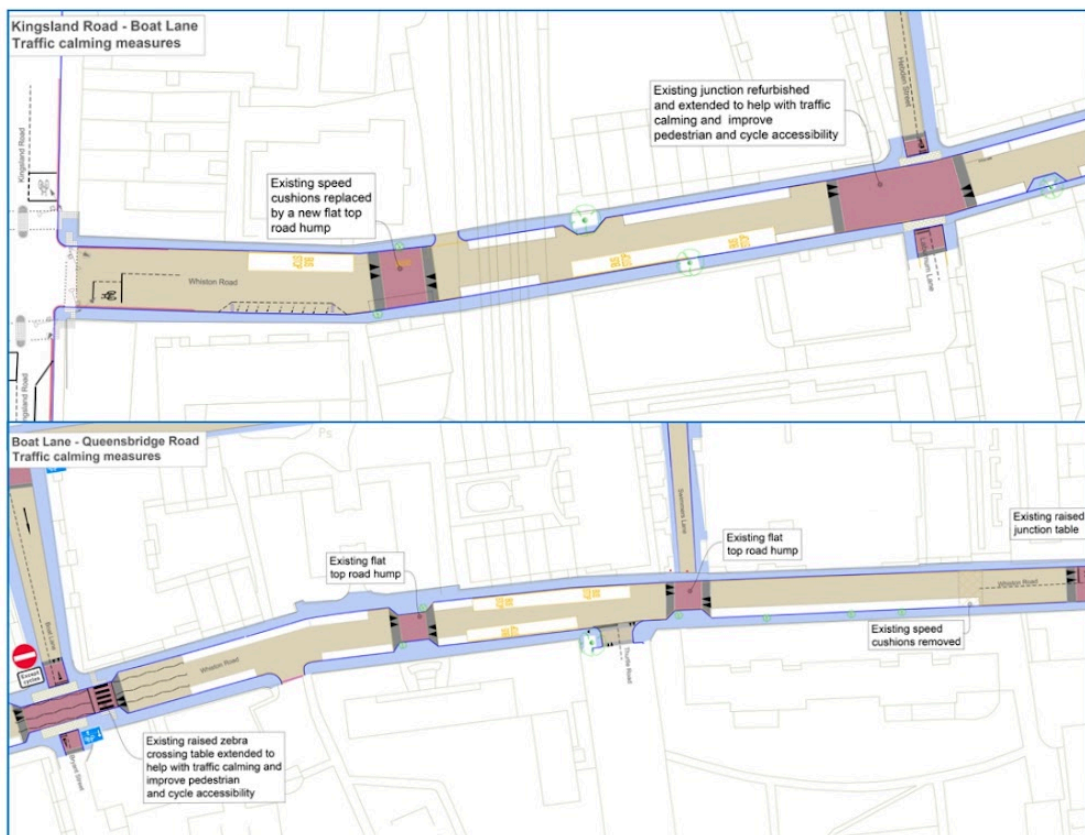
Proposed Changes for Whiston Road (between Queensbridge Road and Pritchard's Road)

Whiston Road (between the A10 and Queensbridge Road)

As part of the improvements and subject to the Council receiving further funding for this purpose, we propose to:

- Install raised junction tables at the Boat Lane and Hebden Street junctions to help with traffic calming
- Replace the existing speed cushions with a flat top road hump near the A10 in line with the traffic calming on the rest of the road
- The resultant reduction in traffic flows at Whiston Road would enable further investigations to take place for the reinstatement of the cycle taper for southbound cyclists at the Queensbridge Road / Whiston Road junction.

If approved, the above proposals would be subject to availability of further funding.



Proposed Changes for Whiston Road (between the A10 and Queensbridge Road)

Have your say



Please complete and return the enclosed questionnaire using the **FREEPOST STREETSCENE** envelope provided by **16 January 2025** or visit consultation.hackney.gov.uk to complete the questionnaire online.

What happens next?



Your views will be taken into account as part of the detailed design process. We will publish the consultation results as well as the decisions made at consultation.hackney.gov.uk

Subject to statutory processes, the Council would aim to begin implementation of Phase I of the traffic calming measures before the end of **March 2025**. Phase II measures would be implemented after **March 2025** subject to availability of further funding.

Information



For further information on these proposals, please contact the Hackney Contact Centre by calling **020 8356 2897** or by emailing streetscene.consultations@hackney.gov.uk

If you need any information on this consultation in a different format please email consultation@hackney.gov.uk. We'll consider your request and get back to you in five working days.

