

DELEGATED POWERS DECISION (DPD) – ADDENDUM

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME: WILTON WAY
SUSTAINABLE URBAN DRAINAGE SYSTEM (SuDS) SCHEME AND
PUBLIC REALM IMPROVEMENTS**

1.0 PUBLIC CONSULTATION

1.1 1,600 leaflets were distributed to residents and businesses around the Wilton Way area. The public consultation started on 18 December 2020 and ended on 15 January 2021.

1.2 Analysis of the public consultation – Update

1.2.1 Due to lockdown restrictions during Covid-19, Hackney Council's post room had to be closed before the end of the consultation period. For that reason, the postal responses received during the last week were not available for the analysis included within the DPD which was signed off on 20 January 2021. At that time, Officers considered that in the short time that the consultation had remaining, any new responses were unlikely to affect the overall results of the consultation and agreed to proceed with the Traffic Management Order (TMO).

1.2.2 The consultation results available 20 January 2021 were summarised and included in the original DPD report. A total of 73 responses were received to the consultation, of which 60 (82.2%) supported the measures, 11 (15.1%) opposed and 2 (2.7%) said they neither support or oppose.

1.2.3 The Council has now analysed the total of the responses received, including the final postal responses not available at the time of producing the DPD.

1.2.4 The remaining 37 paper responses were collected and analysed on 27 January 2021, of which 27 supported the measures, 9 opposed and 1 said they neither support or oppose.

1.2.5 Total freepost and online replies by 27 January 2021:

Total Replies (Freepost and Online) – 111

Support	Oppose	Don't know
87 (78.4%)	21 (18.9%)	3 (2.7%)

2.0 Main additional comments raised from the additional 37 freepost responses:

From all the comments that were received, the following analysis provides a summary of the main comments and concerns that were found within the responses.

Comments in favour of the proposals	Officer's response
<p>Thank you for improving the area. Please use plants that attract bees. Support more green spaces and sustainable drainage. We love the LTNs. The scheme improves people's lives and not for cars.</p>	<p>A high number of residents greatly support the proposals.</p>
<p>Concerns about crime</p>	<p>We are aware of these practices and we are giving great consideration to the type of planting and its position to avoid these issues. The trees will be located away from street lighting to avoid obscured areas.</p> <p>Additionally, the proposals have been shared with the Council's Community Safety and Enforcement team. Monitoring and regular checks of the area will be done.</p> <p>The Wilton Way closure at its junction with Greenwood Road would help deter potential car-based dealers from using this area as they will not have an easy escape route towards the main road.</p>
<p>Provide more secure cycle parking.</p>	<p>The demand for cycle hangars is extremely high, having outstripped the number of hangars we can provide. Registration of interest needs to be done through the Council's website. The Council selects installation sites depending upon demand from local residents, community support from local residents, distribution of existing hangars across the borough and locations with no access to gardens or barriers to storage such as stairs.</p>

Oppose	Officer's response
<p>Oppose to the loss of parking.</p>	<p>The Council understands that the loss of parking may create some concerns. The Council's Parking Services are in agreement with the removal of 7 parking spaces. This is necessary to achieve the pedestrian and environmental improvements.</p> <p>Much of Hackney's residential areas are very accessible by frequent and reliable public transport, are within easy walking and cycling distance to local amenities and car ownership levels are also amongst the lowest in the country.</p> <p>It is in Hackney's Transport Strategy and the Mayor of London's Transport Plan to try to manage parking as a key tool to minimise car use, other than those vehicles needed to meet the needs of disabled people and promote sustainable modes of transport, particularly in areas of high public transport accessibility levels (PTAL). The reduction of parking bays may encourage some drivers to reconsider their mode of transport for at least some journeys.</p> <p>Parking stress surveys have been requested for this area to determine the demand for this section. We are currently awaiting the data from the Council's Parking team, however, due to the cyber-attack on our systems, there is some data that is not available to us at the present time.</p>
<p>Loss of parking for the disabled.</p>	<p>The scheme does not remove any disabled parking bays. Blue badge holders are eligible to park in all shared use bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and on single and double yellow lines for a maximum of 3 hours, provided there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue badge holders may also use any</p>

	disabled bay. Companion badge holders can park in the same bays as Blue Badge holders, but have the added advantage of being able to park in resident and permit parking bays within their home parking zone.
How will this impact traffic on surrounding roads	There is not anticipated to be any impact on traffic volumes on surrounding roads as the scheme does not restrict movement of traffic on Wilton Way.
Oppose to LTNs and roads closed and the amount of traffic on the roads.	<p>The recently introduced modal filters/LTNs are an ambition to rebuild a greener Hackney following lockdown. This is in line with the Government coronavirus guidance which advises that people should only use public transport where absolutely necessary. More people are expected to be walking and cycling and car-use is predicted to increase.</p> <p>While there will be a natural settling-in period for each one, the schemes have been implemented under an experimental traffic order (ETO). The Council is using an experimental period to run a "live" statutory consultation, whilst reviewing traffic displacement and feedback from residents and businesses. The experimental period will last for at least 6 months for each individual scheme but may last for up to 18 months before a decision needs to be made on whether to make the scheme permanent, amend the scheme or remove it.</p> <p>All comments and objections are being collated and will be reviewed together after the experimental period. They will</p>

	<p>then be considered as part of the decision-making process.</p> <p>Further information can be found on the Council's website: https://hackney.gov.uk/rebuilding-a-greener-hackney</p>
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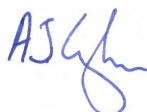
3.0 RECOMMENDATIONS

- 3.1 78.4% of people who responded to this consultation supported the proposals and 18.9% of the respondents did not support the proposals. The changes proposed in Wilton Way would provide a number of benefits as described in section 8.0 and the officer's responses in section 7 of the associated DPD.
- 3.3 Having considered the overall results of the Wilton Way consultation included in this addendum, it is recommended that the Head of Streetscene use his delegated powers to agree that the Council proceeds with the proposals for Wilton Way as detailed in the original DPD report.

4.0 APPROVAL

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

Signed



Dated 09/02/2021

Andrew Cunningham - Head of Streetscene

cc Phillip Glanville – Mayor of Hackney and acting Cabinet Member for Energy, Waste, Transport and Public Realm

cc Aled Richards – Director of Public Realm

cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

Appendix I: Wilton Way – Signed DPD Report (January 2021)

Appendix II: Scheme drawing TT-630-09-DD1A

Appendix III: Copy of Public Consultation Document and Plan of the Consultation Delivery Area