

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

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

AGREE TO:

Note the outcome of the public consultation exercise for Wilton Way.

Give approval to:

- Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes.
- Subject to the outcome of the statutory consultation, and the addendum updating the consultation results, proceed with the improvements at Wilton Way / Penpoll Road, implementing a new layout with SuDS, improved pedestrian facilities, rearranged parking and public realm as detailed on drawing TT-630-09-DD1A (**Appendix I**).

REASONS

The proposals will:

- Introduce a new layout with three build outs to install SuDS areas (rain gardens) with trees and low level planting to capture surface water.
- Reduce the carriageway width on Wilton Way and the junction of Wilton Way and Penpoll Road to help slow down the traffic.
- Implement carriageway and footway resurfacing.
- Provide improved pedestrian facilities introducing two uncontrolled crossings on Casterton Street and Penpoll Road.
- Remove seven parking bays to allow space for the SuDS.
- Plant new trees and install new cycle parking outside Casterton Street.
- Create a safer, more pleasant environment for walking and cycling on Wilton Way, encourage more cycling and walking and help improve air quality.

1.0 BACKGROUND

- 1.1 Hackney Council is working to make improvements along Wilton Way and at its junction with Penpoll Road to achieve a safer, more pleasant environment along the street, with new landscaping that incorporates SuDS with new trees, low level planting and improved pedestrian/cycle parking facilities.
- 1.2 From 18 December 2020 to 15 January 2021 Hackney Council consulted on these proposals.
- 1.3 This Council is committed to promoting and encouraging cycling and walking as they are clean, healthy and efficient ways to travel.
- 1.4 Due to the extensive work that the Council has undertaken to make cycling the primary mode of transport, Hackney now has record levels of cycling amongst residents and visitors and has obtained a long-standing reputation as a cycling borough.
- 1.5 In its Transport Strategy the Council has also committed to making Hackney's roads safer for everyone living, working and visiting the Borough. These changes are aimed at creating an environment that will encourage more walking and cycling, reduce car dominance, traffic speed and, as an aspiration, help to improve air quality and reduce emissions within the local area.
- 1.6 This can only be achieved by reducing the constant presence of the private vehicle. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the people of London. Even more disturbing is the direct impact it is having on children's health with evidence proving that it is directly responsible for asthma and other respiratory illnesses amongst children.

2.0 EXISTING CONDITIONS

- 2.1 Wilton Way is a predominantly residential 20mph road within the Hackney Central Ward.
- 2.2 One accident was recorded over a three year period (2017 – 19) along Wilton Way between the junctions of Penpoll Road and Hillman Street. No collisions were recorded in 2017 and 2019. One slight accident occurred in October 2018, involving a pedal cyclist and a car at the junction of Wilton Way and Penpoll Road.

3.0 PROPOSALS

- 3.1 The proposals include:
 - 3.1.1. Introducing a new layout with three build outs to install SuDS areas (rain gardens) with trees and low level planting to capture surface water, mimic natural infiltration and prevent overloading of the sewer system.
 - 3.1.2. Reducing the road carriageway width on Wilton Way and the junction of Wilton Way and Penpoll Road to help slow down the traffic and improve road safety.

3.1.3. Implementing carriageway and footway resurfacing.

3.1.4. Providing improved pedestrian facilities introducing two dropped kerbs with tactile paving on Casterton Street and Penpoll Road, making it easier for people to cross the road.

3.1.5. Removing seven parking bays to allow space for the SuDS.

3.1.6. Planting new trees on the footways of Casterton Street to create a more attractive environment and help improve air quality.

3.1.7. Installing new cycle parking on Casterton Street to encourage more people to cycle.

3.2 Wilton Way scheme proposals are included as **Appendix I** of this document.

4.0 POLICY CONTEXT

4.1 Hackney Council's Transport Strategy 2015-2025

4.1.1 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.

4.1.2 The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's residents while improving social inclusion and combating climate change.

4.1.3 This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Hackney's Local Plan 2033 (adopted July 2020) and Health and Wellbeing Strategy.

4.1.4 In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London, meaning that future travel patterns and the demand for travel will need to be carefully managed.

- 4.1.5 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this scheme.

4.2 Hackney Council's Emergency Transport (ETP) – September 2020

- 4.2.1 This ETP outlines the creation of an entirely new network of liveable Low Traffic Neighbourhoods (LTNs) right across the borough, through the reallocation of road space; new permeable filters that eliminate through-traffic and rat-runs, while maintaining full access to residential areas; further investment in green infrastructure and tree planting; new bus prioritisation and a full review of bus lane hours of operation; and the provision of new cycle parking.

4.3 Road Safety Plan

- 4.3.1 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.
- 4.3.2 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. This Plan outlines some of the more successful initiatives undertaken by the Council to date.

4.4 Mayor of London's Transport Strategy

- 4.4.1 The central aim of the strategy – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use.
- 4.4.2 This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air.
- 4.4.3 It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

4.5 Mayor's Vision Zero

- 4.5.1 The Mayor's Vision Zero aims to make streets in London safer for all and it is an aspiration that the Council has committed to.

4.5.2 It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.

4.5.3 Under this vision, no-one will be killed in an incident involving a London bus, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

4.5.4 The proposals outlined in this document will help contribute to achieving the above policies.

5.0 STAKEHOLDER CONSULTATION

5.1 As part of the consultation process, stakeholder consultation was carried out. These include all key stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (LFCDA), the London Ambulance Service, Parking Services, London Travel Watch and the Metropolitan Police Service.

5.2 The consultation material was approved by the Streetscene Head of Service and the Lead Councillor before it was distributed.

5.3 No objections to these proposals were received from any of the above-mentioned stakeholders. The Met Police shared their comments as part of the consultation process. They are shown below in paragraph 7.0 under the “Comments in favour of the proposals”.

5.4 Comments were received from Ward Councillor Vincent Stops. They are shown in paragraph 7.0 under the “Comments in favour of the proposals”.

6.0 PUBLIC CONSULTATION

6.1 1,600 leaflets were distributed to residents and businesses around the Wilton Way area, as shown on the distribution map attached as **Appendix II**. The public consultation started on 18 December 2020 and ended on 15 January 2021.

6.2 A copy of this public consultation was also uploaded to the Council’s website which gave an opportunity for others outside the consultation area to respond.

6.3 Residents were also able to submit their comments via the Council’s Citizen Space website.

6.4 Analysis of the public consultation

6.4.1 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 analysis. However, 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 (see below) and agreed to proceed with the Traffic Management Order (TMO). The Council will publish an addendum on the website with the full results when the final postal responses are available. Given the timetable involved in publishing and advertising the TMO, there

would be sufficient time to withdraw or amend the scheme before implementation starts, should any outstanding consultation response indicate a need to do so.

6.4.2 The consultation results are summarised and tabulated below. A total of 73 responses were received to this consultation, of which 60 (82.2%) supported the measures, 11 (15.1%) opposed and 2 (2.7%) said they neither support or oppose.

Freepost Replies - 44 (up to 11 January 2021)

On-line Replies – 29 (up to the end of the consultation period on 15 January 2021)

Total Replies (Freepost and Online) - 73

Support	Oppose	Don't know
60 (82.2%)	11 (15.1%)	2 (2.7%)

7.0 Main comments raised from those who responded to the proposals:

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>Ward Councillors</p> <p>Cllr Vincent Stops Thank you for this. I am pleased it's being progressed. I proposed such a scheme in order that pedestrians could be accommodated and not have to step into the road as they do now. If one thinks where people will actually want to walk and will in fact walk they will simply tread a path across the soft landscaping. Just as they have done at St Marks Rise. See below .</p> <p>The dominant pedestrian flow will be straight across Penpoll. The landscaping should work around that. There will be a secondary flow across and down Penpoll I think.</p> <p>This can be confirmed by observation.</p>	<p>The layout at the St Marks Rise / Shacklewell Lane junction differs from the layout on Wilton Way / Penpoll Road. The crossing point at the first junction is far from the desired path for pedestrians to cross. In the case of Wilton Way / Penpoll Road, the proposed crossing is positioned at the same current location, where residents and visitors are familiar with crossing.</p> <p>As part of the detailed design, the road carriageway width at this crossing point has been significantly reduced making it more attractive than walking across the green areas. The crossing point has also been relocated closer to the junction and more in line with the pedestrian desire line.</p> <p>Additionally, certain plants like bushes would be strategically positioned to deter pedestrians from crossing over the rain gardens.</p>

	<p>Finally, the detailed design has also incorporated an additional crossing point across Wilton Way to assist with this north/south pedestrian movement.</p>
<p>Stakeholder - Metropolitan Police:</p> <p><u>Section 1 - Introduction</u></p> <p>We have thankfully noted that the potential for increased anti-social behaviour has been taken into consideration within these proposals and that as a result no formal seating is being proposed and the tree planting is being considered in relation to the lighting in the area. There are further consideration regarding the potential for crime and ASB, as detailed below.</p> <p><u>Section 2 - Recommendations</u></p> <p>Lighting The proposed area of public realm improvement already incorporates a public highway therefore this should be to the latest lighting standard of BS5489. This will provide uniformity across the area with no dark spaces. Regular maintenance and servicing should be in place to ensure this area is appropriately lit at all times.</p> <p>Removal of current parking bays It has been noted that these proposals include the removal of 7 parking bays. Have consideration been made regarding how frequently used these currently are and where users are likely to now park. Could this displacement affect nearby bays and result in an increase of on street parking conflicts and disagreements.</p>	<p>See responses below</p> <p>Section 2</p> <p>Lighting The Council’s Street Lighting team confirmed that the existing lighting installation meets BS5489 lighting requirements; and if the lamp columns remain in the same locations, the BS5489 lighting requirements will still be achieved. Street lighting provision is regularly monitored under the Council’s maintenance programme.</p> <p>Removal of current parking bays Although we understand that the loss of parking may create some disputes, we consider that these would be infrequent and 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</p>

<p>Cycle Stands Five cycle stands are proposed for Casterton Street. Stands should be placed in areas that offer good natural surveillance from nearby residential addresses, local business and next to busy footpaths. If possible, formal surveillance should also be considered such as CCTV, or consideration should be made to position stands within a current CCTV covered area. Users should be provided with the option of have three points of locking for cycles and the proposed stands, such as Sheffield Stands, should be fixed to the floor with anti-tamper fixings. Additionally consideration needs to be made with regards to whether these stands may provide impromptu sitting areas and if so who this might impact.</p> <p>Planting Tree canopies should be a minimum of 2m and low level planting no higher than 1m to ensure sightlines are maintained. We always encourage clear lines of sight</p>	<p>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>Cycle Stands The location of the new cycle parking facilities (Sheffield stands fixed into the ground) falls within existing CCTV coverage at the corner of Casterton Road / Wilton Way. Additionally, they are also within natural surveillance by residential homes. Due to their proximity to Mare Street and the Hackney Service Centre, the cycle stands are likely to be used for the most part during business hours only.</p> <p>Planting This was considered as part of our detailed design which has been agreed with Hackney’s Senior Arboricultural officers for both the locations and species used. Trees will have lower</p>
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<p>in order to prevent any situation where someone can hide behind items of street furniture with the intention of committing crime. Any planting, lighting and CCTV should all be done in tandem to prevent one key element adversely affecting the other.</p> <p>Planters Planters on the public highway can cause a number of unexpected issues if placed in the wrong areas. This includes reduced visibility and reduced natural surveillance from nearby shops, homes and passing pedestrians. These can create loitering hotspots and unintentional seating areas, which significantly increases anti-social behaviour incidents.</p> <p>Additionally, is their use as weapon and drug storage areas. Offenders are aware of the potential for police stop and search therefore a safe place to store such items, in the short term, is often sought. This could be within the planters or underneath.</p> <p>The content of planters should be bulky and dense enough to ensure this does not happen. However, if the chosen plants require regular maintenance after a few months these can end up dishevelled and become hotspots for littering and provide cover from any nearby natural surveillance.</p> <p>CCTV The installation of CCTV covering the developed area would assist in providing a level of formal surveillance. If this is not an immediate requirement, possibly due to cost, consideration should be made to pre-installing commando sockets within suitable lamp posts at the locations for quick fitting of temporary/permanent CCTV at a later date should the location become a hotspot area for crime.</p>	<p>crown canopies (branch structure raised) over 2m in their establishment and future growth to ensure that the footway is not impeded both in terms of access and visibility. Shrub layers would be on routine pruning regimes. Trees will be located away from street lighting to avoid obscured areas and planting away from sightlines to avoid blocking visibility.</p> <p>Planters The Council is aware of these practices and we are giving great consideration to the type of planting and its position to avoid any of the concerns you have rightly raised. Additionally, the proposals have been shared with the Council's Community Safety and Enforcement team which would be doing regular checks of the area.</p> <p>CCTV There is currently some coverage in the area. However due to insufficient funding, we are not planning to install specific CCTV to cover the whole section where changes are proposed. Subject to post implementation observations and availability of funds, this could be considered at a later time. As we know from experience installing cameras for the recent Low Traffic Neighbourhood (LTN) closures, the installation of commando sockets is straightforward</p>
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<p>Metropolitan Police conclusion:</p> <p>Thank you for your very detailed response regarding my comments and concerns for this proposal.</p> <p>As a result of this I would have no objection to the scheme going ahead.</p>	<p>and quick if we ever require new CCTV provision.</p>
<p>Stakeholder - Royal National Institute of Blind People (RNIB)</p> <p>I am writing to represent the views of people with sight loss. Please could the following be taken into account when placing SuDS:</p> <ol style="list-style-type: none"> 1. Please ensure a thorough Equality Impact Assessment is carried out. 2. Please ensure that enough contrast is placed on these to allow people with sight loss to see them. 3. Please ensure that they do not obstruct building lines and are not placed in the middle of pavements where people with sight loss tend to walk (either on the building line or middle of the pavement) 4. Please ensure they do not obstruct any tactile features or blister paving. 5. Please ensure that no shared spaced schemes are planned where kerbs are removed and these planters used as a segregation. It is extremely important kerbs are maintained to aid navigation and inclusive journeys for people with sight loss. 	<p>See section 9.0 Equalities Impact Assessment of this report.</p> <p>The SuDS will be demarcated with a minimum of 100mm kerb face along the footway.</p> <p>The refurbished footways will remain as they are (and widened at the crossing point on Penpoll Road). The new SuDS are located on areas extended into the road carriageway.</p> <p>The new improved pedestrian crossings are located away from obstructions.</p> <p>No shared spaces are proposed as part of this scheme.</p>
<p>Stakeholder - Hackney's Enforcement Operations Manager:</p> <p>My only concern is whether or not the trees are going to be too tall or dense to</p>	<p>Trees will have lower crown canopies (branch structure raised) over 2m in their</p>

<p>affect visibility under the railway bridge. Has this been taken into consideration as the area under the bridge already has limited natural surveillance and visibility from the street?</p>	<p>establishment and future growth to ensure that the footway is not impeded both in terms of access and visibility. Shrub layers would be on routine pruning regimes. Trees will be located away from street lighting to avoid obscured areas and planting away from sightlines to avoid blocking visibility.</p>
<p>Comments from residents:</p>	
<p>Has this scheme been conceived in response to a local resident initiative? Have local residents been involved in the scheme's design?</p>	<p>Some residents sent their comments regarding improvements on Wilton Way. Together with those, it has been a Council's ambition to improve the area for some time. The scheme is being implemented now as funding is available.</p>
<p>Has the council worked with local residents to put in place an agreed plan for the nurture and care of the new green areas? Is any local resident group to take responsibility for the maintenance of the areas and if yes, have they been allocated a budget?</p>	<p>The new planters will be maintained by the Council as part of our regular maintenance programme. However, we have experience in similar schemes and the willingness from local residents to take some ownership in taking care of the green areas. If you or any local residents want to take part in the care of these green areas, please come forward. However the Council has not agreed for any financial contribution and this is not general practice.</p>
<p>How do the proposals make this section of Wilton Way safe for young cyclists?</p>	<p>During our feasibility study, we did a collision analysis assessment. One accident was recorded over a three year period (2017 – 19) along Wilton Way between the junctions of Penpoll Road and Hillman Street. No collisions were recorded in 2017 and 2019. One slight accident occurred in October 2018, involving a pedal cyclist and a car at the junction of Wilton Way and Penpoll Road.</p> <p>Our proposals include extending the footways / planters, narrowing the road carriageway significantly. This new layout aims to deter vehicles from speeding around the junction, increasing</p>

	<p>road safety for cyclists and also pedestrians crossing the road. The introduction of the SuDS planters and greenery also changes the character of the road, giving a new perception of a quieter road and encouraging vehicles to slow down.</p>
<p>Request for places to sit</p>	<p>As part of our stakeholder consultation, we ask the police (please see comments under “Stakeholder - Metropolitan Police”, and Hackney’s Community Safety and Enforcement team to gather information of existing antisocial activities in the area surrounding the scheme. From previous experience in other schemes of a similar nature, providing benches and places to sit may encourage illegal activities. However, after we implement our schemes, we continue monitoring the area and changes and additional proposals could be added subject to positive observations and available funding.</p>
<p>I support the scheme, however I think the neighbourhood would have been better served by a more ambitious scheme designed to transform all of Wilton Way into a garden street.</p> <p>Fully supportive. Great improvement. Could be extended further on Wilton way West where small shops are.</p> <p>Casterton Street, introduction of two parklets so the trees have space to grow. This street can be narrowed as there is ample access for the council.</p>	<p>The Wilton Way scheme will be funded by the Hackney's Lead Local Flood Authority (LLFA), the Local Implementation Programme (LIP) and Section 106 funding. Unfortunately, at the present time we do not have funding to extend the scheme any further. However, your comments will be taken into consideration for future funding.</p>
<p>Fully support the scheme - particularly the SuDS as when we bought our house the envirosearch indicated that this is a high flood risk area. Thank you!</p> <p>Fully support removal of parking spaces.</p>	<p>A high number of residents greatly support the proposals.</p>

<p>The dropped kerbs will make life better for pedestrians with children or wheelchairs.</p> <p>The trees and greenery will make the area somewhere nice to be, and lower air pollution.</p> <p>We like that Hackney becomes greener. We loved the LTNs. Good Work. Appreciate the consultation too.</p> <p>The new layout will stop cars being able to make dangerous turns at high speed from Wilton Way left onto Penpoll Road</p> <p>We would be keen for more parking bays to be removed. Those parking spaces are barely used anyway.</p> <p>Support but concerns about the removal or parking spaces.</p>	<p>See comments above under “Stakeholder - Metropolitan Police” - Removal of current parking bays</p>
<p>Would have liked to see traffic filters on Wilton Way to stop cars driving and make it safer for cycling and walking, and to reduce air pollution further</p>	<p>As part of the LTNs Programme, a recent experimental modal filter has been introduced on Wilton Road / Greenwood Road.</p>
<p>Lighting along the road (Wilton Way) is not sufficient in evening/at night, which increases potential crimes.</p>	<p>See comments above under “Stakeholder - Metropolitan Police” regarding the current lighting provision and crime.</p>
<p>Oppose</p>	<p>Officer’s response</p>
<p>There are ground floor residences who would presumably not want the public to be sitting outside their front windows and doors. The obvious part to pedestrianise and landscape of Wilton Way is outside the shops, restaurants and wine shop etc between Navarino Road and Eleanor Road. It would help the retail units and encourage outside dining during this ongoing situation with hospitality being closed.</p> <p>Total waste of money</p>	<p>Seating is not being provided as part of this scheme.</p> <p>The Wilton Way scheme will be funded by the Hackney’s Lead Local Flood Authority (LLFA), the Local Implementation Programme (LIP) and Section 106 funding. Unfortunately, at the present time we do not have funding to extend the scheme any further. However, your comments will be taken into consideration for future funding.</p>

<p>We live in a basement flat and I find it a problem with clearing leaves from my garden.</p>	<p>The species chosen are not heavy in their leaf fallen unlike other trees in private ownership in the area. The provision of this scheme will greatly enhance the area and hopefully provide a greater pride in this street.</p>
<p>Oppose to blockage of natural light</p>	<p>The type of trees and their positions within the planters would not obstruct natural light along this section of Wilton Way</p>
<p>There are already parking problems and it's not already easy to find parking space I oppose due to loss of 7 parking spaces</p>	<p>See comments above under “Stakeholder - Metropolitan Police” - Removal of current parking bays</p>
<p>Too much traffic</p>	<p>As part of the LTNs programme Wilton Way was closed at Greenwood Road, which further reduced the already low traffic volumes.</p>
<p>The improvements to Wilton Way will have little impact on pollution. Has anyone checked pollution levels on Graham Rd?</p>	<p>See section 8.3 Air Quality Impacts of this report.</p>
<p>There is a long, on-going problem with drug dealing and the hiding of packages of drugs in the front gardens and under bushes in that area and you are proposing adding more planters which will be just great for that.</p>	<p>See comments above under “Stakeholder - Metropolitan Police”. 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 which would be doing regular checks of the area.</p> <p>The Wilton Way closure at its junction with Greenwood Road would help deter potential car based dealers from using</p>

	<p>this area as they will not have an easy escape route towards the main road.</p>
<p>My day has been extended in the morning and afternoon due to roads closed and the amount of traffic on the roads.</p>	<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 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>
<p>This will not be accessible for residents that are disabled, or have carers that drive attending them.</p>	<p>See section 9.2 within the Equality Impact Assessment of this report. No disabled bays are proposed to be removed as part of the scheme and there are no proposals to prevent access</p>

	to this section of Wilton Way. Any issues would be investigated as and when required, especially during construction, when temporary closures would be necessary.
Neither support or oppose	Officer's response
As you've already made arrangements to proceed, why ask, it's pointless asking if you've made arrangements.	<p>The public consultation is an exercise to gather views and suggestions from residents and businesses about these proposals. Additionally, a statutory consultation as part of the Traffic Management Order (TMO) process will proceed subject to the necessary approvals. The TMO will be advertised on the local papers, given an opportunity for residents to formally object to these proposals.</p> <p>The Council analyses all the responses received and makes a decision to go ahead with the scheme, reject it or introduce changes to the proposals.</p>

8.0 IMPACTS

8.1 Permanent Impacts

- 8.1.1 The new narrower road layout together with the introduction of trees and greenery, would create a more attractive environment and encourage people to drive slower.
- 8.1.2 The accessibility for pedestrians, road safety and overall travel experience would be improved for all road users.
- 8.1.3 The introduction of SuDS would help capture surface water to prevent overloading of the sewer system and help with watering the trees and vegetation.
- 8.1.4 The provision of trees inside the new planters and outside Casterton Street would help improve air quality and make the area more attractive.
- 8.1.5 The proposals would affect the current parking provision with a loss of seven parking bays.

8.2 Temporary Impacts

- 8.2.1 All works would be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works would be carried out on Saturdays in

line with local practices, unless considered necessary to minimise disruptions on Wilton Way.

8.2.2 The majority of construction works would be undertaken under lane closures. A road closure with suitable local diversion routes may be required to undertake the works promptly and safely, in particular when the road carriageway is being resurfaced.

8.2.3 Implementation of the proposals are programmed to start in February 2021 subject to completing successful statutory consultation.

8.3 **Air Quality Impacts**

8.3.1 We believe the proposals would help to encourage more people switching from private car use to walking or cycling. This can help to reduce emissions as well as reducing exposure (people are exposed to higher levels of air pollution when in their motor vehicles compared to being in the open air).

8.3.2 Overall we believe the proposals would have a neutral impact on emissions of nitrogen dioxide emitted by traffic using the associated stretch of Wilton Way.

8.3.3 We aim to focus our air quality monitoring on those areas where exposure to poor air quality is likely to occur. This section of Wilton Way is predominantly residential. The closest monitors are located on Mare Street (opposite the Hackney Empire) and on Graham Road, fairly close to the junction with Penpoll Road.

8.3.4 While the planting of trees can have some benefits, the positive impacts from individual trees on local air quality are fairly minimal. However, by positioning them kerbside, their placement can help to ensure that distance from the kerbside is maintained by pedestrians thus reducing their exposure to tailpipe emissions.

8.3.5 Hackney Council's Air Quality Action Plan 2015-2019 sets out actions to improve air quality in the borough:
<https://drive.google.com/file/d/1ZzAWioIMJItKT69YqKBimcQh1-TDI8s/view>.

8.3.6 Hackney Council is currently consulting on a new Air Quality Action Plan (AQAP) for 2020-25. A draft plan has been produced as part of the Council's duty under London Local Air Quality Management (LLAQM) and has regard to the Greater London Authority's (GLA) guidance on air quality. The draft plan outlines the actions we would take to improve air quality in Hackney between 2020 - 2025:
<https://consultation.hackney.gov.uk/housing-service/air-quality-action-plan-2020-2025/>

9.0 **Equalities Impact Assessment**

9.1 In developing these proposals, consideration has been given to the impact in terms of equalities. The Council's overall objectives are set out in the Equality Impact Assessment (EqIA) for the Hackney Local Implementation Plan 3 and Transport

Strategy, which stress the Council's desire to see all schemes developed to provide a high quality environment for all residents. This scheme prioritises walking, cycling and public transport in order, and improves road safety and pollution, suggesting that the overall equalities impact would be generally positive. While those cycling and walking would be the primary beneficiaries, the schemes would have positive impacts for all vulnerable users of the borough's road network.

9.2 Disability

9.2.1 Hackney has lower than average rates of residents who identify as having a disability. In November 2017, 4.1% of the local population (11,234 people) were claiming Disability Living Allowance or Attendance Allowance. The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Therefore, the number of mobility impaired residents potentially affected by these proposals is low. It should also be pointed that the scheme would improve pedestrian facilities. 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 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. No shared surfaces are proposed as part of this scheme and the rain gardens will have a kerb face of at least 100mm to segregate from the footway alignment.

9.3 Pregnancy / maternity

9.3.1 The positive benefits of reducing the dominance of motor vehicles would benefit the most vulnerable road users, including mothers and children who disproportionately suffer the harmful effects of air pollution. 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. Tree planting is important for achieving the aims of reducing air pollution, which would have a positive impact on mothers and children.

9.4 Age

9.4.1 This scheme positively impacts children as it is designed to create a safer and less polluted environment with the introduction of road narrowing to slow the traffic, dropped kerbs for crossings and tree planting to help clean the air. Children are among the most vulnerable groups in terms of road danger and pollution, and this scheme helps to address that vulnerability.

9.4.2 Older adults are also vulnerable to road danger and air pollution and benefit from reduced traffic dominance and the introduction of greenery and trees. However, older adults are more likely to travel by car or taxi as mobility declines with age. Older adults who live within the vicinity of Wilton Way will

continue to be able to access their homes in the same way as they currently do.

9.5 Religion and belief

9.5.1 Consideration has been given to the impact of these proposals in terms of religion or belief. Reducing the dominance of motor vehicles benefits all groups equally, regardless of religion. The proposals in this report do not discriminate against any religious group, as they apply equally to all groups.

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

9.6.1 It is considered that this protected characteristic group would not be impacted by this scheme.

9.7 Race and ethnicity

9.7.1 The 2011 Census estimates that 40% of Hackney’s population are black and minority ethnic groups, with the largest group (around 20%) being black or black British. TfL data for Greater London, reported in TfLs ‘Travel in London: Understanding our diverse communities 2019’ summary of research, shows that walking is the most commonly used type of transport by Black, Asian or Ethnic Minorities (BAME) Londoners (96% of BAME Londoners walk at least once a week, compared to 95% of white Londoners), followed by bus (65% BAME compared to 56% white). The data also indicates that both Mixed or Multiple Ethnic groups, and Other Ethnic Groups, are much more likely to walk (48% and 45%, respectively), whilst mixed and multiple ethnic groups are more likely to cycle (7%), and Asian or Asian British are more likely to drive (6%)¹.

EQIA Summary Table

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

Protected Characteristic					
Disability	Pregnancy & Maternity	Age	Religion & Belief	Gender	Race & Ethnicity
P	P	P	N	N	N
Positive		<p>The scheme would provide improved pedestrian facilities with narrower carriageway widths, refurbished footways and three uncontrolled crossings (dropped kerbs and tactile paving) making it more comfortable for people to walk along and safer to cross the road.</p> <p>The proposals would encourage more people switching from private car use to walking or cycling, helping to reduce air pollution.</p>			

¹ [TfL: Travel in London: Understanding our diverse communities 2019](#)

	The introduction of SuDS with trees and planting would increase the distance between pedestrians and moving traffic, reducing their exposure to tailpipe emissions.
Negative	As part of the proposals, the removal of seven parking spaces is necessary to introduce the new rain gardens and pedestrian crossings. This would affect a number of residents who need to park their cars.
Comments	<p>The Council believes that the benefits introduced by this scheme outweigh the negative impact. The removal of parking would help to encourage more people to switch to more sustainable modes of transport, helping to improve air quality and people’s health.</p> <p>70% of Hackney residents do not own a car. They rely on walking, cycling and public transport for travel. Improving road safety, the environment and measures that achieve better air quality benefits the majority of people living or working in, or passing through the area.</p>

10.0 FINANCIAL IMPLICATIONS

10.1 The Wilton Way scheme would be funded by Hackney's Lead Local Flood Authority, the Local Implementation Programme (LIP) and Section 106 funding. There is an allocation of £135K for implementation of this scheme. Maintenance costs will be added to the Council’s maintenance budget.

11.0 LEGAL IMPLICATIONS

11.1 The Council's powers to implement the measures proposed in this report are set out in the Highways Act 1980 (HA80) and Road Traffic Regulation Act 1984 (RTRA) and will require the making of new Traffic Management Orders (TMO).

11.2 Statutory consultation as part of the TMO process is required to permanently change orders that affect the function of a road or any waiting and loading restrictions. In this case the introduction of double yellow lines to replace seven parking bays would require statutory consultation.

11.3 In making such Orders, the Council must follow the statutory consultation procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made. Any subsequent objections received during the consultation period would need to be resolved prior to scheme implementation.

12.0 AUTHORITY TO MAKE DECISIONS

- 12.1 The scheme of delegation for Neighbourhoods and Housing, delegation for making permanent orders under s.6 of the Road Traffic Regulation Act (RTRA 1984) falls under: NH256 - Making “permanent” orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons’ parking places, doctors’ parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, delegated to Director, Public Realm and Head of Streetscene.
- 12.2 The Head of Streetscene would use his delegated powers to take forward the schemes.

13.0 RECOMMENDATIONS

- 13.1 82.2% of people who responded to this consultation supported the proposals and 15.1% of the respondents did not support the proposals. These results include all the online responses to the end of the consultation period on 15 January 2021 and the paper responses up to 11 January 2021 (see paragraph 6.4.1 of this report). The changes proposed at Wilton Way would provide a number of benefits as described in section 8.0 and the officer’s responses in section 7.
- 13.2 With the closure of the post room for COVID 19 reasons and any postal returns for the last week of consultation not being available officers will write an addendum to this report with an update on the consultation results. The scheme will not be implemented prior this addendum is completed but given the current consultation responses it is considered appropriate to continue to advertising the Traffic Orders for the schemes
- 13.3 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 this report.

14.0 APPROVAL

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

Signed



Dated 20/01/2021

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: Scheme drawing TT-630-09-DD1A

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