

Key for Drawing

- Existing kerb to be removed (reference purpose only)
- Existing furniture to be removed
- Existing road markings to be removed
- Existing kerb to be kept
- Proposed 150x300mm granite kerb 100mm upstand
- Proposed battered (half-height) granite kerb.
- Proposed granite kerb - dropper
- Proposed ramp (tarmac)
- Existing cover (and level) to be kept
- Existing cover to be raised up to 100mm
- New 430x430mm gully (pedestrian frame)
- New double yellow lines
- New 0.4x0.4m tactile paving (Grey)

Hackney

Leonard Street (West)

Detail Design
General Arrangements

May_21 A1@1:100 FB(10xp)

TT-2030-09_lmpB

Existing road markings (cycling) to be removed

Existing electric post to be relocated. (Dis)connection by others.

Proposed footway resurfacing close-graded, 6mm asphalt concrete

Existing utility box/chamber (unchanged)

Proposed low level planting

Existing corduroy tactile paving to be removed

Proposed 619 (600mm) on new 75mm post

Proposed coloured surface treatment. Deep chrome buff (No 267 BS381C: 1988) 30mm thick onto existing wearing course.

Proposed close-graded, 6mm asphalt concrete, as a 40mm thick overlay.

Existing Santander Bike docking station (unchanged)

Existing gully (unchanged)

Existing lamp column (unchanged)

Existing tree (unchanged)

Give way to oncoming vehicles

Proposed 816 with board for westbound traffic

Proposed 815 with board for westbound traffic

Existing manhole level to be adjusted.

Proposed tree. Subject to utilities clearance and stakeholders approval.

Proposed rock/boulder as street feature

Proposed centre-line marking to diag 1008 (50mm wide; 2m dash, 4m gap)

Proposed give-way triangle to diag 1023 (1875x625mm)

Proposed give-way (cycle) to diag 1003 (100mm wide; 300mm dash; 150mm gap)

Proposed 150x300 granite kerb. 100mm upstand

Proposed creative lining (0.1x0.5m)

Proposed tactile paving

Proposed cycle mark to diag 1057 (750x1215mm)

Proposed 150x150 granite kerb. Flush.

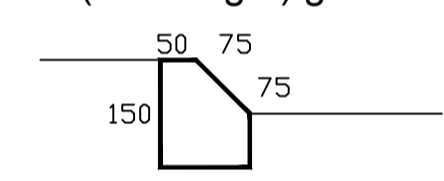
Proposed granite raiser kerb

Existing granite kerb to be removed. Footway to be continued.

Proposed 150x300 granite kerb laid on edge. 100mm upstand.

Proposed tactile paving

Proposed battered (half-height) granite kerb. Flush on cycle side



APPENDIX II

Neither Support or Oppose	Officer's Response
<p>I fully support your intention. However the people docking/undocking bikes will obstruct the cycle lane. It needs more space. An example in practice can be seen on the cycleway under the arches near vauxhall station.</p> <p>I heard of this request for feedback from an email from Hackney Council dated 27.02.21, along with two other proposed schemes. All three designs appear to have been made by people who do not experience the streets on a bike. Please reconsider this from a cyclist's point of view. There are plenty of great best practices available in the DfT's Gear Change document. The document also shows that building infra that doesn't follow these best practices has no impact and wastes money. Thank you for your efforts and vision. I can't wait to see it executed effectively. I really, really, really want London to become safe for people on bikes – it makes life better for all Londoners. We can do it! Let's do it right!</p>	<p>The arrangement of an eastbound cycle lane adjacent to the cycle hire docking station has been in place since the docking station was installed, over a decade ago. The current arrangement is a contraflow arrangement, whereas the proposal removes westbound general traffic and introduces a westbound cycle lane and pedestrian space. This is one of the busiest cycle hire stations in London and there is no notable pattern of conflict over the past decade between docking station users and eastbound cyclists, and the proposal does not create an arrangement that is expected to reduce the space between eastbound cycles and the docking station.</p> <p>The proposal balances the needs of cyclists and pedestrians, including pedestrians with disabilities that limit mobility. Alternative designs that give more space to cyclists would take space from pedestrians and on balance the current proposal is promoted as it avoids mixing cyclists with pedestrians and most importantly disabled users, giving space to each.</p> <p>Disable users can continue using both footways to the north and south of the carriageway as these will be kept raised with a 60mm delineation between the carriageway space.</p>
<p>(1)We are concerned that whilst traffic can enter Kiffen Street from Clere Street they will, under your plans, have to reverse out and you are effectively</p>	<p>(1) The proposals include a two way priority junction at Leonard Street and Kiffen Street so that vehicles can enter Kiffen Street from the</p>

<p>blocking the exit northbound from Kiffen Street. Experience over nearly 30 years shows that 90% of traffic is by cars entering from Clere Street. You say, a bit glibly if I may suggest, that people will change their routes if circumstances change but this is not so simple given the difficulty at times to get to Paul Street from Tabernacle Street due to ULEZ rules.</p> <p>(2)Have you considered what cars or, worse, lorries would do if they entered Leonard Street from Paul Street by mistake. How do they exit Leonard Street? If the gates to Kiffen Street are closed then do they try and turn round or do they back up?</p> <p>There is a great chance that they will enter Kiffen Street illegally if they see the gates open as the only other way out is by backing up . There is no sense in replacing the gates at Kiffen Street especially as the adjoining properties have planning permission to redevelop. Also the people who park do not want the gates shut. One answer would be to allow room for them to turn around in Leonard Street which may have other effects. PLEASE ANSWER ON THIS POINT. There is danger to legally parked cars if Kiffen Street becomes a cut through. It is unfair if you do something to satisfy your plans that creates a problem for us.</p> <p>(3)We are concerned about additional footfall and ask that adequate arrangements are incorporated in the scheme for waste bins.</p> <p>(4) With the increased footfall we may see increased anti-social/criminal activity and want to know if there will be additional CCTV.</p> <p>(5)You requested the possibility of repainting the railings of the car park – we are happy to discuss this.</p> <p>(6) You talk about artwork (subject to funding) which would be great but it is important that the adverts are not blocked by artwork</p>	<p>direction of Leonard Circus but also exit back to Leonard Circus. Based on this proposal, vehicles will have to give way as the carriageway is too narrow for two way movements. However, Kiffen Street (which is a private road) is gated at the moment. Therefore, any required adjustments will be discussed separately with the legal owner of the street.</p> <p>(2)It is impossible to allow for a U-Turn along Leonard Street. There will be no entry signs visible from Leonard Circus and therefore, this is unlikely to happen. In case this happens vehicles will have to reverse back, otherwise they will attempt going through Kiffen Street. It is not our responsibility to restrict traffic to Kiffen Street. If you do not wish vehicles to enter illegally then a solution would be installing automatic gates. The Council is not responsible as to what traffic will be allowed down Kiffen Street and unfortunately cannot enforce this as it is a private road.</p> <p>(3)Additional footfall is expected and it is one of the objectives of the scheme. This scheme aims to encourage active transport and getting people who live and work around as well as visitors spending time along the new space, something that the Leonard Circus scheme has achieved successfully too. The Council will install waste bins where these are needed. Currently there are few along Leonard Circus. The main reason Kiffen street attracts fly-tipping is the poor quality and appearance of the street and adjacent building - Development House which used to be vacant and now in use which has helped resolve the issue mentioned. It is the owner's responsibility to clean and maintain Kiffen street and not The Council's.</p> <p>While additional footfall may lead to the need for more on-street small bins, footfall does not attract large scale fly-tipping. Should there be a</p>
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<p>(7) Please ensure that Kiffen Street is not obstructed when you carry out the work to enact the scheme.</p>	<p>need for additional bins, Hackney Council will arrange for these to be provided.</p>
<p>(8) You indicated that due to RNIB objections the proposed pavement levelling at Kiffen St and the proposed ramp in Kiffen St is unlikely to take place. If this were not the case we require separate consultation as you would be wanting to change the roadway in Kiffen Street.</p>	<p>(4) There has been a discussion with our Civil Protection team for installing CCTV at the junction of Tabernacle and Leonard St junction with visibility up to Leonard Circus which dictated tree locations. If it's of your interest, I could bring you in touch with our Public Space Surveillance Manager who can provide further details on this.</p>
<p>(9) In the future the car park and two plots next to Kiffen Street will be redeveloped. We have already had requests to park construction vehicles in Kiffen Street and are concerned that the closure of Leonard St westbound, which you say will be permanent, will cause major interference when development takes place. We would like to know if you have given any consideration to this.</p>	<p>(5) Any proposals regarding public art will be subject to surplus or additional funding post implementation of the scheme (civil works). As it has been discussed and agreed previously, the companies that you work with, do update the existing banners with creative context primarily promoting local businesses/art etc which is excellent. Therefore, this won't be a priority.</p>
<p>(10) If you carry out the scheme as proposed then will Hackney consider a reduction in rates due to the restricted access to Kiffen Street?</p>	<p>(6) The public art/artwork will be on the carriageway (likely to be geometrical shapes or lines in various directions to make the carriageway stand out for people to start using it as a pedestrian friendly and car free space). Again this will be the last addition to the scheme.</p>
	<p>(7) This is unlikely to be achieved as the section between Leonard Circus and to the west of Kiffen Street will have to be used for construction vehicles. With the redevelopment works of 49 Paul Street (hotel at the back of the Development House) it will be impossible to suspend and use available loading/parking spaces along Paul St</p>
	<p>(8) This is not the case anymore. As mentioned earlier, both ingress and egress to Kiffen Street from/to Leonard Circus will be allowed as part of this scheme. The idea of providing a continuous footway is therefore discarded.</p>

	<p>(9) This scheme has been discussed internally and also showcased in our Area Action Plan for quite a long time now. As you are aware, the daily traffic volumes are very low. No planning application has been submitted for the redevelopment of the car park of adjacent land and therefore, the Council cannot postpone or cancel the scheme on this basis. The Council has already tried to accommodate the needs of the adjacent landowners (Development House, 49-52 Paul St and Telephone House) who we have been in communication with. In any case, Hackney Council will seek to limit inconvenience during construction where possible.</p> <p>(10) Access to Kiffen Street is maintained. The only restriction is westbound on Leonard St. Access to Kiffin Street from both Leonard St and Clere Street is maintained. However, this is a private road currently gated and only the legal owners of the street can control access.</p>
Oppose	Officer's Response

Yes. All you are doing is dispersing pollution to surrounding areas and roads, making them worse. How do businesses in this section get deliveries, gain access for disabled and less abled people? It's discrimination

I am partly disabled and find walking difficult. I rely on taxis to get around.

Again you couldn't care less about the people who actually need to drive due to a variety of reasons. You don't care about the elderly, disabled or infirm. You just to impose your will on everyone who does not want these ridiculous schemes

Please stop giving our streets over to the cyclist, they have more than ample cycle routes to get around on, you do not take into consideration the ageing & disabled who rely on our cars to get about areas

How are disabled people supposed to access the area? Heavily disabled people use many different forms of transport to access the area, mainly cars / black taxis. How can they now gain access if they cannot walk or cycle ? What provision has been made for them , also what about people who have invested in electric cars and taxis at Huge cost , and we're is the traffic going to go , this will call major congestion and increase pollution have you seen the traffic around shoreditch it is a joke due to the council's ridiculous anti car campaigns old street roundabout is constantly gridlocked every day how is that helping the environment

The Council believes this scheme will be at least pollution neutral. The objective of the scheme is to create an area which is more pedestrian friendly, safer for vulnerable road users by preventing general traffic and enhancing the public realm offer in this area.

Whilst taxis will not be permitted to use the proposed pedestrianised section of Leonard Street between Leonard Circus and Tabernacle Street, taxis can take a short diversion through local roads to access both ends of the pedestrianised area. There are no entrances in this section of Leonard Street. The entrance to the building on the north side of Leonard Street can be accessed by car/taxi from Leonard Circus

Any deliveries can be made via Leonard Circus. As mentioned above there are no entrances to any of the buildings which front this section from Leonard Street. All deliveries can be made via either Leonard Circus, Paul Street or Tabernacle Street

The disabled and elderly who find it extremely hard to get around are being ignored and left behind just to accommodate cyclists who have far more capacity to walk and run when making a journey to the detriment of those who cannot is this a deliberate thing

or are you just being vindictive against the less fortunate.

I would also like to point out that you are breaking the equality act by not including the disabled in this scheme as they have the same rights as able bodied people, something you seem to ignore.

I am not anti cyclist and do not see why they cannot share the roads with cars it is

something they have been doing for years and should continue.

I am opposed to this scheme and all those like it being put into place throughout Hackney.

These are streets, not playgrounds or cycle parks!

Despite what you seem to imagine, streets are very necessary for all kinds of road traffic. Have you considered how deliveries can reach these residents? Emergency services? School transport for children with special needs? Taxis and hospital transport for the elderly and disabled? How can workmen access properties with all their equipment?

We are already hearing about minicab drivers who will not attend particular addresses in Hackney because it takes them twice as long to get there now. Deliveroo drivers who won't work in Hackney, bus drivers who are seeking work outside Hackney because they cannot adhere to their timetables, due to gridlocks. Elderly people are in deep distress because they cannot get to hospital appointments on time any more. Disabled people are seriously worried because the equipment they need to live independently cannot be delivered to them now.

People imprisoned in their homes. A Headteacher who has to leave her home 90 minutes earlier to get to work on time.

Why are you doing this, Hackney? And please do not say it's because of air pollution, because you have made that many times worse on all of the roads

The Council is fully aware of the importance of the road network for deliveries and other essential services. The section of Leonard Street proposing to pedestrianise has no residential frontages and we do not believe that deliveries will be hampered to the extent that residents will be inconvenienced.

The short diversion route will not put more traffic on main roads. The diversion is localised and it is not anticipated there will be more traffic, as opposed to reassignment, in the local network as a result of the proposals.

The Council's streetscene team does not believe the proposal will adversely affect those with mobility problems who are reliant on cars and taxis. The pedestrianisation will provide much needed public realm enhancements and the diversion for this is 3 local roads, which makes a combined diversion of approximately 800 metres.

outside the LTNs! If you were seriously concerned about air pollution, instead of raking in the money to shore up your deficit, you would not be undertaking so much building throughout the borough! Building works, demolition & use of concrete, account for 45% of all air pollution!

You will be familiar with the saying, "you can judge a society by how it treats its vulnerable".

Just what do you think all these measures, which completely ignore the needs of the elderly, disabled & vulnerable, say about you, as a Labour-led Council?

As I have said at the beginning I want you to bring in a system whereby I can have the same use of the street and would like you to inform me how you are going to do it.

I am disabled person stuck in traffic because you have ruined hackney rds

It is already difficult enough for myself(limited mobility) to travel around the local area without my caregiver (daughter) this will make it almost impossible. I oppose ALL the road closures in the area I have lived with my family for the past 86 years

Can anyone explain exactly how deliveries will be made here? Or how will disabled people get about? Or what about the elderly? Come to that, how will anyone be able to travel to see friends and family? Imagine a young couple with a newborn baby or very young children and the weather is bad like it quite often is in the UK - Oh God you could go on forever - what is wrong with these people? Why are they punishing us? I don't want to live in a ghetto - I want to be free

It is not anticipated there will be undue delays as a result of the proposals. All the traffic will be in the local network (no net increase) and the reassignment of traffic to the diversion route is not considered to much of an imposition given the total length of the diversion is 800m

Any deliveries can be made via Leonard Circus. As mentioned above there are no entrances to any of the buildings which front this section from Leonard Street. All deliveries can be made via either Leonard Circus, Paul Street or Tabernacle Street

Closing roads to vehicles causes more congestion in other streets. So I'm against the scheme !

The Closure of Leonard Street will invariably lead to some additional traffic on other roads. The increase will be traffic that would have been in the local network but will be reassigned to other roads close by.

You can see the Automatic Traffic Counts (ATC) for Leonard Street below.

Road name	Location within road	Survey date(s)	Direction	Traffic Volume (7 day average)	Traffic speed (7 day 85%ile) mph	Traffic speed (7 day average) mph
Leonard street	Outside No. 70	May-10	Eastbound	102	15.2	13.2
Leonard street	Outside No. 70	May-10	Westbound	1479	25.5	19.6
Leonard street	OS 56 - 64	Apr-10	Eastbound	395	13.4	11.5
Leonard street	OS 56 - 64	Apr-19	Westbound	1890	18.4	14.8
Leonard street	OS 56 - 64	Apr-19	Eastbound	409	13.5	11.5
Leonard street	OS 56 - 64	Apr-19	Westbound	1820	18.5	14.8

Closing roads to vehicles causes more congestion in other streets. So I'm against the scheme !

Absolutely ridiculous, you will just push the traffic into your other awful road scheme's , like the old st roundabout ,which is also designed to practically gridlock traffic and cause even more pollution. Surely you lot can't be that stupid not go realize that. Or is there a bigger picture I have asked myself and the answer I've concluded is you are not that clever, idiots!

again an absolutely stupid idea from hackney council, will just cause even more congestion on already struggling roads
poor people on main roads have rights too

The Old Street roundabout is not a council scheme, this is a Transport for London (TFL) scheme.

Closing roads does not necessarily create more traffic but it is accepted that reassignment to other roads in the local network may occur. We will monitor the anticipated alternative route and provide amelioration if necessary.

The scheme forms part of a larger plan to regenerate the area and provide much needed public realm improvements. It will enhance the walking and cycling experience and provide an area where no cars are able to travel so it will be quieter, safer and reduce car dominance

<p>----- Why would this be a good idea given the ridiculous restrictions already imposed in the area? Closing yet more streets will cause yet more traffic & pollution not decrease it. -----</p> <p>You keep closing roads and it keeps nudging all the traffic onto the main roads causing more pollution and crime zones where I feel unsafe walking down these streets. -----</p> <p>you guys are taking the right piss closing all these roads without prior consultation with the residents.</p> <p>I don't know by which logic you can justify rerouting and making traffic take a longer route to get to their destination thereby increasing pollution and ruining residents lives. -----</p> <p>It will create further congestion on roads leading into Old St roundabout, which is already significantly more congested since the changes to the roundabout were made. There are still some people who need to drive and don't have an alternative - disabled people, delivery drivers etc and this proposal provides no evidence of any benefits to those individuals such as improved disabled parking - otherwise longer journey times for disabled people are being ignored with no improvements for them built in.</p> <p>Don't do it . Because traffic is already very heavy on EC2 area. And this is gonna be a massive problem. ..don't do it . Your plan doesn't work at all. You wasting my time to go work -----</p> <p>It just piles more and more traffic onto Old Street Westbound, creating even more gridlock at the roundabout than there already is. -----</p>	<p>The short diversion route will not put more traffic on main roads. The diversion is localised and it is not anticipated there will be more traffic, as opposed to reassignment, in the local network as a result of the proposals.</p> <p>There is no reason to believe that the proposed pedestrianisation will lead to additional traffic leading into Old Street roundabout. The local alternative route will take drivers from one end of the pedestrianised area to the other. This does not affect the amount of traffic which will then proceed into the old Street roundabout. The alternative route to the predestination will take them to the Tabernacle Street/ Leonard Street junction. Should the driver then proceed to Old Street roundabout is a matter of driver choice not influenced by the proposals.</p> <p>The section of Tabernacle Street between Olivers yard and Leonard Street may see an increase in traffic but drivers can still access City Rd from Leonard Street, the closure does NOT prevent drivers from doing this. We will monitor the traffic in the area to see if there is a significant in traffic in this section of Tabernacle Street</p> <p>Anti-social behaviour can be observed in areas which have a plethora of nightclubs and bars. However, it cannot be said with any degree of certainty that the behaviour witnessed will not be made worse by the scheme and as it is something currently occurring, it cannot be attributed to the proposals.</p>
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<p>I am against the proposal to close off Leonard street as outlined in the proposal. Leonard street is a way for people to exit to City Road and if it is closed, it will increase congestion along Tabernacle Street which has a significant residential community. This will result in more cars sitting idle on Tabernacle Street causing more exhaust and fumes along the street which will make it unhealthier for residents.</p> <p>Also, there is already an antisocial issue around Leonard street with groups exiting bars and clubs en masse and this will encourage them to congregate around Leonard Street, resulting in more litter (including beer cans and bottles) and other anti-social behaviour such as urinating on the street.</p>	
<p>I disagree with road closures driving traffic and pollution into less options to filter into. As a cyclist in Hackney over 50 years I already enjoy the many journey route options to avoid main roads, so I don't feel the need for cycle lanes.</p> <p>I drive when I have no option, share the car with 2 other family members.</p> <p>I feel stressed, bullied and angry at road closures that discriminate against those who cannot cycle or walk and have created more pollution on main roads.</p> <p>How can you assess their effectiveness in the current extraordinary Covid pandemic?</p>	<p>We will be carrying out monitoring to understand the impacts of the scheme. For traffic flows and speeds, we will be carrying out surveys shortly after the school half-term period and again after approximately six months (given the recent announcement of a further lockdown, we will also be looking at other sources of traffic flow data to see how the flows can be compared). For air pollution we continuously monitor air quality using a network of 200 diffusion tube monitoring locations across the borough, which is the biggest diffusion tube network in London. We also use 2 sophisticated air quality monitoring stations, one of which is mobile and is used to get snapshots of air quality in different areas of the borough. However, we are aware that although the increase in road closures may improve air quality in the locale of the closure, they may have the potential to worsen air quality on surrounding roads. We are therefore also looking into ways which can enable us to determine any potential impacts on air quality in these areas enabling us to assess, if required, appropriate mitigation measures.</p>

<p>This is not a street any longer.</p> <p>A street is not a park or a cycle lane or a playground. We need more parks and playgrounds, not to pretend a road is the equivalent.</p> <p>A street is a means for everyone to get from one place to another, and that includes private car owners, and people who use vehicles for their living and to offer a service to the public, like tradesmen, delivery workers, care workers, emergency services and many others.</p> <p>Before you carry on closing more Hackney streets, stop and take cognisance of the objections of hundreds of Hackney residents and their reasons.</p> <p>Please also note that 45 per cent of the UK's carbon emissions are from demolition and construction. This continues all over Hackney, including largely unaffordable housing built as an investment or pied a terre (to quote Knight Frank in the case of the Anthology private towers on the Colville Estate) and including hundreds of units on what were council estates.</p> <p>I would take Hackney Council's commitment to the environment more seriously if it were not highly involved as the developer in speculative schemes like the Britannia Project - 400 homes for market sale at market prices. Or partnering developers like Berkeley Homes on Woodberry Down Estate.</p>	<p>We do listen to the voices of the residents and businesses and this is the purpose of this report. To read, analyse and respond to the feedback you write to us during consultation.</p> <p>The specific scheme has nothing to do with redevelopment and new housing. It is a matter of improving a very central location in Shoreditch to a more attractive place, similar to what has been done with Leonard Circus.</p> <p>This scheme proposal forms part of the Shoreditch Plan; a long term vision for how this thriving area of London will evolve over time to deliver a fit for purpose urban environment and support and encourage sustainable travel.</p> <p>As part of this plan, we have commissioned a pedestrian movement study to see which parts of Shoreditch pedestrians use the most and if they look deprived or a bit forgotten, then improve public realm to enhance pedestrian experience by introducing more green, refurbish footways and carriageway and where possible use high quality materials that will add to the character of the area and encourage people to spend more time.</p>
<p>The old st roundabout debacle is a joke and this new proposal will make things worse ... by all means make roads safer to cross but businesses need food and services to move around</p> <p>-----</p> <p>How do you expect business to run when getting deliveries is becoming so complicated and what about the disabled, how are they supposed to get about.</p> <p>-----</p>	<p>The proposals will not directly affect any businesses as there are no businesses currently operating along this section of Leonard Street. As mentioned in earlier responses there will be a diversion route to serve both businesses and residents: Leonard Circus, south to Paul Street and then right onto Clere Street, right onto Tabernacle Street to then turn left onto Leonard Street towards City Road.</p>

<p>Have you guys lost your minds in closing off roads everywhere without thinking on how things are going to get delivered, how the roads are meant to be shared between cars, bikes and pedestrians? Why are the cars being penalised when most of the cars are becoming more greener and environmentally friendly. The people who own cars also have the right to use the road and should not be excluded from it. All the roads needs to open as they have a right to use it.</p>	
<p>I have a printing shop on Leonard street and this will be a disaster for my business as I use delivery vehicles (electric) to do my deliveries to local business. You have just made old street roundabout a disaster to bikes cars buses now you want to destroy more areas. don't know why I fill this out anyway because you have made the decision already.</p>	<p>Hackney Council recognises that there is a small diversion that adds time to motor vehicle movements in the area, however, the time that the diversion adds is minimal and outweighed by the benefits of the scheme.</p>
<p>The plan is not well thought out. If you close Leonard street between Paul street and tabernacle street the traffic will then flow down Paul street and back up Tabernacle Street (including additional garbage trucks seeking to access Leonard Street between Tabernacle and City road. The area that you are making greener is between a carpark, an abandoned commercial building and one that is only semi occupied. So this additional flow of traffic will instead impact the section of tabernacle that is heavily residential between Clere street and Leonard street. Furthermore by closing off the Leonard street between Paul Street and Tabernacle - that will mean all car flow supporting McQueen Bar and XOYO club (both of which already contribute insane issues with drug, drink and noise at all hours of the night) including honking mini cabs and uber drivers will be first to be on the most residential part of tabernacle street - That makes absolutely no sense. Also this "green" AREA will attract many of the post night out lingerers that already agglomerate in the area from XOYO night club and McQueen. I urge the council to give some thought to the impact of what they are doing. This is an ill thought out plan with very little consideration to the impact this will have on local area.</p>	<p>Comments regarding ASB addressed above.</p> <p>The amount of traffic going through this part of Leonard Street is very low and we do not anticipate this to increase, along the diversion route after we implement the scheme.</p> <p>However, as stated earlier, we will commission traffic data to monitor traffic flows and ensure that these are maintained to the existing levels.</p>

<p>We need so many more important things to be addressed in a post-pandemic time like public health and housing. The proposal does not add anything to what already happens on Leonard Street.</p>	<p>The proposals intend to filter the street and turn it into a car-free, greener and more attractive space. The funding for this scheme is developers' contributions (S106 funding) to exclusively improve the public realm in Shoreditch and therefore, cannot be spent for other purposes.</p>
<p>To whom it may concern</p> <p>We strongly oppose the proposal outlined in the consultation document, as this change will severely impact our right to access our site via Kiffen Street, which is owned by a third party. This change will effectively restrict both access and egress to the rear of the proposed hotel.</p> <p>Whilst we are opposing this plan we would be happy to discuss how the effect of this proposal might be mitigated and to this end we request a meeting to discuss and review how this could be achieved.</p> <p>We are currently at the pre-construction stage of our development, having acquired the site in 2019. We intended to start construction of the approved scheme in Q2 2021, so would welcome a meeting at the soonest opportunity.</p> <p>Kind regards</p>	<p>We have been in touch with developers already.</p>

<p>Ask anyone if they want traffic not to drive down their road and the majority of residents will sign up to.</p> <p>Traffic needs to flow smoothly and efficiently.</p> <p>It seems councils are like lemmings, TFL sets the agenda and mayhem pursues.</p> <p>People are buying EV like hot cakes to reduce our emmissions, like our good old London cabbies, but that's not enough it seems.</p> <p>You now want to herd all traffic in reduced road spaces, whilst increasing stealth taxes.</p> <p>It seems the majority of pedestrians on our high streets doing their everyday activities are going to suffer higher, more dangerous emissions as a consequence.</p> <p>Not everyone can cycle or walk or even want to. The cost of money and time to varying businesses is going to go through the roof.</p> <p>Park lane is a prime example of madness.</p>	<p>The proposed scheme will not herd traffic into a reduced space. There will be a degree of reassignment but this will only be for those vehicles which would be in the local network. The alternative route is very localised and it is not anticipated that any main road will see an increase in traffic as a result of these proposals</p>
<p>It will only add to already heavy pollution as traffic will be displaced ok to surrounding areas and add vehicular miles driven.</p>	<p>We intend to monitor the impact of adjacent streets by commissioning automatic traffic counts after the implementation of the scheme as well as a noise survey along the diversion route.</p>

"I am opposed to this scheme and all those like it being put into place throughout Hackney.

These are streets, not playgrounds or cycle parks!

Despite what you seem to imagine, streets are very necessary for all kinds of road traffic. Have you considered how deliveries can reach these residents? Emergency services? School transport for children with special needs? Taxis and hospital transport for the elderly and disabled? How can workmen access properties with all their equipment?

We are already hearing about minicab drivers who will not attend particular addresses in Hackney because it takes them twice as long to get there now. Deliveroo drivers who won't work in Hackney, bus drivers who are seeking work outside Hackney because they cannot adhere to their timetables, due to gridlocks. Elderly people in deep distress because they cannot get to hospital appointments on time any more. Disabled people seriously worried because the equipment they need to live independently cannot be delivered to them now.

People imprisoned in their homes. A Headteacher who has to leave her home 90 minutes earlier to get to work on time.

Why are you doing this, Hackney? And please do not say it's because of air pollution, because you have made that many times worse on all of the roads outside the LTNs! If you were seriously concerned about air pollution, instead of raking in the money to shore up your deficit, you would not be undertaking so much building throughout the borough! Building works, demolition & use of concrete, account for 45% of all air pollution!

You will be familiar with the saying, "you can judge a society by how it treats its vulnerable".

It is consistent with Council policy to introduce child-friendly elements on our streets. What the scheme aims to do is turn an unloved, bland uninviting section of the highway into a place where people can walk/cycle in safety and peace & quiet. The area will benefit from trees to add a more relaxed ambience.

We do not believe the proposal will adversely affect those with mobility problems who are reliant on cars and taxis. The pedestrianisation will provide much needed public realm enhancements and the diversion for this is 3 local roads, which makes a combined diversion of approx 800 metres. The road has no residential frontages so there will be no resident whose needs, which may include heavy medical equipment, should be adversely impacted

Hackney Council, what are you doing?!? I am not a driver but you are killing my area which I have lived in for over 25 years. To tell me this has decreased emissions is absolutely beyond me if you have a look at the main roads. You say 'Making Hackney safe for cyclists', I have never known a place where people are so confused. Start cycling projects teaching people how to cycle and use the roads properly (this will help more people want to cycle) not by closing half the roads. My mother and partner no longer feel safe walking round Hackney with less traffic on certain streets, especially around the London Fields area.

Please actually consult the people of Hackney, i haven't even been consulted ONCE! As a long life resident, I cannot wait to be able to move out from Hackney now. It is not the area I grew up in. If I do get a reply, I would like a list of people involved with the LTN projects within Hackney. Would also be curious to know how many of the party members actually have grown up or spent longer than 5 years in Hackney.

If a reply can be sent to xxxxxxxxxx it will be greatly appreciated (not an automated one either). If however I do not get a reply from public servants, I shall be taking this enquiry further.

Thank you very much for reading and look forward to hearing back.

We have carried out a consultation for these proposals prior to implementation. We have received over 150 responses to this (of which few were duplicates - from the same user/IP address and therefore, we have discarded them)

Unfortunately, we are unable to respond to each and every individual response given the amount that we have received to this consultation. However if you have any further concerns or want to get in touch please contact streetscene.enquiries@hackney.gov.uk where we will assist you.

Children do not play in the street, they play in parks. This idea is just another blow to people who NEED to use other modes of transport that's not a bike to get around the city of London (Note - CITY not the suburb) Surely the money that will be used for this proposal could be put to better use elsewhere within the community.

Your ideas are dividing communities, not bringing them together & we have enough division as it is in other areas of the public realm.

I wholeheartedly feel like this has now become a class war & the poorest, most vulnerable people are the ones who don't benefit from these schemes & not listened too because our views don't meet your agenda.

Hackney Council would like to become a more child-friendly borough and reflect this in all our proposals. This area is to be completely transformed with adjacent buildings being redeveloped and despite the fact that it is predominantly businesses oriented, there are also many people living here which deserve a better streetscape amongst them kids too.

<p>Introducing mainly cycle lanes and LTN's within the Hoxton/Shoreditch area is only going to cause more traffic, more pollution and more crime rates within the area. Installing CCTV may be an option to prevent crime slightly but bollards and plant boxes while restricting vehicles on the roads will only cause more noise, traffic and pollution for residents in the area due to restricted roads and diversions!!</p> <p>This is not right at all and I don't believe cyclists have more right to use the roads than vehicles as they are not paying any fees to allow them more rights on the roads. This is not equal rights and this is definitely discriminating against vehicle road users who pay multiple yearly fees to be able to use the roads, (Tax, Insurance, MOT, Parking Permits, etc).</p> <p>All these changes have already caused chaos in the Borough but Hackney Council continue to put a blind eye to everything, which is disgusting. We residents are the people who pay towards everything the Council is introducing and we are against it all. This is terrible!! What makes Hackney Council believe such measures can be put into place without taking residents views and concerns into consideration, with us residents paying for it all??</p> <p>Absolute rubbish. I understand some, only a fraction of residents are supportive of all these restrictions but the majority of residents are against it all, (evidence from personal data and petitions and meetings). The Council really needs to put an end to all these restrictions and try to make it a more peaceful Borough for all us residents to live in and this is not going to happen by restricting residents to the use of roads, streets, etc in the borough. Hackney Council stop spending our money on unnecessary actions you believe is making a difference. The only difference all your actions are making is more and more angry residents and having to deal with many more complaints. It is only making a negative difference.</p> <p>Start being positive and less selfish and all will become better....</p>	<p>The council has a hierarchy of road users in the borough. This is reflective of both vulnerability as a road user and their environmental impact. The vast majority of Hackney's roads have no or little cycle infrastructure but it has been recognised that cycling is increasing within the borough due to some of the work that has been done to encourage this. However, in context, cars are still very dominant of the borough roads. They still have more than 80% of the road space, when parking is included, and contribute to a significant number of the accidents seen in the borough each year.</p>
<p>Can you pls outline the costs for this project. Keen to see the cost benefit analysis</p>	<p>Please see section 10. 'Financial Implications' of the DPD report</p>

<p>It's impossible to make these restrictions workable and almost as impossible to comment on individual measures on certain streets with the draconian implementation of the recent LTN's. A blanket LTN across a borough does not work and you are putting the lives of those on "main routes" at risk by condensing/confining motorised traffic. A central government ban on combustion engines is forthcoming and your closures are wrong. Change is needed, yes, but not in the manor you bullying council is proceeding with.</p>	<p>This particular scheme is part of the Shoreditch Plan which is a series of public realm schemes, not all are closures, which seeks to enhance the experience of those that live, work and visit the area.</p> <p>The diversion is localised to 3 roads and it is not anticipated that these proposals will lead to further traffic on main roads.</p>
<p>Yes will cause area to block up leaving everyone in the main roads and ruin businesses and SCHOOL RUNS</p>	<p>It is not believed that blockages will be caused by the proposal. A swept path analysis has also been undertaken and vehicles can make these turns with ease. The congestion at the various junctions on this route will be no worse than the congestion that currently exists at the Leonard Street/Tabernacle Street junction. Also, there are no businesses fronting this section of Leonard Street.</p>
<p>As a private hire driver we need access to roads to pick up and drop off passengers especially disabled passengers closing roads to traffic restricts us from providing safe transport</p> <p>-----</p> <p>As a London licenced taxi driver, how will we provide service to local businesses, residents, disabled people if access is very limited, surely we should be promoting commerce after this terrible pandemic, not curtailing business as this plan will do. Are you really serious! Wake up and smell the coffee!</p> <p>-----</p> <p>Hardly any traffic goes through here and its a big help to us who work here and need to get too work</p> <p>-----</p> <p>How would one access City road from Tabernacle street?</p>	<p>The impact on taxi dropping/picking up is very minor. Taxis will be able to drop off/pick up clients before and after the closure points (Leonard Circus and Tabernacle Street respectively). There will be a diversion route (Paul Street/Clere Street/Tabernacle Street/Leonard Street towards City Road). This is a very small section of Leonard street with low existing traffic volumes which lends itself to a nice and attractive car free space.</p> <p>Currently, the only building with entrance/access within the section of Leonard Street between Leonard Circus and Tabernacle Street is the 'Development House' (56-64 Leonard Street). The entrance of the Development House is within about 15m of Leonard Circus where a taxi can drop off/pick up a client.</p> <p>Access to City Road from Tabernacle street is not changing. Drivers will be able to do this by car as they do now.</p>

<p>Taxi access should be maintained as per the recent ruling on Bishopsgate and other Streetspace schemes in the high court</p>	
<p>Support</p>	<p>Officers Response</p>
<p>This is an excellent proposal and will reduce the amount of motor vehicles that use this route to cut through from Great Eastern St. to City Road. It will also improve the public realm of the area.</p>	
<p>This is great. The street art is very welcome and would fit in well with the Leonard Street circus</p>	
<p>This will be very good for the Leonard Circus area as it will reduce the amount of traffic cutting through to avoid Old Street.</p> <p>I realise it is outside the scope of these proposals but parking in Paul Street needs to be reduced or removed. This would make cycling this short sections of CS1 much better.</p>	<p>The Council will rise the matter of parking in Paul Street with the cycling team</p>
<p>Having cycle parking bays back directly onto a cycle path can be dangerous as the bikes are often pulled into the path of oncoming cyclists</p>	<p>The Council will monitor this to see if this issue is fed back to us.</p>
<p>I strongly support any plans for better and safer streets for cyclists and pedestrians in my local area. Planting more trees will also be a good step for our air quality so I support this scheme.</p>	<p>The Council is intending to plant more trees subject to trial pits and location of underground services</p>
<p>That's a great intervention.</p> <p>We need more car free alternatives in Hackney area to achieve modal shift and create a non car dependant Borough!</p> <p>Thanks for this and keep pushing!</p>	<p>It is believed that the scheme will enhance the local cycling offer, help reduce car dominance and provide much needed public realm improvements to an unloved section of Leonard Street</p>
<p>Please continue to develop Hackney's safe cycle routes as an integrated network.</p> <p>Too many are forced not to cycle because they are justifiably afraid of being mixed with quite possibly lethal motor vehicles during any part of their journey.</p>	

<p>A separate grid of protected, child and non-confident cyclist friendly cycle routes, with minimal interaction with motor vehicles will aid mobility in the area and improve quality of life no end!</p>	
<p>This is a good start - the roundabout is really confusing. I wish something was done to remove the current confusing scheme where there's no clarity of where traffic is going, where the footpath is, and where food trucks are supposed to park.</p>	<p>The Old Street roundabout scheme belongs to TFL. We will pass on your comments</p>
<p>This looks like a great scheme, it will definitely improve the route, but it doesn't deal with the major problem on this road —the section of Leonard Street west of Tabernacle Street. The contraflow cycle lane there is one of the worst pieces of infrastructure in Hackney. It's an essential connection, but it's very poor. Drivers don't understand that it's a contraflow — I have been spat at for using it because the driver assumed I was just riding the wrong way. Even contractors doing work in the area don't understand it — a couple of years ago the 'cycle lane closed' sign was put up facing the wrong way. I hope to see this scheme extended in future to improve that section.</p>	<p>This section of Leonard Street belongs to the London borough of Islington. Your comments have been passed onto the appropriate team in Islington Council.</p>
<p>Make it as green as possible and please extend it to more streets in Hackney and the area</p>	<p>The Council is intending to plant more trees subject to trial pits and location of underground services</p>
<p>We think this is a wonderful idea and will make the road much safer and more pleasant for families.</p>	<p>It is the Council's aspiration to make the streets in the borough as safe as possible. There are several ways in which this can be done and pedestrianisation is one of these. These enhancements not only make the road safer but make the road more appealing for residents and visitors alike whilst providing a much needed boost for a previously unloved section of Leonard Street</p>
<p>-highly support any development that increases opportunities for Bikes instead of cars. -The filtered area should be more GREEN is it possible that this could become a mini park with seating/grass + more planting. This is a very urban area, it would be great to break up the concrete.</p>	<p>The Council is intending to plant more trees subject to trial pits and location of underground services</p>

<p>No seating or public artwork is required. Public seating may attract large groups to congregate in the area and the public artwork will not add any value or be cost effective.</p> <p>The issue with homeless people on that part of the street also needs to be addressed as it is a health hazard outside Development House with items being left on the street which may attract rodents.</p>	<p>Seating will be informal (boulders that will also act as purges) so that people do not sit for long and potentially create anti-social behaviour. Public artwork will be minimal and low cost. It is proposed as an effort to repurpose the carriageway space for pedestrians to use. Adding colour and simple geometric graphics will give more emphasis to the filtered area and attract people's interest.</p>
<p>1. Could additional new trees be installed at the Leonard St/Tabernacle St corner?</p> <p>2. Could the cycle track markings cross Tavernacle St to encourage cyclists to stay on the track and not carry on straight onto pedestrian walkway</p> <p>3. Rough sleeping occurs along this road, what can be done to minimise or discourage this, perhaps additional lighting at the Paul St. end of Leonard St?</p> <p>Ensure any informal seating does not encourage this type of use</p>	<p>Unfortunately, this section of the street is heavily congested with underground utilities and it would be difficult to install more trees than the ones presented on the proposed attached design.</p>

1) Although I agree with your goals of reducing traffic, pollution and potential accident, Leonard Street West is already barely used by traffic, it has been closed for large periods of time to facilitate construction works with no negative impact on drivers - to be clear, it absolutely should be closed to vehicle traffic, but because it's used so little I doubt it will have a material impact on traffic, pollution or accidents in the area.

2) The crossroad area at the end of Leonard Street has established itself a small street food marketplace with Mark Street is treated as the overflow by vendors (because it has a lower footfall), it would be great if this change to Leonard Street West could better support the street food vendors and provide an alternative to Whitecross Street (approx 10-15 mins walk away) - it's pretty much halfway between the Whitecross Street Market and Spitalfields making it an ideal location to expand street food vendors.

3) Ideally, powerpoints can be installed along Leonard Street to facilitate street food vendors, unfortunately some vendors in the area use generators or gas to power their service, defeating the pollution goals of this project.

4) I'm concerned the building and car park on the south side of Leonard Street are due to be knocked down soon, the impact of construction for 1-2 years next to this new project will be a determinant to its goals.

5) I don't believe the cycle parking should be expanded, I suspect the usage numbers from TFL would show although it is frequently used, it's not near capacity.

6) It would be lovely if the footpath on the south side of the road can be dropped to join the proposed seating area to make it more accessible and make the space more usable for other purposes.

The Council has an alternative location in mind for all market stall traders currently operating at the Leonard Circus area. Unfortunately, this section of Leonard Street where we are proposing public realm improvements is already too constrained and narrow to allow for the markets operation.

We wish to keep the existing footway clear and available for footfall activity. The carriageway area that will be filtered from motorised traffic will be primarily used for tree planting, informal seating and space for pedestrians with a maximum width of 3m which doesn't allow for any food stalls installation/operation. An east-west cycle lane will be also running parallel to the TfL bike station and filtered area.

For more information on markets operation this please contact:
markets.service@hackney.gov.uk

<p>Overall I think it's a good proposal, I really do believe it should be considered as part of the street food marketplace of the area so we can have a local competitor to Whitecross Street.</p>	
<p>I think the scheme is good.</p> <p>It would be better for it to go further and make all streets on the current ULEV zone car-free: Tabernacle Street, Cowper Street, Singer Street and a part of Paul Street.</p>	<p>This comment has been passed onto our Sustainable Transport Team.</p>
<p>Does these arrangements include benches? They should!</p>	<p>No benches or formal seating are included as part of the proposal as this stretch of Leonard Street has no active frontages at the moment and placing comfortable seats might encourage anti-social behaviour. However, we are proposing informal seats/purchases for people to rest for a short time and to encourage informal play for kids.</p> <p>This particular location will undergo significant redevelopment in the future. Once it is transformed with better natural surveillance and animated facades, the Council will propose further improvements including formal sitting similar to the benches at Leonard Circus.</p>
<p>Great idea! Extend it to the rest of the street!</p>	
<p>I think it's a great idea. I visit friends in the area and have thought about bringing my bike. We need more safer cycling and walking areas both in London and across the country. Hopefully my own native Yorkshire will get a move on and catch up with London soon.</p>	
<p>Shame about the Carpark next to this route, which only adds to pollution and traffic</p>	
<p>Quality materials and corresponding colours should be preferred over fluorescent ones that don't suit the surrounding.</p>	

<p>The piazza environment of the junction of Leonard St and Paul St with, in better times, its variety of food stalls and cafes is often blighted by through traffic including HGVs cutting across between Great Eastern St and City Road.</p> <p>This will make the area safer and more enjoyable for the hundreds of pedestrians who enjoy lunch there on a daily basis.</p>	
<p>The importance of sufficient green can not be overstated.</p> <ul style="list-style-type: none">- reducing heat islands effect- cleaner air- stress reduction- stepping stone for wildlife between larger green areas- absorbing and buffering rainwater during heavy downpours (water gardens) <p>Please ensure there is an adequate balance so that green is added to these new designs, looking to the long-term future of these spaces.</p>	
<p>I am generally in support of the scheme. I approve the introduction of informal seating, especially in a dense part of London that offers few opportunities to sit and rest. London needs more safe bicycle connections.</p> <p>The visual should have shown more details about the new paving material. It is not clear whether the existing footways will be reconstructed - I hope they will because they look tired.</p> <p>The green colour of the two-way cycle track is obnoxious. It adds too much visual clutter and will look unattractive with wear and tear. It should have been left as normal asphalt or been in a more neutral colour.</p> <p>I also question why the project extents are not wider. This looks like a piecemeal project rather than a project that is well integrated into a larger strategy.</p>	

Cyclists and pedestrians will appreciate no motorised traffic and the cycle lanes	
About time! I cycle this route to work and have had many near misses.	
Greening this part of Leonard St is a welcome improvement, particularly when lockdown is over	
This is a great idea. Please make sure it links up with other streets to walk and cycle on	
I've worked in the area for several years. This is a popular route for office workers to pick up lunch from the stalls at Leonard Circus, but queuing for food always felt risky due to the amount of through traffic. Anything to reduce the amount of cars in the area is welcome.	

What are the proposals?

The proposals cover a section of Leonard Street, between Tabernacle Street and Kiffen Street as shown on the drawing on page 3 and 4 and include:

- Making Leonard Street to the west of Kiffen Street 'no entry' to motorised traffic
- Planting several trees where possible on either side of the footway and carriageway to enhance the public realm and help improve air quality
- Introducing informal seating elements (for example boulders) to allow locals and visitors to rest and enjoy the new space
- Introducing additional cycle parking where possible
- Introducing a westbound cycle lane along the existing eastbound cycle lane to avoid user conflicts within the filtered area
- Introducing public art on the carriageway within the extents of the filtered area for a more playful and attractive space dedicated for pedestrians (subject to feasibility study and funding allocation)
- No removal of parking spaces will be necessary as part of this scheme.

Should the scheme be implemented following consultation, the design will allow access for emergency services vehicles along the eastern end of the filtered area.

Have your say

Please return this questionnaire in the **FREEPOST** envelope provided or complete online by **11 March 2021** at consultation.hackney.gov.uk

What happens next?


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

To keep up to date with this and other plans, please visit hackney.gov.uk/street-consultations

Permanent works

If the scheme goes ahead, following consultation, we expect construction works to start in May 2021 with completion in eight weeks. Further information regarding the works will be sent out closer to the time.

Information

 For further information on this proposal, please contact the Hackney Service Centre by calling **020 8356 2897** or by emailing: streetscene.consultations@hackney.gov.uk

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

Bengali
এই দলিলে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাস্তব টিক দিন, এই পাতার নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকানায় ফেরত পাঠান।

French
Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.

Kurdish
Ger hun dixwazin bizanibin ku ev dokument çî dibêje, ji kerema xwe qutîka minasib îşaret bikin, nav, navnîşan û hejmeta telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîn re bişînin.

Polish
Jeśli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres.

Urdu
اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھیے اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیجئے۔

Somali
Haddii aad jeclaan lahayd in aad ogaato waxa dokumeentigani sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

Spanish
Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.

Turkish
Bu dökümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.

Vietnamese
Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.

Chinese
如果你想知道這分文件的詳細內容，請在方框內打鉤，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。

If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

In large print **In Braille**
On Disk **On audio tape**

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Leonard Street (west)

Proposed Modal Filter & Public Realm Improvements

Public Consultation

February 2021



What is this document about?

This document outlines proposals to improve Leonard Street, between Tabernacle Street and Kiffen Street to achieve a safer and more pleasant environment along the street, and to connect various key public spaces within Shoreditch as part of the Shoreditch Plan. We are now seeking your views on the proposals.

Why are these changes being proposed?

These proposals form part of the long term vision for streets in Shoreditch and Hoxton which reflect our aspirations for this thriving and dynamic area of London. We want to create streets that are safe, easy to walk or cycle on, reduce vehicle dominance and help to improve air quality.

The Council's Transport Strategy recognises that roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. We would like to transform Hackney's neighbourhoods into the most attractive and liveable neighbourhoods in London. This aspiration can only be achieved by reducing the dominance of the private vehicle primarily through managing on-street parking and reducing traffic flows.

We recognise the detrimental impact of air pollution in the City Fringe. Air pollution is responsible for the early death of approximately 10,000 Londoners each

year and causes alarming rates of asthma and other respiratory illnesses in children. This has led to us creating a Low Emission Neighbourhood (LEN) in the City Fringe, made possible through funding partly from the Mayor's Air Quality Fund. This scheme is part of a package of measures focused on reducing emissions and promoting sustainable travel to improve local air quality.

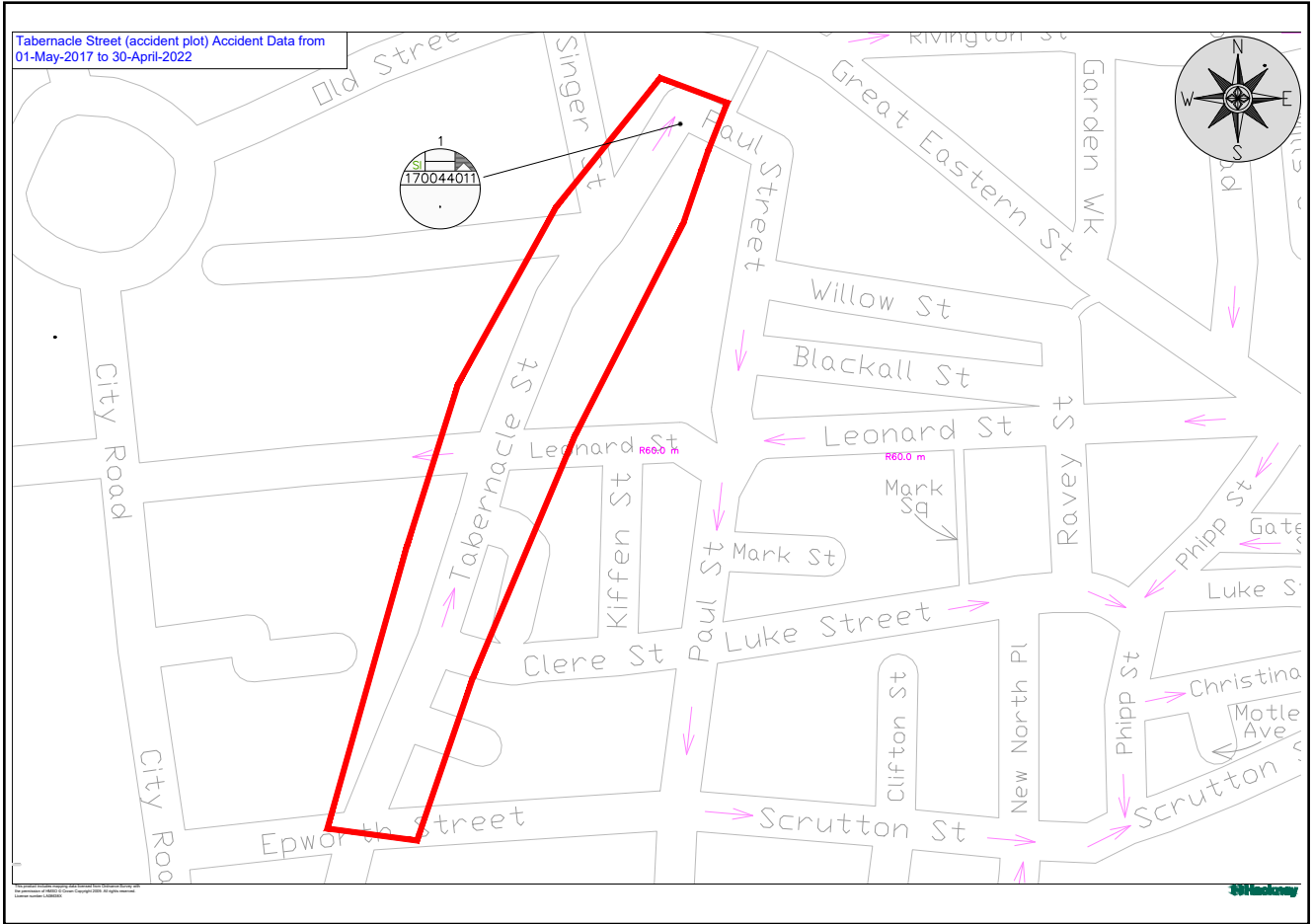
The approach we are taking includes a series of schemes intended to improve walking and cycling conditions within Shoreditch and Hoxton. Works to improve the environment for pedestrians while enhancing public realm have recently been completed at Pitfield Street Triangle and Worship Square, while similar works to enhance the public realm and make it easier, safer and more pleasant to walk and cycle are currently being implemented at New Inn Broadway.

All the existing public realm schemes mentioned above aim to:

- reduce levels of pollution
- reduce car dominance
- reduce potential road accidents
- make it easier and safer to walk and cycle
- improve the character of the area for all residents and businesses and change the way the roads feel, look and are used by planting more trees, introducing seating and resurfacing footways and carriageway with high quality material where budget allows.



APPENDIX IV

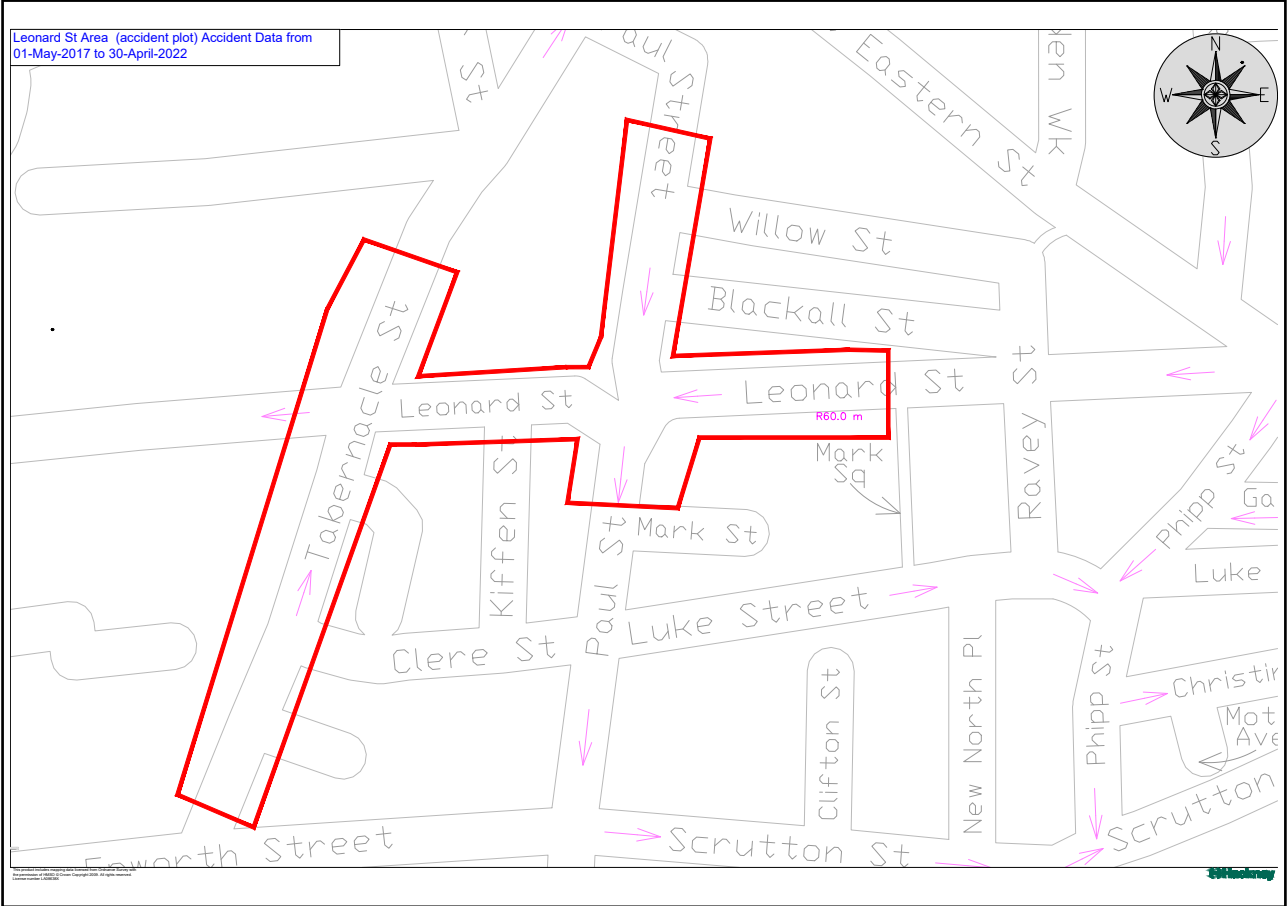


No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
1	E09000012		170044011	Slight	Thursday	15/06/2017	22:20	532990/182500		
Location: Tabernacle Street 25M S of J/W Great Eastern Street the Nearest Cl 1st Rd: U 2nd Rd:										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
20 MPH	Unknown	NotJCT	Dark/lights lit	Fine	Dry	Unknown	Unknown	Unknown	Unknown	
Veh Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex
1 Pedal Cycle	Unknown	Going ahead	Uk	Uk Cyc ln	Not at	Unknown	Unknown	Unknown	Unknown	Female 30 N
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Female	30	Slight	No	Not ped	Not ped	Not ped	Other

Description: Not Known How Collision Occurred

User Information:

Leonard St Area (accident plot) Accident Data from 01-May-2017 to 30-April-2022



Title: Leonard Street Area

Query:

Accident Date BETWEEN '01-May-2017' AND '30-Apr-2022'

No accident records found for this search