

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION - CLIMATE, HOME AND ECONOMY

SCHEME: LEONARD STREET (WEST) - PROPOSED PUBLIC REALM IMPROVEMENTS

AGREE TO:

Note the outcome of the public consultation exercise for Leonard Street (west)- Proposed Public Realm Improvements.

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 to proceed with the improvements at the section of Leonard Street west of Kiffen Street up to the junction with Tabernacle Street (including some junction improvements), implementing a new filtered area that allows for urban greening, informal seating and segregated two way cycle lanes that provides a safer and more attractive environment for pedestrians as detailed on drawing TT-2030-09_ImpB (**Appendix I**).

REASONS

The proposals will:

- Reduce car dominance
- Reduce potential road accidents
- Make it easier, safer and more pleasant to walk and cycle
- Provide more cycle parking
- Improve the character of the area for locals and visitors and change the way the road feels, looks and is used by primarily planting more trees and resurfacing the carriageway to the extents of the scheme.

1.0. BACKGROUND

- 1.1. 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. Hackney Council wants to create streets that are safe, easy to walk or cycle on, reduce vehicle dominance and help to improve air quality. The particular location; Leonard Street, west of Leonard Circus, has been also identified as an opportunity for a public realm project within the [Draft Future Shoreditch Area Action Plan](#).
- 1.2. 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 people socialise and live their lives. The Council 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.
- 1.3. The Council recognises 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 focussed on reducing emissions and promoting sustainable travel to improve local air quality.
- 1.4. The approach taken by the Council 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.
- 1.5. From 12 February 2021 to 11 March 2021 Hackney Council consulted on these proposals for improving this section of Leonard Street west of Leonard Circus. The Council is committed to promoting and encouraging cycling and walking as they are clean, healthy and efficient ways to travel.
- 1.6. Due to the extensive work that the Council has undertaken to make cycling a major 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.
- 1.7. 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.

- 1.8. 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. This section of Leonard Street, located at the heart of Shoreditch is currently bounded by Development House (currently vacant) to the south, Telephone House (office accommodation) to the north and a car park site to the south-western corner currently managed by Union Car Parks.
- 2.2. Both the Telephone House and Development House building sites are subject to redevelopment. Planning applications have been submitted to the Council's planning service for the development schemes (see planning applications 2022/1165 and 2022/1680 respectively for further details). Streetscene is a statutory consultee for the applications and is working with the planning team to finalise comments and agreed mitigation measures. The applications will be reviewed at the Planning Sub-Committee meeting. In addition, 49 - 51 Paul Street to the south of Development House has been granted planning approval to provide a hotel (C1 Use Class) and ground floor cafe/restaurant (A3 Use Class; see planning application 2018/2104 for further details).
- 2.3. Leonard Street is a 20mph road within the Hoxton East and Shoreditch Ward. It connects with A1202 Great Eastern Street to the east and A501 City Road to the west and it currently runs westbound at its whole length. The section of Leonard Street just west of Kiffen Street up to the junction with Tabernacle Street experiences low traffic volumes and officers believe that it can benefit from improved public realm especially when considering its centrality and the upcoming adjacent redevelopments.
- 2.4. The proposed scheme is also located to the west of Leonard Circus, a public realm improvement project implemented in 2015 to a new shared flexible space with trees planted in the carriageway encouraging all users and most importantly motorised vehicles to be more cautious when driving through.
- 2.5. One slight collision was recorded over a five year period (May 2017 – April 2022) in the vicinity of the proposed scheme which is not considered to influence the proposals as it was located about 130m from the scheme. The collision occurred in June 2017 near Paul Street and involved a female cyclist. The conditions of the collision were recorded as unknown. The collision report and map can be found in **Appendix IV**.

3.0. PROPOSALS

- 3.1. The proposals include:
- 3.1.1. Prohibiting motor vehicles on Leonard Street between Tabernacle Street and Kiffen Street (which is a private road). Motor vehicles heading west from Leonard Circus will have to divert southbound on Paul Street then westbound on Clere Street and then make a right turn onto Tabernacle Street (northbound) to head towards Leonard Street and potentially City Road.
 - 3.1.2. Emergency vehicles will be allowed to enter the 'filtered' area only in case an emergency incident occurs within the extents of the proposed scheme.
 - 3.1.3. Planting several trees where possible (primarily along the western side of the carriageway) and implementing a new planter to enhance the public realm and help improve air quality.
 - 3.1.4. Introducing informal seating elements (for example boulders) to allow workers, local residents and visitors to rest and enjoy the new space and serving as informal 'play on the way' elements for children, consistent with the Council's Child-Friendly Places policy.
 - 3.1.5. Introducing cycle parking (Hackney sheffield stands) where possible to facilitate the increasing cycle demand.
 - 3.1.6. Introducing a westbound cycle lane along the existing eastbound cycle lane to avoid user conflicts within the filtered area while realigning the existing one to make better use of space.
 - 3.1.7. Improving east-west cycle priority at the junction of Tabernacle Street and Leonard Street to avoid user conflict and enhance safety for all users. This will be achieved primarily with road markings and new tactile paving at the pedestrian desire lines.
 - 3.1.8. Introducing public art on the carriageway within the extents of the filtered area for a more playful and attractive space dedicated for pedestrians. Creatively sculpted tree guards are also proposed around the new trees.
 - 3.1.9. No removal of parking spaces will be necessary as part of this scheme.
- 3.2. The 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 the Council 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. **Mayor of London's Transport Strategy**

- 4.2.1. 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.
- 4.2.2. 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.

4.2.3. 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.

4.3. **Mayor's Vision Zero**

4.3.1. 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.

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

4.3.3. 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.

4.3.4. 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, the Metropolitan Police Service and the Royal National Institute of Blind People (RNIB). London Borough of Islington has also been consulted as the proposed scheme is located on a boundary road (Tabernacle Street).

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

5.3. No objections to these proposals were received from any of the above-mentioned stakeholders. However, it is worth mentioning the following feedback which the scheme has taken into consideration.

- The emergency services wish to have access to the street in case that an emergency occurs within the filtered area. The proposed plans have allowed for this.
- All requested information has also been shared with the London Borough of Islington including a s8 agreement. After careful review, the neighbouring local authority has approved the proposals.
- Hackney Council has separately met with the RNIB which are generally not in favour of shared surfaces, continuous footways and the absence of tactile or a full kerb upstand. After a thorough consideration of all requests and due to the restricted width and layout of Leonard Street (west) we have made all reasonable adjustments to reflect the needs of visually impaired users. The

final proposals will not include any continuous footway or shared surface. However, the upstand between the footway and existing carriageway will be reduced to about 50mm to facilitate the scheme's technical requirements and create a delineation between cycle and pedestrian users.

6.0. PUBLIC CONSULTATION

- 6.1. 3100 leaflets were distributed to residents and businesses around the Leonard Street (west) proposed scheme extents, as shown on the distribution map attached as **Appendix III** - which also includes the consultation document. The public consultation started on 12 February 2021 and ended on 11 March 2021. Both residents and businesses of the London Boroughs of Hackney and Islington have been consulted as Tabernacle Street is a boundary road between the two boroughs. A total of 1800 leaflets were distributed to the Islington catchment area.
- 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. The consultation results are summarised and tabulated below. A total of 142 responses were received to this consultation, of which 52 (36.6%) supported the measures, 88 (62%) opposed and 2 (1.4%) said they neither support or oppose.

Freepost Replies - 9
On-line Replies – 133

Total Replies (Freepost and Online) - 142

Support	Oppose	Don't know
52 (36.6%)	88(62%)	2 (1.4%)

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

From all the comments that were received, the analysis presented in **Appendix II** provides a summary of the main comments and concerns that were found within the responses, alongside with the officers responses.

- 7.1. The officer comments to the respondents objecting to the scheme can be found in **Appendix II** of this report. The main objections raised were a) that the scheme does not take account of the access needs of disabled travellers b) that the scheme will

cause more pollution c) the scheme will cause further congestion and d) business will suffer as deliveries will be more difficult.

- 7.2. **Access needs of disabled travellers** - Whilst vehicles 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 (approx 800m) through local roads to access both ends of the pedestrianised area. There are no property 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.
- 7.3. **The scheme will cause more pollution** - 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. We will continue to monitor pollution in the via the diffusion tubes but there is no reason for the council to believe that the scheme will generate more traffic and, by implication, have an adverse effect on air quality
- 7.4. **The scheme will cause additional/further congestion** - Whilst it is accepted there will be some localised displacement, there is no evidence to suggest that the scheme will attract more traffic to the area and therefore more congestion. The localised diversion, of some 800m, has sufficient capacity to ensure traffic flows smoothly. It should also be noted two of the three roads which vehicles would use as the diversion (Paul Street and Tabernacle Street) are one way so there should be no head to head conflict.
- 7.5. **Businesses will suffer as deliveries will be more difficult** - 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. For those delivery drivers driving through to onward journeys, as mentioned in para 7.2 above a localised diversion of some 800m is available for their use.

8.0. IMPACTS

8.1. Permanent Impacts

- 8.1.1. The section of Leonard Street to the west of Kiffen Street and up to the junction with Tabernacle Street will become 'no entry' to motorised traffic. Emergency vehicles will be allowed to access the filtered area but only in case an accident takes place within the scheme extents.
- 8.1.2. Vehicles during construction and post implementation of the scheme will be using the diversion route via Paul Street, Clere Street and Tabernacle Street towards City Road.

8.1.3. The accessibility for pedestrians, road safety and overall travel experience would be improved for active transport users including cyclists travelling east-west on Leonard Street.

8.1.4. Additional cycle parking will be provided as shown in the scheme drawing included in **Appendix I**.

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.

8.2.2. A road closure with suitable local diversion routes (as mentioned in section 8.1.2) will be required to undertake the works promptly and safely.

8.2.3. Implementation of the proposals is programmed to start at the end of May 2021 subject to completing successful statutory consultation.

8.3. **Air Quality Impacts**

8.3.1. Officers 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 officers believe the proposals would have a neutral impact on emissions of nitrogen dioxide emitted by traffic using the associated stretch of Leonard Street.

8.3.3. Officers aim to focus our air quality monitoring on those areas where exposure to poor air quality is likely to occur. This area in Shoreditch suffers from poor air quality and this scheme is trying to improve it. The closest monitor (diffusion tube) is located at the eastern arm of Leonard Circus at the junction of Leonard Street and Paul Street which is next to the proposed scheme.

The data from the Leonard Street monitor is showing an increase in pollutants in 2021 which is above the Air Quality Objective. Therefore, it continues to be an area of concern. As part of the proposed scheme this section of Leonard Street will be filtered while new trees will improve air quality locally. The Council will continue to monitor pollution levels via the diffusion tube.

8.3.4. Hackney Council's Air Quality Action Plan 2021-2025 sets out actions to improve air quality in the borough:
<https://drive.google.com/file/d/1g2gQvKM71Fto95rw0rdYo8sPtJAM1kjo/view> . London Borough of Hackney Air Quality Annual Status Report for 2021 published in May 2022

can be found here:

<https://drive.google.com/file/d/1fZziVZ9UwY3XvxXVAGhb8L0KYZV8SGhY/view>

- 8.3.5. 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.

Air Quality Reports

<https://hackney.gov.uk/air-quality-reports>

Air Quality Action Plan Matrix

<https://drive.google.com/file/d/11u2i0y5CBapLnFWggJdqI2Knw5omNKJ2/view>

9.0. Equalities Impact Assessment

9.1. Introduction

- 9.1.1. In developing these proposals, consideration has been given to the impact in terms of equalities. While the planting of trees can have some benefits, the positive impacts from individual trees on local air quality are fairly minimal. We are positioning them mainly along the southern side of the carriageway to allow enough space for pedestrians to walk and as a segregation feature between disabled users that wish to use the footway instead of the carriageway.
- 9.1.2. 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 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 out 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.

- 9.2.2. No shared surfaces are proposed as part of this scheme. A blended crossing was initially proposed to create a continuous footway at the junction of Leonard Street and Kiffen Street but this option has been discarded in favour of visually impaired users. A kerb face of at least 60mm will be kept between carriageway and existing footway to ensure that there is a level of segregation between pedestrians using the carriageway and the ones choosing the footway. As an additional safety measure most proposed trees will be located along the south side of the carriageway. Tactile paving will be used at all pedestrian crossing points to aid safe navigation for visually impaired users.

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 marginal 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. The scheme introduces a small amount of 'play on the way' opportunities which benefits children and is established as a child-friendly design principle in the Council's Child-Friendly Places SPD. 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 the area 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%).

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 proposals would encourage more people switching from private car use to walking or cycling, helping to reduce air pollution.</p> <p>The introduction of street trees and informal seating will create a new space for residents and businesses to enjoy and will massively enhance pedestrian experience.</p>			

Negative	As part of the proposals emergency vehicles, taxis and other motor vehicles will have to divert via a slightly longer route to travel towards the west side of Leonard Street and City Road. However, traffic volumes are already low and it is not expected to create any traffic issues or displace of traffic to the surrounding network.
Comments	<p>The Council believes that the benefits introduced by this scheme outweigh the negative impact. Filtering this section of Leonard Street will encourage more people to switch to more sustainable modes of transport, helping to improve air quality and people's health. It will also improve the aesthetics of the space which is set to be completely transformed over the next coming years.</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 Leonard Street (west) proposed scheme will be funded by S106 funding. There is an allocation of £100,000 for implementing this scheme. Maintenance costs will continue to be through the Council's maintenance programme.

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 from Leonard Circus up to the west of Kiffen Street where the 'no entry' to motorised traffic restriction will apply from (with an exemption for Emergency Vehicles in special circumstances). No parking removal or other enforcement measures will apply as part of this scheme.
- 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. 13.0 RECOMMENDATIONS

13.1. 36.6% of people who responded to this consultation supported the proposals and 62% of the respondents did not support the proposals while 1.4% had a neutral response. These results include all the online and paper responses to the end of the consultation period on 11 March 2021. The public realm improvements proposed at this location would provide a number of benefits as described in section 8.0 and the officer’s responses in section 7.

13.2. 13.3 It is recommended that the Head of Streetscene use his delegated powers to agree that the Council proceeds with the proposals for public realm improvements along this section of Leonard Street as detailed in this report.

14.0. APPROVAL

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

Signed:



Dated: 01/12/2022

Tyler Linton - Acting Head of Streetscene

cc Cllr Mete Coban - Cabinet Member for Environment and Transport

cc Aled Richards – Strategic Director, Sustainability and Public Realm

cc Maryann Allen – Group Engineer – Design & Engineering Group

APPENDICES

Appendix I: Scheme Drawing TT-2030-09_ImpB

Appendix II: Summary of the Consultation Analysis

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

Appendix IV: Report and map extract of recorded collisions between May 2017 - April 2022