

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: NEW NORTH ROAD - PROPOSED PUBLIC REALM IMPROVEMENTS

AGREE TO:

Note the outcome of the public consultation exercise for New North Road - 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, and the addendum updating the consultation results, proceed with the improvements at the section of New North Road south-east of the junction with A1200 and Murray Grove, implementing a new street layout that allows for further mature tree planting and creates a safer and more attractive environment for pedestrians and cyclists as detailed on drawing TT-2330-10_Imp_Rev_B (**Appendix I**).

REASONS

The proposals will:

- 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
- Provide at least 11 new trees as part of the new buildouts and planters
- Make it easier and safer 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
- Assist with reducing levels of pollution

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. We want to create streets that are safe, easy to walk and/or cycle on, reduce vehicle dominance and help to improve air quality.
- 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 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.
- 1.3 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 focussed on reducing emissions and promoting sustainable travel to improve local air quality.
- 1.4 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.
- 1.5 From 12 February 2021 to 11 March 2021 Hackney Council consulted residents and businesses on these proposals for improving this section of New North Road. Consultation material with the proposals have been separately shared with the Tenants Residents Association (TRA) of St. John's Housing Estate to the north of the scheme as it consists of a significant proportion of the consultation distribution area.
- 1.6 This Council is committed to promoting and encouraging cycling and walking as they are clean, healthy and efficient ways to travel.
- 1.7 Due to the extensive work that the Council has undertaken to make cycling a primary mode of transport, Hackney now has record levels of cycling amongst residents and visitors and has obtained a long-standing reputation as a cycling borough.

- 1.8 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.
- 1.9 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 New North Road is predominantly residential bounded by St Johns Estate to the north. It is a 20mph road within the Hoxton West and Shoreditch ward and connects with Pitfield Street to the south-east and East Road/A1200 to the west. At its western end there is currently a TfL bike station and the street is one way north-westbound, except for cycles.
- 2.2 Currently at this location, there is a large expanse of hard carriageway, sitting astride an east west strategic walking route from Murray Grove to Pitfield Street. It is a quite open and bare section of road that consequently feels desolate and hostile and can benefit from public realm improvements that will encourage walking along this east-west strategic walking route within the Shoreditch area.
- 2.3 Two accidents were recorded over a three year period (2017 – 2019) in the vicinity of the proposed scheme. On 05 November 2019 at 13:20:00 a collision occurred at New North Road / Murray Grove junction, involving a pedal cycle and a car. An adult pedal cyclist was seriously injured. Another one is recorded on New North Road near the junction with Bevenden Street involving a pedal cycle. An adult pedestrian was seriously injured and an adult pedal cyclist was slightly injured.

3.0 PROPOSALS

3.1 The key objective of the scheme is to improve the way the existing space looks and feels. Making the public realm environment safer and more attractive encourages walking. The installation of mature tree planting in carriageway and pavement areas will add another stepping stone to the strategic walking route to encourage walking.

The proposals include:

3.1.2 Remove a total of six parking bays to allow for further tree planting and incorporate where possible a sustainable urban drainage system (SuDS), creating a boulevard effect while achieving traffic calming along this section of the street by reducing the width of the carriageway.

3.1.3 A total of three parking bays will be removed to the south of New North Road (between 35-43 New North Road properties), currently within the CPZ Zone A permit holders for Monday to Friday 8.30am - 6.30pm. Three additional parking bays will be removed to the north of this section of the street (along the boundary of St John the Baptist Church of England primary school) which are part of the shared Use - Permit/Chargeable parking bays (4hr chargeable or Zone A Permit Monday to Friday 8.30am - 6.30pm).

3.1.3. Plant as many trees as possible on the footway (as shown on the drawing) to enhance the public realm and help improve air quality. The total number and final location of the trees is subject to underground utility surveys.

3.1.4. Introduce up to 10 additional cycle parking stands to facilitate the increasing cycle demand.

3.1.5. Vehicles and bicycles will still be allowed to use the street after the works are completed. However, the street will become one way westbound to the extents of the scheme for all motorised vehicles. Currently the section of the street from Pitfield St up to approximately 6 New North Road is two way.

3.1.6. Creating a high quality space and planting trees and greenery will result in the loss of a maximum of six car parking spaces along this section of New North Road as shown on the scheme proposal drawing.

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 we should seek to do this. Hackney's population and employment are amongst the fastest growing in London, meaning that future travel patterns and the demand for travel will need to be carefully managed.
- 4.1.5 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this scheme.

4.2 Road Safety Plan

- 4.2.1 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.
- 4.2.2 Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Plan outlines some of the more successful initiatives undertaken by the Council to date.

4.3 Mayor of London's Transport Strategy

- 4.3.1 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.
- 4.3.2 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.
- 4.3.3 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.

4.4 Mayor's Vision Zero

- 4.4.1 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.
- 4.4.2 It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.
- 4.4.3 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.

4.4.4 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).
- 5.2 The consultation material was approved by the Streetscene Head of Service and the Lead Councillor before it was distributed.
- 5.3 No objections to these proposals were received from any of the above-mentioned stakeholders.

6.0 PUBLIC CONSULTATION

- 6.1 1050 leaflets were distributed to residents and businesses around the New North Road proposed public realm improvements scheme extents, as shown on the distribution map attached as **Appendix II** of this document. The public consultation started on 12 February 2021 and ended on 11 March 2021.
- 6.2 A copy of this public consultation was also uploaded to the Council's website which gave an opportunity for others outside the consultation area to respond.
- 6.3 Residents were also able to submit their comments via the Council's Citizen Space website.
- 6.4 **Analysis of the public consultation**
- 6.4.1 The consultation results are summarised and tabulated below. A total of 99 responses were received to this consultation, of which 67 (67.7%) supported the measures, 30 (30.3%) opposed and 2 (2%) said they neither support or oppose.

Freepost Replies - 53
On-line Replies – 46

Total Replies (Freepost and Online) - 99

Support	Oppose	Don't know
67 (67.7%)	30(30.3%)	2 (2%)

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

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

No objections from key stakeholders on this proposal	
Comments from residents	
Comments opposing to the proposals	Officer's response

1) There is no local demand for more cycle parking spaces. Indeed the existing Santander Bike Hub has always been little used and is noisy when used, causing a disturbance to local residents. This is particularly so when the scheme operators come to replenish its stock of cycles. The opportunity should be taken to remove this underutilised facility.

2) There is already a desperate shortage of vehicle parking spaces for residents (and their visitors, including tradespeople). This problem seems likely to be exacerbated if proposed major development works on the other sides of the St Johns Estate proceed. Therefore, any scheme that results in a net reduction of vehicle parking spaces is unwelcome. nothing towards the stated aim of reducing potential road accidents.

3) The opportunity should be taken to revert this section of New North Road to two-way all-vehicle traffic. thereby improving vehicle access to local homes (which has become much more difficult in the past year due to other, supposedly 'temporary', traffic restrictions) and reducing traffic congestion on East Road leading down to the Old Street roundabout.

1) The coronavirus (COVID-19) crisis has had a terrible impact on the lives and health of many UK citizens, as well as severe economic consequences. But it also resulted in cleaner air and quieter streets, transforming the environment in many of our towns and cities. Millions of people have discovered, or rediscovered, cycling and walking. In some places, the initial lockdown period saw a 70% rise in the number of people on bikes - for exercise, or for safe, socially distanced travel. New TfL data shows significant increase in walking and cycling since the pandemic started. Nearly half of all journeys in London were walked or cycled between April and June 2020, up from 29% before the pandemic.

2) We have consulted our parking services team and the parking stress at the particular area is not high if we remove 6 spaces.

3) This is a predominantly residential road and residents can access their homes from Pitfield Street/Bevenden Street/East Road which seems to be the case at the moment. Most developments are car free and therefore, it is only a few people who need to access on-street parking.

These proposals prioritise pedestrians. In 2019, Hackney Council commissioned a pedestrian movement study for the Shoreditch area which identified various strategic pedestrian routes which can be further enhanced and encourage more walking. This section of New North Road lies within the east-west strategic walking route that connects Pitfield

Street with Murray Grove and therefore, the proposed improvements will enhance pedestrian experience, encourage more walking and improve safety for all users. It will also link other green pockets/public spaces which form part of the Shoreditch Plan such as the recently improved landscaping at Pitfield Street Triangle and future public realm improvements along East Road and Murray Grove.

- 4) The eastern side of New North Road near St John the Baptist Church (Hoxton) is indeed very green and the trees lined up create a very appealing street section. We are trying to extend this to the western end of the street and potentially create a boulevard which will completely transform the street in a positive way. This location has been identified as a key walking route and we would like to enhance pedestrian experience by maximising tree canopy to provide shade.

4) The immediate area is already remarkably well-served for trees, several of them mature, and planting more (though normally a good thing in itself) would not appear to be an obvious priority. The positioning of the three westernmost proposed new trees could eventually result in blocked sunlight to back gardens and excessive leaf fall affecting the same.

5) The immediate area has already been subject to at least two redevelopments in recent years, neither of which can be said to have been a total success and which would preferably be reversed, notably by restoring the easier left turn onto East Road.

6) There is already traffic calming on the road in the form of humps. Exchanging one form of calming for another will do.

7) A Zebra crossing should be considered for the roadway opposite the pathway leading alongside the school playground, right where the arrow terminates on your map because this is where many residents and school children (and their parents) actually cross the road.

The council has promised to plant 5,000 more street trees in Hackney by 2022, along with 30,000 saplings and 1,000 more trees in parks and green spaces. This scheme complements this target as an effort to reduce pollution, enhance biodiversity and create a healthier and more attractive environment for residents and visitors.

We will ensure that trees are appropriate for their setting, and resilient to pests and the changing climate. We will introduce trees from the same taxonomic family with the existing ones to further improve biodiversity.

5) & 6) With this scheme proposal we are just aiming to better utilise the expansion of carriageway which is currently only being used for servicing. In addition, narrowing of carriage influences driver behaviour in a way that makes roads safer i.e. they slow down.

7) Only two accidents have been recorded within a 3 year period (2017-2019) in the wider area which do not fall within the scheme extents. Therefore, we could not justify a zebra crossing at this location.

This will cause a big issue for residents when trying to park. Lack of parking is already an issue at present.

There is hardly enough parking for the people that live in the area as it is.

There are already enough trees within the area which make it dark and very shaded. Increasing trees may increase oxygen levels which is a good idea but I partly oppose this and agree.

Also residents need areas to park their vehicles so removing parking areas only causes problems for residents and limits parking even for parents doing the school run.

This needs to be taken into account as parking is very limited in the area.

Residents in the area don't have enough parking space we all go around looking for parking spaces and you are still trying to reduce the parking space leave it as it is

We do not need anymore trees. We have the church opposite us and Shoreditch park put more dissable bays and resident parking for people living in Bevenden. There are enough cycles on the road you need parking for cars not for bikes. Where do you live in the countryside? This is central London.

This will cause a big issue for residents when trying to park. Lack of parking is already an issue at present.

At the moment, there are 23 Zone A permit holders, 30 permit spaces and 17 SU spaces so the current stress level is 49%.

The loss of 6 spaces will increase stress to 56%. Our parking services team is happy for us to remove the spaces necessary to accommodate the build outs.

<p>I fully support the intention. The proposed changes look like they will improve the walking experience, but unfortunately won't make the road safer for people to cycle. The narrower carriageway will probably make it less safe. What about swapping the location of the *painted* cycle lane and the trees? The trees would protect the cycle lane.</p> <p>All the evidence and best practice (eg. DfT's Gear Change doc) show painted cycle lanes have little to no effect on improving safety and perceived safety of cycle lane.</p> <p>Whether the trees solution I propose above works or not, please reconsider to find a solution that does. This one unfortunately won't have the impact you intend! (I would avoid using this route, and I am a confident cyclist. I simply don't feel safe mixing with motorists, *especially* on narrow lanes).</p>	<p>The "painted" cycle lane on the concept proposal map is an existing westbound cycle lane which we do not intend to change.</p> <p>It is not painted at the moment we just visualised it in colour for the purpose of the design.</p> <p>This scheme will only positively change cycle journeys. It will protect/separate cyclists from motorised traffic where we propose a green island in the middle of the carriageway.</p> <p>Immediately after that when cyclists are mixing with westbound motorised traffic, contraflow cycle lane markings will be introduced as shown on the scheme proposal drawing in Appendix I. Stage I & II road safety audits have also been undertaken which indicate any potential safety issues and the proposed mitigation.</p>
<p>There have been enough closures of side roads. The proposals for this section of New North Road are completely beyond comprehension. This route must allow for the free flow of traffic (not just cycles), especially when the City gets back to normal.</p>	<p>We are not proposing any road closure as part of this scheme.</p>

<p>Hackney has shut off most of our roads already without consultation of its residents.</p> <p>Proposals of New North Road are ridiculous especially near a large community park.</p> <p>People need access to the roads especially the disadvantaged, disabled and impaired.</p> <p>Emergency services and delivery companies are also suffering.</p>	<p>We are not removing any disabled parking or closing the road as part of this scheme.</p> <p>Emergency services, waste collection vehicles and delivery vehicles will continue to have access along this section of the street.</p>
<p>As a resident on this street my reason for opposing the plan is because I currently use the disabled bay outside my door and I fight to sometimes park at all. I don't feel removing more parking spaces would benefit the residents at all.</p> <p>If the disabled space outside could be dedicated to us at number 3 I would be happy with the plans to go ahead.</p> <p>It's not helpful when I have to park streets away as my father can hardly walk - seems unfair when the space is right outside.</p> <p>Please consider my points.Thank you</p>	<p>We are not removing any disabled parking bays.</p> <p>You can apply for a blue badge permit here:</p> <p>https://hackney.gov.uk/blue-badge#check</p>
<p>The reason of extending the existing cycle lane would cause the number of cycle currently use - to use the side path that leads from corner New North Road to Crondal St - We have already noticed the number of cyclists mount the pavement with their bicycle and use the pathway as a shortcut - and sometimes these cyclist have hit a walker and not even apologised</p> <p>We strongly oppose this since we also receive deliveries of goods for our shop once we come out covid lockdown.</p>	<p>There are two loading bays very close to your shop that delivery companies can make use of.</p>

<p>I have studied this "Area improvement" and knowing that stretch of the road well, cannot for the reason as to "why" any work needs doing to this road.</p> <p>Hardly any traffic is used on this road and to see wasted thousands of points being used to plant 8 trees (WHY) when there are plenty of trees in this road , a "Bike Hub" when bikes are left scattered over the streets. Spending your hundreds of thousand on St Johns Primary School is far better for mental health than seats, trees, bike sheds etc.</p> <p>But of course whatever anti comments you receive you have already spent thousand on this useless task so why do I bother to fill in this form, lets see.</p>	<p>As you explained, traffic volumes along this street are very low. Therefore, we would like to make best use of the carriageway space just after the TfL bike station. At the moment this carriageway space is used only for servicing the shop at 6 New North Road and for some residents to make u-turns and head eastbound towards Pitfield Street which creates user conflict and makes the road space unsafe especially for pedestrians and cyclists.</p>
<p>-A LARGER PROBLEM IS TRAFFIC COMING OUT OF VESTRY STREET ONTO NORTH RD. ASSUME EAST RD IS TWO WLANE, ONE WAY, HEADING NORTH. EVERYDAY ALMOST MAJOR ACCIDENT -TRAFFIC LIGHTS ON EAST ROAD, NEAR TESCO NEED ADJUSTING. PEDESTRIANS STRUGGLE TO CROSS IN TIME -TRAFFIC PARTICULARLY HEADING SOUTHBOUND TOWARDS OLD STREET ON EAST RD ARE OFTEN SPEEDING, USING BUS LANE, USING ROAD AS ONE WAY. IE ASSUMING ROAD IS ONE WAY, 2 LANE. (EAST ROAD A1200) -New North Road already feels safe. East Road is a problem, funds could be better spent improving East Road.</p>	<p>This is feedback irrelevant with the scheme proposals.</p> <p>To address your comments for East Road (separate from this scheme) we have plans to improve the public realm along East Road (from Brunswick Place up to the Vestry Street & Bevenden Street junction) to enhance pedestrian safety and encourage walking.</p> <p>Development contributions - S106 funding has been specifically allocated for this location to be substantially improved by installing SuDS, significant tree planting, increasing tree canopy cover and where needed and is feasible widening the footway and installing high quality paving material.</p>

<p>I don't think in that the road is necessary as there is not much traffic as Cherbury St. buses 394 + cars during weekdays and there is congestion and pollution a lot on this road.</p>	<p>This feedback is irrelevant with the scheme proposals.</p>
<p>I oppose to this, because I drive and would also appreciate it if we get more parking spaces for the drivers as well. Thanks.</p>	<p>Hackney Council is trying to encourage active transport. This particular scheme does not prevent any vehicular access that is available now.</p>
<p>This is complete madness. Due to the road closures (Itns) in both Hackney & Islington surrounding New North Road it is now one of the only remaining roads for vehicles to travel on. I work in the area and it's already heavily congested due to the surrounding road closures. To extend the pavements and remove parking bays here would be detrimental to the area. Plant the trees in the nearby park.</p>	<p>Hackney Council is trying to encourage active transport. This particular scheme does not prevent any vehicular access that is available now. We believe that making the environment safer and more attractive encourages walking. The installation of mature tree planting in carriageway and pavement areas will add another stepping stone to the strategic east-west walking route from Pitfield Street to Murray Grove to encourage walking.</p>
<p>By "reducing vehicle dominance" I assume you mean to stop cars from driving along this section of New North Road and make it exclusively for cyclists and pedestrians only? As a resident of Hoxton West you have made my only access point into my neighbourhood via Murray Grove and with the introduction of LTNs in the area you have forced me to drive along New North Road. If your intended changes mean that I won't then be able to drive along this section of road to reach my address for the sake that others from outside the area can cycle through my neighbourhood, how do you expect local residents to navigate around? Forcing vehicles on huge long detours creates more pollution, other rat runs, increased congestion and immense stress. It is good to see that you are seeking consultation for this scheme. It's just a shame that you didn't do so for the LTNs. Some of which have been ruled unlawful by a judge. The amount of taxpayers money wasted installing those is disgraceful.</p>	<p>As stated earlier, Hackney Council is trying to encourage active transport. This particular scheme does not prevent any vehicular access that is available now.</p>

<p>I walk every day in this area as a district nurse. The traffic along here is already bad from Highbury to old street. Your traffic calming idea will just mean yet more idling traffic along a section of road which is social housing. Your planting of trees is hypocritical when you allow large mature trees to be felled for unaffordable housing.</p>	<p>It is not our opinion that the scheme will lead to more idling traffic. This scheme will allow cyclists to merge safely and provide tree canopy cover for pedestrians.</p>
<p>Until the council adopts a similarly aggressive stance against the dominance of construction and associated environmental pollution in the area, I will not support any of these schemes. It's time to tackle the biggest polluters!</p>	<p>Please see our contractors green construction credential in Appendix III.</p>
<p>There are few residential parking spaces in this area and will make the situation far worse. As other local measures have proven this will not reduce the traffic flow there will simply be more difficulty in parking in the area and most likely a greater incidence of cars double parked and most likely illegally parked with engines running adjacent to the school.</p>	<p>We have asked our principal Road Safety officer to review this and discuss with the school their green travel plan.</p> <p>St John the Baptist has an operational school street, consequently the amount of traffic that is permitted to drive and stop directly outside the school is extremely limited.</p>
<p>Plant trees. As many as you can but no need to take away car parking spaces. This is anti car anti disabled anti elderly.</p>	<p>In 2019, Hackney Council commissioned a pedestrian movement study for the Shoreditch area which identified various strategic pedestrian routes which can be further enhanced and encourage more walking. This section of New North Road lies within the east-west strategic walking route that connects Pitfield Street with Murray Grove and therefore, the proposed improvements will enhance pedestrian experience, encourage more walking and improve safety for all users.</p>
<p>Leave the road alone it's a main rd for bus vans taxi etc</p>	<p>Nothing in this scheme will detract from the road's categorisation as a local distributor. All motorised vehicles will still be able to use New North Road as they do now. What the scheme will do is provide safer merging at this point of New North Road for cyclists.</p>

<p>Any road closures or changes that will inhibit my journey to work by bus will not receive my support.</p>	<p>Nothing we are proposing will inhibit any journeys made by bus.</p>
<p>Tired of losing parking spaces and road space that cars need to use.</p>	<p>Please see the responses for comments earlier on. The council does not hold parking spaces above considerations such as road safety and the desire to encourage sustainable modes of transport which are healthier for the individual and better for the environment.</p>
<p>It is a waste of the taxpayer and not a feasible study or design for road users. Please stop considering this as a green approach when it's green washing.</p>	<p>The design is an appropriate design for road users. Pedestrians and cyclists are on the top of the road user hierarchy. Therefore, the design proposals are improving the public realm space for the most vulnerable users (pedestrians and cyclists).</p>
<p>I can see all over hackney all of these roads are getting blocked which I do find frustrating I agree with the school roads being closed for pick up and drop up time which I agree as parent of 3 that it good idea but closing road completely not fair on drivers for me would be difficult my children go school on this road but we have moved near Victoria Park but because it great school wanted to keep my children here and also getting work in the city so driving is a must for me to drop children off school and nursery and get work on time I would love for it stay open front entrance of school is closed school drop of times so I'm able to park on this road to drop my children off if this was to happen I would have to move my children from this school and it just be shame I agree we have to fix pollution but also people need to be able to work drop children off it just about getting the balance and I noticed as driver lots roads have already be closed which I don't agree with just about getting fair balance. I won't be voting for Labour this time around</p>	<p>Nothing we are proposing will inhibit any journeys made by motorised vehicles.</p>

This is part of an ever increasing closures of roads already within Hackney and with over dozens of proposed road closures within Hackney is ridiculous and unconstitutional for motoris. Thus in my case I have 3 of my children attending St Jones the Baptist school, Hoxton and the only possible options for their school run possible is driving and also to commute to work after dropping them to school.

Thus, many roads within my children's school have already been blocked off by these recent changes. Thus, a journey of 15 to 20 minutes is now taking us nearly an hour to get to their school. This is causing more built up traffic and pollution due to more car tailgates during the rush hours. The proposed closure of the New North Road will be catastrophic and provided that the road where the school St John's the baptist primary is located is already restricted during school hours.

Furthermore the pandemic has made it a lot more unsafe travelling 5 days a week to drop and pick my children to school using public transport and still commute to work each day of the week.

Two of my children each have another two year to go secondary and I can just move them to another school and affect their education.

Parents are asked by the school to ensure that their children are in school on time and closing the New North Road at the back of the school will affect many parents at the school run. I am in consultation with parents at the school and they are so worried about this proposed decision.

I therefore urge the authorities to have a rethink and withdraw this proposal to blocking of the New North road
Regards

Nothing we are proposing will inhibit any journeys made by motorised vehicles. This is not a road closure. We are simply enhancing the public realm.

Comments supporting the proposals	Officer's response
<p>The proposals look great - I fully support improving the environment with further trees and the traffic calming measures to promote walking and cycling.</p>	<p>The proposals are supported by almost 78% of the responders.</p>
<p>I think it will look great - the street could benefit from trees and there needs to be a safe pathway for cyclists as you often get overlooked by cars coming by. A boulevard effect to the street will make it more pleasant to walk on and safer. I hope it will reduce the amount of hectic traffic during the day - especially during school drop off when cars are parked all different directions and not paying attention. I also think it will decrease the speed that cars drive down the road during normal times which will have a positive effect on safety. I think it will make the street more attractive as well as more busy with visitors and pedestrians, which will make it safer as there have been a lot of thefts in the last year. I hope the trees will be quite full and able to take away some of the noise from the school.</p> <p>My only concern is the noise of the construction work as we will still be working from home at that time due to the pandemic. I hope the constructors will be as efficient as possible with any drilling or major noise as it will be directly below my flat.</p> <p>I support this initiative and think it will be a positive change to the area if done nicely. The work on Pitfield Triangle is great and I hope this will match that aesthetic.</p>	
<p>More cycle hangars</p>	

<p>Absolutely love the addition of trees to this area. Definitely would love to have more green space nearby.</p>	
<p>I think the plan is great, but I would try to integrate better routes for cyclists turning into the cycle lane from Murray Grove and A1200.</p>	
<p>I love the idea of having more green areas on this section of New North Road and removing parking spaces. I am a cyclist myself and those enhancements are perfect. That would make the road less busy while adding green space. Thank you for the initiative.</p>	
<p>More cycle and green space is very important to safety, enjoyment and health.</p>	
<p>Anything that manners this are more welcoming for non-vehicular traffic would be great!</p>	
<p>This will enhance the enjoyment for cycling and walking in the area</p>	
<p>Really like the Idea.</p>	
<p>While the trees and removal of parking spaces is going to help, it would be good to have proper segregation for cyclists using the contraflow, as vehicles drive at speed down New North Road.</p>	
<p>I really support more trees being planted, and this being done by removing space for parked cars rather than on the limited foot path. I think it would be nice to see further filtering to make it bicycle/bus/residents only, or maybe one way for vehicles, as this road is next to a park and school, so it would make it safer and reduce traffic onto the bike lane on the other side.</p>	
<p>Love it. More trees please :)</p>	
<p>Planting more trees is always good, especially on a road with limited residential buildings.</p>	
<p>Extend the Public Realm Improvements along New North Road, towards the junction with Bevenden Street.</p>	<p>Unfortunately we don't have available funding to consider this now.</p>

<p>GREAT INITIATIVE IT WOULD BE EVEN BETTER IF WE COULD CLOSE NEW NORTH ROAD FOR THROUGH TRAFFIC. THANK YOU.</p>	
<p>As a homeowner, and a private vehicle owner, I want to say I strongly support these proposals, and the vehicle reduction strategy in Hackney as a whole.</p>	
<p>I SUPPORT IT, BUT I DO NOT WANT TO BE INFORMED. I WISH YOU THE BEST OF LUCK PLEASE NO MORE FORMS SENT TO ME. THANK YOU</p>	
<p>Trees sound great but I'm begging you to use a considerate building firm with quiet and respectful workers - the area is already way too noisy. Thanks!</p>	
<p>Please also consider Bevenden Street in your proposals. Any restrictions to traffic flow on New North Road has a knock-on effect on Bevenden Street, whereby traffic flow increases. I would welcome the introduction of a one-way system, speed-reduction, or even an LTN on Bevenden Street to reduce through-flow.</p>	<p>Thank you for the feedback on Bevenden Street. We will investigate this further.</p>
<p>I support all plans to make our borough greener & pedestrian/cyclist/community friendly. London has great transport, we don't need cars.</p>	
<p>I live in Hoxton and love the area. I approve any changes which would reduce traffic & pollution and increase more trees.</p>	
<p>Very much in favour of the broad objectives of reducing car blight and making streets enjoyable places to be.</p> <p>Entirely supportive of this particular scheme.</p>	
<p>Trees are great but do not support traffic calming or cycle storage - already too much cycle storage and traffic calming will make driving even more inconvenient. Too much traffic here in rush periods.</p>	<p>This proposal reflects the Council's aspiration to meet the increasing cycle demand. Therefore, the design incorporates additional cycle parking provision. In terms of traffic calming, as part of the scheme we are reducing the</p>

	width of the carriageway which as a result encourages low vehicle speeds.
I really like this idea. Thank you I think that the ideal trees would be oak trees or London planes. These grow well in the UK.	
Great! more trees please	
Sometimes I despair at the smell of diesel in the air + when I see the number of vehicles with a single occupant going up & down New North Road/Pitfield Street I understand why. Another problem is motorists sitting in vehicles with their engines on... my feeling is they don't live here & so don't suffer the consequences - we do & anything which induces cleaner air gets a huge thumbs up from me. Thanks council!	Hackney is one of 31 boroughs participating in the Pan-London Anti-Idling project – Idling Action As a project partner, Hackney is delivering various activities and programmes to raise awareness about engine idling as a source of air pollution including installing signs at idling 'hot spots' supporting schools with idling workshops and implementing an experimental traffic management order. Hackney is also part of the project's Engines Off campaign which asks local authorities and fleet operators to pledge to act on idling to reduce vehicle emissions and tackle avoidable air pollution. For more information see idling action website: https://idlingaction.london/
Looking forward to the proposed trees. However, not ?? traffic calming is necessary - there is already horrendous traffic here at rush hour due to the traffic lights. Additional cycle parking is also not necessary as there is a lot already which is not being used, e.g. an enclosed cycle storage recently placed outside my building which no one uses.	
It looks nice - very supportive of any proposals for more trees, pavements & cycle parking.	
More trees + more bike lanes are great!!!	

Planting flowers (perhaps wildflowers) alongside the trees would make the area even more attractive.	
Fully support all cycling, walking and public transport improvements. Traffic calming should be extended wherever possible again to support the reduction of through routes for motorised vehicles in the area.	
Fully support tree planting in the area. As long as disabled parking and emergency service access is preserved I hope there are no objections to their project. Best of luck!	
We like trees	
This is a fantastic idea and we support it.	
STAY ZEN & HAPPY - YOU ARE GREAT!	
Parents collecting their children from school, often pull up and leave their car engines idling on this road, right outside the school. It would be good if Hackney could work with the school to discourage this.	
Looks great and much needed thank you	
Looks great. Shame that section can't be entirely pedestrianised	
Looks excellent. More trees, better for walking and cycling and reduced car dominance. Keep going with similar schemes please.	
Comments from people who were neither opposing nor in favour of the proposals	Officer's response
Yes, i've got one comment about the gardens we have on our estate. Please do something about that. Peoples' dogs are going around our gardens every day. Also where the children area around is - children going to school every day or want to play there. Stop it from happening especially where you see dog poo on the gardens.	We have spoken to our arboriculture officers and they will look into the opportunity of planting more trees at the green/turfed space fronting New North Road. This forms part of St. John's Estate and the adjacent community building.

	<p>You can raise the dog fouling issue with the estate housing manager. For more information please read the link below. https://hackney.gov.uk/dog-fouling</p> <p>If there is no dog litter bin, you could request for one here. https://hackney.gov.uk/streetlitter/</p>
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8.0 IMPACTS

8.1 Permanent Impacts

- 8.1.1 As a result of the buildouts to allow for tree planting and potentially SuDS, a total of six parking bays will be lost. The new narrower road layout together with the introduction of trees will create a greener and more attractive environment and encourage people to drive slower.
- 8.1.2 The accessibility for pedestrians, road safety and overall travel experience would be improved for all road users including cyclists travelling eastwards on New North Road by introducing priority road markings.
- 8.1.3. Additional cycle parking will be provided as shown in the scheme drawing included in the **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 will be required to undertake the works promptly and safely, in particular when the road carriageway is being resurfaced.
- 8.2.3 Implementation of the proposals are programmed to start at the end of May 2021 subject to completing successful statutory consultation.

8.3 Air Quality Impacts

- 8.3.1 We believe the proposals would help to encourage more people switching from private car use to walking or cycling. This can help to reduce emissions as well as reducing exposure (people are exposed to higher levels of air pollution when in their motor vehicles compared to being in the open air).
- 8.3.2 Overall we believe the proposals would have a neutral impact on emissions of nitrogen dioxide emitted by traffic using the associated stretch of New North Road.
- 8.3.3 We aim to focus our air quality monitoring on those areas where exposure to poor air quality is likely to occur. This area in Shoreditch suffers from poor air quality and this scheme is trying to improve it. The closest monitor is located at the eastern end of the proposed scheme on New North Road, opposite the school's sports court.
- 8.3.4 While the planting of trees can have some benefits, the positive impacts from individual trees on local air quality are fairly minimal. However, by positioning them kerbside and on buildouts, their placement can help to ensure that sufficient distance from the kerbside is maintained by pedestrians thus reducing their exposure to tailpipe emissions.
- 8.3.5 Hackney Council's Air Quality Action Plan 2015-2019 sets out actions to improve air quality in the borough:
<https://drive.google.com/file/d/1ZzAWioIMIJtKT69YqKBimcQh1-TDI8s/view>.
- 8.3.6 Hackney Council is currently consulting on a new Air Quality Action Plan (AQAP) for 2020-25. A draft plan has been produced as part of the Council's duty under London Local Air Quality Management (LLAQM) and has regard to the Greater London Authority's (GLA) guidance on air quality. The draft plan outlines the actions we would take to improve air quality in Hackney between 2020 - 2025:
<https://consultation.hackney.gov.uk/housing-service/air-quality-action-plan-2020-2025/>

9.0 Equalities Impact Assessment

- 9.1 In developing these proposals, consideration has been given to the impact in terms of equalities. The Council's overall objectives are set out in the Equality Impact Assessment (EqIA) for the Hackney Local Implementation Plan 3 and Transport Strategy, which stress the Council's desire to see all schemes developed to provide a high quality environment for all residents. This scheme

prioritises walking, cycling and public transport in order, and improves road safety and pollution, suggesting that the overall equalities impact would be generally positive. While those cycling and walking would be the primary beneficiaries, the schemes would have positive impacts for all vulnerable users of the borough's road network.

9.2 **Disability**

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

9.3 **Pregnancy / maternity**

9.3.1 The positive benefits of reducing the dominance of motor vehicles would benefit the most vulnerable road users, including mothers and children who disproportionately suffer the harmful effects of air pollution. Prams and pushchairs put children at the level of exhaust fumes when navigating the streets. Air pollution has been linked to low birth weight and underdeveloped lung capacity in children, as well as higher incidences of lung conditions such as asthma. Tree planting is important for achieving the aims of reducing air pollution, which would have a positive impact on mothers and children.

9.4 Age

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

9.4.2 Older adults are also vulnerable to road danger and air pollution and benefit from reduced traffic dominance and the introduction of greenery and trees. However, older adults are more likely to travel by car or taxi as mobility declines with age. Older adults who live within the vicinity of 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>In 2019, Hackney Council commissioned a pedestrian movement study for the Shoreditch area which identified various strategic pedestrian routes which can be further enhanced and encourage more walking. This section of New North Road lies within the east-west strategic walking route that connects Pitfield Street with Murray Grove and therefore, the proposed improvements will enhance pedestrian experience and improve safety for all users.</p> <p>The scheme will enhance pedestrian experience by creating a 'boulevard' feel where proposed trees will join up the line of mature trees to the eastern end of New North Road near St John's cathedral. The existing open and bare section of carriageway will be better used by creating a healthier and more attractive environment for all road users.</p> <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 would increase the distance between pedestrians and moving traffic, reducing their exposure to tailpipe emissions.</p>			

<p>Negative</p>	<p>As part of the proposals, the removal of six parking spaces is necessary to introduce the new build outs and median island that will accommodate the street trees. This would affect a number of residents who might need to park their cars.</p> <p>In addition, a very small stretch of New North Road will become one way, from two-way, westbound and therefore, residents that live to the western end of New North Road near the proposed scheme will not be able to make a u-turn and traverse eastbound towards Pitfield Street.</p>
<p>Comments</p>	<p>The Council believes that the benefits introduced by this scheme outweigh the negative impact. The removal of parking would help to encourage more people to switch to more sustainable modes of transport, helping to improve air quality and people's health. It will also improve the aesthetics of the adjacent neighbourhood which is predominantly residential.</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 New North Road scheme would be funded by S106 funding. There is an allocation of £65K for implementing this scheme. Maintenance costs will be added to 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 to replace six parking bays would require statutory consultation and the small stretch of the street that will become one way westbound due to the narrowing of the carriageway to allow for the tree planting and potential SuDS.

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

12.0 AUTHORITY TO MAKE DECISIONS

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

12.2 The Head of Streetscene would use his delegated powers to take forward the schemes.

13.0 RECOMMENDATIONS

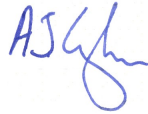
13.1 68% of people who responded to this consultation supported the proposals and 30% of the respondents did not support the proposals while 2% had a neutral response. These results include all the online and paper responses to the end of the consultation period on 11 March 2021. The public realm improvements proposed at this location would provide a number of benefits as described in section 8.0 and the officer’s responses in section 7.

13.3 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 small section of New North Road as detailed in this report.

14.0 APPROVAL

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

Signed



Dated 11/08/2021

Andrew Cunningham - Head of Streetscene

- cc Cllr Mete Coban - Cabinet Member for Energy, Waste, Transport and Public Realm
- cc Aled Richards – Strategic Director Sustainability and Public Realm
- cc Maryann Allen – Group Engineer – Design & Engineering Group

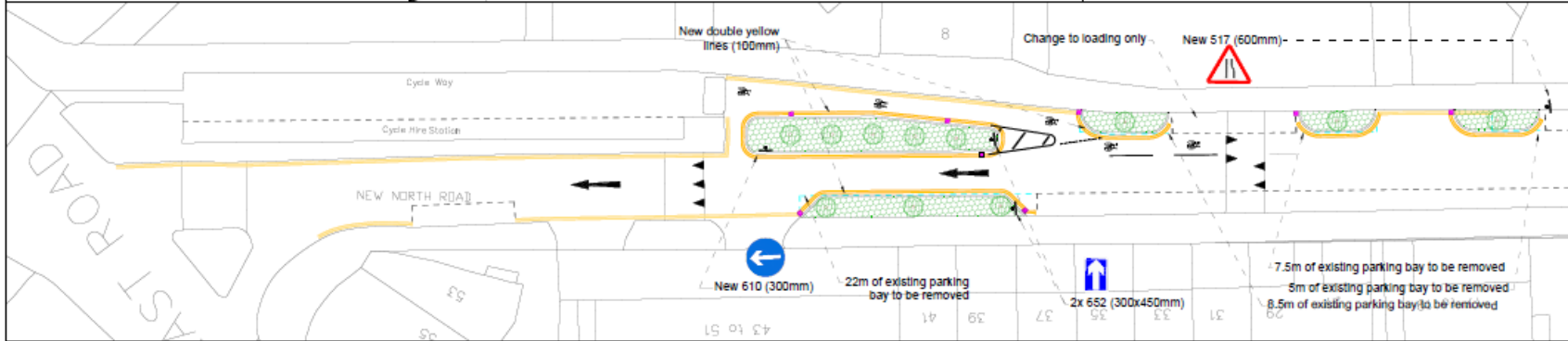
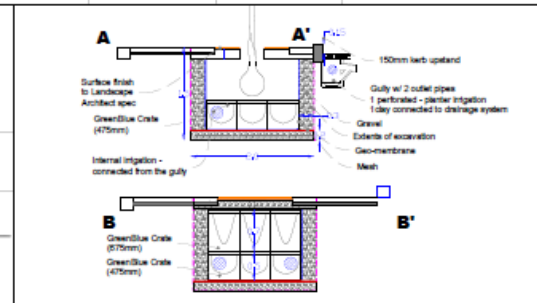
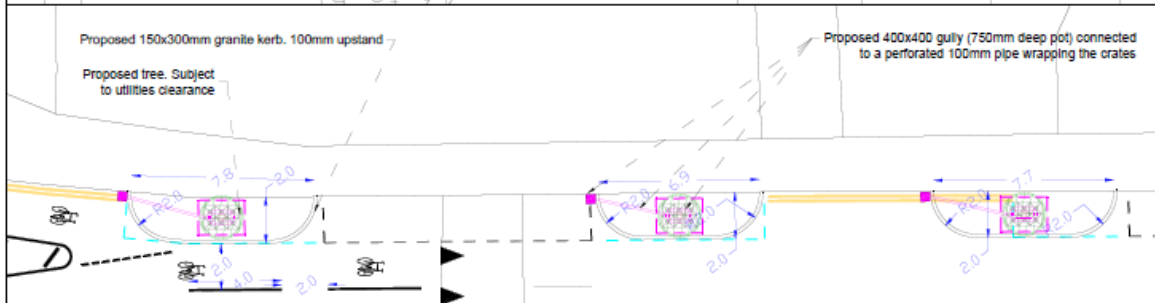
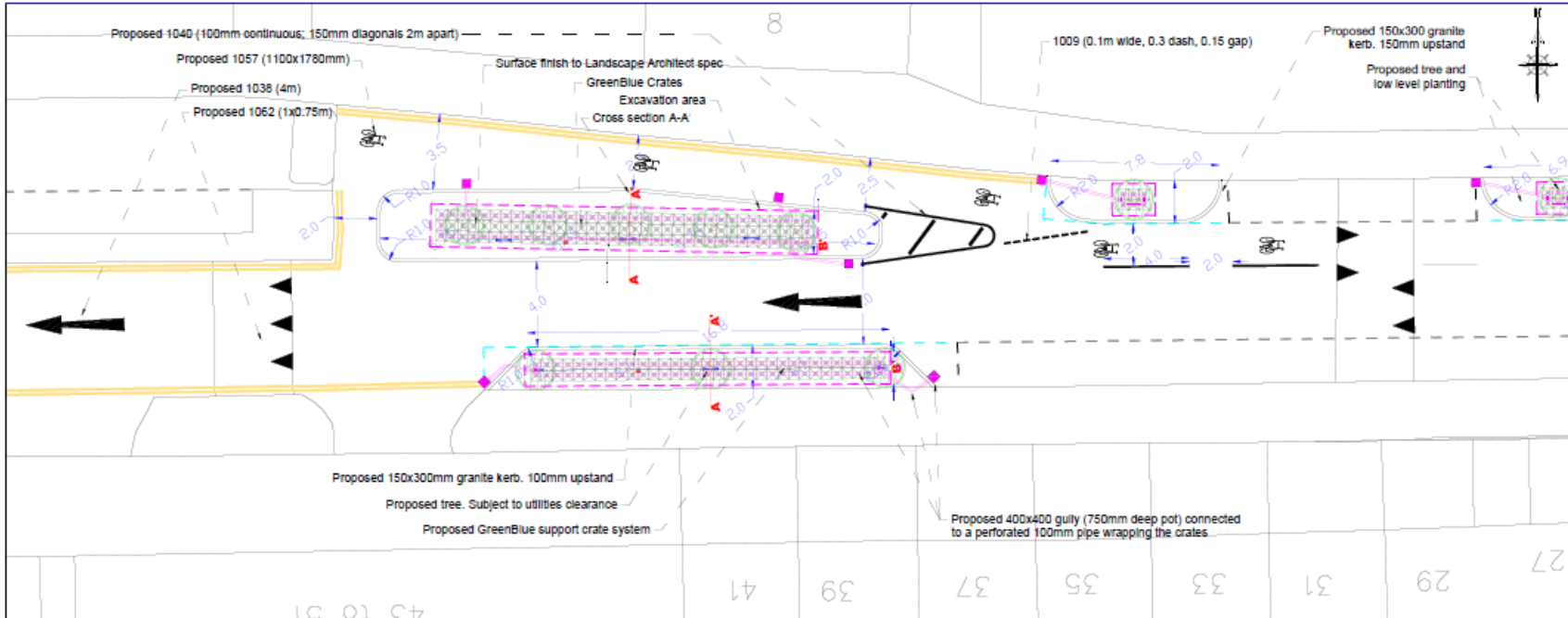
APPENDICES

Appendix I: Scheme drawing TT-2330-10_Imp_Rev_B

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

Appendix III: Marlborough Highways Green Construction Credentials

Appendix I: Scheme drawing TT-2330-10_Imp_Rev_B



NOTES

- 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 150mm upstand
- Proposed batter'd (half height) granite kerb
- Proposed granite kerb - dropper
- Proposed ramp (barmac)
- Existing cover (and level) to be kept
- Existing cover to be raised up to 100mm
- New 400x400mm gully (pedestrian frame)
- New double yellow line
- New 0.4x0.4m tactile paving (Grey)

Symbol	Description	Scale

London Borough of
Hackney
 Neighbourhoods & Housing
 Head of Neighbourhoods
 Director
 Public Spaces
 1 Casson Street
 London E2 1PS

This drawing is valid under the L11333 (Contract) Family Digital (M2020) with permission of the user/owner of this drawing. It is the property of the London Borough of Hackney and is not to be reproduced in any form without the permission of the London Borough of Hackney.
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Job Title: New North Road

Drawing Title: Detail Design
 General Arrangements
 (For Internal Discussion)

Draw No	Rev	Date	By	Appr	Scale	Sheet No	Total

Drawing No. **TT-2030-10-11**

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



New North Road Proposed Public Realm Improvements

Public Consultation
February 2021



What is this document about?

This document outlines proposals to improve a section of New North Road to achieve a safer and more pleasant walking environment along the street, and visually connect this public space with the recent upgrade of Pitfield Street Triangle.

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.

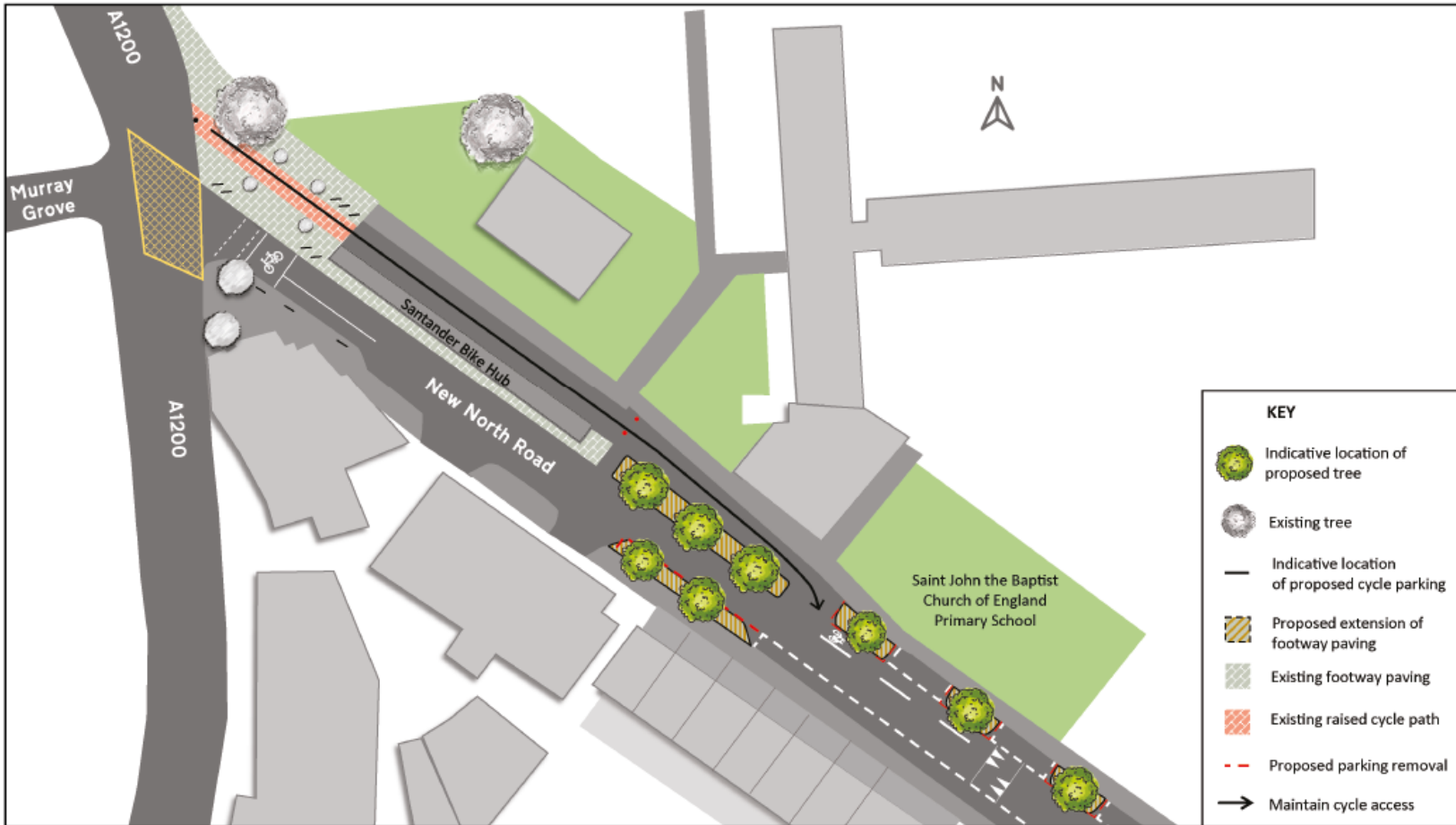
We recognise the detrimental impact of air pollution in the City Fringe. Air pollution is responsible for the early death of approximately 10,000 Londoners each

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 focussed 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 (where appropriate) and resurfacing footways and carriageway with high quality material where budget allows.



What are the proposals?

The proposals cover a section of New North Road as shown on the drawing on page 3 and 4, and include:

- Removing six parking bays to allow for further tree planting, creating a boulevard effect while achieving traffic calming along that section of the street by reducing the width of the carriageway
- Planting several trees where possible on either sides of the footway and carriageway (as shown on the drawing) to enhance the public realm and help improve air quality
- Introducing additional cycle parking.

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 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 around early 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 বাক্সে টিক দিন, এই পাতার নিচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নিচের 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 qutika minasib îşaret bikin, nav, navnîşan û hejmara 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 منامب ہا کس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھتے اور اسے نیچے دیے 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 dokümanda 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
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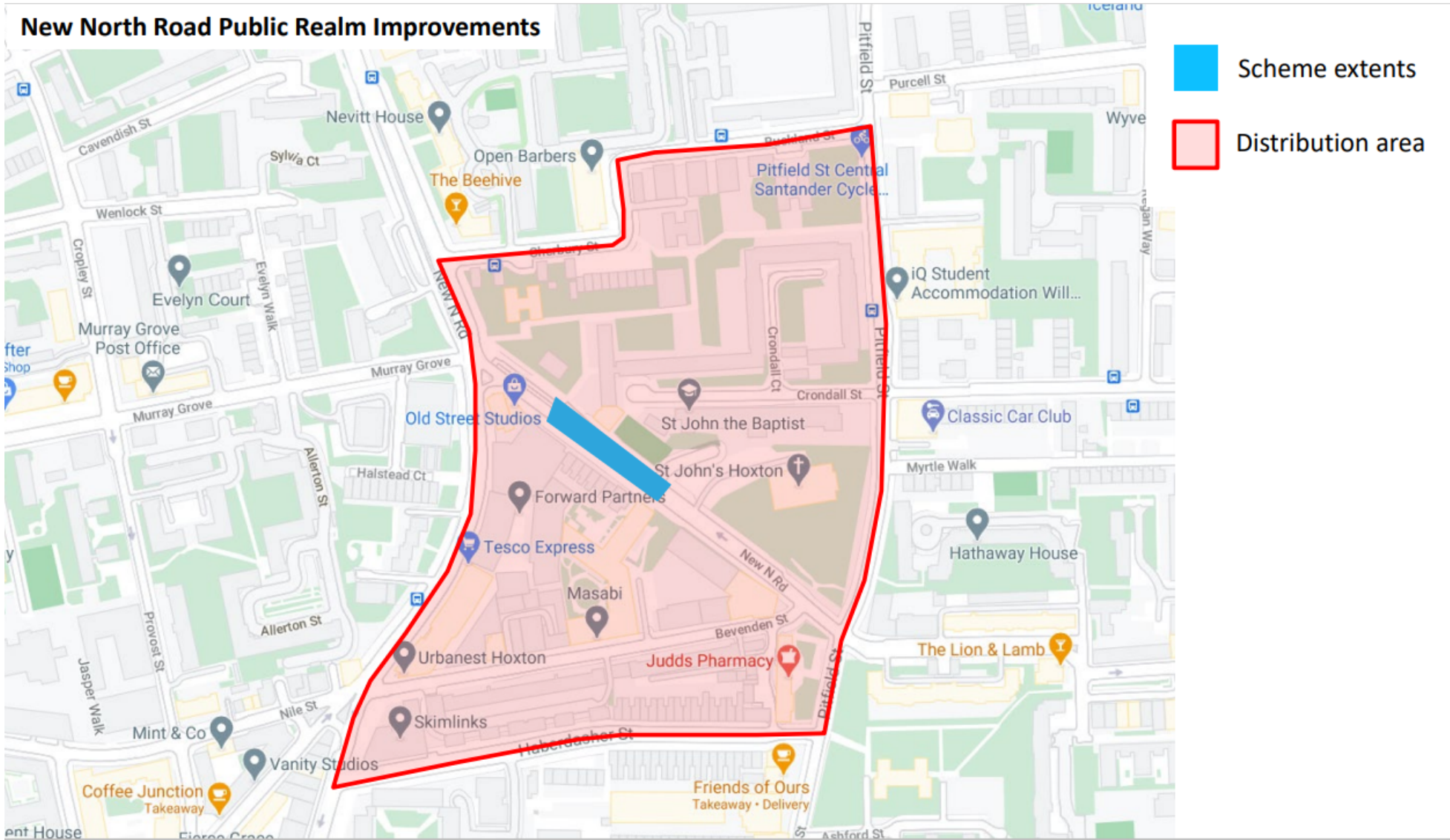
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New North Road Public Realm Improvements



Appendix III: Marlborough Highways Green Construction Credentials

IMS policy statement which includes the Environment Policy Statement. Marlborough Highways Environment Management system is certified ISO 14001 by BSI. Their environmental targets for 2021 include:

Area	System	Objective	Measure	Target	Status
Regulatory Compliance	IMS	No formal interventions by the regulatory authorities	Number of enforcement notices or prosecutions	0	100%
Waste Management	14001	To minimise the production of waste, material wastage	% calculated by dividing total volume of construction waste reused or recycled by the total volume of construction waste	95% material recycled	95% material recycled
Fleet	14001	Reduced carbon emissions and thus reduce carbon footprint.	Upgrade current fleet to Euro 6	100% of fleet Upgraded	100%
Corporate	14001	Monitor the reduction in MH vehicle and plant emissions.	Marlborough Highways, in conjunction with Carbon Footprint Ltd, has assessed its carbon footprint for 2020. By achieving this Marlborough Highways has qualified to use the 'Carbon Footprint Standard' branding. The Carbon Footprint Standard is a recognition of our organisation's commitment to carbon management. This goes in line Hackney policy and programme to achieve net zero carbon by 2030 including monitoring plan with specific milestones. We now have the 2020 report and this will then enable us to give Hackney the yearly deductions (This include vehicle and plan emissions) from the baseline (2020 figures).	10% reduction every year from Base figure	Ongoing

QUEST	9001,14001,45001	Going paperless - QUEST. QHSE forms to be transferred to QUEST apps	Covert all QHSE paper forms (daily forms) to apps. Improved control of records and data visibility	Reduce use of paper forms by 10%	100%
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In addition to above targets, Marlborough Highways are also currently looking into carbon offsetting projects to reduce and offset emissions to work towards Net Zero Carbon. Carbon offsetting plays the role of balancing out the emissions that have already been caused, by financially supporting projects in the UK and around the world that help provide solutions to climate change (i.e. decarbonising electricity grids, reducing deforestation, improving energy efficiency, sequestering carbon etc.).