

Delegated decision report of: Corporate Director of Environment and Regeneration

Officer Delegated Decision

Date: 24 September 2020

Ward(s): Canonbury, St Mary's



Subject: Canonbury West people-friendly
streets Low Traffic Neighbourhood

1. Summary

- 1.1. This report sets out the council's revised proposal for the borough's Canonbury West people-friendly streets Low Traffic Neighbourhood, as part of the council's people-friendly streets programme that was agreed by the council's Executive on 18 June 2020. This Low Traffic Neighbourhood falls within the Canonbury Ward, and the northeast boundary of the St Mary's Ward, and is referred to as the Canonbury West Low Traffic Neighbourhood.
- 1.2. On 17 August 2020, the council's Corporate Director of Environment and Regeneration took the decision to proceed with the Canonbury West people-friendly streets Low Traffic Neighbourhood. Subsequently, and in response to advice provided in a road safety audit, one of the proposed traffic filters (i.e. on Alwyne Road) has been redesigned, relocated and moved (northeast towards the middle of the same section of Alwyne Road). Consequently, the previous Experimental Traffic Order advertised on 28 August 2020 will be suspended, and a new revised Experimental Traffic Order has been prepared and will be advertised on 25 September 2020. These changes require a new decision as set out in this report.
- 1.3. This report also outlines the proposal, consultation, monitoring approach and recommendation of the Canonbury West Low Traffic Neighbourhood.
- 1.4. The implementation of the Low Traffic Neighbourhood at Canonbury West will support the council's objective of achieving net zero carbon emissions in Islington by 2030. It will also contribute to the delivery of a Fairer Islington by: making it easier and safer for people to travel on foot, by bicycle and public transport; supporting people to live healthier lives; supporting local shops, markets and businesses; and enabling residents to remain socially active and connected to their community.

2. Decision

- 2.1. To note that the council's Executive, at its meeting on 18 June 2020, delegated authority to the Corporate Director of Environment and Regeneration, in consultation with the Executive Member for Environment and Transport, to finalise and implement the people-friendly streets schemes, taking into account the consultation responses.
- 2.2. To approve the Low Traffic Neighbourhood proposals for the Canonbury West area by:
 - Suspending the relevant provisions of the previous Experimental Traffic Order for the Canonbury West Low Traffic Neighbourhood advertised on 28 August 2020.
 - Suspend the Traffic Management Order for the existing width restriction at Grange Grove.

- Issuing of Experimental Traffic Orders to prohibit motor vehicle access at Canonbury Place, Alwyne Road, Clephane Road and Ramsey Walk.
- Issuing of Experimental Traffic Orders to remove parking bays and replace with double yellow lines on Alwyne Road, Clephane Road and Ramsey Walk.
- Issuing of Experimental Traffic Order to install kerb build outs at Canonbury Place between Alwyne Villas with Compton Road.

2.3. To note that a public consultation will be undertaken approximately 12 months after the Experimental Traffic Orders are issued, before a final decision is taken on whether or not to make these changes permanent at the end of the 18-month trial period. The council advertised the first Experimental Traffic Order for the Canonbury West Low Traffic Neighbourhood on 28 August 2020.

3. Background

3.1. On 18 June 2020 the council's Executive approved the introduction of a borough-wide people-friendly streets programme as part of Islington's transport response to the Covid-19 public health emergency. The Canonbury West Low Traffic Neighbourhood is the third Low Traffic Neighbourhood initiative being delivered as part of this programme.

3.2. People-friendly streets will:

- make it easier, safer and more pleasant to walk and cycle on Islington's streets as part of everyday life;
- ensure that the borough's streets are healthier and greener for all; and
- make it easier to practice social distancing now and in the future.

3.3. In May 2020, the Secretary of State for Transport published updated statutory guidance in response to Covid-19. The council is required to have regard to that guidance in carrying out its statutory network management duties. The Guidance states that:

"Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart".

The Guidance also requires that measures should be implemented as swiftly as possible given the urgent need to change travel habits before the restart of everyday activities takes full effect.

3.4. Low Traffic Neighbourhoods will create more space for pedestrians and cyclists and allow people to travel safely around their local neighbourhood. The council will create Low Traffic Neighbourhoods by installing simple and cost-effective measures such as bollards and smart cameras.

3.5. A Heavy Goods Vehicle (HGV) Control Traffic Management Order does not cover the Canonbury West area. There are two existing width restrictions in the area, with none currently enforced. It is likely that the proposed modal filters will dramatically reduce HGV volumes within the proposed LTN area.

4. Proposals

4.1. The measures that will deliver the Canonbury West Low Traffic Neighbourhood area shown in the map at Appendix 1 will involve:

- Removal of the width restriction at Grange Grove to allow delivery vehicles access to service the area (they will not be able to drive through the area).
- New camera enforced closure at Canonbury Place with kerb build outs to narrow the roadway allowing emergency access only.
- New camera enforced closures at Alwyne Road, Clephane Road and Ramsey walk, with bollards to narrow the roadway allowing emergency access only.

This will require the installation of the following signage:

Filter at Canonbury Place

- 'Motor vehicles prohibited' (TSRGD 20161, Diagram 619) on Canonbury Place west of the junction with Compton Road
- 'No right turn for vehicular traffic' (Diagram 612) with plate 'Except cycles' on Compton Road at the junction with Canonbury Place
- 'No right turn for vehicular traffic' (Diagram 612) with plate 'Except cycles' on Alwyne Villas at the junction with Canonbury Place
- 'Vehicular traffic must turn right' (Diagram 609) with plate 'Except cycles' on Canonbury Place westbound approaching junction with Compton Road
- 'Vehicular traffic must turn right' (Diagram 609) with plate 'Except cycles' on Canonbury Square eastbound approaching junction with Alwyne Villas
- 'No through road for vehicular traffic' (Diagram 817) with plate 'Except cycles' on Alwyne Villas south of junction with Canonbury Place

Filter at Alwyne Road

- 'Motor vehicles prohibited' (Diagram 619) at midpoint of section of Alwyne Road
- 'No through road for vehicular traffic' (Diagram 816) with plate 'Except cycles' on Alwyne Road at the junction with Alwyne Villas
- 'No through road for vehicular traffic' (Diagram 816) with plate 'Except cycles' on Alwyne Road at the junction with Alwyne Place
- 'No through road for vehicular traffic' (Diagram 817) with plate 'Except cycles' on Alwyne Villas north of junction with Alwyne Road
- 'No through road for vehicular traffic' (Diagram 817) with plate 'Except cycles' on Alwyne Villas south of junction with Alwyne Road

Filter at Clephane Road

- 'Motor vehicles prohibited' (Diagram 619) on Clephane Road south of the junction with Thorndike Road
- 'No left turn for vehicular traffic' (Diagram 613) with plate 'Except cycles' on Thorndike Road east of the junction with Clephane Road
- 'No through road for vehicular traffic' (Diagram 816) with plate 'Except cycles' on Clephane Road south of junction with Thorndike Road
- 'No through road for vehicular traffic' (Diagram 817) with plate 'Except cycles' on Thorndike Road west of junction with Ramsey Walk

Filter at Ramsey Walk

- 'Motor vehicles prohibited' (Diagram 619) on Ramsey Walk west of the junction with Rona Walk
- 'No through road for vehicular traffic' (Diagram 816) with plate 'Except cycles' on Ramsey Walk at the junction with Clephane Road

4.2. Changes are proposed to parking bays at three of the four filters to allow space for vehicles to turn around. To accommodate these changes in the Canonbury West area, the existing parking places traffic order will be temporarily suspended. A new Experimental Traffic Order outlining the changes to the parking will replace the existing parking places order for a duration of the 18-months. Where measures are made permanent, the new parking order

will be made permanent to replace the existing parking order. Where the measures are not made permanent, the existing parking order will be reverted to.

The changes to parking are set out below:

Road name	Location	Total P&D suspension	Total Residents' Permit suspension
Alwyne Road	East and West of traffic filter	11 metres/ 2 bays (shared use)	16 metres/ 3 bays
Clephane Road	South of traffic filter	0 bays	13 metres/ 2 bays
Ramsey Walk	West of traffic filter	0 bays	6 metres/ 1 bay
Total		2 bays (shared use)	46 metres/8 bays

4.3. The interventions will require the introduction of enforcement cameras to enforce contravention of the new Traffic Management Orders at Canonbury Place, Alwyne Road, Clephane Road and Ramsey Walk. Camera-enforced restrictions are being installed at all locations to maintain access for emergency services.

4.4. These measures will be put in place as an 18-month trial under the terms of the Experimental Traffic Order. At the end of the 18-month trial period, the Order may be replaced by a permanent Traffic Order or be revoked/lapse. As set out in section 2.3 of this report, the council advertised the first Experimental Traffic Order for the Canonbury West Low Traffic Neighbourhood on 28 August 2020.

5. Design changes in response to engagement with Emergency Services

5.1. Preliminary designs of the proposed traffic filters at four locations in Canonbury West, included one camera enforced filter at Canonbury Place, and three physical filters at Alwyne Road, Clephane Road and Ramsey Walk. Initial feedback from the emergency services highlighted concerns around the number of physical filters being introduced in the area, and the negative impact this would have on response times. As a result, the physical filter at Ramsey Walk was changed to a camera enforced filter.

5.2. After further discussions with the emergency services on 10 August 2020 to address outstanding concerns, the decision was made to convert the remaining two physical filters at Alwyne Road and Clephane Road to camera enforced filters (see map below). The emergency services were sent revised designs on 17 September 2020 and have responded stating they have no objections to the proposals.

5.3. The justification for the change at each location is outlined below:

- Ramsey Walk - the physical filter at Ramsey Walk was changed to a camera enforced filter in response to initial feedback from the emergency services, which noted that the north east section of area would be physically cut off from the remainder of area, creating only one route in and out and would significantly impact response times.
- Alwyne Road - concerns were raised that the proposed physical filter would significantly increase response times due to existing filters at Willow Bridge Road which limited access from the south.
- Clephane Road - it was noted that the proposed physical filter would cut off the more direct route through the area, would significantly impact on response times, and that this is a high density social housing area with a high volume of calls therefore any delay to response times should be avoided.

6. Engagement and Consultation

- 6.1. Residents, businesses and local organisations will be provided with opportunities to have their say on the proposed Experimental Traffic Order for the Canonbury West Low Traffic Neighbourhood. Feedback can be provided through the council's Commonplace on-line engagement tool, comments can be sent direct to the council's People Friendly Streets team, specific comments or objections to the Experimental Traffic Order can be sent to the council during the first six months of the trial, and representations can be made at the formal consultation stage 12 months after the start of the trial.
- 6.2. A borough-wide engagement exercise began on 29 May 2020. This exercise asks residents, businesses and local organisations to suggest how local streets can be improved for pedestrians and cyclists. This engagement is being conducted via the Commonplace online interactive tool. This tool enables local people to map their comments at specific locations across the borough. The feedback provided during this engagement exercise has guided the development and design of the borough-wide programme of people-friendly streets. The results from the commonplace engagement to date are set out below, and the future planned consultation activities are described.
- 6.3. As of 22 September, there were 22,601 unique visitors to the website; 5,543 people submitted 5,369 comments on the Commonplace platform. Of the comments received, 316 comments relate to the Canonbury West Low Traffic Neighbourhood area (including the boundary roads.) 271 comments were received before the leaflet was delivered on 28 August 2020 and 45 comments were received between (and including) 28 August and 22 September 2020.
- 6.4. Of the 271 comments received prior to the leaflet being issued on 28 August 2020, a number of insights have emerged.

In response to "what is the problem" (multiple answers can be selected):

- 87 specific mentions of rat running (32% of comments)
- 102 specific mentions of high traffic volumes (37% of comments)
- 84 specific mentions of unsafe traffic conditions (fast traffic) in the area (31% of comments)
- 72 specific mentions of noisy traffic in the area (26% of comments)
- 62 specific mentions of unsafe environment for children (23% of comments)
- 51 mentions that the area is unsafe for cycling (19% of comments)
- 79 specific mentions of the changes at Highbury Corner (29% of comments).

In response to "how could we make it better":

- 42 specific mentions of adding road closures as a solution (15% of comments)
- 73 specific mentions of making the road access only as a solution (26% of comments)
- 83 specific mentions of more space for cycling or walking as a solution (30% of comments)
- 58 specific mentions of slowing traffic down (21% of comments)
- 14 specific mentions of adding crossings (0.5% of comments).

6.5. Of the 45 comments received after the leaflet and the press release being issued on 28 August 2020, a number of insights have emerged:

- 23 are opposed to the closures (51% of comments)
- 5 of these comments expressed concerns over the increase of traffic on main roads, in particular Canonbury Road (11% of comments)
- 12 comments identified volumes of traffic as an issue (27% of comments)
- 7 comments asked for roads to be made access only (15% of comments).

6.6. Prior to 28 August 2020, 12 respondents left comments in Canonbury West opposing low traffic neighbourhoods in other areas of Islington, some of which asked for roads to be kept open to traffic. Since the leaflet has been delivered on 28 August 2020 to 20 September 2020, 116 pieces of correspondence have been received and logged by the council which includes 85 objecting to the scheme and 9 in support of the scheme, and 22 providing comments.

- 6.7. Public consultation will take place as part of the Experimental Traffic Order process. This process provides for a six-month period during which residents and businesses can write to the council with an objection to the scheme being made permanent. The council will consider these objections when deciding whether or not to amend the scheme or to make it permanent at the end of the 18-month trial period.
- 6.8. In addition, there will be a formal consultation period following the implementation of each scheme. This consultation period will last for a minimum of twenty-one days. It will take place approximately twelve months after the implementation of measures under an Experimental Traffic Order. This consultation will invite feedback on the measures that have been introduced.
- 6.9. The Commonplace engagement feedback, correspondence, objections received and formal consultation responses together with any monitoring data that has been collected (see below) will inform the council's decision on whether or not to make the people-friendly streets measures permanent at the end of the eighteen-month period.
- 6.10. Consultation on the Canonbury West LTN proposals presented for decision on 19 August 2020 was undertaken with the following statutory stakeholders: London Ambulance Service, London Fire Brigade, and the Metropolitan Police Service. The London Ambulance Service, London Fire Brigade and the Police responded to the initial proposals and did not raise any objections.
- 6.11. Consultation on the Canonbury West LTN proposals presented for decision in this report was undertaken with the following statutory stakeholders: London Ambulance Service, London Fire Brigade, Metropolitan Police Service, TfL Network Management and TfL Buses (who consult with bus operating companies in Islington), the Freight Transport Association, the Road Haulage Association, and NHS Blood Transport. The Police, the London Fire Brigade and the London Ambulance Services have all responded to the revised proposals and have not raised any objections. The council has agreed to monitor and review the scheme with the Emergency Services once implemented if required. None of the remaining statutory stakeholders has raised any objections.

7. Monitoring

- 7.1. Comprehensive and robust monitoring forms part of the people-friendly streets programme, including identifying changes in the Canonbury West Low Traffic Neighbourhood and the surrounding streets and areas. Monitoring will measure the impacts of the scheme on pedestrian, cycle and traffic movement. The impacts of schemes on safety and security as well environmental factors such as air quality, noise and vibration will also be measured. As noted above, the results of any monitoring will be considered together with any feedback from residents prior to making the decision about withdrawing or amending the Canonbury West Low Traffic Neighbourhood measures or making them permanent.

7.2. To ascertain the degree and impact of any displacement from the LTN measures, especially onto the main road network, a monitoring strategy has been put together with baseline data to be collected, including:

- Traffic counts were carried out between 27 July to 2 August 2020 at 10 locations within the Canonbury West Low Traffic Neighbourhood and seven locations around the Low Traffic Neighbourhood area measuring motor traffic volume and cycling volume.
- Air quality data including measurements at Canonbury Primary school, and other locations around the Low Traffic Neighbourhood area.
- Data on Anti-Social Behaviour and police incidents within the boundary of the Low Traffic neighbourhood.

Monitoring will be undertaken for the duration of the 18-month trial period and will consist of:

- Traffic counts
- Traffic displacement monitoring
- Air quality monitoring (diffusion tubes and Meshpods)
- Emergency service response times (as is made available)

8. Section 122, Road Traffic Regulation Act 1984

8.1. In the exercise of its powers under the Road Traffic Regulation Act 1984, the council is required, under s.122 of the Act, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off street, whilst at the same time have regard to the following considerations:

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- the impact on air quality both locally and in the surrounding areas;
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- any other matters appearing to the council to be relevant.

8.2. In balancing the considerations above, officers consider that the Canonbury West Low Traffic Neighbourhood trial should proceed, on the basis of the following key factors:

- Access, including for motorised traffic, is maintained to all residential and other properties, albeit access routes for motorised traffic (except for emergency services vehicles) may change, which may cause inconvenience to some residents. However, the Low Traffic Neighbourhood has been designed to allow access

to and from local streets within the Low Traffic Neighbourhood to the closest adjacent main road to mitigate against this inconvenience.

- All local amenities remain accessible albeit routes for motorised traffic (except for emergency services vehicles) to access these amenities may change. The area will benefit from the cessation of through movements of motorised traffic (except for emergency services vehicles), including heavy commercial vehicles, and thereby provide a significant improvement to the amenity of the area.
- The reduction of through traffic in the Canonbury West Low Traffic Neighbourhood is expected to improve air quality on the local streets within the Low Traffic Neighbourhood. It is likely that in the beginning there will be an increase in traffic on the surrounding main roads while people adjust to the new measures. Evidence from similar projects in London shows that over time this increased traffic volume reduces as people make different travel choices in response to them – main road traffic spreads out across the day, bus journey times are not significantly increased and air quality on main roads does not get worse. Other measures, such as the council's introduction of Electric Vehicle Charging Points, the recent introduction of the Ultra-Low Emission Zone and planned extension in October 2021 (which will cover the whole of Islington) and the introduction of School Streets, are likely to contribute to improving air quality.
- There is a need for public service vehicles responding to emergencies to be able to access the area safely and expeditiously, and so the Canonbury West Low Traffic Neighbourhood has been designed to include camera enforced traffic filters at all four filter locations, which permit emergency services vehicles responding to an emergency to pass through without restriction or delay.
- The ministerial statement issued on 9 May 2020 and the subsequent statutory guidance referred to in section 3.3 of this report above, requires councils in England to cater for significantly-increased numbers of cyclists and pedestrians, and making it easier for them to create safer streets is a relevant consideration.

9. Implications

9.1. Financial implications:

Costs

The revised estimated scheme build costs are £246,560.00, which includes the costs of signage, road marking, bollards, monitoring, enforcement cameras, costs of the traffic orders and the road safety audit.

Funding

As part of the 2019/20 budget setting process £4m of capital funding was allocated to parking to invest in smart CCTV for traffic enforcement measures across the borough, including the School Streets programme and lorry control. After successful pilots and implementation of initial schemes during 2019/20, an order for an additional 92 cameras has been made at a cost of £2m. The Low Traffic Neighbourhood (LTN) programme is an extension to the current roll out of the school streets and lorry ban schemes, seeking to achieve the same outcome of reducing traffic flow through residential streets.

TfL has suspended its LIP programme but are currently accepting bids from boroughs as part of its London Streetspace funding programme. LTNs are a key aspect of the Streetspace funding. The Canonbury West LTN has been included in Islington's funding final bid submitted on 24 July 2020 with a decision to follow.

If the TfL Streetscape funding bid is unsuccessful, it is proposed that the scheme is funded from the £2 million capital funding remaining from parking. S106 planning obligations funding is available in other wards, however not in Canonbury.

Parking Revenue targets

The Medium-Term Financial Strategy (MTFS) has assumed £3.05m of budget savings over the 2020-23 three-year period of which £2.45m was relating to enforcement of School Streets and Lorry Control.

The camera enforced closures used in the LTNs will create a new revenue stream within the parking account, however this will be offset by a reduction in the revenue from the existing width restrictions noting that the width restriction on Grange Grove is not currently enforceable. Financial modelling of the various options indicates that the overall revenue streams under the LTN programme will be able to achieve the current School Streets and Lorry Control MTFS model over the 2020-23 MTFS period. There will be reductions in income in later years as compliance increases and this will need to be considered as part of future MTFS planning.

The suspension of two of the eight shared use parking bays at the location of the proposed filter on Alwyne Road will potentially result in a loss of revenue. The maximum potential impact is a twenty-five percent reduction in expected revenue. During the financial years 2019/20 and 2018/19, the income generated at the location was £4,263 and £4,317 respectively, an average of £4,290 annually. The suspension of two bays will potentially reduce the annual income generated from £4,290 to £3,217, a reduction of £1,073.

Four enforcement cameras will be installed to enforce the no motor vehicle restrictions and the revenue from these cameras will contribute to the overall parking revenue targets.

9.2. Legal Implications

TfL has paused implementation of the Mayor of London's Transport Strategy through local implementation plans (in Islington, the Islington Transport Strategy (ITS)). In its place, TfL has developed a Streetspace Plan for London aimed at creating more space on streets so people can walk or cycle while social distancing and easing pressure on public transport as the COVID 19 pandemic lockdown is lifted.

On 15 May 2020, the Mayor of London and TfL issued interim guidance to London boroughs on the London Streetspace plan. The council's proposals for People Friendly Streets outlined in this report are consistent with that guidance and DfT's statutory guidance 'Network Management in response to COVID19' published recently under section 18 of the Traffic Management Act 2004. The council is required to have regard to that guidance in carrying out its network management duties under sections 16 and 17 of the 2004 Act.

The guidance states that 'Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart', and that measures should be taken as swiftly as possible, and in any event within weeks, given the urgent need to change travel habits before the restart takes full effect.

Section 9 of the Road Traffic Regulation Act 1984 enables the council to make experimental traffic orders for the purposes set out in section 4 of the report. In deciding whether or not to make an order under section 9, the council has to comply with the provisions of section 122 of the 1984 Act which requires the council to exercise that function (so far as practicable having regard to the matters specified below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The specified matters are:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the local authority to be relevant.

As recorded above, officers have concluded, when balancing the various considerations, that adopting the recommendation is the appropriate decision.

Further, when deciding whether to make a traffic order the council must have regard to the Mayor of London's Transport Strategy (sections 142 and 144(1)(a) Greater London

Authority Act 1999). That strategy emphasises the importance of reducing emissions and improving air quality.

The council must also have full and proper regard to the on-line consultation responses particularly those from residents of the Canonbury West Low Traffic Neighbourhood.

In making the experimental traffic order, the council must follow the procedure set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended by the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020).

Regard should be had to the provisions of the Human Rights Act. In particular, the provisions of Article 1, of the First Protocol protection of property and Article 8, right to respect for private and family life.

In relation to Article 1 some residents may no longer be able to use the most direct access to their homes. However, if the scheme is implemented, alternative access will be in place. Further, the right under Article 1 is qualified rather than absolute as it permits the deprivation of an individual's possessions or rights where it is in the public interest. The public interest benefits are outlined within this report.

In relation to Article 8, right to respect for private and family life has a broad interpretation and extends to being in a public place if there is a reasonable expectation of privacy there. This right can be interfered with where lawful, necessary and proportionate to protect a number of other concerns including public safety and health. It is not considered that the implementation of the Canonbury West Traffic Order will impede on the right to individuals to respect for private and family life either in public or on private land. Further, the scheme is proposed in order to reduce the number of vehicles on the road, which will enhance public safety and health.

These human rights should be considered. To the extent that it is considered that they are infringed the scheme should only go ahead if it is considered that the infringement is necessary and proportionate.

9.3. Environmental Implications and contribution to achieving a net zero carbon Islington by 2030

The delivery of the above measures in construction terms will have minimal environmental impacts. The measures will require low-impact interventions such as the installation of planters, bollards, cameras, and signage, with little or no waste, emissions or potential nuisance to neighbouring properties.

In June 2019 the council declared a Climate Emergency and pledged to work towards making Islington zero carbon by 2030. The measures proposed as part of this programme

will positively contribute to achieving this ambitious commitment by encouraging increased walking and cycling. It will demonstrate the council's commitment to working towards a zero carbon future and respond to the Climate Emergency declaration. The delivery of the Islington Transport Strategy, Liveable Neighbourhoods, School Streets and Lorry Control Scheme were all specifically mentioned in the transport section of the Draft Zero Carbon Strategy.

The alterations may result in some vehicular journeys being increased in length, which could in turn increase their specific impact in terms of emissions and congestion, although the cumulative effect is expected to be positive due to more traffic being removed from the roads. The monitoring section (7) provides more details on this.

Recent research has shown higher death rates from COVID-19 in areas where there is poorer air quality than in areas with better air quality. By encouraging walking and cycling through the measures outlined above, the council will be supporting the health resilience of those working and living in Islington.

9.4. Resident Impact Assessment

The council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The council must have due regard to the need to tackle prejudice and promote understanding.

A Resident Impact Assessment has been completed and is attached at Appendix 2.

Purpose

The resident impact assessment considers both positive and negative impacts of the proposals whereby in some instances a balanced view is taken between positive and negative impacts, in particular where the impacts are considered to have both a positive and negative impact on one group with protected characteristics, especially where there is variation between the requirements of different individuals within an equalities group. For example, while some disabled people may rely on cars for mobility there are also many disabled people who use other modes and therefore for most groups the impacts will be a mix of positive and negative depending on the particular mode of travel generally used.

Positive impacts

By restricting through traffic, the Canonbury West Low Traffic Neighbourhood will reduce road danger and improve accessibility, which should provide benefits to all residents with protected characteristics. The measures should also reduce the negative impacts of traffic, improving air quality, and reducing injuries from road traffic collisions. The design of the scheme has been developed with the aim to improve Canonbury West streets as aligned with the healthy streets' indicators. The following healthy streets elements will deliver benefits to Canonbury West residents, businesses and visitors: enabling pedestrians from all walks of life, easier to cross the street, a reduction in noise, empowering people to cycle and walk more safely, and reduced air pollution within the residential area.

Negative impacts

It is the purpose of this resident impact assessment to also examine any negative impacts on residents, particularly those with protected characteristics to ensure that a robust mitigation plan is in place and so that these negative impacts can be taken into account in decision making on the implementation of the scheme.

Following the implementation of the Canonbury West Low Traffic Neighbourhood the whole area will be fully accessible to all vehicles traveling into the area. Whether driven by residents, businesses, visitors or deliveries from any direction, and nothing being introduced will stop people from driving to and from the area. However, some routes may need to be changed by driving to and from the nearest main road rather than across local streets. The changes will result in increased inconvenience for motorists and could result in longer journey times with an increased cost if private vehicle hire or taxis are relied on.

The Canonbury West Low Traffic Neighbourhood will restrict through routes in Canonbury West, which will encourage non-local journeys to take place on the main road network surrounding the Low Traffic Neighbourhood area. In this case, those roads are St Paul's Road, Canonbury Road and Essex Road. Displacement will be closely monitored throughout the programme and will be a key consideration in making any Low Traffic Neighbourhood changes permanent. It will be considered alongside changes in air quality as a result of initiatives such as ULEZ and the council's Electric Vehicle Charging programme. It could also have a negative impact, for instance by creating longer bus journey times, impacting those on lower incomes or with mobility impairments. To mitigate this, the council will work with TfL on a programme of bus priority measures to protect bus journey times.

A robust monitoring and mitigation plan are outlined the Resident Impact Assessment to address the negative impacts above, particularly with reference to how they impact people with protected characteristics.

10. Conclusion and reasons for recommendations

- 10.1. This report sets out the council’s proposal for its fourth Low Traffic Neighbourhood at Canonbury West (in the Canonbury and St Mary’s wards). This report supersedes the previous Canonbury West Delegated Decision Report signed 17 August 2020 as set out in the summary above.
- 10.2. The Corporate Director of Environment and Regeneration is asked to agree the proposals set out in this report, including the installation of signage and bollards, removal of parking bays, revocation of Traffic Management Orders and issuing of Experimental Traffic Orders.
- 10.3. The Canonbury West Low Traffic Neighbourhood will be implemented on a trial basis using Experimental Traffic Orders. A comprehensive monitoring framework has been put in place. This will measure the impacts of the changes on the Canonbury West Low Traffic Neighbourhood and the surrounding streets and areas. Formal public consultation on the measures will take place approximately 12 months after the introduction of the measures.
- 10.4. The measures in this report will encourage local people to walk and cycle in their neighbourhoods, and to and from school. The environmental impacts of traffic will be reduced particularly in local residential neighbourhoods and in and around schools. This will result in a safer, cleaner and healthier environment for local people particularly older people, children, younger people with impaired mobility and other vulnerable groups. The proposals are supportive of the council’s net zero carbon and Fairer Islington priorities. The Corporate Director of Environment and Regeneration is therefore asked to agree to the implementation of the Canonbury West people-friendly streets low traffic neighbourhood under an 18 months Experimental Traffic Order.

Signed by:

[Redacted signature]

Title: Corporate Director of Environment and Regeneration Date: 17 November 2020

Report Author: [Redacted]

Tel: [Redacted]

Email: [Redacted]

Financial Implications Author: [Redacted]

Tel: [Redacted]

Email: [Redacted]

Legal Implications Author: [Redacted]

Tel: [Redacted]

Email: [Redacted]

Appendix 1 Map of Canonbury West, showing proposals

Appendix 2 Canonbury West Resident Impact Assessment