

# Delegated decision report of: Keith Townsend, Corporate Director of Environment

Officer Delegated Decision

Date: 09 June 2020

Ward(s): St Peter's



Subject: Changes to St Peter's Low Traffic Neighbourhood (Experimental Traffic Orders)

# 1. Summary

- 1.1. This report sets out the council's proposals to make changes to the St Peter's Low Traffic Neighbourhood to address the issue of an increase in through-traffic in the Packington Estate which arose following the introduction of the St Peter's Low Traffic Neighbourhood.
- 1.2. This report outlines the proposal, engagement and monitoring approach and recommendation to proceed with the implementation of the changes.
- 1.3. The St Peter's Low Traffic Neighbourhood is part of the council's people-friendly streets programme that was agreed by the council's Executive on 18 June 2020.

# 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, in consultation with the Executive Member for Environment and Transport, to finalise and implement the people-friendly streets programme.
- 2.2. To approve the proposed measures set out in section 4 of this report to mitigate the increase in traffic through the Packington Estate within the St Peter's Low Traffic Neighbourhood (LTN), including the making and revoking of traffic orders set out in section 6.
- 2.3. To note that the original Experimental Traffic Orders (ETOs) for the St Peter's Low Traffic Neighbourhood were made on 3 July 2020 and that the 18-month expiry date is 3 January 2022.
- 2.4. To note that the original Experimental Orders will be suspended and replaced with new Experimental Orders on 18 June 2021 and that included in the new orders will be the changes outlined in section 6 of this report to implement the proposed modifications to the Low Traffic Neighbourhood.
- 2.5. To note that the new Experimental Orders will not remain in force beyond the date of the original Experimental Orders and as such they will remain in force until a date no later than 2 January 2022.
- 2.6. To note that the new Experimental Orders will have a formal 6-month statutory objection period which will run until 18 December 2021.
- 2.7. To note that a public consultation will be held approximately 12 months after the original ETOs were made and that this is scheduled for September 2021.

- 2.8. To note that a final decision will need to be taken before 18 months from the date the original ETOs came into force and that this must be no later than 3 January 2022; and that this must be after the expiry of the six-month statutory objection period for the ETOs to which this delegated decision pertains. The decision must also allow time for permanent orders to be made and advertised before the end of the 18-month period.

## 3. Background

- 3.1. The St Peter's LTN was implemented in July 2020 as part of the council's people-friendly streets programme.
- 3.2. During the development of the scheme a risk was identified that some traffic might travel through the Packington Estate to avoid the Prebend Street filter. Addressing the potential leak at the time would have involved working with Hyde Housing which would have significantly delayed the launch of the LTN and it was considered that as the through-route is convoluted the numbers of people using it may not be significant. On balance and for expedience it was therefore decided to launch the LTN and to monitor the through-route with a view to addressing any concerns at a later date if necessary.
- 3.3. Monitoring sites in the estate at Arlington Avenue (see Appendix 1) have shown an increase in traffic volumes and speed within the estate and on-site observations since the introduction of the LTN have confirmed that the through-route is being used by drivers avoiding the Prebend Street filter.
- 3.4. Since the introduction of the LTN in July 2020 the council has received more than 40 pieces of correspondence from residents concerned about the increase in traffic and speeds in the Packington Estate.
- 3.5. The measures proposed in this report would remove through-traffic from the Packington Estate and the perceived need for Arlington Square area residents to drive through the Packington Estate to access their homes while maintaining the functionality of the LTN.
- 3.6. The St Peter's LTN area is covered by an existing Lorry Control Traffic Management Order. The existing Lorry Control TMO covers all streets within the proposed PFS area, so no changes are required as part of this proposal.

## 4. Proposals

- 4.1. The measures that will deliver the necessary changes within St Peter's LTN area, shown in the map in Appendix 2, are set out below:

**New filter at Prebend Street, southwest of the junction with Coleman Fields, including:**

- A new camera-enforced traffic filter (bus gate) on the western section of Prebend Street at the junction with Coleman Fields allowing access for the 812 community bus in both directions, emergency services, and any other exempt vehicles only.
- Bollards and planters to visually re-enforce the restriction and provide greening.
- Removal of a traffic island and illuminated bollards at 68 Prebend Street to create space for vehicles to turn around at the filter.
- Change single yellow lines to double yellow lines to provide space for vehicles to turn round at the filter (see parking details below).

This will require the installation of the following signage:

- 'Motor vehicles prohibited' (TSRGD 20161, Diagram 619) with 'Except local Buses' supplementary plates and camera enforcement sign (Diagram 878) on north and south sides of Prebend Street, west of junction with Coleman Fields.

## New filter at Coleman Fields, southeast of the junction with Prebend Street, including:

- A new camera-enforced traffic filter at Coleman Fields, south of the junction with Prebend Street, allowing for emergency services, community transport passenger vehicles and large refuse, recycling and street cleaning vehicles only.
- Bollards and planters to visually re-enforce the restriction and provide greening.

This will require installation of the following signage:

- 'Motor vehicles prohibited' (TSRGD 20161, Diagram 619) and camera enforcement sign (Diagram 878) on east and west sides of Coleman Fields, south of junction with Prebend Street.
- A 'No right turn' (TSRGD 20161, Diagram 612 with 'Except Cycles' supplementary plate) will be placed on the north side of Coleman Fields, west of junction with Prebend Street and a 'No left turn' (TSRGD 20161, Diagram 613) with 'Except Cycles' supplementary plate (TSRGD 20161, Diagram 613) will be placed on the south side of Coleman Fields, west of junction with Prebend Street.

## Removal of the existing Prebend Street filter, southwest of the junction with Rector Street, including:

- Removal of the camera-enforced traffic filter on Prebend Street near the junction with Rector Street.

The following signs will be removed:

- Bus gate (TRSGD Diagram 953a).

## Removal of the existing width restriction at Prebend Street, southwest of the junction with Rector Street, including:

- Removal of the current 2.2m width restriction and alterations to the kerb lines to allow a 3-metre carriageway width to accommodate servicing, delivery and emergency vehicles whilst retaining a regulation-sized island at the pedestrian crossing point (see Appendix 3) requiring the following on-site works: remove the existing bell bollards; change kerb lines of the island; reduce the build-out of the southern footway; move one lighting column by approximately one metre; removal of two illuminated signs.

The following signs will be removed:

- No left turn out of Rector Street (TSRGD 20161, Diagram 613)
- No right turn out of Prebend Street (TSRGD 20161, Diagram 612)
- Bus gate signage (TRSGD Diagram 953a)
- Width restriction (TRSGD Diagram 629)

## A new loading bay on Basire Street.

- A new loading bay outside 7 and 9 Basire Street to complement the existing loading bay on St Paul Street (which will be retained) to maintain access to a loading bay for businesses from either New North Road (Basire Street bay) or Essex Road (St Paul Street bay) thus mitigating the need to drive through the LTN from Essex Road.

# 5. Summary of changes to parking

## 5.1. The proposals will require the following changes to parking:

- Removal of 12 metres of 'IS-E pay by phone and business parking bays on Basire Street and replacing them with a loading bay. The loading bay will operate 8:30am-

6:30 Monday-Friday and 8:30am-1:30pm on Saturdays. Outside of these hours the bay can be used for residents parking. Outside these hours the bay will be free parking for any user.

- Introduction of 5.5 metres of double yellow lines replacing 5.5 metres of single yellow lines on Coleman Fields alongside 17 Prebend Street (The Duchess of Kent Public House).

## 6. Changes to Traffic Orders

6.1. The general effect of the Orders will be to suspend the existing experimental scheme and introduce a new similar experimental scheme that will continue the operation of the St Peter's Low Traffic Neighbourhood with the changes outlined in this report. By suspending the existing scheme the existing traffic filter restriction at Prebend Street will be suspended and the other changes to the operation of the scheme will be put in place under a new experimental traffic order which will expire no later than the expiry date of the original Experimental Traffic Order, that is 2 January 2022. At the end of the 18-month trial period the Order may be replaced by a permanent Traffic Order or be revoked/lapse.

The changes will:

- Prohibit general motor vehicle access except local buses, emergency service vehicles, and any other exempt vehicles at the location of the new traffic filter on Prebend Street
- Prohibit general motor vehicle at the new traffic filter on Coleman Fields
- Prohibit all vehicles, except pedal cycles, proceeding in a south-westward direction in Prebend Street from turning left into Coleman Fields
- Prohibit all vehicles, except pedal cycles, proceeding in a south-eastward direction in Coleman Fields from turning left into Prebend Street
- Remove the shared use (Zone 'E' business permits and pay-by-phone) parking place on the south-west side of Basire Street, outside Nos. 7 to 11 Basire Street, and replace it with a loading bay to operate between 8.30 a.m. and 6.30 p.m. on Mondays to Fridays and between 8.30 a.m. and 1.30 p.m. on Saturdays
- Introduce 'at any time' waiting restrictions on the north-east side of Coleman Fields, at the side of No. 72 Prebend Street
- Suspend the width restrictions at the location of the existing traffic filter on Prebend Street
- Revoke the existing experimental order prohibiting general motor vehicle access except local buses at the existing traffic filter on Prebend Street
- Revoke the banned right turn from Popham Street onto Prebend Street
- Revoke one banned left turn from Rector Street onto Prebend Street

## 7. Engagement and Consultation

- 7.1. Statutory pre-implementation consultation on the proposals presented for decision in this report were undertaken with the following statutory stakeholders: London Ambulance Service (LAS), London Fire Brigade (LFB), the Metropolitan Police Service (MPS), the NHS Blood and Transplant Service, the Road Haulage Association, the Freight Transport Association (Logistics UK), TfL Network Management, TfL Buses, HCT Bus company, Royal Mail, Emily Thornberry MP (Islington South), Sem Moema AM (GLA). The council will continue to monitor and review the scheme with the Emergency Services after implementation and make any changes required.
- 7.2. The LAS and MPS stated their opposition to the proposals for a physical closure (bollards or planters) on Coleman Fields. In response, the proposals have been changed to include a camera-enforced filter instead of a physical restriction. The updated proposals were sent to the LAS, MPS, and LFB who responded with their support for the revised design.
- 7.3. In addition to the above statutory consultees, Department for Transport guidelines recommend that when implementing schemes by Experimental Traffic Order authorities engage with specific groups who are likely to be directly impacted by the proposals. In this case disabled people who are reliant on their cars, local businesses, and schools have been identified as those most likely to be directly affected and were contacted by phone or email between 20 May 2021 and 28 May 2021, and their feedback noted and considered.

### Engagement with disability groups

- 7.4. The proposed changes to the scheme designs and details were sent to the following local Islington disability groups for comments with the offer to meet to discuss any changes. Four organisations responded and one did not respond. The council will continue to actively engage with these groups post-implementation of the trial changes. There will also be further opportunity for comment during the six-month ETO objection period and there will be further engagement as part of the public consultation in September 2021.

- Horizon - No major concerns raised with the scheme changes
- Disability Action in Islington – Did not comment
- Transport for all - Offered to work with the council on a consultancy basis
- Age UK – Did not comment
- Parent Carers Forum – No response received

### Engagement with businesses

7.5. The following businesses were contacted by phone or email:

7.6. Brewers paint shop, 283-285 New North Road were contacted on the 22 April to discuss and understand the shop's loading needs and use of the current loading bay on St Paul Street. On 27 May 2021 an officer spoke to the manager to talk them through the proposals to move the filter and install a new loading bay. The shop manager did not raise any issues with the proposals for a new loading bay and retention of the St Paul Street loading bay. The manager of the shop is happy with the proposals. A follow up email was sent for the shop to be able to contact officers if required.

7.7. New North Road Health Centre 287-297 New North were contacted on 27 May 2021 an officer spoke to the manager to talk them through the proposals to move the filter and install a new loading bay; they were appreciative of the call but expressed concerns at the proposals to remove the pay by phone bay as they feel it would adversely affect their patients. The council will consider providing parking in alternative nearby locations and these may be included in the September public consultation.

7.8. Officers from the council's Climate Change and Transport Team along with the Inclusive Economy Team will visit the businesses on New North Road between Shepperton Road and Rydon Street and on Popham Street between Prebend Street and Britannia Row on the 14 June 2021 to ensure businesses have received the information leaflet (Appendix 4) which will be posted to all addresses in the area, and to offer advice and support.

## Engagement with Schools

7.9. Richard Cloudesley, 1 Prebend Street. An Islington officer spoke to Richard Cloudesley School on 28 May 2021 about the proposed changes. The school stated that they do not envisage any negative impact from these potential changes. A follow up email was sent for them to be able to contact the council if they have any further concerns.

7.10. City of London Academy Islington (COLAI), Prebend Street. An Islington officer spoke to COLAI on 28 May 2021 about the proposed changes. The school stated that they do not envisage any negative impact from these potential changes. A follow up email was sent for them to be able to contact the council if they have any further concerns.

7.11. A public consultation lasting at least 21 days will take place in September 2021, during which residents will be able to consider the entire LTN.

7.12. The Commonplace engagement feedback, correspondence, objections received and formal consultation responses together with any monitoring data that has been collected will feed into the council's decision on whether or not to make the people-friendly streets measures permanent at the end of the 18-month trial period.



## 8. Monitoring

8.1. Comprehensive and robust monitoring forms part of the people-friendly streets programme to measure the impacts of interventions on cycle and motor traffic movement. The impacts of schemes on safety and security as well as environmental factors such as air quality will also be measured. The results of any monitoring will be considered together with any feedback from residents prior to making the decision on withdrawing or amending the St Peter's Low Traffic Neighbourhood measures, or making them permanent.

### Interim monitoring report for St Peter's Low Traffic Neighbourhood

8.2. As part of the monitoring strategy base data was collected before implementation of the Low Traffic Neighbourhood in June 2020 and five to six months after implementation, and an 'interim monitoring report' produced. The data collection includes traffic counts and air quality monitoring within the LTN and on surrounding main roads.

8.3. The interim monitoring report shows that the scheme is having the intended impacts in the PFS trial area to: reduce motorised traffic across internal roads; reduce motorised traffic overall across internal and boundary roads; increase levels of cycling on many internal roads; and reduce levels of speeding on internal roads.

8.4. However, monitoring sites at Arlington Avenue within the Packington Estate have shown an increase in volumes and speeds.

8.5. Before-counts were undertaken on Arlington Avenue before the launch of the LTN in June 2020, and after-counts were taken at four times: July, August, September and November 2020 (the latter as part of the overall interim 6-month monitoring for the LTN).

8.6. The normalised average increase in traffic volumes from June 2020 to November 2020 is 85%; this represents an average increase of 310 vehicles per day and is considered to be a significant increase on an estate road of this nature. The posted speed limit in the estate is 5mph.

8.7. Since the LTN was implemented the volume of vehicles breaking the 5mph speed limit has increased by approximately 36%. Of greater note is the increase in the volume of vehicles travelling at 16mph and over, which has more than doubled from a daily average of 53 to 121, while the volume of vehicles travelling under 10mph has increased by just over a third. For an estate road designed for low speeds and high pedestrian activity these figures are considered significant.

8.8. Extracts from the interim monitoring report showing speed and volume data can be found in Appendix 1.

8.9. Additional monitoring will be undertaken as part of the changes to the LTN. Traffic counts will be taken before implementation of the scheme changes between 7 and 14 June 2021 and after implementation in July 2021. The counts will be repeats of all existing count locations in the LTN, plus extra locations which will monitor traffic levels directly around the filters and around the Packington estate. The extra locations are listed below.

- New North Road (north of Basire Street)
- Basire Street
- Coleman Fields (North)
- Rector Street
- Canon Street
- Britannia Row

## 9. Section 122, Road Traffic Regulation Act 1984

9.1. 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 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.

9.2. In balancing the considerations above, officers consider that the implementation of the changes to the St Peter's LTN should proceed on the following 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
- All local amenities remain accessible, albeit routes for motorised traffic (except for emergency services vehicles) to access these amenities may change. The area will continue to benefit from the cessation of through movements of motorised traffic (except for emergency services vehicles), including heavy commercial vehicles, and thereby a significant improvement to the amenity of the area.

- The reduction of through-traffic in the St Peter's Low Traffic Neighbourhood is expected to improve air quality on the local streets within the Low Traffic Neighbourhood. 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. The revised St Peter's Low Traffic Neighbourhood has been designed to include camera-enforced traffic filters at four of the five filter locations, which permit emergency services vehicles responding to an emergency to pass through without restriction or delay.

## 10. Implications

### 10.1. Financial implications:

#### Costs

The estimated scheme build cost are £55,865 which includes the costs of signage, road marking, bollards, planters, planter maintenance, monitoring enforcement cameras, cost of the traffic orders and the road safety audits.

The scheme is funded through the PFS Capital programme budget.

#### Loss of Revenue

There will be a potential loss of revenue from the conversion of the shared use Pay by phone and Business Permit bay on Basire Street. This is estimated at £8,600 p.a. based on the bay earning £2,150 in the January to March 2021 quarter. The council will investigate if a new Pay by phone and Business Permit bay can be provided on the opposite side of New North Road on Shepperton Road or Elizabeth Avenue. This would also benefit the New North Road Health Centre.

The parking account is a ring-fenced account with any surplus generated from its activities invested in highways and transport related activities. Income received will be allocated to the ring-fenced parking account, with the level of income dependent upon the level of compliance. The impact of this will be modelled as part of the medium-term financial planning process.

The camera-enforced closures used in the St Peter's LTN are anticipated to generate some enforcement income within the parking account, however this will be offset by a loss of revenue from the removal of the existing width restriction.

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. Currently six enforcement cameras enforce the no motor vehicle restrictions in the St Peter's LTN and two more will be added as part of this scheme. The revenue from these cameras will contribute to the overall parking revenue targets.

## 10.2. Legal Implications

The council's proposals for people-friendly streets outlined in this report are consistent with DfT's statutory guidance 'Network Management in response to COVID19' published in May 2020 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.

Section 9 of the Road Traffic Regulation Act 1984 enables the council to make an experimental traffic order 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 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 Highways Act 1980 and the Highways (Traffic Calming) Regulations 1999 (as amended) gives the Council power to install and construct any works on the public

highways for which it is the highways authority. The construction of build-outs is specifically authorised by the 1999 Regulations. All signage related to the scheme is to be compliant with Traffic Signs Regulations and General Directions 2016 (as amended). The proposals will be implemented using an Experimental Traffic Order. The Experimental Traffic order can be in place for up to 18 months, and a decision will be made prior to this point as to whether to recommend a permanent Traffic Order or for removal of the scheme.

In relation to Article 1 of the Human Rights Act 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 changes to the St Peter's Low Traffic Neighbourhood 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

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

The delivery of the above measures will have some environmental impacts. The most significant will be the civils works required to amend kerb lines, which will have an impact in terms of material use, energy use and waste. The other proposed measures are relatively low-impact interventions, such as the installation of planters, bollards, cameras, and signage and new road lining, which will have some resource use, ongoing energy use and a small amount of waste generated. The proposed alterations may also result in some vehicular journeys (those using the Packington Estate as a cut-through) 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.

The proposals are aimed at enhancing the St Peter's LTN, the objective of which is to encourage increased walking and cycling. The LTN is part of the council's commitment to working towards a zero carbon future and responding 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 Net Zero Carbon Strategy.

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.

## 10.4. 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 was completed for the amendments to the LTN featured in this report. The full RIA is attached in appendix 5 and is summarised below.

### Purpose

The resident impact assessment considers both positive and negative impacts of the proposals. 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 implementing these changes and restricting through traffic, the St Peter's LTN will continue to reduce road danger and improve accessibility, particularly in and around the Packington Estate and 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 St Peter's streets as aligned with the healthy streets indicators. The following healthy streets elements will deliver benefits to St Peter's residents, businesses and visitors: enabling pedestrians from all

walks of life, easier to cross the street, 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 the 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 changes to the St Peter's LTN scheme the whole area will still be fully accessible to all vehicles traveling into the area. Whether driven by residents, businesses, visitors or deliveries from any direction 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 may result in increased inconvenience for some motorists and could result in longer journey times with an increased cost if private vehicle hire or taxis are relied on.

By design the changes to the St Peter's LTN scheme will restrict through routes in St Peter's which will encourage non-local journeys to take place on the main road network surrounding the LTN area. In this case those roads are Essex Road, City Road, New North Road and Upper Street. Displacement is being closely monitored throughout the programme, and will be a key consideration in making any LTN changes permanent. The St Peter's interim monitoring report (March 2021) showed that there has not been any significant permanent displacement to main roads. 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.

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

## 11. Conclusion and reasons for recommendations

- 11.1. This report sets out the council's proposals to make changes in the St Peter's Low Traffic Neighbourhood.
- 11.2. The Corporate Director of Environment is asked to agree the proposals set out in this report, including the installation of signage and bollards, changes to parking and loading, revocation of Traffic Management Orders and issuing of Experimental Traffic Orders.

11.3. The remedial measures outlined in this report will be implemented on a trial basis using Experimental Traffic Orders. These measures will be included in the public consultation of the whole LTN, scheduled to take place in September 2021, approximately 12 months after the introduction of the original LTN measures. This will allow approximately three months for the changes to bed in. A comprehensive monitoring framework has been put in place.

11.4. Parking in the vicinity of Basire Street and New North Road will be reviewed immediately to find alternative locations to the pay by phone bays on Basire Street with the goal of no net reduction in parking revenue.

11.5. 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, through the Packington Estate and the Arlington Square area 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 is therefore asked to agree to the implementation of the changes in the St Peter's people-friendly streets Low Traffic Neighbourhood as part of the 18-month Experimental Traffic Order.

Signed by:

*K Tansford.*

Title: Corporate Director of Environment Date: 16 June 2021

Report Author: [REDACTED] and [REDACTED]

Tel: [REDACTED] / [REDACTED]

Email: [REDACTED] ; [REDACTED]

Financial Implications Author: [REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

Legal Implications Author: [REDACTED] ry

Tel: [REDACTED]

Email: [REDACTED]



Environmental Implications Author:

Tel: [REDACTED]

Email: [REDACTED]

Appendix 1 Speed and volume highlight data

Appendix 2 Location map of proposed changes

Appendix 3 Scheme designs

Appendix 4 Information leaflet to residents