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Drayton Park 3.5 tonne trial Weight Restriction

Islington Council acknowledges local resident support for reducing Heavy Goods Vehicles (vehicles with an un-laden weight of 3.5 tonnes or more) from using the Highbury West area as a through-route between the A1 (Holloway Road) and the A1201 (Blackstock Road). The council has decided to trial a 3.5 tonne weight restriction on Drayton Park because this is an intrinsic part of the short-cut used by lorries to travel in both directions between the A1 and A1201.

The trial period will last for 18 months under an Experimental Traffic Order. This will allow the council to monitor traffic data and get feedback from the public before any decision is made to make the changes permanent. This will also mean we can make any necessary changes to improve the scheme if there are negative impacts.

The trial will start on 29th March 2019 and will be enforced through the use of a smart enforcement camera, rather than using a physical width restriction.

Please see the Frequently Asked Questions overleaf for more details on the planned trial.

If you have any further questions regarding this trial, please contact Chris Loughran at christopher.loughran@islington.gov.uk or on 020 7527 3734.

Yours faithfully



Chris Loughran
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If you would like this document in large print or Braille, audiotape or in another language, please telephone 020 7527 2000

Drayton Park 3.5t Weight Restriction Trial

Frequently Asked Questions



- **What is the purpose of the 3.5t weight restriction trial on Drayton Park?**

Local residents have expressed their concerns regarding HGVs (Heavy Goods Vehicles) using Drayton Park and other residential roads in the Highbury West area as a through-route between the A1 (Holloway Road) and the A1201 (Blackstock Road) causing congestion, noise, safety concerns and air pollution in both directions. Drayton Park is the main pinch point for through-traffic between the A1 and A1201 and consequently the council has decided to take steps to address these concerns by way of trialling a new enforceable 3.5 tonne (3.5t) weight restriction on Drayton Park.

The Council is introducing this trial to help improve air quality, reduce congestion and reduce the risks caused by these HGVs within these residential areas, thus creating a safer and more sustainable environment for residents to live in. The Council's introduction of a new 3.5t ban and enforcement at this location is supported by the Mayor of London's Transport Strategy, which defines HGVs as vehicles with a maximum gross vehicle weight of more than 3.5t in the Healthy Streets and People section. This new smart camera enabled 3.5t weight restriction on Drayton Park will be the first of its kind in Islington and London and has the potential to be rolled out elsewhere.

- **What is an Experimental Traffic Order?**

The 3.5t weight restriction enforced using a camera on Drayton Park, is being introduced under an Experimental Traffic Order. An experimental order is a legal document which allows the Local Authority (Islington Council) to trial traffic and parking restrictions as part of an ongoing consultation process.

An experimental order can stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes can be made during the trial to any of the restrictions before the council decides whether to continue with the changes brought in by the experimental order on a permanent basis.

- **How will the 3.5t weight restriction trial operate?**

The 3.5t weight restriction trial will only operate on Drayton Park, with the existing 7.5t lorry ban remaining in place within the surrounding streets. The restriction will operate on a 24/7 basis. There will be advanced warning signs for the 3.5t weight restriction in place at each entry point to the Highbury West and Highbury East areas which have a through-route to Drayton Park to ensure HGVs are not being entrapped by an unadvertised restriction.

- **Will the 3.5t weight restriction trial affect local access and how will it be enforced?**

The restriction will not affect deliveries/pick-ups to local businesses or residents as access and egress would be maintained for those purposes, as it will be for refuse collections. If the vehicle is required to be in the area, then they will be deemed to be there legally.

- **How will the 3.5t weight restriction trial work?**

The weight restriction will be enforced using a high-tech camera which can identify a vehicle by its metric size before predicting the vehicle's weight category. If the vehicle is assumed to be over the weight restriction, then the details of the vehicle will be checked via Driver and Vehicle Licensing Agency (DVLA) systems to confirm the actual weight of the vehicle before a decision is made on whether to issue a penalty notice or not. This will mean any vehicle driving along Drayton Park over 3.5t will be issued with a penalty charge notice. However, if the registered keeper of the vehicle can provide evidence that they were servicing a local property (i.e. delivering to a property), this penalty charge notice will be cancelled. Instructions on how to provide this evidence to prove delivery within the area can be found on the PCN ticket that would be issued.

- **Will the scheme be monitored?**

Traffic data and feedback from the general public will be monitored throughout the trial period so that we can review the impact of the trial arrangement. If the trial period is a success, the 3.5t weight restriction would be made permanent. Feedback on the scheme can be submitted to the Council using the below e-mail address: -

christopher.loughran@islington.gov.uk

- **I am still seeing large vehicles using Drayton Park, why is this?**

Access will be maintained for vehicles who need to service the area. It should be noted that there will be a transition period in which it will take time for drivers to change their driving pattern and avoid using Drayton Park in the future.

- **Will there be any HGV displacement on my road?**

There is a possibility during the first few weeks that some HGVs who frequent this route may not acknowledge the new advanced warning signage for the 3.5 tonne weight restriction. To ensure that we are providing drivers with enough notice the Council will install secondary warning signs within the Highbury West Area in addition to those positioned at each junction along the A1201 (Blackstock Road; Highbury Park). Despite the restriction being adequately signed, if HGV drivers do miss the signage, it could result in them turning around within local roads when met by the camera-enabled restriction on Drayton Park. If this does occur, then the Council expects this to be for a short period whilst drivers familiarise themselves with the new layout.

- **Why are we not implementing a physical width restriction?**

A previous proposal to introduce two physical width restrictions on Drayton Park at its junctions with Aubert Park and Martineau Road was retracted last year due to safety complications surrounding its layout and potential conflicts that it could cause with cyclists and pedestrians in the area. The Council has identified the weight restriction trial now planned as a safer alternative which will not require physical measures on the public highway and should minimise disruption to residents.