

Delegated decision report of: Corporate Director of Environment and Regeneration

Officer Delegated Decision

Date: 23 September 2020

Ward(s): Clerkenwell



Subject: Amwell Phase 1 Low-Traffic
Neighbourhood, People-Friendly Streets
Programme

1. Summary

- 1.1. A Low Traffic Neighbourhood (LTN) is to be delivered under the People-friendly streets (PFS) programme for the Amwell phase 1 area, under an Experimental Traffic Order (ETO) as part of Islington's response to the public health emergency, and to the Mayor's London Streetspace Plan (LSP). This report sets out the proposals for the area, the cost of the proposals, and details of the forthcoming ETO.
- 1.2. A project was previously initiated and in its very early stages prior to the Covid-19 lockdown for delivery of a Liveable Neighbourhood with a focus on the Cycleway 27 (formerly Quietway 2) and Cycleway 38 (formerly Quietway 10) cycle route alignment. The focus area was bounded by Pentonville Road to the north, St John Street to the east, Rosebery Avenue to the south and King's Cross Road to the west.
- 1.3. The newly-defined, scaled back Amwell 'phase 1' area with Amwell Street as the eastern boundary instead of St John Street proposed in this report is considered deliverable in a shorter timeframe.
- 1.4. The implementation of the Amwell phase 1 LTN 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.
- 1.5. A second phase of the project will focus on the Amwell Street corridor to improve pedestrian and cycle priority and reduce motor traffic with consideration given to requirements of a School Street in respect of Clerkenwell Parochial Primary School.

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 PFS, taking into account the consultation responses.
- 2.2. To agree to deliver the Amwell phase 1 scheme as set out in this report.
- 2.3. To approve the LTN proposals for the Amwell phase 1 area by:
 - Issuing of Experimental Traffic Orders to prohibit motor vehicle access at Great Percy Street (except buses), Lloyd Square (northern side), Lloyd Square (southern side) and Margery Street (except permit holders).

- Issuing of Experimental Traffic Orders to remove parts of parking bays and areas of single yellow lines opposite the parking bays and replace with double yellow lines on Great Percy Street, Lloyd Square (northern side), Lloyd Square (southern side) and Wilmington Street.
- Revocation of the Traffic Management Orders for existing width restrictions in Lloyd Baker Street and Great Percy Street.
- Issuing of Experimental Traffic Orders to permit two-way flow on Lloyd Baker Street between Amwell Street and Lloyd Square (eastern side).

2.4. To note that enforcement of the Margery Street filter may be delayed pending initial localised monitoring and further local assessments including engagement with business owners to finalise arrangements for delivery and servicing to properties on Margery Street west of the filter.

2.5. To note that a public consultation will be undertaken approximately 12 months after the Experimental Traffic Orders are issued. This consultation will inform a final decision on whether or not to make these changes permanent at the end of the 18-month trial period

3. Background

3.1. On 18 June 2020, the Council's Executive approved the introduction of a borough-wide PFS programme as part of Islington's transport response to the Covid-19 public health emergency. The Amwell LTN is the fifth LTN 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".

- 3.4. 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.
- 3.5. LTNs will create more space for pedestrians and cyclists and allow people to travel safely around their local neighbourhood. The Council is creating LTNs by installing simple and cost effective measures such as bollards and smart cameras.
- 3.6. A Heavy Goods Vehicle (HGV) Control Traffic Management Order does not cover the Amwell area. There are three existing width restrictions in the area, with none currently enforced. It is likely that the proposed modal filters will reduce HGV volumes within the proposed LTN area.

4. Proposals

4.1. The measures that will deliver the Amwell LTN are shown in the map at Appendix 1 and will entail:

- Camera enforced traffic filter on Great Percy Street, at the site of the existing raised table between the junctions with Cumberland Gardens, and Holford Street, maintaining access for emergency vehicles and the 812 community bus route.
- Removal of existing width restriction on Great Percy Street to allow delivery vehicles access to service the area; they will not be able to drive through the area.
- Bollard-enforced traffic filter on Lloyd Square (northern side) with fixed and hinged bollards, outside 17 and 18 Lloyd Square, maintaining access for fire emergency services.
- Camera enforced traffic filter on Lloyd Square (southern side), outside 7 Lloyd Square, with bollards to narrow the roadway, maintaining access for emergency services.
- Removal of existing width restriction on Lloyd Baker Street to allow delivery vehicles access to service the area; they will not be able to drive through the area.
- Change to two-way traffic flow of the section of Lloyd Baker Street between Lloyd Square (western arm) and Amwell Street.
- Camera enforced traffic filter on Margery Street at the existing pedestrian zebra crossing on Margery Street and forced left turn into Wilmington Street, maintaining access for local residents and emergency services. Creation of a Motor Vehicle Prohibition Zone except for permit holders west of the traffic filter.

4.2. As such, the provisional signage for the proposals is set out below.

Great Percy Street Filter

- ‘Traffic Enforcement Cameras’ and ‘No Motorised Vehicles’ at the closure point and visible from both sides, on both the northern and southern side of Great Percy Street, outside number 33 Great Percy Street.
- ‘No Through Route Except Cycles’ for southbound vehicles on Holford Street at the junction with Great Percy Street, indicating the closure on the right-hand side.
- ‘No Through Route Except Cycles’ for westbound vehicles on Great Percy Street at the junction with Lloyd Street, indicating the closure ahead.
- ‘No Through Route Except Cycles’ for eastbound vehicles on Great Percy Street at the corresponding exit on Percy Circus, indicating the closure ahead.
- ‘No Through Route Except Cycles’ for southbound vehicles on Prideaux Place at the junction with Percy Circus, indicating the related closure of Lloyd Square (northern side).
- Temporary Advance Warning Signage for southbound vehicles on Amwell Street indicating the closure on Great Percy Street and no through route to King’s Cross Road, outside 88 Amwell Street.
- Temporary Advance Warning Signage for northbound vehicles on Amwell Street indicating the closure on Great Percy Street and no through route to King’s Cross Road, outside 59 Amwell Street.
- Temporary Advance Warning Signage for southbound vehicles on King’s Cross Road indicating the closure on Great Percy Street and no through route to Amwell Street, outside 117 King’s Cross Road.

Lloyd Square (northern side) filter

- ‘No Motorised Vehicles’ at the closure point and visible from both sides, on both the northern and southern side of Lloyd Square (northern side) carriageway, outside number 17 and 18 Lloyd Square.
- ‘No Through Route Except Cycles’ for westbound vehicles on Lloyd Square (northern side) at the junction with Lloyd Street, indicating the closure ahead.
- ‘No Through Route Except Cycles’ for eastbound vehicles on Lloyd Square (northern side) at the junction with Wharton Street, indicating the closure ahead.

- 'No Through Route Except Cycles' for northbound vehicles on Lloyd Square (western side) at the junction with Wharton Street, indicating the closure on the right-hand side.
- 'No Through Route Except Cycles' for eastbound vehicles on Wharton Street at the junction with Prideaux Place, indicating the closure ahead on Lloyd Square (northern side).
- 'No Through Route Except Cycles' for northbound vehicles on Lloyd Square (eastern side) at the junction with Lloyd Square (southern side), indicating the closure on the left-hand side on Lloyd Square (northern side).
- Temporary Advance Warning Signage for southbound vehicles on King's Cross Road indicating the closure on Lloyd Square (northern side) and no through route via Wharton Street to Amwell Street, outside 97-99 King's Cross Road.
- Temporary Advance Warning Signage for northbound vehicles on King's Cross Road indicating the closure on Lloyd Square (northern side) and no through route via Wharton Street to Amwell Street, outside 65 King's Cross Road.

Lloyd Square (southern side) filter

- Traffic Enforcement Cameras' and 'No Motorised Vehicles' at the closure point and visible from both sides, on both the northern and southern side of Lloyd Square (southern side) carriageway, outside number 7 Lloyd Square.
- 'No Entry' for westbound vehicles on Lloyd Square (southern side) on approach to Lloyd Baker Street, indicating the closure ahead due to the existing one-way arrangement on Lloyd Baker Street.
- 'Mandatory Right Turn' for westbound vehicles on Lloyd Square (southern side) at the junction with Lloyd Square (western side), indicating the need to turn right due to the existing one-way arrangement on Lloyd Baker Street (complementing the No Entry signs proposed).
- 'No Through Route Except Cycles' for eastbound vehicles on Lloyd Square (southern side) at the junction with Lloyd Square (western side), indicating the closure ahead.
- 'No Through Route Except Cycles' for westbound vehicles on Lloyd Square (southern side) at the junction with Lloyd Square (eastern side), indicating the closure ahead.
- 'No Through Route Except Cycles' for southbound vehicles on Lloyd Square (eastern side) at the junction with Lloyd Square (southern side), indicating the closure on the right-hand side.

- 'No Through Route Except Cycles' for westbound vehicles on Lloyd Baker Street at the junction with Amwell Street, indicating the closure ahead on Lloyd Square (northern and southern side)
- Temporary Advance Warning Signage for northbound vehicles on Amwell Street indicating the closure on Lloyd Square and no through route to King's Cross Road, outside the Clerkenwell Parochial CofE Primary School.
- Temporary Advance Warning Signage for southbound vehicles on Amwell Street indicating the closure on Lloyd Square and no through route to King's Cross Road, within the carriageway median, outside 33 and 44 Amwell Street.
- Temporary Advance Warning Signage for northbound vehicles on King's Cross Road indicating the closure on Lloyd Square (southern side) and no through route via Lloyd Baker Street to Amwell Street, at the junction with Calthorpe Street.
- Temporary Advance Warning Signage for southbound vehicles on King's Cross Road indicating the closure on Lloyd Square (southern side) and no through route via Lloyd Baker Street to Amwell Street, outside 2b King's Cross Road.

Margery Street Filter

- 'Traffic Enforcement Cameras' and 'No Motorised Vehicles' at the closure point and visible from the westbound side, on both the northern and southern side of Margery Street.
- 'Mandatory Left Turn' for westbound vehicles on Margery Street at the junction with Wilmington Street, indicating the need for non-exempt vehicles to turn left due to the new camera enforced closure ahead.
- 'No Through Route Except Cycles' for westbound vehicles on Margery Street at the junction with Amwell Street, indicating the closure ahead.
- 'No Through Route Except Cycles' for northbound vehicles on Amwell Street, at the junction with Merlin Street, indicating the closure of Margery Street on the left-hand side.
- 'No Through Route Except Cycles' for southbound vehicles on Amwell Street, outside the pumping station, indicating the closure of Margery Street on the right-hand side.
- Temporary Advance Warning Signage for northbound vehicles on Amwell Street indicating the closure on Margery Street and no through route to King's Cross Road, outside Charles Rowan House, immediately north of the junction with Merlin Street.

- Temporary Advance Warning Signage for southbound vehicles on Amwell Street indicating the closure on Margery Street and no through route to King's Cross Road, outside the Clerkenwell Parochial C of E Primary School.

4.3. Some changes are required to parking as set out below.

Road name	Location	Total P&D suspension	Total Residents' Permit suspension
Great Percy Street	Western side of proposed filter (northern & southern side of road)	Suspension of 15 metres/ 3 spaces	None
Great Percy Street	Eastern side of proposed filter (northern & southern side of road)	None	Suspension of 11 metre/ 2 spaces
Great Percy Street	Outside 69 Great Percy Street (northern side of road)	None	Provision of 6 metres/ 1 space
Great Percy Street	Outside 70 Great Percy Street (southern side of road)	Provision of 6 metres/ 1 space	None
Lloyd Square (northern side)	Western side of proposed filter (southern side of road)	None	Suspension of 9 metres/ 2 spaces
Lloyd Square (northern side)	Eastern side of proposed filter (southern side of road)	Suspension of 8 metres/ 2 spaces	None
Lloyd Square (southern side)	On either side of proposed filter (southern side of road)	None	Suspension of 25 metres/ 5 spaces
Wilmington Street (southern side)	Outside 65 Margery Street (southern side of Wilmington Street)	None	Suspension of 6 meters / 1 space

4.4. As shown above, the removal of the Great Percy Street width restriction will enable the existing permit holders and shared use (resident or pay by phone bays) to be extended with two additional spaces (one on each side of the road). If necessary, during the trial additional spaces can be identified for conversion to shared use to compensate for the remaining net loss of four shared use parking spaces.

5. Margery Street

5.1. Historic road closures between Margery Street and Wilmington Square, and the narrow width of Margery Street restrict options for access for motorised traffic on Margery Street west of the proposed traffic filter. Therefore, a 'Motor Vehicle Prohibition Zone except for permit holders' for Margery Street (west of Wilmington Street) is proposed. This would enable local residents and businesses in Margery Street with a parking permit to be exempt from enforcement. In general, enforcement of the Margery Street filter may be delayed pending initial localised monitoring and further local assessments including engagement with business owners to finalise arrangements for delivery and servicing to properties on Margery Street west of the filter.

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 Amwell 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 consultation 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 PFS programme.

6.3. As of 22 September 2020, there were approximately 60 comments on the Commonplace site in relation to the boundary and inner roads for the Amwell phase 1 area.

6.4. Around half of the comments related to the stretch of Amwell Street bordering the LTN and the junctions with Pentonville Road and Rosebery Avenue. Respondents major concerns were around; pedestrian and cycle safety, insufficient space for walking/ social distancing, traffic rat running, the volume of traffic and the speed of traffic.

- 6.5. The London Fire Service, London Ambulance Service, and the Metropolitan Police were approached to comment on initial designs for the Amwell PFS scheme on 19 August 2020. Comments were received from all three emergency services confirming that the proposals would not unduly impede their operations as three of the four closures entail camera enforcement with no physical barriers. It was further noted by the Ambulance and Police services that the bollard-enforced closure on the northern side of Lloyd Square did not cause a problematic diversion route because of the short distances to the roads providing access from either side; the fire service will have a key to the foldable bollard at this closure.
- 6.6. It was agreed with the London Ambulance Service that any impact on responses times caused by increased traffic on the narrow part of Amwell Street at Rosebery Avenue on the main southbound route to reach the EC1 and City areas will be fed back to the Council. This may lead to extending existing double yellow lines further north on Amwell Street to prevent parking on that stretch in order to aid ambulance vehicle flow past stationary traffic, which would be subject to a separate decision.
- 6.7. We have contacted the NHS Trust, Freight Transport Association, Road Haulage Association, and TfL Buses with details of the proposals.
- 6.8. 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. 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.
- 6.9. 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. This feedback, 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.

7. Monitoring

- 7.1. Comprehensive and robust monitoring will be carried out to determine the impacts, both positive and negative, of the Amwell phase 1 LTN. Monitoring will measure the impacts of the scheme on pedestrians, cyclists, public transport users and traffic movements. The impacts of the scheme on safety and security, as well as environmental factors such as air quality, noise and vibration will also be measured. Results of the monitoring will be considered together with feedback from local people prior to making the decision about making the proposals permanent, amending them or removing them.

7.2. To ascertain the degree and impact of any traffic reassignment from the Amwell Phase 1 LTN, a monitoring strategy has been put together and baseline data to be collected including:

- Traffic counts to be carried out between 14 and 20 September at 12 locations within the Amwell phase 1 LTN area (including boundary roads) and seven locations on surrounding roads measuring motor traffic volume and cycling volume.
- Air quality data from diffusion tubes at Amwell Clerkenwell Parochial CofE Primary School

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

- Traffic counts
- Traffic displacement monitoring
- Congestion monitoring
- Air Quality monitoring
- Noise monitoring
- Monitoring of anti-social behaviour and police incidents

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 Amwell 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 Amwell 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 Amwell 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 estimated scheme build costs are £203,250, 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 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 the Local Implementation Plan programme, but are accepting bids from boroughs as part of its London Streetspace funding programme. LTNs are a key aspect of the Streetspace funding. TfL agreed an initial funding allocation of £56,200 for the Amwell Phase 1 LTN. The scheme has been included in a subsequent Islington funding bid, for further a tranche of funding.

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 be a new revenue stream within the parking account, however this will be offset by a reduction in the revenue from the Schools Streets and width restrictions. Financial modelling of the various options indicate 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.

As part of the Great Percy Street filter (Map ref 1, Appendix 1), three shared use parking spaces need to be removed. To partially off-set the loss of paid visitor parking, an additional shared use parking space will be provided outside of 69 Great Percy Street on the southern side of the road enabled by the removal of the current width restriction (Map ref 5, Appendix 1). In addition, two share use parking spaces will be removed as a result of the Lloyd Square filter. The net change in income is estimated to be £2,000.

The enforcement cameras to 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

Islington is the Traffic Authority for the whole of the scheme area and is therefore responsible for overseeing all the proposed changes.

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 LSP. The Council's proposals for PFS outlined in the 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 2014 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 order ('ETO') for the purposes set out in section 4 of this 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.

Further, when deciding whether to make an ETO 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 Amwell phase 1 LTN area.

In making the ETO, 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 Amwell 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 it 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 bollards, cameras, and signage, with little or no waste, emissions or potential nuisance to neighbouring properties. The proposals have been designed to improve pedestrian and cyclist safety and the street environment for both residents and visitors to the area. Helping people to walk and cycle more and reducing the dominance of cars would contribute to achieving the Mayor's Healthy Streets Approach. The target in the Mayor's Transport Strategy is for 80% of all journeys in London be made by foot, cycle or on public transport by 2041.

Moreover, 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 was 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. 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 was completed on 22 September 2020. The complete Resident Impact Assessment is provided 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 Amwell phase 1 LTN 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 the LTN area and the surrounding streets as aligned with the healthy streets' indicators. The following healthy streets elements will deliver benefits to Amwell phase 1 LTN 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 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 Amwell phase 1 LTN, in all but Margery Street between Wilmington Street and King's Cross Road, any vehicle whether driven by residents, businesses, visitors or deliveries from any direction will be able to drive 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.

In the case of Margery Street, the traffic filter will prevent non-permit holders from legally passing through meaning that servicing, delivery, taxi and private hire vehicle pick-up and drop-off will need to take place from Margery Street (east of the filter), Fernsbury Street, Wilmington Street, Yardley Street, Lloyd Baker Street (where the vehicular access to the Margery Street Estate is located) and Farringdon Road. This could have potentially negative impacts for older people, residents with a disability and women (who research shows are more likely to be carrying shopping or moving about with children) if they have to cover a greater distance from the pick-up or drop-off point of a taxi or other transport, e.g, carer's private vehicle used to transport clients to appointments or on outings. Before enforcement of the traffic restriction on Margery Street commences, the Council will carry out initial localised monitoring and further local assessments to better understand resident and business requirements on Margery Street, in particular in terms of delivery, servicing and taxi access, allowing time to accommodate any further access requirements.

A robust monitoring and mitigation plan are in place 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 Amwell phase 1 LTN (in Clerkenwell ward).
- 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, bollards and cameras, removal and reallocation of parking bays, revocation of Traffic Management Orders and issuing of Experimental Traffic Orders.
- 10.3. The Amwell phase 1 LTN 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 Amwell Phase 1 LTN and the surrounding streets and areas.

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 is therefore asked to agree to the implementation of the Amwell phase 1 PFS LTN under an 18 month Experimental Traffic Order.

11. Appendices

- Appendix 1: Map of the Amwell phase 1 LTN
- Appendix 2: Resident Impact Assessment

Background Papers: None.

Final report clearance:

Signed by:

[Redacted signature]

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Appendix 1 Map of Amwell phase 1 LTN

