

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

Officer Delegated Decision

Date: 30 March 2022

Ward(s): Clerkenwell



Subject: New Amwell people-friendly streets
Low Traffic Neighbourhood trial, with an
exemption for Blue Badge holders

1. Summary

- 1.1 In 2019, the council consulted on its draft Transport Strategy, which made the case for the introduction of measures aimed at enabling a reduction in motor traffic, enabling more people to walk, cycle and wheel and lead active lifestyles, reducing road danger and reducing the impact of transport on local air pollution and climate change. Because of the latter, it also forms part of the council's Vision 2030 (Net Zero Carbon) Strategy, which was consulted on in early 2020. Both of these strategies included policies and programmes to introduce low traffic and liveable neighbourhoods borough-wide, and both were adopted by the council's Executive in November 2020.
- 1.2 In response to the Covid-19 public health emergency in early 2020, the council began a listening exercise in May 2020 to help inform this low traffic neighbourhood (LTN) programme. Statutory guidance from the Department for Transport issued in May 2020 stated that: "local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling.
- 1.3 On 18 June 2020 the council's Executive took the decision to accelerate the delivery of low traffic neighbourhoods, alongside School Streets, pop-up cycle lanes and a lorry control scheme, as part of its people-friendly streets (PFS) programme. With regards to LTNs, the decision was taken to introduce them as trials, to be followed by monitoring and a full public consultation once they had been in place for twelve months.
- 1.4 The Amwell LTN was introduced in October 2020 and became operational in November 2020, following the St Peter's LTN in July 2020, Canonbury East LTN in August 2020 and Clerkenwell Green LTN in September 2020.
- 1.5 There was ongoing monitoring of the scheme with traffic counts taking place approximately six and twelve months after the scheme was operational. Both an interim and a pre-consultation monitoring report were published. This monitoring demonstrated that the scheme is generally delivering its objectives in terms of reducing motorised traffic within the LTN, reduced levels of speeding, more people cycling, and that it had not led to unacceptable impacts on main and boundary roads, crime and anti-social behaviour (ASB), emergency service vehicle response times and air quality.
- 1.6 In addition to the Commonplace listening exercise (mentioned in 1.2) that informed the LTN design, feedback has been received through correspondence, a trial feedback survey, formal objections and during the full public consultation which took place between 15 December 2021 and 31 January 2022. Whilst there were views for and against, overall the feedback from the consultation recognised the benefits of the scheme. The analysis of the results of public consultation undertaken after approximately 12 months included the following:
 - 45% of consultation respondents state it is easier to cross the street (compared to 17% who think it is more difficult)
 - 43% state the streets look nice (compared to 20% who think they look worse)

- 43% state the air is clean (compared to 10% who think it is worse)
 - 44% state there is less noise from motor traffic (19% state there is more)
 - 40% state there is less speeding motor traffic (12% state there is more)
 - 38% state it is easier to get to local shops and services by walking and cycling (17% state it is harder)
 - 42% state it is easier to get in and out of the Amwell area by walking and cycling (17% state it is harder)
- 1.7 As part of the PFS programme, focused engagement was undertaken with groups representing people with mobility restrictions, as resident impact assessments (RIAs) produced for the scheme and the programme overall had identified potential negative impacts for these groups. On 14 October 2021, the council's Executive took a decision to introduce an exemption policy for Blue Badge holders which would be trialled in individual LTNs subject to future decision making.
- 1.8 The proposed implementation of the Blue Badge exemption is a significant change to some of the traffic filters and will therefore alter the nature of the LTN.
- 1.9 As the monitoring shows that the scheme is generally meeting its set objectives, and feedback largely recognises the benefits of the scheme, this report recommends that the LTN remains in place with a new replacement experimental traffic order (ETO) incorporating the Blue Badge exemptions as described below. This new experimental scheme will be monitored before a final decision is made.

2 Decision

- 2.1 To note that the original ETO for the Amwell LTN came into force on 2 October 2020. This ETO was replaced by new ETO which came into force when the Margery Street traffic filter was activated on 24 September 2021. The expiry date is 1 April 2022.
- 2.2 To note the results of the interim and pre-consultation monitoring reports which highlight that the scheme is generally meeting its objectives through its impacts on traffic volumes, traffic speeds, cycling levels and air quality, with no significant impacts on crime and ASB and emergency services response times.
- 2.3 To note the feedback received from public engagement and the public consultation (held between 15 December 2021 and 31 January 2022). More details on this can be found in the pre-consultation engagement report, found in Appendix 5, and the independently-produced consultation analysis report, found in Appendix 6.
- 2.4 To note that the council's Executive, at its meeting on 14 October 2021, delegated authority to the Corporate Director of Environment, in consultation with the Executive Member for Environment and Transport, to continue the implementation of the people-friendly streets programme through specific schemes and agreed to trial the proposed

approach to granting limited exemptions to Islington Blue Badge holders in the LTN, set out at sections 3.3.62 to 3.3.68 of the report to Executive.

- 2.5 To make a new ETO with ongoing monitoring to take account of the changes outlined in section 6 of this report.
- 2.6 To agree the adoption of proposed measures set out in section 6 of this report which will: allow Blue Badge holders living within or on the (LTN-side) boundary of the Amwell LTN to drive or be driven through designated traffic filters in the Amwell LTN, in a vehicle registered at their home address; amend the filter at Lloyd Square (north side) from being a lockable bollard to being camera enforced to address the repeated unauthorised removal of the lockable bollard at this location. These proposed measures require the making of the traffic orders set out in section 6 and 7.
- 2.7 To note that a new ETO will be advertised on 1 April 2022 and will come into force on 8 April 2022, and that included in the new order will be the changes outlined in section 6 of this report to implement the proposed modifications to the Amwell LTN to allow the Blue Badge exemption policy and changes to the filters to be implemented.
- 2.8 To note that a final decision will be taken after the expiry of the new six-month statutory objection period for the new ETO.

3 Background

- 3.1 The Islington Transport Strategy was consulted on between 29 July 2019 and 29 September 2019, and adopted by the council's Executive in November 2020. The top item of this strategy's strategic vision was: "Motorised through traffic will be removed from local streets and neighbourhoods." Also adopted in November 2020, after consultation earlier in 2020, was Vision 2030: Building a Net Zero Carbon Islington by 2030. This had as a key objective to "Reduce the need for cars by making active travel (i.e. walking, cycling and public transport) the safest, easiest and most enjoyable option. The implementation of the council's borough-wide programme of People Friendly Streets will significantly support this objective." The Mayor's Transport Strategy for London (2018) and central Government policy also evidence a widely recognised need to reduce motor vehicle journeys
- 3.2 Between 2013 and 2019 there was an increase in traffic of almost 10 percent on Islington roads, adding 24.3 million miles to bring the total mileage on Islington's roads in 2019 to 278 million. In the decade since 2009, there has been an increase of over 70% of motorised traffic on London's local roads, which are not designed to take such large numbers of vehicles. These local roads (defined as 'C' or 'unclassified' roads) serve multiple purposes: as places for communities to come together, for play, for local journeys which can be walked, cycled or wheeled (through use of a wheelchair or similar mobility aids). The increase in motor traffic on these streets in the past decade has had a

significant impact on the lives of both those who walk, cycle and wheel through those streets, and those who live on them.

- 3.3 Statutory guidance from the Department for Transport issued in May 2020 stated that: "local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling". This guidance has subsequently been updated to: "As we emerge from the pandemic, local authorities should continue to make significant changes to their road layouts to give more space to cyclists and pedestrians and to maintain the changes they have already made". This has effectively accelerated the implementation of the long-term plan from the Islington Transport Strategy and Net Zero Carbon Strategy, and progress against wider council ambitions related to public health, road danger reduction, clean air, climate change, social justice, greening and place-making.
- 3.4 On 18 June 2020 the council's Executive took the decision to accelerate the delivery of low traffic neighbourhoods, alongside School Streets, pop-up cycle lanes and a lorry control scheme, as part of its people-friendly streets (PFS) programme. With regards to LTNs, the decision was taken to introduce them as trials, to be followed by monitoring and a full public consultation once they had been in place for around twelve months.
- 3.5 Proposals for the people-friendly streets (PFS) programme were agreed by the council's Executive on 18 June 2020. On 23 September 2020, the council's then Corporate Director of Environment and Regeneration in consultation with the Executive Member for Environment and Transport took the decision to proceed with the Amwell PFS Low Traffic Neighbourhood (LTN).
- 3.6 Following this decision, the fourth LTN was introduced in Amwell in October 2020 and became operational in November 2020, and public consultation took place in December 2021-January 2022.
- 3.7 Three of the four traffic filters in the Amwell LTN became operational in November 2020. The fourth filter, on Margery Street just west of Wilmington Street, was not activated at this time due to the need to resolve access issues for residents, visitors, deliveries and other motor vehicles requiring access to properties or land on the one-way westbound street.
- 3.8 Following the publication of the interim monitoring report on the Amwell LTN in August 2021 the council introduced a new revised ETO in September 2021 in order to activate an amended traffic filter on Margery Street. This granted residents, visitors, deliveries and other vehicles access to properties and parking west of the traffic filter on Margery Street while enabling residents of the street to receive the benefits of being part of a low traffic neighbourhood (cleaner, greener and healthier streets) by preventing general traffic from using Margery Street as a through route. This is also important as Margery Street forms part of Cycleway 27.

- 3.9 The 2020 people-friendly streets Executive Report was accompanied by a resident impact assessment (RIA), which had identified a series of negative impacts for people who have a protected characteristic, in particular for disabled people. Following this RIA, the council engaged with disabled groups and people with complex mobility needs, reviewed correspondence, LTN trial feedback survey data, Commonplace comments, gathered data on car journey length and times, and reviewed research reports to better understand the nature of the constraints experienced by disabled people who travel by private car.
- 3.10 The engagement with several disability representative groups and feedback from local residents, revealed that disabled people who rely on cars for their mobility are facing increased length, time and cost for journeys, in particular for shorter, local journeys due to LTNs.
- 3.11 Originally, the LTN programme was designed so traffic filters applied to all people driving without any exemptions, beyond emergency vehicles and some council service vehicles. The council's initial rationale to not provide exemptions was based on three reasons:
- Access to all addresses is maintained within LTNs, but routes may need to change.
 - To create a safer environment for people to walk, wheel and cycle by significantly reducing motorised traffic on local streets.
 - To reduce congestion and air pollution on the main roads. The objective of people-friendly streets is to reduce the overall number of trips, by supporting a change of transport away from private cars.
- 3.12 The PFS programme was further committed to at the council's Executive, at its meeting on 14 October 2021, in order to continue the implementation of the PFS programme through specific schemes and agreed to trial the proposed approach to granting limited exemptions to Islington Blue Badge holders.
- 3.13 This policy proposal was carefully balanced, to take into consideration the reasonable adjustments that this approach will offer to Blue Badge holders who may be disproportionately impacted by longer car journeys against the dilution of the benefits of the LTN for all, including for people with protected characteristics who are disproportionately impacted by traffic. More detail on the careful assessment undertaken by the council is in the October 2021 Resident Impact Assessment, in particular pages 7-10.
- 3.14 The measures proposed in this report would provide Blue Badge holders living within (and on the LTN side of boundary roads of) the Amwell LTN the ability to register a single motor vehicle for their personal use which is registered to their own address within (or on the boundary of) the low traffic neighbourhood in which they live. A permit will be provided for this vehicle, which will allow the Blue Badge holder to drive, or be driven, through designated camera-enforced filters of the Amwell LTN

3.15 The exemption will be complemented by an exceptional circumstance dispensation which will have its own application process allowing Blue Badge holder to apply for an exemption if there are particular journeys which require access through a designated filter in the Amwell LTN. While the proposal provides a way for this exceptional circumstance dispensation to take effect it will not be operational until a programme wide policy on this has been agreed. It should be noted this exemption is expected to generate a very low number of additional trips, at such a level that the operation of the scheme should not be significantly impacted.

4 Monitoring

- 4.1 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. Monitoring also allows us to track how each scheme is performing against objectives derived from the policies outlined in section 3: these include the reduction of motor traffic volumes (which in part will contribute to net zero carbon objectives), a reduction in the number of speeding vehicles (to reduce road danger) and an increase in cycling (to meet public health aims and reduce obesity rates). The results of any monitoring are here considered as part of the decision-making process on the Amwell LTN measures.
- 4.2 The full interim and pre-consultation monitoring reports are available at Appendix 8 and 9 of this report. Both reports are also publicly available on the council's website.

Interim monitoring report for the Amwell Low Traffic Neighbourhood

- 4.3 As part of the monitoring strategy baseline data was collected before implementation of the Low Traffic Neighbourhood in September 2020 and again collected in May 2021 to produce an 'interim monitoring report'. The data collection includes traffic counts and air quality monitoring within the LTN and on surrounding main roads.
- 4.4 The interim monitoring report was published in August 2021 and is included as Appendix 8 of this report. The report showed that the project was having the intended impacts in the area of reducing motorised traffic across internal roads (-44%) in line with through traffic restrictions, reducing levels of speeding on internal roads (-47%) while air quality data from within the LTN showed that levels of nitrogen dioxide had fallen in line with borough trends.
- 4.5 There had been no significant impact on London Fire Brigade response times, or on anti-social behaviour and crime rates.

- 4.6 Interim monitoring showed that cycling had decreased by 31% across internal roads which was likely due to seasonal weather variations and Covid-19 lockdown restrictions, as detailed in the interim report. The pre-consultation counts detailed in the section below provide a more comparable picture of cycling levels.
- 4.7 Overall, across boundary roads, there was a negligible change in volumes of motorised traffic (+6%). On average, motorised traffic volumes showed negligible changes on Amwell Street (-2%), Pentonville Road (-3%), Claremont Square (+4%) and Rosebery Avenue (southern site, +3%). Motorised traffic volumes increased by 36% (seven day daily averages) on Farringdon Road, but travel times along this road changed negligibly (+8%). (A negligible change is defined as an increase or decrease of up to 10%, as traffic flows fluctuate by up to 10% on a daily basis. As such, changes within -10% to 10% are considered insignificant.)

Pre-consultation monitoring report for the Amwell Low Traffic Neighbourhood

- 4.8 As part of the monitoring strategy, baseline data was collected before implementation of the Low Traffic Neighbourhood in September 2020 and again collected in October 2021 to produce an the 'pre-consultation monitoring report'. The data collection includes traffic counts and air quality monitoring within the LTN and on surrounding main roads where possible.
- 4.9 During the traffic counts, the lockable bollard at Lloyd Square (north side) was missing, having been removed without the council's permission. In addition, unplanned utilities works were present on Amwell Street. Both are likely to have affected the monitoring results.
- 4.10 The pre-consultation monitoring report was published in December 2021, when the public consultation started, and is included as Appendix 9 of this report. The report showed that the project is generally having the intended impacts in the area of reducing motorised traffic across internal roads (-48%) in line with through traffic restrictions, reducing the volume of vehicles speeding on internal roads (-70%) and increasing levels of cycling on internal roads (+65%). Overall changes in levels of nitrogen dioxide (NO₂) in Amwell are slightly better than those in the borough more widely.
- 4.11 There was no significant impact on London Fire Brigade response times, or on anti-social behaviour and crime rates.
- 4.12 The pre-consultation monitoring report showed that across three boundary roads, there was a negligible change in traffic volumes overall (+5%). On average, motorised traffic volumes changed on Rosebery Avenue (-5%), Pentonville Road (+3%) and Farringdon Road (+30%) while there were significant decreases on Amwell Street (-56%) and Claremont Square (-30%). Traffic counts on Amwell Street and Claremont Square were likely to have been impacted by unplanned utilities works so may be lower than usual,

while the utilities works may have increased traffic volumes on Farringdon Road. Due to the presence of utility works, Claremont Square and Amwell Street are excluded from the overall calculation of +5%.

- 4.13 Project Centre is in the process of undertaking reviews of monitoring reports they have produced, including the Amwell pre-consultation monitoring report, to cross check for methodological anomalies.
- 4.14 The indication from the review of the Amwell pre-consultation monitoring report is that small adjustments may be needed to some speed related figures in the report. However, this does not have a material impact on the results or overall findings.
- 4.15 The results of the review will be considered as part of additional monitoring that will take place on the new Amwell trial including to monitor the impact of the Blue Badge exemption on the overall scheme, and this will be used to inform a further decision whether the Amwell LTN should be made permanent.

5 Pre-consultation Engagement and Consultation

Pre-consultation Engagement activities

- 5.1 The council has been actively engaging with residents, businesses and other stakeholders to gather feedback on the people-friendly street schemes that have been introduced. The methods used to engage have included the Commonplace interactive tool; emails sent directly or forwarded on to the PFS mailbox and responded to; trial feedback surveys for each scheme; and through formal objections which can be submitted during the six-month period after a scheme has been introduced. All this pre-consultation feedback has been analysed and summarised in Appendix 5.
- 5.2 The **Commonplace interactive tool** was used to carry out a borough wide engagement exercise between 29 May 2020 and 2 March 2021. The exercise asked residents, businesses and local organisations to suggest how local streets could be improved for people walking or cycling. The tool enabled 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. Comments have also been isolated to individual areas to gather more information on areas significant to specific schemes.
- 5.3 At the close of the Commonplace engagement on 2 March 2021, there were 128 comments submitted related to the Amwell LTN area (including the boundary roads). 75 comments were received before the first scheme leaflet detailing the proposals of the scheme was advertised on 25 September 2020, and 53 comments were received between 25 September and 2 March 2021.

- 5.4 The total amount of individuals who sent **correspondence** regarding the Amwell LTN over the period of advertisement, implementation and pre-consultation amounts to 89. 85% of the correspondence received was categorised as negative, 5% as positive, 6% as mixed and 2% as unclear, and 2% as other topic. Key themes of the correspondence can be found in Appendix 5 Section 3E.
- 5.5 The Amwell LTN **trial feedback survey** was open between 8 March 2021 and 15 December 2021. 260 people submitted a survey response. The trial feedback survey period closed with the start of the public consultation on 15 December 2021. The trial feedback survey results have been analysed and reported on in Appendix 5 Section 3F.
- 5.6 In the Amwell LTN trial feedback survey, in answer to the question “What do you like about the trial?” the most common answers were:
- There is nothing I like about the trial (65%)
 - Reduces through traffic (19%)
 - Reduces air pollution (17%)
- 5.7 In answer to “What do you dislike about the trial”, the most common answers were:
- Makes car trips more inconvenient for me and my visitors (36%)
 - Increases traffic on main roads (52%)
 - There may be delays to emergency services (39%)
- 5.8 Participants in the survey could select up to four answers for each question (including “I like nothing / I dislike nothing”), so percentages will not sum to 100%.
- 5.9 The trial feedback survey had four open questions to which ‘free text’ answers could be given. These questions were:
- Question 5: Are there urgent issues you would like to tell us about? (For example, about road danger or safety - please be as specific as possible).
 - Question 6: Do you have other suggestions for what can be done to reduce air pollution and motor vehicle trips in Islington?
 - Question 7: Do you have any additional comments?
 - Question 9: Which of the following would encourage you to walk, use pavements, wheel or cycle more? (Select all that apply) [The final option to this question was ‘Other’, with a free text box provided].
- 5.10 A coding exercise was undertaken to analyse answers to these questions. Of the 260 submissions, 157 contained at least one free text answer to one of these four questions. More information about this analysis can be found in the Amwell pre consultation engagement report. The most common issues raised in response to these questions (excluding answers coded as ‘other’) were:
- Increases traffic and pollution on main roads (28%)
 - Access for elderly/disabled/vulnerable is more difficult (15%)
 - Car trips have become more inconvenient (12%)

- Need ANPR exemptions for residents (10%)
- I was not asked for my views before the trial started (9%)

5.11 The council has received 18 **objections** in total specific to the Amwell LTN traffic orders. There were an additional 332 objections which have been considered, although they did not refer directly to the Amwell LTN traffic orders. Officers have coded each objection noting which themes were addressed in each specific objection. The main three topics in the objections were: schemes have caused an increase in traffic and pollution on boundary roads (61% of objections); journey times have become longer/more inconvenient (56% of objections); a lack of consultation over the scheme (39% of objections). Requests for ANPR exemptions for residents, accessibility challenges for disabled/elderly residents, views that the scheme is poorly thought out and that traffic calming measures were not needed in the area were each included in 33% of objections. Multiple issues could be raised in a single objection which is why the topics sum to greater than 100%. The themes raised in the objections have been duly considered and responded to in Appendix 7.

Public consultation

- 5.12 As part of the Executive decision on people-friendly streets, in June 2020 the council committed to undertake a formal consultation around 12 months after the implementation of each trial scheme. The Amwell LTN was introduced in October 2020 and became operational in November 2020.
- 5.13 The consultation took place between Wednesday 15 December 2021 and Monday 31 January 2022. Results from the consultation questionnaire have been analysed independently by Steer and can be read in Appendix 6.
- 5.14 The consultation included an online questionnaire available via the Islington website. Paper copies of the questionnaire were also made available at events, the Town Hall and could be requested by post.
- 5.15 377 questionnaires were completed, out of a total of 440 submitted. A questionnaire is classified as complete when respondents have responded to all the questions, however the consultation analysis considers all the questionnaires submitted (including partial completions). The questionnaires submitted indicate that 51% of respondents lived within the Amwell LTN area or on a boundary road (41% within the area and 10% on a boundary road) and 41% lived outside the Amwell LTN area. 8% provided no response to this question. 7% of respondents who live within the Amwell LTN area classified themselves as disabled and an additional 7% who live on the boundary roads of the Amwell LTN area classified themselves as disabled. Access to a car/van was higher amongst disabled respondents, with 74% having access to one or more car/van compared to 50% among non- disabled respondents.

- 5.16 The council used various ways to promote the consultation. Approximately 4,650 leaflets were distributed to residents' properties and through a 'street intercept', details of which are set out in paragraph 5.17 below.
- 5.17 The council promoted the consultation and encouraged people to fill in the questionnaires at events. During the consultation, officers and councillors attended events organised at the following locations and dates:
- Targeted businesses door knocking to boost survey participation, Thursday 16 December 2021
 - An online 'town hall' event open to all residents, Tuesday 11 January 2022
 - An online event open to all residents (which was intended to be an in-person event but moved to online due to concerns about the transmissibility of the Covid-19 Omicron variant), Monday 17 January 2022
 - On-street intercepts in targeted areas, Wednesday 19 January 2021
- 5.18 The consultation information was shared on social media platforms including Next door, Twitter, Facebook, and by press release. An email informing people of the consultation was sent to 2,733 Commonplace subscribers across the borough and to the 107 people who had subscribed to email updates via the trial feedback survey.
- 5.19 The key findings from the consultation events are:
- Some concerns about impacts on businesses, particularly the reduction of passing vehicle trade alongside their ability to receive deliveries in a timely fashion.
 - Some concerns regarding how residents and businesses were consulted about the changes, particularly the lack of prior consultation.
 - Some residents felt more comfortable allowing their children to walk, cycle and play on the streets as a result of the proposals.
 - Particular concerns on the impact of street signage and furniture on Lloyd Square, both on its conserved streetscape, and increased confusion for drivers.
 - Some concerns on increased road user conflicts resulting from reversing vehicles (particularly on Lloyd Square, see above comment) and cyclists/pedestrians.
 - Queries regarding the lack of exemptions for residents, black cabs and electric vehicle users.
- 5.20 Analysis of the responses to the consultation questionnaire shows that:
- 43% felt that the streets look nicer since the introduction of the Amwell LTN trial scheme. 20% disagreed with that statement, and 30% noted no change.
 - 36% felt safer using the street at night since the introduction of the trial. 27% disagreed with that statement and 31% noted no change.
 - 39% felt that cost of taxis and private hire vehicles had increased since the introduction of the trial. 1% felt they had decreased and 29% noted no change.
 - 36% felt that they walk or cycle more to local shops and businesses more since the introduction of the trial. 11% disagreed with that and 43% noted no change.
 - 45% of respondents felt that it was easier to cross the street since the introduction of the trial. 17% disagreed with that and 31% noted no change.

- 42% of respondents felt that it was easier to make necessary trips by walking and cycling since the introduction of the trial. 17% felt it was harder and 36% noted no change.
- 40% of respondents felt that there was less speeding motor traffic since the introduction of the trial. 12% of respondents felt that there was more and 36% noted no change.
- 44% of respondents felt that there was less noise from motor traffic since the introduction of the trial. 19% of respondents felt that there was more and 25% noted no change.
- 40% of respondents felt that there was less motor traffic on their street since the introduction of the trial. 17% of respondents felt that there was more and 24% noted no change.
- The two most frequent comments in the open text responses were 'Concern about dangerous and speeding cyclists' and 'Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads (Amwell Street)'. The concerns regarding impact on boundary roads were monitored through data collection at six months and 12 months into the trial. Traffic counts were published in the August 2021 interim monitoring report and December 2021 pre-consultation monitoring report and findings are discussed in section 10 of this report.

- 5.21 The consultation report (Appendix 6) provides details on the overall responses and a breakdown highlighting differences between respondents with access to a car/van compared to respondents who do not own cars. Respondents with access to a car/van were overrepresented in the consultation as only 39% of the respondents were from households who do not own cars whereas in Islington 71% of households do not own cars.
- 5.22 Perceptions about the trial scheme were consistently more negative among respondents who had access to a car/van than among respondents without access to a car/van. For example, 23% of people who own a car said the streets look nicer since the trial while 76% of people who do not own a car said the streets look nicer. 22% of people who own a car said they feel safer using the street in the day while 72% of people who do not own a car said they feel safer using the street in the day. 24% of people who own a car said the air is cleaner since the trial while 74% of people who do not own a car said the air is cleaner.
- 5.23 This trend should be considered when reviewing the consultation report. This is not an unexpected finding considering that the scheme does inconvenience driving trips while making it easier and safer to walk and cycle and therefore it is expected that people who own cars will have a more negative experience of the trial.
- 5.24 The consultation report also looks at differences in responses from those who live in the area or on the boundary road compared to those who live outside the area or nearby. 41% of respondents said they live within the area and 10% said they live in a boundary road.
- 5.25 The responses from those living outside the area tended to be more positive about some impacts of the trial than from those living inside the area or on the boundary roads. Responses from residents who live inside the LTN showed they were less likely to have increased active travel behaviours since the trial began than those living outside. For

example, 52% of respondents who live outside the area said it was easier to make the trips they need by walking or cycling (compared to 34% inside the scheme) and 51% of respondents from outside the area said it is easier to get in and out of Amwell by walking and cycling, compared to 37% of respondents within the PFS area who said this is easier. However, respondents from inside the PFS area and on boundary roads were more likely than those outside of it to agree there is less motor traffic on their street (53% compared to 29% outside). Respondents from both areas responded similarly to some benefits of the scheme including agreeing that it is easier to get to school by walking and cycling (14% of respondents inside, 16% outside) and that they are more likely to walk, use a wheelchair or other mobility aid on pavements since the trial began (22% and 25%)

5.26 There are several reasons which could be behind the difference in opinions from those living in the area/on boundary roads and those outside the area.

- Responses from boundary road and internal road residents are combined, and it could be expected that people living on internal roads would have a more positive perception while those on boundary roads more negative (e.g. because the traffic reductions from road closures are experienced within the LTN but generally not on boundary roads, or not to the same degree).
- Respondents could have selected they live within the area or on boundary road when they do not in an attempt to influence the outcome of the consultation. Proof of address was not required as part of the consultation.
- The consultation could have been shared more widely by groups that generally support LTNs and do not live within the area in an attempt to influence the outcome of the consultation.

5.27 The consultation report at Appendix 6 contains analysis of three open (non multiple choice) questions that were part of the consultation, to which respondents could provide 'free text' answers. These were:

- Q7: Is there anything else you would like to tell us about your experience of the Amwell people-friendly streets trial?
- Q8: The council recently announced a policy to allow Blue Badge holders living in a PFS neighbourhood to receive an exemption for designated traffic filters. This policy is not yet operational, and we will be contacting Blue Badge holders directly with more details. If you have any comments on this policy, please add them below:
- Q9: Are there issues in the Amwell area with road danger or safety that you would like to tell us about?

5.28 A coding exercise was undertaken to analyse these questions. A code frame enables individually expressed sentiments to be standardised and then for the content of individual responses to be recorded (or coded) within the standardised set of sentiments. This means it is possible to see how many respondents mentioned each sentiment. Questions 7 and 9 were analysed together and question 8 was analysed individually. Further details on the approach to free text analysis are provided in the independently produced Amwell consultation report (Appendix 6). The most common issues raised in answers to questions 7 and 9 were:

- Concern about dangerous and speeding cyclists (19%)
 - Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads (Amwell Street) (16%)
 - Concern that the LTN reduces air quality / does not improve air quality (15%)
 - Concern that the LTN causes longer journeys due to detours (12%)
- 33% (148) respondents did not respond to questions 7 and 9.

5.29 The most common issues raised in answers to question 8 (comments about the Blue Badge Exemption policy) were:

- Support for the Blue Badge Exemption Policy as is (20%)
- Suggest that exemption should apply to all residents and tradespeople or local businesses (9%)
- Concern about people abusing the scheme/ request for monitoring (7%)
- Suggest exemptions should be made for Taxis/ Black Cabs (6%)
- Support Blue Badge exemption but have suggestions on how to improve it (6%)

38% (168) of respondents did not provide a response to question 8.

5.30 The most common issues raised from the trial feedback survey and the consultation survey present a set of the most common positive and negative themes which represent overall feedback on the scheme. Negative themes appeared more commonly than positive ones.

5.31 The positive themes were:

- 'Other' positive comments/general support for the scheme (8%)
- Reduction in through traffic (6%)
- Improved cycle safety/increase in cycling journeys (5%)

5.32 The negative themes were:

- Increase in traffic on main roads/boundary roads (20%)
- 'Other' negative comments/request scheme be removed (13%)
- Longer/more inconvenient journey times (12%)

5.33 The council also received feedback on the trial from a local group, the Amwell Society. Officers' response to the comments provided to the council can be found in Appendix 10.

Focussed engagement with disability groups

5.34 At the start of the PFS programme and in the Resident Impact Assessment attached to the original Amwell LTN experimental traffic orders (the RIA was signed on 23 September 2020) the council committed to engage with disabled groups to gain a greater understanding of the impacts on disabled people who rely on motor vehicle transport and are therefore more likely to be impacted by different travel routes and a possibly increase in journey time. This engagement took the form of a number of officer meetings with disability groups and groups representing people who have complex mobility needs. Groups met include: Disability Action in Islington, the Carers' Forum, Islington Parents'

Forum, London Travel Watch, Transport for All, Keeping Safe sub-group, Power and Control. Officers have also had email exchanges with Horizon on cycle schemes, low traffic neighbourhoods and pavement obstructions.

- 5.35 Since this original engagement and the announcement of the Blue Badge exemption policy the council has continued to engage with groups representing people with disabilities through a number of meetings, emails, and drop-in sessions. A more comprehensive summary of the engagement which has taken place with groups representing disabled people can be found in Appendix 5 section 3H. The requests to extend the Blue Badge exemptions made by these groups has been carefully considered in the equalities impact assessment found in Appendix 4. The council will continue to engage directly with groups representing disabled people and disabled individuals as part of the wider people-friendly streets programme. Further feedback will be taken into account in a final decision on the experimental traffic order for the Blue Badge holder exemptions in the Amwell LTN.
- 5.36 The Commonplace engagement feedback, correspondence, trial feedback surveys, objections received, engagement with disabled groups and responses to the formal consultation, together with any monitoring data that has been collected will feed into the council's decision on the future of the Amwell LTN scheme.

6 Proposals

- 6.1 The measures that will deliver the necessary changes within the Amwell LTN area to allow exemptions for Blue Badge holders, shown in the map in Appendix 1 and designs in Appendix 2, are set out in this section. The measures will allow exemptions for Blue Badge holders to all of the traffic filters in the Amwell LTN area, namely at the Great Percy Street, Lloyd Square (north and south sides) and Margery Street traffic filters.
- 6.2 In addition, the existing Lloyd Square (north side) filter is to be changed from featuring a lockable bollard to a camera enforced traffic filter to address the repeated unauthorised removal of the lockable bollard at this location. This will mean that none of the four filters in the Amwell LTN will be physical filters, though the Lloyd Square filters will feature a single bollard on either side of the gap for vehicles.
- 6.3 New signposting with an 'exemption' plate at traffic filters which uses the phrase 'Except permit holders AMW', where 'AMW' is a particular reference number to a local permit for the Amwell LTN issued to eligible vehicles. The new signposting will be installed at the four traffic filters: Great Percy Street, Lloyd Square (south side), Margery Street and at the newly camera-enforced filter at Lloyd Square (north side).
- 6.4 In the case of Margery Street, Blue Badge holders will be exempt from the Margery Street 'for access' arrangement and will be permitted to travel westward beyond the traffic filter along Margery Street from Amwell Street and exit Margery Street at Farringdon Road.
- 6.5 These measures will require the following changes:

6.6 At Great Percy Street:

- On north and south sides, use existing diagram 619 motor vehicles prohibited sign and place new 'Except Permit holders AMW and local buses' on existing sign post

6.7 At Lloyd Square (north side):

- On north and south sides, use existing diagram 619 motor vehicles prohibited sign and place new 'Except permit holders AMW' on existing signpost
- Existing bollards to be removed and existing bollards to be repositioned to enable a 5m carriageway gap

6.8 At Lloyd Square (south side):

- On north and south sides, use existing diagram 619 motor vehicles prohibited sign and place new 'Except permit holders AMW' on existing signpost

6.9 At Margery Street:

- On north and south sides west of Wilmington Street use existing diagram 619 motor vehicles prohibited sign and place new 'Except permit holders AMW & for access' on existing sign posts.

6.10 Where bollards are to be installed at Lloyd Square (north and south sides), they will allow 5m gaps for bi-directional vehicular movement.

6.11 An independent Road Safety Audit (RSA) was completed on 15 March 2022 by Project Centre to assess the proposals for changes to the Amwell LTN as part of the council's Blue Badge exemption policy. Three issues were highlighted with the proposals.

6.12 Two issues raised have been resolved by amendments to the plans for signage at Fernsbury Street/ Margery Street. In addition, existing signpost locations on Fernsbury Street will need to be assessed on site and if deemed necessary, inset further into the footway or island before any additional signs are installed in order to avoid overhanging the carriageway and related safety concerns. Sub-plates will also be inset further into the footway if required.

7 New Traffic Order

7.1 The general effect of the Order will be to replace the existing experimental scheme and introduce a new experimental scheme that will continue the operation of the Amwell LTN, with the changes outlined in this report. The changes will be put in place under a new ETO.

7.2 This new ETO will be made to introduce a new experiment at the existing camera-enforced filters that will allow for the exemption for Blue Badge holders and associated signage and other works required to implement this, outlined in section 6 of this report.

The changes will:

- Allow Blue Badge holders to register a single motor vehicle for their personal use which is registered to their own address within (or on the boundary of) the low traffic neighbourhood in which they live. A permit will be provided for this vehicle, which will allow the Blue Badge holder to drive, or be driven, through designated filters of the LTN in which they reside.
- The designated filters are Great Percy Street, Lloyd Square (south side) and Lloyd Square (north side) and Margery Street.
- The Lloyd Square (north side) filter which is currently a physical filter featuring a lockable bollard will be made camera enforced.

7.3 Council vehicles are not exempt from low traffic neighbourhood measures and will not be exempt to the proposed change outlined in this report. However, to ensure a small number of services can operate safely for residents, clients and staff, a limited number of council vehicles are exempt: accessible community transport (ACT) passenger vehicles and large vehicles for example refuse, recycling and street cleaning vehicles. When not on operational business, these vehicles will use main roads as far as practically possible and not make short-cuts across a residential area.

Engagement with statutory consultees on new Traffic Order

7.4 Statutory pre-implementation consultation on the proposals presented for decision in this report has been 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, Royal Mail, Emily Thornberry MP (Islington South), Sem Moema AM (GLA). Each stakeholder was contacted on 11 March 2022, provided with designs for the proposed changes, and asked for their feedback. The council will continue to monitor and review the scheme with the Emergency Services after implementation and make any changes required.

7.5 Feedback from the statutory consultees is summarised here:

- LFB stated that “the use of camera enforcement, allowing access for emergency service vehicles, has the approval of the LFB”. The LFB further stated that they do not object to the installation of either bollards or planters around Lloyd Square “as long as the gap remains wide enough for Fire Appliances to pass through”
- No other responses were received.

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 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 implementation of the changes to the Amwell LTN should proceed for the following reasons:
- 8.3 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.
- 8.4 All local amenities remain accessible, albeit routes for motorised traffic (except for local buses, emergency services vehicles and eligible Blue Badge holders who live in the Amwell LTN) to access these amenities may change. The area will continue to benefit from the reduction of through movements of motorised traffic (except for emergency services vehicles and eligible Blue Badge holders who live in the Amwell LTN), including heavy commercial vehicles, and thereby a significant improvement to the amenity of the area.
- 8.5 The reduction of through-traffic in the Amwell LTN is expected to improve air quality on the local streets within the LTN. It is expected that despite the exemptions being introduced there will still be a significant reduction in traffic volumes in the area and air quality benefits. Other measures, such as the council's introduction of Electric Vehicle Charging Points, the introduction of the Ultra-Low Emission Zone and recent extension in October 2021 (which covers the whole of Islington) and the introduction of School Streets, are likely to contribute to improving air quality.
- 8.6 There is a need for public service vehicles responding to emergencies to be able to access the area safely and expeditiously. Emergency services have been consulted on the changes. Monitoring data from the duration that the Amwell LTN has been in place indicates that there has been no significant impact on emergency service times to date.

Implications

8.7 Financial implications:

Costs

The estimated scheme build costs for the changes to enable the Blue Badge exemptions are £21,000 which includes the costs of signage, and civil works, cost of the traffic orders and the road safety audits, planters and maintenance, and communications to support the change.

The scheme is funded through the people-friendly streets Capital programme budget. In February 2021 the council approved the capital budget of £3.840m for Low Traffic Neighbourhood schemes for 2021/22 - 2023/24.

Revenue

There is no loss of revenue anticipated with the introduction of the Amwell LTN change.

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 Amwell LTN are anticipated to generate some enforcement income within the parking account.

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.

8.8 Legal Implications

By Section 16 of the Traffic Management Act 2004) local traffic authorities must: manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and the following objectives–

- a) securing the expeditious movement of traffic on the authority's road network;
and
- b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing–

- c) the more efficient use of their road network; or
- d) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority; and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network ...”

“Traffic” includes pedestrians.

The Road Traffic Regulation Act 1984 (the “1984 Act”) Section 9 enables the council to make an experimental traffic order (“ETO”). An experimental traffic order may not last longer than 18 months. S10 of the 1984 Act gives a power to modify or suspend the ETO in certain circumstances.

In deciding whether to make an order under section 9 or modify / suspend under section 10 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.

The procedures to be followed before making a traffic regulation order are set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (“the 1996 Regulations”).

The 1996 Regulations Part IV 22 (2) provides that a local authority must give a minimum of seven days’ notice of any provision of an experimental traffic order coming into force, beginning with the day on which a notice of making in relation to the order is published.

The 1996 Regulations Part II 6 provides that a local authority must, before making an order, consult any of the following who may be affected by the order: neighbouring local authorities, bus operators, Transport for London, the NHS trust/ambulance operator, and the London Fire Brigade. Moreover, in all cases, the local authority must consult the Freight Transport Association, the Road Haulage Association, and such other organisations (if any) representing persons likely to be affected by any provision in the order as the order making authority thinks it appropriate to consult.

Once an ETO is in place, any person may object to the making of the permanent Orders within a period of six months beginning with the day on which the experimental Orders come into force or, if the Orders are varied by another Order or modified pursuant to section 10 of the 1984 Act, beginning with the day on which the variation or modification or the latest variation or modification comes into force.

In due course, in deciding whether or not to make the ETOs permanent, the council will need to consider any objections received during the 6 month period, feedback from the trial feedback survey, representations received from the public consultation and its own monitoring data.

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 should be compliant with Traffic Signs Regulations and General Directions 2016.

The proposals for people-friendly streets outlined in this report should have regard to the Department for Transport's (DfT) statutory guidance 'Traffic Management Act 2004: Network Management to support recovery from COVID19' updated on 30 July 2021.

In addition 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. Regard should also be had to the Islington Transport Strategy (adopted in November 2020).

These functions are functions within section 149(1) of the Equality Act 2010 attracting the duty to have "due regard" to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This is dealt with in the Equalities Impact Assessment (Appendix 4) and this assessment is summarised below in section 9.4.

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, Article 2, right to education 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, under the operation of these schemes, 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 2, access to educational institutes will not be affected by the proposals. Access to local educational institutes will be maintained by all modes of transport.

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 Amwell LTN proposed in this report will impede on the right to individuals to respect for private and family life either in public or on private land. Further, the schemes are 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 schemes should only go ahead if it is considered that the infringement is necessary and proportionate.

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

Delivering Low Traffic Neighbourhoods (LTNs) (and in this case continuing the LTN) across the borough and making active travel (including cycling) the easiest option are identified actions in the council's Vision 2030: Creating a Net Zero Carbon Islington by 2030. The intention behind the schemes is to reduce vehicular movements through LTNs during all hours, improving air quality by reducing harmful emissions like NOx and PM10s and to encourage residents and commuters to cycle more by providing dedicated and largely segregated facilities. In some cases – such as where residents are coaxed out of their cars for short trips, or traffic “evaporates” due to the new restrictions – this will reduce traffic, emissions and congestion.

However, there may also be cases where motorists take longer routes, leading to additional emissions and congestion elsewhere, including on boundary roads of LTNs. On balance, it is expected that the overall emissions (including carbon emissions) and congestion will reduce on the roads within the schemes and surrounding areas as more residents and others are encouraged to travel by sustainable means of transport.

The proposals are aimed at enhancing the Amwell LTN, the objective of which is to encourage increased walking and cycling. The LTNs are part of the council's commitment to working towards a zero carbon future and responding to the Climate Emergency. 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 Vision 2030: Creating a Net Zero Carbon Islington by 2030.

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.

The proposed changes to the Amwell LTN will have some direct environmental impacts. These include resource usage for new signage, bollards and road marking, energy use and waste generation during their installation, together with possible nuisance impacts such as noise or dust, as well as impacts related to contractor journeys to site during the works.

The impact on local emissions depends on whether the proposals lead to an increase in the number of trips by exempted residents. If it does, this is likely to increase carbon and NOx emissions. However, if trips taken by exempted residents are unavoidable and would have been taken with or without the exemptions in place, the exemptions may reduce the distances travelled and therefore reduce emissions.

8.10 Equalities 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.

An Equalities Impact Assessment (EqIA) was completed for the amendments to the LTN featured in this report. The full EqIA is attached in Appendix 4 and is summarised below, along with summaries of the findings of resident impact assessments (RIAs)

dated [September 2020](#) and [September 2021](#) which considered the impacts of earlier iterations of the Amwell LTN.

Positive impacts of whole scheme

By implementing the proposed changes and restricting through traffic, the Amwell LTN will continue to reduce road danger and improve accessibility, 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 Amwell's streets as aligned with the healthy streets indicators. The following healthy streets elements will deliver benefits to Amwell 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.

People who are Blue Badge holders who live within the Amwell LTN and have access to a vehicle registered to their home address will benefit from the proposed exemptions at designated camera-enforced filters in the LTN where they reside. The exceptional circumstance dispensation for this exemption may also benefit disabled people who do not live in an LTN, by allowing access through a designated filter (for example, for medical appointments). The positive impacts of LTNs on local traffic levels means less congestion for exempt vehicles.

Children who have disabilities or mobility impairments may benefit from the Blue Badge exemption policy, if their carers live with them inside an LTN. The exceptional circumstance dispensation for this exemption may also benefit children who, for example, attend a school in an LTN. It is also likely that older people with limited mobility who travel by private car are likely to have Blue Badges, and could benefit from the policy. The positive impacts of LTNs on local traffic levels, as evidenced by interim monitoring reports, means less congestion for exempt vehicles.

The people-friendly pavements project will benefit people from all walks of life who walk, use wheelchairs or other mobility aids by removing existing barriers, reducing clutter and improving maintenance.

Negative impacts of whole scheme

It is the purpose of the EqIA 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 Amwell LTN scheme, the whole area will still be fully accessible to all vehicles traveling into the area. None of the measures being introduced will stop people (including residents, businesses, visitors or delivery drivers) 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.

Whilst the purpose of LTN measures is to create a safer environment to enable walking and cycling for people from all walks of life, this must be balanced with facilitating the travel requirements for vulnerable residents including those with disabilities and mobility impairments who may rely on cars to travel. The council will also investigate public realm initiatives to increase sense of safety on the streets, particularly at night, for instance with enhanced public lighting.

People with disabilities who rely on taxis and PHVs, carers who are not eligible for the Blue Badge exemption and doctors will not benefit from the new exemption policy. As discussed in the 'Overview' paragraphs at the start of section 3 of the programme-wide RIA, the council seeks to balance exemptions with the benefits of reducing local traffic for all residents, including those with protected characteristics who have benefitted from the LTN as they currently exist.

The Amwell interim and pre-consultation monitoring reports outlined an increase in motorised traffic volumes on Farringdon Road, and will be considered alongside changes in air quality as a result of initiatives such as ULEZ and the recent extension in October 2021 (which now covers the whole of Islington) and the Council's Electric Vehicle Charging programme.

A robust monitoring and mitigation plan are outlined in the Equalities Impact Assessment to address the negative impacts above, particularly with reference to how they impact people with protected characteristics. This includes continued engagement with people with protected characteristics and reviewing impacts of exemptions, specifically the volume of traffic travelling through the LTN areas.

9 Conclusion and reasons for recommendations

- 9.1 **Recommendation.** The Corporate Director of Environment is asked to agree the proposals set out in this report, including the continuation of the trial, and the implementation of changes, such as the installation of signage to enable the Blue Badge holder exemption to become operational, under a new ETO. The changes will allow for Blue Badge exemptions to be implemented at the designated traffic filters at Great Percy Street, Lloyd Square (north side), Lloyd Square (south side) and Margery Street.

- 9.2 In making this decision the Corporate Director of Environment needs to assess if the trial so far has largely achieved the objectives of the LTN and balance those benefits with the potential disadvantages that could be caused by the scheme. To assess this the monitoring data needs to be brought into conversation with the consultation responses and objections received for the scheme.
- 9.3 **Assessment of benefits.** The Amwell LTN aimed to encourage local people to walk and cycle in their neighbourhoods. The environmental impacts of traffic will be reduced particularly on local residential streets. 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. These aims are supportive of the council's net zero carbon and Fairer Islington priorities.
- 9.4 Table 1 highlights where there is clear evidence from the monitoring data and consultation results that the trial has generally achieved the objectives.

Policy	Scheme Objective	Evidence from pre-consultation monitoring data	Feedback from Consultation
<p>Islington Transport Strategy</p> <p>Objective Three: Cleaner and greener. To contribute to the council's commitment to Islington becoming net zero carbon by 2030, to improve air quality, and protect and improve the environment by reducing all forms of transport pollution.</p> <p>Vision 2030: Creating a Net Zero Carbon Islington by 2030</p> <p>Priority 3: Reduce emissions in the borough from transport. We will reduce vehicular</p>	<p>Reduce motorised traffic and vehicle emissions across internal roads, aimed to improve air quality.</p>	<p>Overall, motorised traffic volumes on internal roads have decreased by an average of 48%. The greatest decrease has been on Great Percy Street where there was an 80% decrease.</p> <p>Air quality data from within the Amwell LTN area, shows that changes in nitrogen dioxide levels are slightly better than those in the borough more widely.</p>	<p>In the Amwell trial feedback survey, in answer to the question "What do you like about the trial?" the most common 'liked' aspects were: reduction of through traffic (19%), reduces air pollution (17%) and makes the area more pleasant (16%).</p> <p>In the consultation:</p> <p>44% of respondents stated there is less noise from traffic since the introduction of the Amwell LTN trial. 19% disagreed with that statement.</p> <p>43% of respondents said the air was cleaner. 10% disagreed with that statement</p>

Policy	Scheme Objective	Evidence from pre-consultation monitoring data	Feedback from Consultation
emissions by encouraging walking, cycling and public transportation.			
<p>Islington Transport Strategy</p> <p>Objective Three: Cleaner and greener. To contribute to the council's commitment to Islington becoming net zero carbon by 2030, to improve air quality, and protect and improve the environment by reducing all forms of transport pollution.</p>	Reduce motorised traffic overall across internal and boundary roads.	<p>Across the boundary roads, total volumes of motorised traffic show a negligible change (5%).</p> <p>On average, motorised traffic volumes have changed on Rosebery Avenue (southern site) by – 5%, Farringdon Road by 30% and Pentonville Road by 3%.</p> <p>However, it is considered that the traffic on Farringdon Road is not being “displaced” from internal roads which previously provided east-west cut throughs but is originating as a result of other factors. This is likely to include some redistribution from the eastern boundary of the LTN (Amwell street and Claremont Square) which experienced</p>	<p>In the consultation:</p> <p>‘Concern that the LTN increases vehicle traffic on unsuitable nearby roads/boundary roads’ was the third most frequently occurring code which came out of the open question in the consultation survey.</p> <p>This concern was monitored through data collection in May 2021 and October 2021 and is largely not borne out according to the data collected.</p>

Policy	Scheme Objective	Evidence from pre-consultation monitoring data	Feedback from Consultation
		decreases in traffic volume of 56% and 30% respectively. The results for Amwell Street and Claremont Square are likely to have been impacted by unplanned utilities works and thus these figures have not be included in the above overall boundary road average.	
<p>Islington Transport Strategy</p> <p>Objective One: Healthy. To encourage and enable residents to walk and cycle as a first choice for local travel.</p> <p>Vision 2030: Creating a Net Zero Carbon Islington by 2030</p> <p>Priority 3: Reduce emissions in the borough from transport. We will reduce vehicular emissions by encouraging walking, cycling and public transportation.</p>	Increase levels of walking and cycling across internal roads.	Cycling has increased by 65% on internal roads. The greatest increase has been on Margery Street (westbound) from 261 to 771 cycle trips a day.	<p>In the consultation: 36% of respondents stated that they are walking and cycling more to local shops and businesses. 11% disagreed with that statement.</p> <p>45% of respondents felt that it was easier to cross the street since the introduction of the Amwell LTN scheme. 17% disagreed with that statement.</p> <p>25% of respondents say they are more likely to walk or cycle for short trips instead of driving. 11% are less likely.</p> <p>42% of respondents said it is easier to get in and out of the Amwell area by walking and cycling. 17% said it is less easy.</p>

Policy	Scheme Objective	Evidence from pre-consultation monitoring data	Feedback from Consultation
			42% of respondents said it is easier for them to make the trips they need to make by walking and cycling. 17% said it is less easy.
<p>Islington Transport Strategy</p> <p>Objective Two: Safe. To work with the Mayor of London to achieve "Vision Zero" by 2041, by eliminating all deaths and serious injuries on Islington's streets and reducing the number of minor traffic collisions on our streets.</p>	Reduce road danger and the levels of speeding on internal roads	<p>Across internal roads, average speeds have decreased by 7%.</p> <p>Across internal roads, the number of vehicles speeding has decreased by 70%.</p>	<p>In the trial feedback survey: 9% said they like the trial because it makes it safer and easier to cross the road. 8% said they like the trial because it reduces speeding.</p> <p>In the consultation: 40% of respondents felt there was less speeding from traffic. 12% disagreed with that statement</p> <p>42% of respondents felt more safe using the street during the day. 20% felt less safe using the street during the day.</p> <p>However 36% of respondents felt more safe using the street at night, whereas 27% felt less safe using the street at night. This is discussed further in Table 2 below.</p>

Table 1: Assessment of benefits

9.5 **Assessment of disadvantages.** The council committed to duly consider all feedback and objections received on the schemes and also monitor potential negative impacts of

the scheme. In Table 2 the main criticisms of the scheme emerging from consultation, engagement and objections are put into context alongside the monitoring data gathered during the trial, and the objectives of the scheme.

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
<p>Increase of traffic on main / boundary roads</p>	<p>Across the boundary roads, total volumes of motorised traffic show a negligible change (5% overall).</p> <p>On average, motorised traffic volumes have changed on Rosebery Avenue (southern site) by -5%, Farringdon Road by 30% and Pentonville Road by 3%. On Claremont Square and Amwell Street, traffic volumes dropped by -30% and -56% respectively. These streets were not included in</p>	<p>An increase in boundary road traffic was the most common negative feedback about the scheme in the trial feedback survey and in the consultation questionnaire. The pre-consultation monitoring data suggests that overall, when considering all boundary roads, there was a negligible change (overall +5%) (excluding Amwell Street and Claremont Square which experienced decreases substantial decreases likely due to unplanned utilities works) in traffic volumes across all boundary roads. The overall figures consider traffic throughout the day, and where there is variation in traffic volumes at different times. A negligible change is defined as an increase or decrease of up to 10%, as traffic flows fluctuate by up to 10% on a daily basis.</p> <p>Although there has been an increase of traffic on Farringdon Road of 30%, this is likely to be largely originating as a result of other factors. Nearby major traffic projects may have had an impact on traffic levels on Farringdon Road. The increase in traffic on Farringdon Road has been balanced by falls in traffic on Claremont Square and Amwell Street which were likely to have been affected by unplanned utilities works on Amwell Street at the junction of Hardwick Street and Merlin Street, with temporary traffic lights in operation, during the pre-consultation counts. This potentially points to a redistribution of traffic on the north-south boundary roads of the PFS area, contributing to the increase on Farringdon Road while the works were happening.</p> <p>Evidence shows that lower-income households are less likely to have access to private cars and tend to be more represented amongst bus passengers. This means that any displacement of traffic onto main roads which affects bus journey times could disproportionately impact people on lower incomes"). On the one boundary road where</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
	<p>the overall boundary road average as roads were affected by emergency utilities works during the counts.</p>	<p>monitoring has shown an increase in traffic volumes (Farringdon Road), TfL bus journey time data shows that there has actually been an improvement in average bus journey times since the LTN implementation.</p> <p>Journey times on boundary roads have generally shown minor changes. Looking at daily average figures, on Amwell Street there was a fall of 17 seconds in the journey time from 2:05 to 01:47, while on Kings Cross Road and Farringdon Road – Rosebery Avenue to Acton Street, journey times increased by 16 seconds southbound, from 01:28 to 01:44. This suggests the increase in traffic volumes on Farringdon Road is not leading to a substantial increase in traffic congestion in the area. As mentioned above, this has not impacted bus journey times which have improved on Farringdon Road.</p> <p>Traffic on London’s roads overall has increased substantially in the years prior to Covid-19 , however data shows that on average this increase has almost exclusively been on local roads whereas traffic volumes on strategic roads have remained level or decreased.</p> <p>Department for Transport (DfT) data shows that there has been an increase of 3.9bn vehicles between 2009 and 2019 on all London roads, and a 4bn increase on C or unclassified roads between 2009 and 2019, the difference is accounted for by a decrease of 100 million vehicles on London ‘A’ roads, ‘B’ roads and motorways during this period.</p> <p>This increase in traffic on local roads is a major reason for the need to introduce low-traffic neighbourhood measures in London, including Islington’s people-friendly streets programme. The increase in traffic volumes on local roads since the late 2000’s has corresponded with a rise in smartphone satellite navigation apps which direct traffic along the quickest route, which regularly results in large volumes of traffic and congestion on local neighbourhood streets which were not designed to take this traffic. 24.3</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>million more miles were driven through Islington in 2019 than 2013 – an almost 10% increase.</p> <p>At the same time, the unchanged or decreasing traffic volumes on major roads in this period suggests that many strategic roads have capacity to take more traffic, and therefore where there are increase in traffic on main road boundary roads such as Farringdon Road, this represents a rebalancing of through-traffic towards the main roads which were designed to take this traffic.</p>
<p>Inconvenience to car drivers / longer journeys</p>	<p>Journey time analysis carried out</p>	<p>Journey time analysis that was carried out shows that the longer the journey, the smaller the proportional increase in time or distance for the whole journey. This means that the greatest inconvenience is caused to people choosing to make the shortest trips. As one of the aims of the PFS programme is to encourage and enable people to switch short local trips from driving to active means, some measure of inconvenience for short motor trips can be seen as a necessary part of the scheme to allow that modal shift to happen, and reduce the overall number of car trips. Objective One of the Islington Transport Strategy is "To encourage and enable residents to walk and cycle as a first choice for local travel", and walking and cycling can be made a more attractive choice by making them as easy (or easier) than driving for short trips, and by reducing the threat of road danger.</p> <p>In the Amwell consultation, 16% of respondents from car-owning households said they were now driving less for shorter or local journeys. Overall, 36% of respondents say they walk or cycle more to local shops and businesses since the introduction of the LTN. It is worth noting that 39% of the respondents to the consultation reported that the cost of taxis and private hire vehicles had increased.</p> <p>Where the inconvenience of longer car journeys impacts on disabled people, the council has made changes to the scheme and this is addressed later in this section.</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
Reduction of air quality	Inconclusive.	<p>On air quality, the council received feedback from residents that they felt it had been both improved and reduced. Neither conclusion can be confirmed based on the monitoring data gathered so far. NO₂ levels in Amwell have been below the annual objective level of 40µg/m³ at all monitoring sites post implementation, including on boundary roads. Changes in levels of NO₂ in and around the Amwell LTN are slightly better than those in the borough widely where data is available for 2019.</p> <p>Annual average levels of NO₂ in Amwell since people-friendly streets started are, on average, higher than the previous year at internal and boundary road sites where data is available from 2019. However, these changes are slightly better than borough-wide trends, meaning that annual average increases in levels of NO₂ in Amwell since the scheme started in November 2020 are slightly lower than increases for borough averages.</p> <p>These results are based on a limited number of data points and over a relatively short time period, and so will need longer term analysis and comparison to wider borough trends. This is especially the case for the Amwell's internal roads where there were only two monitoring sites with seven months of data before the low traffic neighbourhood was introduced and Amwell's boundary road sites where there is only one site with full pre-scheme data.</p> <p>The figures presented in the data are an annual average and do not describe fluctuations within this time period that might have influenced the average results.</p>
Emergency services response times	No significant impact.	<p>Given the extent of variables that affect response times, the differences between the 2019 baseline, the 2020 pre-implementation period and the post implementation period are within target times set out by the LFB and the council. As such, it is the view of the LFB and the council that the PFS area in Amwell has not impacted this emergency service's attendance times. The council will continue to monitor this indicator.</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>There have also been no reported delays to the London Ambulance Service or the Metropolitan Police Service.</p>
<p>Increase in crime or anti-social behaviour</p>	<p>No significant impact.</p>	<p>Potential negative impacts identified in feedback included: an increase in danger from motor traffic and an increase in crime or anti-social behaviour within the LTN.</p> <p>There is no evidence of increased danger from motor traffic. The number of vehicles speeding on internal roads within the LTN has fallen by 89%. This is proportionately more than the drop in traffic volumes, which suggests that the lower number of drivers who still use roads within the LTN are doing so more slowly. Average speeds have dropped by 10% (the whole of the Amwell LTN is within a 20mph zone). The World Health Organisation states that: "Excess and inappropriate speed are responsible for a high proportion of the mortality and morbidity that result from road crashes. In high-income countries, speed contributes to about 30% of deaths on the road ... Controlling vehicle speed can prevent crashes happening and can reduce the impact when they do occur, lessening the severity of injuries sustained by the victims."</p> <p>Furthermore, a study which samples LTNs across London, carried out by Rachel Aldred at the University of Westminster, has found statistically significant evidence that LTNs have decreased casualties. The London-wide study of LTNs in the October to December period of 2020 found absolute numbers of injuries inside LTNs halved relative to the rest of London (ratio 0.51, $p < 0.001$), with substantial reductions in pedestrian injury risk. The study also found no evidence of changes in injury numbers or risk on LTN boundary roads.</p> <p>On crime, analysis shows anti-social behaviour and crime patterns in the area are in line with patterns across the borough overall, suggesting the PFS trial in Amwell has not had an impact on anti-social behaviour and crime patterns. Crime is very much dependent on the local area. The reduction of motor traffic volumes in the Amwell area (down by 48%) has happened alongside an increase in people cycling (up by 65%). People driving in vehicles</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>would be moving faster through the area and would be less observant of people walking, so could be less likely to stop. Walking levels were not monitored, but if these have followed cycling levels then there would be an increased presence of people on the streets, increasing passive surveillance. The council has not been able to find evidence that a higher presence of motor vehicles in an area reduces crime rates (discounting the crimes which can be attributed to the drivers themselves, such as speeding and dangerous driving). A study by Anna Goodman and Rachel Aldred (2021) examined the relationship between LTNs and street crime over a 7-year period after the implementation of LTNs in Waltham Forest, based on police data. The report found that the introduction of an LTN was associated with a 10% decrease in street crime. and this effect increased with a longer duration since implementation (18% decrease after 3 years). An even larger reduction was observed for violence and sexual offences, the most serious subcategory of crime. The only subcategory of crime that increased significantly was bicycle removal, plausibly largely reflecting increased cycling levels. There was no indication of displacement of any crime subcategory into adjacent areas.</p> <p>The Amwell LTN consultation asked a specific set of questions on how subjective safety (how safe people feel when using the streets) has changed since the implementation of the LTN. 36% said they feel more safe using the street at night (compared to 27% who feel less safe and 31% who noticed no change). 42% said they feel more safe using the street during the day (compared to 20% who feel less safe and 33% who noticed no change).</p> <p>Nonetheless, while monitoring statistics shows that the implementation of the Amwell LTN has not increased crime rates, individual feelings of safety and security when travelling through Islington are very subjective, and personal to each person's experiences and situation – the council recognises that women in particular might experience feelings of insecurity. The council has taken</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>note of these comments and is investigating actions it can take to improve the public realm in ways which could deter the potential for crime, and to make areas feel safer. These public realm improvements could include improving sightlines for people walking and introducing new or improved public lighting. In regards to increased lighting, it is worth noting that 24% of respondents to the consultation questionnaire selected 'lighting' as high priority for improvements to the LTN.</p> <p>In addition, the council is committed to work with its Community Safety Team and the Metropolitan Police to make Islington's streets safer.</p>
Concerns over dangerous / fast cycling	Monitoring data shows that cycling levels have increased by 65% overall on internal roads counted during the first year of the scheme's operation. On boundary roads for which counts were available, cycling has increased by 11%. This includes an increase on Claremont Square of 143% and a decrease on	<p>An increase of 65% in cycling volumes is significant and would be noticeable to anyone using the streets in the area. All road users, including people cycling, should obey the Highway Code. Islington Council offers free cycle skills training for adults and children to enable people to cycle more confidently and safely on the road. (More details can be seen here). The council has also previously run targeted 'stop and advise' sessions alongside local police officers, at locations where cycling contraventions have been reported.</p> <p>The council is aware of concerns around the speed of vehicles including cycles on Amwell Street, particularly the section between Claremont Square and River Street where there are a number of well-used formal and informal crossing points. The downhill gradient here reduces the effort required for people cycling and this can encourage higher speeds than average. The council is planning to trial the use of speed indicator signage that can detect cycles as well as other vehicles to encourage slower speeds, alongside monitoring to understand the impact this may have.</p> <p>Many surveys show that the main barrier preventing people from cycling on the roads is the perception that sharing the road with motor vehicles is too dangerous, so by reducing motor vehicle traffic on local streets more</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
	Amwell Street of 35% (likely affected by unplanned utilities works).	people should be encouraged to cycle on the roads and away from areas used by people walking.
Lack of early consultation	Not able to be monitored.	<p>One common objection to the Amwell LTN was a "lack of early consultation". Government guidance from May 2020 stated 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." The provisions of the ETO process do not require public consultation prior to the start of the trial, although the council did in fact engage with the public before implementing low traffic neighbourhoods. More details on the legal status of implementing the LTNs can be found in Section 8 on the Road Traffic Regulation Act 1984, and Section 9.2 on Legal implications.</p> <p>Although there was no consultation prior to implementing the Amwell LTN as a trial, the council stated from the outset that the trial would be assessed by both monitoring and a full public consultation before the end of the 18-month period for the initial ETO. This consultation has now taken place and is discussed at length in this report, and in separate reports provided as appendices.</p>
Impact on disabled people	Mitigation proposed through Blue Badge exemption and people-friendly pavements.	The council recognises some disabled people may rely on motor vehicles for their journeys and that the LTN could be resulting in longer journey times for them, having an impact on their lives. As described in Section 6 of this report, the council has introduced a new exemption policy for Blue Badge holders which may help to mitigate against longer journey times or distances for eligible residents. This policy will apply in the Amwell LTN after the introduction of the new ETO which this report recommends, and more details will be provided to Blue

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>Badge holders in the Amwell LTN once the traffic order comes into force.</p> <p>It is important to note that people may have a range of disabilities, some of which affect mobility, some of which are affected by other people’s mobility choices. Not all disabled people experience the same barriers to active travel or the same transport needs. The TfL report ‘Understanding our diverse communities’, from 2019, shows that walking (which includes travelling with a mobility aid and wheelchair), is the mode of transport disabled people use the most (81% walk at least once a week). Transport for All, a disabled-led group who campaign for access to transport and Streetspace across the UK produced a report on LTNs called ‘Pave the Way’. This balanced report shows that LTNs are supported by some disabled people, and that LTNs can bring benefits to disabled people including “easier or more pleasant journeys; an increase in independence; a decrease in traffic danger and benefits to physical and mental health” (p.6 of report).</p>

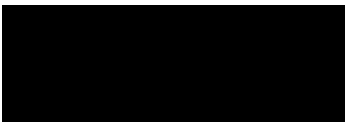
Table 2: Assessment of disadvantages

- 9.6 **Reason for recommendation.** In summary, Table 1 shows the ways in which the Amwell LTN scheme has met its objectives, covering road danger reduction, traffic reduction, the public health benefits of switching motor vehicle trips to active travel, and no negative impact on air quality. Table 2 shows an assessment of the most common negative themes and objections to the scheme. In most cases, these objections are not supported by evidence or have been mitigated by these proposals. Where evidence does support the negative themes, for example, on the impact of the Amwell LTN on the mobility of some disabled people, the council is proposing significant changes to the traffic orders and operation of the LTN to mitigate these impacts. The council will also carry out further investigation on the perception of crime and safety within the LTN, as detailed in Table 2.
- 9.7 In conclusion, the Corporate Director of Environment is asked to agree to the two recommendations set out in this report: to continuing the Amwell LTN trial with a new ETO in order to allow the exemption policy for Blue Badge holders to become operational, and to agree to the change of traffic filter at Lloyd Square (north side) from bollard to

camera enforced to address the repeated unauthorised removal of the lockable bollard at this location.

- 9.8 The continuation of the scheme is recommended because there is clear evidence that the scheme is meeting many of its overall objectives as supported by monitoring and consultation results, and that potential negative impacts emerging from the consultation results are either not supported by monitoring data, are unrelated to the LTN or have been mitigated through adjustments to the scheme.
- 9.9 The implementation of the Blue Badge exemption policy in the Amwell LTN, including the installation of signage, and lapse of existing Traffic Management Orders, and issuing of Experimental Traffic Orders, is a mitigation to the scheme after a close consideration of monitoring, research and feedback, which will provide benefits to some members of groups with protected characteristics.
- 9.10 The council's intention is for the new ETO to be in place for at least seven months, which allows time to consider any objections which are received by 8 April 2022. At this point, the council will then take a final decision on whether or not to make this new ETO (which contains the Blue Badge exemptions) permanent.

Signed by: Keith Townsend



Title: Corporate Director of Environment

Date: 30 March 2022

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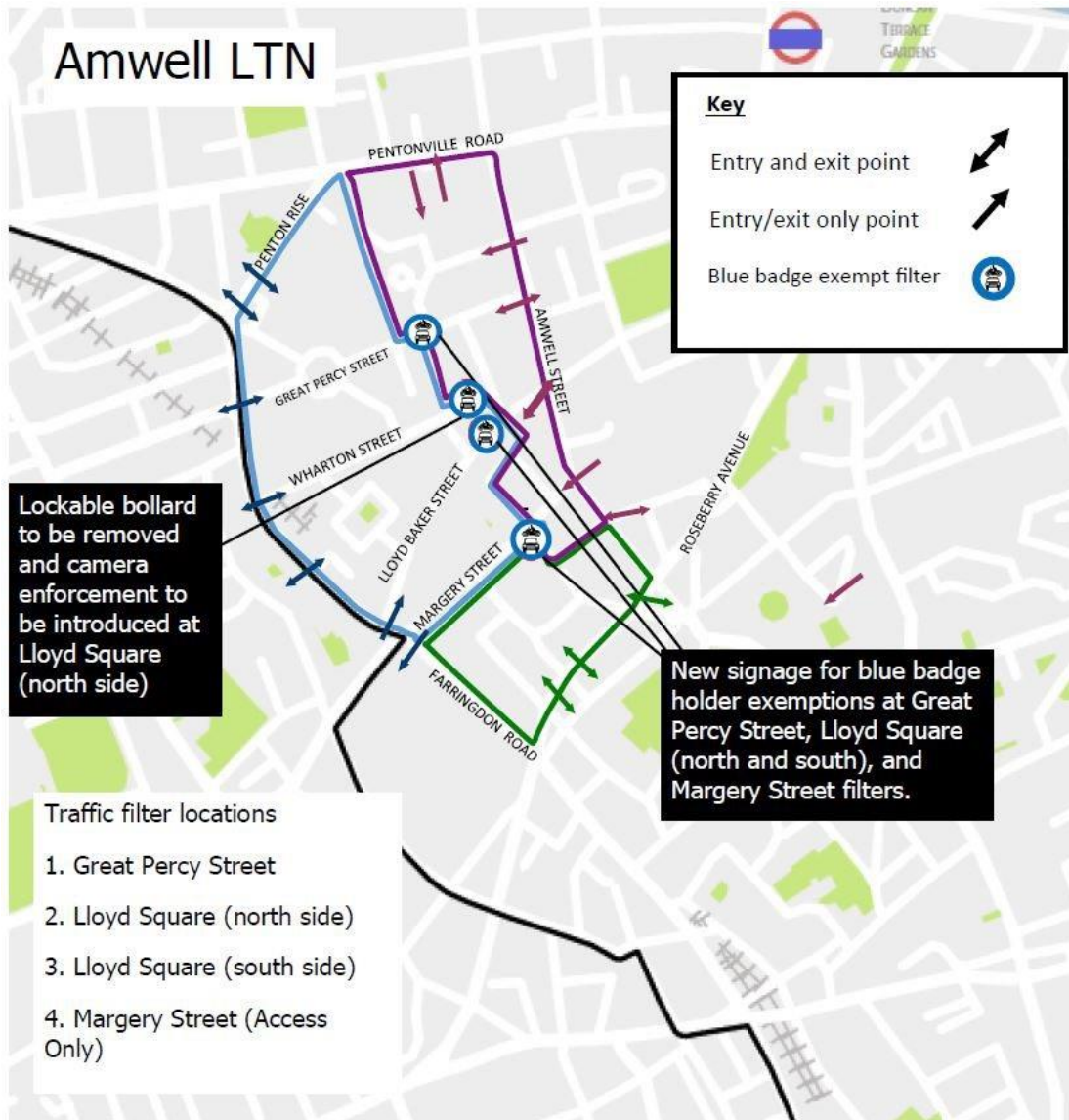
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Appendix 1 – Location map of proposed changes



Appendix 2 – Designs for changes to Amwell LTN: filters at Great Percy Street, Lloyd Square (north and south sides) and Margery Street

Appendix 3 – Leaflet sent to residents

Appendix 4 – Equalities Impact Assessment

Appendix 5 – Pre-consultation engagement report

Appendix 6 – Independent consultation report

Appendix 7 – Responses to objections

Appendix 8 – Interim monitoring report

Appendix 9 – Pre-consultation monitoring report

Appendix 10 - Response to Amwell Society feedback