

The council has received thirteen objections to the proposed TMO that was advertised on 6 January 2023. The objection period closed on 27 January 2023. The table below shows the topics covered by the objections:

Objection Theme	Officer Response
Loss of parking negatively impacting businesses	<p>PFS aims to ensure that transport improvements support local economic activity and growth. The council is working with businesses to build a knowledgeable economy with fairness, shared prosperity, and social justice at its core. Maintaining shops and services within Islington contributes to the sustainability of local communities and the local economy, making them available to all and reducing the number and lengths of trips undertaken which is at the forefront of the PFS scheme.</p> <p>The removal of parking on Clerkenwell Green will mean that customers who visit a business by use of a motor vehicle will need to find alternative parking nearby. The council has ensured that parking bays on surrounding roads including, Clerkenwell Close, Sekforde Street, Aylesbury Street, Ray Street Bridge and St James’s Walk remain under their current designations. The council is also monitoring parking usage in the local area, particularly those roads in closest proximity to the Green, which could inform changes to parking designations in the future if necessary.</p> <p>If a business address in Islington could be accessed by motor vehicle before the scheme was introduced, this is still possible with the measures in place.</p> <p>Many items to and from businesses could be delivered by cycle or cargo bike, and these vehicles are able to pass through any traffic filters that are installed. As well as being quicker for local trips, using cycles would also mean no extra costs to a business (like VED, fuel or insurance).</p> <p>Four loading bays will be implemented under the public realm scheme proposals, enabling businesses on Clerkenwell Green to make and receive deliveries.</p>
Loss of footfall negatively impacting businesses	The public realm improvement measures will increase public space at Clerkenwell Green by 68%, provide new places to sit with new benches and introduce new greening with seven new trees and planting. We expect that these changes, together

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	<p>with a less-traffic and parking dominated space, will encourage people to stay in the area for longer and that more people will choose to travel through the area by active modes. It is expected that the improvements will make the area more pleasant and welcoming and will attract greater footfall and positively benefit businesses around the Green, offering greater opportunities for passing trade.</p> <p>TfL has published some useful evidence in their 'Walking and cycling: the economic benefits (https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf) which shows how walking and cycling can benefit businesses in London. For instance, walking and cycling improvements can boost retail sales by 30%.</p> <p>Council officers are engaging directly with local businesses to offer support.</p>
<p>Concern that the location of a proposed loading bay is not feasible</p>	<p>The updated public realm scheme design has been subject to road safety audits and was produced with consideration to a series of surveys. Consideration has been given to the area outside 53 Clerkenwell Close, which holds an existing 'table and chairs' licence. No conflict between the proposed loading bay and this area has been identified.</p> <p>Three additional loading bays will feature in this scheme to ensure that loading is maintained across Clerkenwell Green.</p>
<p>Some proposed materials are different to those in the concept design consulted on in 2017.</p>	<p>A concept design for public realm improvements at Clerkenwell Green was consulted on between 18 September and 30 October 2017. However, the scheme was not delivered as funding was not available at that time.</p> <p>Developer contributions from various developments in the Clerkenwell ward were allocated to the scheme in December 2018. However, these allocations do not cover the cost of delivering the consulted scheme design in full.</p> <p>In response, the council has produced a design that can be delivered using the allocated funding mentioned above. Yorkstone and granite is being used as part of the scheme, as consulted on, and areas where this is not being used will be treated with materials already used in the area such as</p>

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	<p>concrete slab paving and asphalt. The council may carry out further phases of improvements to upgrade these materials at a later date subject to further funding being allocated to the scheme.</p> <p>The revised design proposal preserves the core features and benefits outlined in the consulted concept design but with a reduced scope that responds to the available funding allocation.</p>
<p>Negative effect of the Low Traffic Neighbourhood (LTN) on disabled people</p>	<p>The council has carried out an Equalities Impact Assessment (EqIA), for the overall programme and for each individual scheme. The EqIA evaluates the impacts of the changes on people with different protected characteristics, which includes people with disabilities.</p> <p>Anyone who could access their home by motor vehicle, private car or taxi prior to the LTN being introduced is still able to do so .</p> <p>The council's people-friendly pavements programme, launched in 2021, improves conditions for anyone walking (or using mobility aids, including wheelchairs) on pavements. We provide additional dropped kerbs to make crossing the road easier, improve foliage maintenance and ensure level surfaces are kept clear of unnecessary obstructions. People with visual impairments will benefit from reduced traffic and road danger, and the reduction in noise should help with navigating their local area more easily. Pavement space will be maintained for people walking or wheeling. The quieter and calmer streets should also make the streets more welcoming to people with cognitive disabilities. The council's exemption policy for Blue Badge holders was announced with the October 2021 Executive decision of the PFS programme and was implemented in Clerkenwell Green LTN in March 2022. A trial of a new individual exemptions policy was introduced in December 2022. This policy may benefit disabled people who do not live in an LTN, by allowing access to all LTNs. More information on this can be found on: https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs.</p> <p>Compared to the London average, a higher proportion of people in Islington identify themselves</p>

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	<p>as being disabled. Pedestrian enhancements could be of particular benefit to people with a disability in terms navigating an urban environment, including but not limited to those using walking aids, wheelchair or mobility scooter. In residential areas, those with cognitive disabilities could benefit from reduced levels of noise pollution, supported by the neighbourhood walking and cycling improvements and the removal of through traffic. Providing better conditions for cycling can empower more disabled people to cycle, particularly those with less balance who may want to choose adapted cycles away from traffic. All modal filters are designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles.</p> <p>The council approved an Executive Report on 18 June 2020 on the people-friendly streets programme which outlines the principles of the programme and the report is available here. There is also an associated resident impact assessment (RIA) which can be found here. RIAs and EqIAs have been produced for individual schemes and can be found on each scheme's page at https://www.islington.gov.uk/roads/people-friendly-streets.</p> <p>In January 2023, the council approved an Executive Report to continue people-friendly streets programme, which outlined the next phases of liveable neighbourhoods, continuation of people-friendly pavements programme, implementation of School Streets on main roads and at secondary school and council's commitment to cycleways programme. The report can be read here with the Equalities Impact Assessment linked here.</p>
Negative effect on disabled people from loss of parking	<p>The council recognises that the removal of parking bays on Clerkenwell Green and Farringdon Lane may cause inconvenience for some disabled people and has ensured that parking bays on surrounding roads including, Clerkenwell Close, Sekforde Street, Aylesbury Street, Ray Street Bridge and St James's Walk remain under their current designations. The council is also monitoring parking usage in the local area to assess the impacts of removing all parking at Clerkenwell Green and Farringdon Lane under the public realm scheme, particularly those roads in closest proximity to the Green, which could inform</p>

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	changes to parking designations in future if necessary.
Query regarding objection period, requesting clarity on if this is a consultation and any planning application for the scheme.	<p>The proposals for the public realm scheme are based on the outcome of a full public consultation held between 18 September and 30 October 2017. The current plans for the scheme will deliver the core principles and benefits of the consulted design.</p> <p>The findings of the 2017 consultation were published in a report that is available on the council's website. Of 425 responses to the consultation, 82% of these expressed support for the proposals.</p> <p>The objection period held between 6 January and 27 January 2023 relates to the making of a Traffic Management Order (TMO), rather than a consultation on the scheme itself.</p> <p>The scheme is being delivered under permitted development rights, as the changes to be delivered under the scheme do not require planning consent.</p>
Concerns that areas of planting will create unnecessary clutter and will not be appropriately maintained and that new tree species are unsuitable.	<p>The updated public realm scheme design features seven new trees and areas of planting in response to requests during the 2017 public consultation for more greening and as climate adaptation, reflecting the council's priority to create a greener borough and tackle the climate emergency. These measures include planting seven new trees (comprising acer betula utilis jacquemontii, betula albosinensis fascination, freemanii 'Autumn Blaze' and griseum) and installing a SuDS system that includes several low-level areas of planting. The tree species have been selected to ensure that they provide interest through the seasons, support biodiversity and will not obscure street lighting.</p> <p>The council has planned and budgeted for a maintenance programme for the greening measures outlined above.</p>
Concern about relocating bus stands to Farringdon Lane.	The council has explored options for relocating the two bus stands on the west of Clerkenwell Green. Farringdon Lane, which already features a single bus stand south of the junction with Vine Street

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	<p>Bridge and where buses already run out of service, has been found to be the most suitable location to relocate the bus stands. This proposal was featured in the 2017 consultation.</p> <p>The design of the relocated bus stands have been subject to a road safety audit and parking bays will be removed at various points along Farringdon Lane to ensure that there is adequate road space to accommodate these changes safely.</p>
<p>Concern regarding inclusion of Sylvia Pankhurst Statue</p>	<p>The public realm scheme makes provision to accommodate the installation of a statue of Sylvia Pankhurst on Clerkenwell Green, subject to the outcome of a future planning application.</p>
<p>The Low Traffic Neighbourhood (LTN) has resulted in higher traffic and pollution levels.</p>	<p>The Clerkenwell Green Low Traffic Neighbourhood (LTN) final monitoring or 'final check' report, published on 22 December 2022, compares monitoring data gathered in September 2021 with final data collected in October 2022. It shows that in addition to the impacts already seen between pre-implementation and pre-consultation, while the scheme continues to perform well against most of its objectives, increased traffic volumes on some internal and boundary roads have been observed.</p> <p>It is noted that levels of motorised vehicle traffic, as calculated by the standard normalisation methodology, have increased for internal as well as boundary roads since baseline data was captured. However, it is likely that at least part of this increase is due to impacts unrelated to the scheme, for example an above-average increase in commercial activity in the scheme area not captured by the normalisation methodology, including that related to the opening of the Elizabeth Line station at Farringdon in May 2022, may have had an impact on road journeys on the surveyed streets.</p> <p>It is also notable that traffic volumes (including cycles) have increased both on internal and boundary roads, suggesting that these increases may be related to an overall general increase in traffic in Central London, rather than a direct result of displacement due to the LTN. It is expected that as traffic volumes return to usual levels in Central London, the measures of the LTN together with the public realm scheme will reduce the amount of</p>

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	<p>traffic that can cut-through the area. For example, the public realm scheme will remove vehicle access between Farringdon Lane and Clerkenwell Road, eliminating a cut-through route that vehicles are currently able to take advantage of.</p> <p>Throughout the scheme, all monitoring reports assessed the impact of the LTN on air quality, where data showed that overall changes in levels of NO₂ in Clerkenwell Green were lower than the previous years at all sites where comparable data was available from 2019. This also reflected that average annual NO₂ levels in Clerkenwell Green were below 32µg/m³ at all sites, well within the annual objective level of 40µg/m³. It should also be noted that some of the highest recorded pollution readings were taken at monitoring sites directly adjacent to the existing bus stands on Clerkenwell Green.</p>

Table: Themes of the objections received to the Clerkenwell Green LTN and public realm proposed TMO, in the 3-week objection period, from 6 January to 27 January 2023