

Delegated Decision report of: Director of Climate Change and Transport

Date: 23 November 2023

Ward(s): Highbury, Arsenal, and Finsbury Park

Making the Highbury Low Traffic Neighbourhood permanent

1. Synopsis

- 1.1. The Highbury West and Highbury Fields Low Traffic Neighbourhoods (LTNs) were implemented under an Experimental Traffic Order (ETO) that came into force on 11 December 2020. The two LTNs were part of the council's people-friendly streets (PFS) programme, developed in response to the Covid-19 pandemic, in line with the Islington Transport Strategy (2020-2041) and Vision 2030: Building a Net Zero Carbon Islington by 2030 Strategy.
- 1.2. Monitoring of the Highbury West and Highbury Fields LTNs (later the Highbury LTN) was conducted both before (November 2020) and after the scheme's implementation (May 2021, December 2021 and January and March 2023). The council adopted this comprehensive monitoring approach to thoroughly understand and evaluate the impact of the implemented measures. The results of the monitoring are set out in Section 5 of this report.
- 1.3. On 14 October 2021, the council's Executive took a decision to introduce an exemption policy for Blue Badge holders that would be trialled in LTNs subject to future decision making. A replacement ETO for the Highbury West and Highbury Fields LTNs came into force on 10 December 2021 to allow Blue Badge holders with registered vehicles to drive or be driven through camera enforced filters. Further background is set out in Section 4.
- 1.4. A public consultation was held between 7 February 2022 and 14 March 2022. The results of the consultation were considered in the decision report dated May 2022 which approved the continuation of the Highbury LTN trial through the making of an ETO. The ETO came into force on 11 June 2022, which combined the Highbury West and Highbury Fields LTNs to create a single Highbury LTN, and also introduced the single XM7 permit code for Blue Badge exemptions.

- 1.5. Statutory consultees were consulted throughout the development of the scheme and notified about changes; a summary of this consultation can be found in Section 6 of this report.
- 1.6. A further ETO came into force on 11 June 2022, which combined the Highbury West and Highbury Fields LTNs to create a single Highbury LTN and introduced the single XM7 permit code for Blue Badge exemptions.
- 1.7. This report acts as a final health check and sets out the decision and reasons to make the Highbury LTN, as implemented by an ETO, permanent in its current iteration. This is based on a final check monitoring report (Appendix 4a) following the changes that were introduced in May 2022, which merged the Highbury West and Highbury Fields LTNs into the Highbury LTN, and consultation conducted in February and March 2022 that demonstrate that the Highbury LTN continues to largely meet its objectives. The specific decision is detailed in Section 2.

2. Decision

- 2.1. To note that the current ETO for the Highbury LTN came into force on 11 June 2022, is due to expire on 10 December 2023, and will be replaced by a permanent traffic management order (TMO).
- 2.2. To note the monitoring results for the Highbury LTN as set out in Section 5, and the final monitoring report attached at Appendix 4a and 4b of this report.
- 2.3. To note that seven objections were received but no objections were received from statutory consultees in relation to the current ETO.
- 2.4. To agree to make the Highbury LTN, as implemented by an ETO, permanent in its current iteration with eight camera-enforced traffic filters (with exemptions for XM7 permit holders) and two bollard filters.

3. Date the decision is to be taken

- 3.1. The decision date is 23 November 2023.

4. Background

- 4.1. The council's Transport Strategy and Vision 2030 Strategy were consulted on and adopted by the council's Executive in November 2020. Both strategies make the case for the introduction of measures intended to reduce motor traffic volumes, 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.

- 4.2. The council's Executive, at its meeting on 18 June 2020, delegated authority to the Corporate Director of Environment and Regeneration, in consultation with the Executive Member for Environment and Transport, to finalise and implement the PFS schemes, taking into account the consultation responses. The Highbury West and Highbury Fields LTNs were delivered with the context of this Executive decision. Further, at the council Executive's meeting on 14 October 2021, authority was delegated to the Corporate Director of Environment, in consultation with the Executive Member for Environment and Transport, 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 in the LTNs, set out at sections 3.3.62 to 3.3.68 of the report to the Executive.
- 4.3. On 12 January 2023 the council's Executive delegated authority from the Corporate Director of Environment to the Director of Climate Change and Transport, in consultation with the Executive Member for Environment, Air Quality and Transport and the Corporate Director of Environment, to continue the implementation of the people friendly streets programme through specific schemes.
- 4.4. The Highbury West and Highbury Fields LTNs were implemented under an ETO that came into force on 11 December 2020, with the scheme going live on 11 January 2021. The trial involved a six-month period for formal objections, and a public consultation planned for approximately 12 months after the implementation of the trial scheme.
- 4.5. As part of the December 2020 ETO eight new camera-enforced traffic filters were installed on each of Aubert Park, Benwell Road, Gillespie Road, Highbury Hill, Monsell Road and St. Thomas's Road, with two on Highbury Place – one at the junction with Calabria Road and the other at the junction with Holloway Road. Two further filters, physically enforced by bollards, were installed at Avenell Road and Plimsoll Road.
- 4.6. The council began construction of the Cycleway 38 North scheme in September 2020, which introduced a safe high-quality cycleway between Blackstock Road and Holloway Road, travelling directly through the Highbury LTN. The scheme includes protected cycle lanes on Drayton Park and a 'continental style' roundabout featuring improved pedestrian crossings, at the junction of Drayton Park and Benwell Road. Cycleway 38 North was fully consulted on in 2019 and the scheme was completed in May 2021, during the Highbury LTN trial period. The route forms a key part of the larger Cycleway 38 network and coupled with the development of Cycleway 50 and the Regent's Canal to Highgate cycleway, these routes will provide a safer option for people travelling through Islington by cycle.
- 4.7. The first ETO was superseded by a second in December 2021 to allow Blue Badge holders to register a single motor vehicle for their personal use which was registered to their own address within (or on the boundary of) the Highbury West or Highbury Fields LTNs. This policy was introduced to offer an exemption to Blue Badge holders who live inside a LTN in Islington (including properties on the LTN side of the boundary roads). The exemption applies for designated camera-enforced traffic filters within a single LTN. Blue Badge holders who have access to a single vehicle that is used for their transportation are eligible. The vehicle could belong to the Blue Badge holder, or to a carer (who could be a friend or family member). The vehicle can be driven through

the designated camera-enforced traffic filters, when the Blue Badge holder is in the vehicle, without receiving a penalty charge.

- 4.8. As part of the Executive decision on people-friendly streets made in June 2020, the council committed to undertaking a formal consultation approximately 12 months after the implementation of each trial scheme. The consultation for the then Highbury West and Highbury Fields LTNs took place between 7 February 2022 and 14 March 2022. The consultation included an online and hard copy questionnaire, and 3,911 responses were received. Additionally, a range of events were organised, including targeted visits to businesses, on-street leafleting, an online Q&A event, a focus group session with members of Elizabeth House Community Centre, a drop-in session with parents / guardians at Finsbury Park Mosque, an advertised drop-in at the junction with Highbury Crescent and Highbury Terrace and leafleting at drop-off and pick-up times at Ambler Primary School and Gillespie Primary School.
- 4.9. The results of the consultation were considered in the decision report dated 31 May 2022 and made by the Corporate Director of Environment, which approved the continuation of the scheme with changes under a new ETO which came into force on 11 June 2022. The decision specifically approved:
- The combining of the Highbury West and Highbury Fields areas to create one Highbury LTN with a single permit code for those with exemptions across the whole Highbury LTN area.
 - The development of an exceptional circumstances protocol for an emergency diversion route specific to the Highbury LTN.
 - The removal of three resident parking spaces on Highbury Crescent, south of its junction with Fieldway Crescent, to facilitate safer turning movements for longer vehicles and to improve sight lines for people using the footway, cycling and driving at the junction of these two roads.
- 4.10. The new trial has been in place since 11 June 2022 and involved the combining of Highbury Fields and Highbury West areas to create the Highbury LTN and the creation of new area-wide exemption code XM7, as outlined above.
- 4.11. Table 1 shows the key dates and activities relating to the Highbury LTN including the traffic order changes and monitoring, as well as engagement and consultation dates.

Date	Activity
29 July to 29 September 2019	Consultation on Transport Strategy.
May 2020	Listening exercise to help inform the people-friendly streets programme started on Commonplace.

Date	Activity
June 2020	The council's Executive delegated authority to the Corporate Director of Environment and Regeneration, in consultation with the Executive Member for Environment and Transport, to agree to the development and implementation of a programme of People Friendly Streets across the borough.
September 2020	Construction started for Cycleway 38 North scheme.
November 2020	The council's Executive adopted both the Transport Strategy and Vision 2030 (Net Zero Carbon) Strategy. Data collection for baseline monitoring.
December 2020	Introduction of the Highbury West and Highbury Fields LTNs through an Experimental Traffic Order (ETO).
January 2021	Enforcement of the Highbury West and Highbury Fields LTNs began.
May 2021	Data collection for interim monitoring. Completion of Cycleway 38 North scheme.
October 2021	Interim Monitoring Report published.
14 October 2021	The council's Executive delegated authority to the Corporate Director of Environment, in consultation with the Executive Member for Environment and Transport, 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.
December 2021	Data collection for pre-consultation monitoring. Second ETO came into force allowing 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 LTN in which they live.
February 2022	Pre-consultation monitoring report published. Public consultation started.

Date	Activity
March 2022	Public consultation ended.
June 2022	Third ETO came into force on 11 June 2022, which created a single LTN area (combining the Highbury West and Highbury Fields LTNs), with a combined permit for Blue Badge holders.
December 2022	Formal objection period for the June 2022 ETO closed on 10 December 2022.
12 January 2023	The council's Executive delegated authority from the Corporate Director of Environment to the Director of Climate Change and Transport, in consultation with the Executive Member for Environment, Air Quality and Transport and the Corporate Director of Environment, to continue the implementation of the people-friendly streets programme through specific schemes.
January 2023	Data collection for final monitoring took place.
March 2023	Additional data collection on Seven Sisters Road for final monitoring.
November 2023	Final monitoring report published.
November 2023	Final decision made.

Table 1: Key dates and activities for the Highbury LTN

- 4.12. The results of the interim, pre-consultation and final monitoring reports highlight that the scheme is working and generally meeting its objectives through its impacts on traffic volumes, traffic speeds, cycling levels, air quality, with no significant impacts on crime and anti-social behaviour (ASB) and emergency services response times.

5. Monitoring

- 5.1. Comprehensive and robust monitoring forms part of the PFS 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 have been measured. Monitoring also allows the council to track how each scheme is performing: 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 considered as part of the decision-making process on the Highbury LTN measures.

- 5.2. Baseline data was collected before implementation of the LTN in November 2020 and again collected in May 2021 to produce an 'interim monitoring report'. Pre-consultation monitoring data was collected in December 2021 to produce a 'pre-consultation monitoring report'; and data for a 'final check' was collected in January and March 2023. The highlight results can be seen in Table 2.

% change compared to November 2020 pre-LTN baseline	Interim May 2021	Pre-consultation December 2021	Final January 23
Internal road traffic volumes (normalised)	-67%	-72%	-76%
Boundary roads traffic volumes (normalised)	+10%	-1%	-4%
Difference in the proportion of vehicles speeding %	-6%	-7%	-10%
Internal cycling volumes	+50%	+1%	+52%

Table 2 Monitoring data from 2020 – 2023.

- 5.3. Additionally, the interim monitoring report and pre-consultation monitoring reports also assessed the impact of the LTN on the response times of the London Fire Brigade and on anti-social behaviour and crime rates. These reports found that there had been no significant impact on London Fire Brigade response times, or on anti-social behaviour and crime rates. The final monitoring report did not assess these impacts although no adverse reports were received.
- 5.4. 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 Highbury have been broadly in line with borough trends where comparable data was available and that since 2019 there had been a 10 µg/m³ decrease in NO₂ levels. It should also be noted that average NO₂ levels in Highbury have all been within the annual objective of 40µg/m³ since the LTN was implemented.

Final Monitoring

- 5.5. The final monitoring or 'final check' compares data collected in November 2020 (baseline) and December 2021 (pre-consultation) to data collected in January and March 2023 (final check). Analysis of these datasets confirms that the scheme continues to operate effectively against its objectives.
- 5.6. The final monitoring report also compares observed final counts with normalised pre-consultation and baseline counts. This is because normalisation was originally intended to show a picture of what traffic flows would look like without the impacts of Covid-19. By the time the final monitoring counts were taken in January and March 2023, the effects of the pandemic had worked through resulting in a "new network normal". This is exemplified by Transport for London (TfL) having resumed its normal practice of re-benchmarking the road network each year from April 2023, after having used the 2019-2020 baseline for the three years following the start of the Covid-19 pandemic. In this context, observed data recorded as part of the final check monitoring (January and March 2023) should be considered to reflect other impacts such as working from home, the cost-of-living crisis, and lower background traffic from the ultra-low emissions zone (ULEZ) or other LTNs.
- 5.7. On internal roads overall motorised traffic volumes have decreased by 76% or 41,277 vehicles daily from baseline to final check. Since the pre-consultation monitoring, motorised traffic volumes have continued to decrease, falling by 15%. The only internal road to experience an increase greater than 10% in vehicle volume was Benwell Road with a 26% increase between the pre-consultation and final check, although in terms of actual numbers the increase is only 153 vehicles per day which is on average 6.4 vehicles per hour. It should however be noted overall that traffic on Benwell Road has decreased by 94%, or 11,036 daily vehicles when comparing baseline (November 2020) with final check (January 2023).
- 5.8. On the boundary roads overall, there was a negligible decrease of motor traffic volumes by 8% (7,877 vehicles daily) when comparing final check data with the pre-consultation data. When comparing baseline to final check there is a negligible decrease of 4% or 3,952 vehicles daily. Not all boundary roads experienced a decrease in motorised traffic volumes, with both Seven Sisters Road (remained stable following the introduction of the scheme, then saw an increase during the final check count) (paragraphs 5.18 to 5.20) and Blackstock Road (following the introduction of the Highbury LTN) (paragraphs 5.21 to 5.23) experiencing an increase: both of these roads are discussed in detail below.
- 5.9. On internal roads the general trend is one of reduced speeds when comparing pre-consultation data with final check data, with a drop in average speeds of 7%. Since pre-consultation data was reported, Ronald's Road and St Thomas's Road have seen the largest net change in average speed (-37% and -22% respectively). The monitoring results also highlight some streets where vehicle speeds have increased, however these changes are likely due to the small sample sizes captured during monitoring that can be skewed by a small number of extreme data points. Overall, all average speeds on all internal roads remains under the local posted speed limit (20mph).

- 5.10. Speeds on boundary roads have generally remained stable since pre-consultation to final check. Seven Sisters Road saw a decrease in average speed of 25% (4.8mph) since pre consultation and 19% (3.3mph) since the baseline. The decrease in speed on Seven Sisters Road may be due to the increase in motorised traffic volumes along Seven Sisters Road but could also be affected by works associated with the construction of Cycleway 50.
- 5.11. Since pre-consultation monitoring, cycling levels on internal roads increased by 50%, amounting to an increase of 2,799 daily cycle trips. It is considered in retrospect (in comparison to final data) that pre-consultation data for cycling on St. Thomas's Road may not have been accurately collected during surveys, given the considerable drop-off in flows during this period that is in no way reflected in the final counts. Additionally, when comparing baseline data to final check data, cycling has increased by 52% or 2,874 cycle trips. On boundary roads, all monitored sites saw an increase in cycling volumes (pre-consultation to final check). Overall, cycling on boundary roads increased by 32% since pre-consultation, amounting to an increase in 801 daily cycle trips.
- 5.12. NO₂ levels in Highbury have remained well within the annual objective level of 40µg/m³ for the post-implementation period, with the LTN overall seeing a 10-point decrease in NO₂, falling from 33µg/m³ in 2019 to 23µg/m³ in 2022 ([Islington Air Quality Annual Status Report 2021](#)). Overall changes in NO₂ levels in Highbury are on par with those across the wider borough, with most increases for Highbury being on internal roads that had relatively moderate baseline levels of pollution – notably, boundary roads saw smaller increases in NO₂.
- 5.13. In May 2022 changes were made at all camera-enforced filters in the Highbury LTN to provide a single permit code for those with an exemption (XM7). As of November 2023, 294 Blue Badge holders are in possession of the XM7 permit.
- 5.14. The full final monitoring report is available at Appendix 4a of this report.

Ambler Road

- 5.15. Ambler Road was previously identified as a potential short-cut route, but it was considered that it would offer negligible time saving advantage to drivers and thus it was not filtered as part of the trial. Shortly after the Highbury West trial scheme went live in January 2021, reports were received from residents that an increasing number of vehicles were using Ambler Road as a short-cut to avoid congestion on Blackstock Road. In response, the council commissioned a series of additional automatic traffic counts (ATC) which took place over a three-week period between 1 – 21 March 2021, at Blackstock Road (North), Ambler Road, Prah Road and St Thomas's Road. These were taken to understand the extent of any issue and identify whether it was persistent or largely due to motorists attempting to avoid congestion caused by Thames Water works that were being carried out on Seven Sisters Road at the time. These works comprised the relining of a water main, which is a significant and complex task that is rarely carried out.
- 5.16. The Ambler Road counts were compared against interim counts that were carried out in May 2021 and pre-consultation counts carried out in December 2021. Normalised

motor volumes on Ambler Road were largely unchanged between March 2021 and December 2021, with the other three monitored sites seeing a decrease in traffic flow over the same period. This suggests that the short-cut route being used was primarily a result of the water main replacement works that were carried out in early 2021 and further disruptive works that took place in March 2022. The data collected as part of the final check (January and March 2023) shows that motorised traffic volumes on Ambler Road have increased by 41 vehicles per day (3%, considered negligible) since the baseline monitoring counts were conducted. Similarly, when comparing final check data (January and March 2023) with pre-consultation data there is also a negligible increase of 63 vehicles or 5% daily.

- 5.17. The monitoring results suggest that the changes in motorised traffic volumes along Ambler Road are negligible and demonstrate a relatively stable pattern. The council will conduct further monitoring in the Ambler Road area if issues are reported in future.

Seven Sisters Road

- 5.18. The long-term comparison of Seven Sisters Road from baseline (November 2020) to final check (March 2023) shows there has been a negligible increase of 10% (normalised) in motorised traffic volumes. Following the implementation of the Highbury LTN (January 2021) to pre-consultation (December 2021) motorised traffic volumes on Seven Sisters Road remained stable. From pre-consultation (December 2021) to final check (March 2023) the road experienced a 34% (normalised) increase in traffic volumes. One reason for the change between the pre-consultation and final check normalised figure is due to the significant normalisation factor calculated and applied for March 2023 (an 18.95% adjustment). The significant normalisation figure (corroborated with TfL) is likely due to cold and snowy weather early in the month and rail strikes. As the figure is a significant change from recent months, the normalised figure (18.95%) is considered a 'worst case scenario' and likely less severe than is reported, particularly as counts took place at the end of March 2023.
- 5.19. The observed data for Seven Sisters Road recorded in March 2023 is likely to provide a more representative picture of the traffic profile of the road than the normalised traffic data. When comparing observed data for Seven Sisters Road, the data shows that motorised traffic volumes were stable from baseline (November 2020) to pre-consultation (December 2021) before increasing to final check (March 2023). From pre-consultation to final check there is an increase of 14% or 3,647 vehicles daily.
- 5.20. Due to Seven Sisters Road being a major road into and across London, changes on other parts of the network will contribute to altering motorised traffic volumes on the road. In addition, analysis of the data shows that prior to and following the introduction of the Highbury LTN, east and west traffic on Seven Sisters Road remained balanced in both directions. From pre-consultation (December 2021) to final check (March 2023) traffic moving westbound has increased while eastbound traffic remains stable, suggesting that vehicles are adopting Seven Sisters Road westbound as a preferred route when heading west through London.

	Nov '20 (baseline)	Dec '21 (pre-consultation)	Mar '23 (final check)
Observed	25,594	25,572	29,219
Normalised	32,868	26,972	36,050

Table 3 Seven Sisters Road daily motorised traffic flows

Blackstock Road

- 5.21. Since the implementation of the Highbury LTN the northern section of Blackstock Road has seen an increase in motorised traffic volumes. Data comparing the November 2020 baseline to pre-consultation data from December 2021 indicated a 58% increase in motorised traffic volumes in this location. Table 5 on page 28 of the Final Check monitoring report provides a comparison of eight datasets that have been collected for Blackstock Road North since November 2020. The data present on table 5 shows a pattern of how changes to the surrounding road network have impacted motorised traffic volumes on Blackstock Road, resulting in a “peak and settling” effect on the road described in paragraph 5.22.
- 5.22. Following the introduction of the Highbury LTN in January 2021, motorised traffic volumes on Blackstock Road increased for a period of time (table 5), as shown in the data collected as part of the additional traffic counts conducted in March 2021 and May 2021, before traffic volumes stabilised in September 2021. The introduction of the Stoke Newington Church Street scheme (by Hackney Council) in September 2021 shows the effect that changes to the wider road network can have on motorised traffic volumes, with daily traffic on Blackstock Road increasing from 15,668 in September 2021 to 19,397 in December 2021 (normalised). Traffic counts conducted in January and March 2023 show that motorised traffic volumes have settled to levels seen prior to the introduction of the Stoke Newington Church Street scheme.
- 5.23. Although motorised traffic flows on Blackstock Road appear to have settled, the council will continue to work in partnership with Hackney Council to explore the feasibility of medium and long-term measures to further improve how traffic operates across the local network. This partnership approach will seek to balance the wider network improvements with environmental enhancements on Blackstock Road, where feasible, for the benefit of local people, businesses, and visitors.

Emergency Protocol

- 5.24. The May 2022 DDR set out the council’s commitment to develop a protocol for an emergency diversion route specific to the Highbury LTN that would be activated only under very exceptional circumstances and when triggers set out in the protocol are met. The development of a protocol for an emergency diversion route was in response

to an occasion of severe disruptive congestion on Blackstock Road, which occurred during a period of utility works on Seven Sisters Road.

- 5.25. The council considers very exceptional circumstances to be instances where boundary roads of the Highbury LTN are fully closed in one or both directions.
- 5.26. Since the development of the emergency protocol the council have implemented the protocol on two occasions. The first event was a burst water main that occurred on the junction of Hornsey Road and Tollington Road on 8 August 2022, resulting in the closure of Tollington Road and Hornsey Road while Thames Water conducted repairs. An emergency diversion route was introduced following the incident and involved the temporary suspension of the Aubert Park camera-enforced traffic filter to allow traffic to move between Holloway Road and Highbury Park. The second event on 25 September 2022 resulted in the closure of the northbound lane of Highbury Grove and, in this instance, the suspension of the camera-enforced filter at Highbury Hill to allow traffic to exit the area via Drayton Park onto Holloway Road. In both events the protocol helped ease traffic congestion while the incidents (a burst water main and a road traffic incident respectively) were resolved.

Arsenal match day arrangements

- 5.27. The May 2022 DDR sought approval to make changes to how the Arsenal match day traffic management measures were carried out in response to feedback from residents (since the start of the trial the filters on matchdays were suspended by covering the signs). Since 1 June 2022, new modular signs have been in place at the filters that are suspended on matchdays, which can be altered to show either the usual 'No Motor Vehicles' sign or when suspended appear as a blank grey circle sign.
- 5.28. Since the introduction of the signs the council have received limited correspondence from residents and visitors regarding signage within the Highbury LTN while the match day traffic management order is active.

Transport for London Safer Junctions Programme - Holloway Road

- 5.29. The Safer Junctions Programme, an initiative led by Transport for London (TfL), utilises the last three years of casualty data relating to the TfL road network to pinpoint junctions with the poorest safety records. This strategic approach indicates locations in most need of targeted enhancements. TfL has created a list of 73 junctions across London, each presenting an above-average collision rate, requiring consideration for the implementation of safety improvement measures.
- 5.30. TfL identified a number of junctions along Holloway Road as requiring changes under the programme. Construction work on the Holloway Road project began on 24 April 2023, with TfL expecting works to be completed in March 2024. The works will include:
- Improving the junction at Holloway Road with Hornsey Street and Hornsey Road to convert staggered crossings to straight ahead crossings, making it easier and more direct to cross the road on foot.

- Improving the junction at Holloway Road with Drayton Park and Palmer Place to provide new, signalised pedestrian crossings where none have previously existed.
- Improving the junction at Holloway Road with Liverpool Road to provide an improved, signalised crossing aimed at improving road safety.
- Improving the raised tables at the junctions of Eden Grove, Georges Road, and Ronalds Road to provide smoother and easier crossings where these roads meet Holloway Road.
- Resurfacing the carriageway between Holloway Road Underground Station and a point just north of Highbury Corner, improving conditions for all road users.
- Upgrading and relocating bus stops between Liverpool Road and Hornsey Street to reflect the new street layout.

- 5.31. Based on the progress of the works so far, the council does not consider the programme to be impacting the operation of the Highbury LTN. The works do not affect access routes into the Highbury LTN, ensuring that residents, businesses, and visitors can still access all properties by vehicle. Holloway Road has remained open in both directions for the duration of the works so far.
- 5.32. The council recognises that during peak hours, some vehicles might experience slightly longer waiting times while exiting the Highbury LTN when traffic on Holloway Road is slower due to the temporary signals that are in place. However, as the project progresses, waiting times are expected to decrease.
- 5.33. Table 4 highlights where there is evidence from the final monitoring results that the trial has largely achieved the objectives.

Policy	Scheme Objective	Evidence from monitoring data (comparing November 2020 to January and March 2023)
<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 ZeroCarbon 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>	<p>Reduce motorised traffic and vehicle emissions across internal roads, aimed to improve air quality.</p>	<p>When comparing data from baseline (November 2020) with final check data (January and March 2023), motorised traffic volumes on internal roads have decreased by an average of 76% or 41,277 vehicles daily. The greatest decrease by percentage seen is on Benwell Road where there has been a 94% decrease or 11,036 vehicles daily since baseline (November 2020) to final check data (January and March 2023).</p> <p>Air quality data from the Highbury area, shows that average nitrogen dioxide levels remain lower than those across the borough more</p>

Policy	Scheme Objective	Evidence from monitoring data (comparing November 2020 to January and March 2023)
		widely, and sites are well within the annual objective level of 40µg/m ³ .
<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>Reduce motorised traffic overall across internal and boundary roads.</p>	<p>When comparing baseline data (November 2020) with final check data (January and March 2023), motorised traffic volumes on boundary roads decreased by 4% or 3,952 vehicles daily.</p> <p>On average, motorised traffic volumes (normalised) have changed on:</p> <ul style="list-style-type: none"> • Highbury Grove North by -28% • Blackstock Road South by -5% • Blackstock Road North by +32% • Hornsey Road South by -23% • St. Paul's Road by -1% • Holloway Road by -1% • Seven Sisters Road by +10%
<p>Islington Transport Strategy</p> <p>Increase levels of Objective One: Healthy. To encourage walking and enable residents to walk and cycle and cycling as a first choice for local travel.</p> <p>Creating a Net Zero roads. 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>	<p>Increase levels of walking and cycling across internal roads</p>	<p>When comparing baseline data (November 2020) with final check data (January and March 2023), cycling volumes on internal roads has increased by 52% or 2,874 cycles daily, on boundary roads cycle volumes have increased by 6%. The greatest increase in daily cycling trips on internal roads occurred on Highbury Place, increasing by 700 trips or 108%.</p>
<p>Islington Transport Strategy</p> <p>Objective Two: To work with the Mayor of London to achieve "Vision Zero" by 2041, by eliminating all deaths and serious</p>	<p>Reduce road dangers and the levels of speeding on internal roads.</p>	<p>When comparing baseline data (November 2020) with final check data (January and March 2023) average vehicle speeds on internal roads have reduced by 13%.</p>

Policy	Scheme Objective	Evidence from monitoring data (comparing November 2020 to January and March 2023)
injuries on Islington's streets and reducing the number of minor traffic collisions on our streets.		

Table 4 Assessment of benefits.

6. Consultation and statutory consultees

- 6.1. The council has been actively engaging with residents, businesses and other stakeholders to gather feedback on the PFS schemes that have been introduced. The methods used for engagement 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 an Experimental Traffic Order has been introduced.
- 6.2. Statutory pre-implementation consultation on the proposal presented for decision in this report was with the following 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. Each stakeholder was contacted on 10 November 2023, provided with information and asked for their feedback.
- 6.3. Statutory consultees have been notified about the council's intention to make the traffic order permanent. No responses have been received.
- 6.4. The council has received seven objections (none of these were from statutory consultees) to the ETO that began on 11 June 2022. The objection period closed on 10 December 2022; however, the council have continued to consider all objections received until 30 October 2023. The main themes of the objections included: increased traffic on boundary/main roads, increased air pollution on boundary roads, safety concerns in the area, negative affect on vulnerable / disabled people, less independence and that LTNs are not delivering the benefits envisaged. The themes raised in the objections have been duly considered and responded to in Appendix 5. In most cases, these objections are not supported by evidence. Where evidence does support the negative themes, the council has proposed and implemented significant changes to the traffic orders and operation of the LTN to mitigate these impacts as far as possible. These mitigations include the introduction of the Blue Badge exemption policy that permits residents of an LTN who hold a Blue Badge to register a single vehicle that can pass through camera-controlled filters in their home LTN. In addition, the Individual Exemption policy has also been introduced that allows people who do not immediately meet the criteria for the Blue Badge exemption policy to apply for an

exemption to travel through camera-controlled filters in the borough's low traffic neighbourhoods.

7. Developing a Liveable Neighbourhood for Highbury

- 7.1. As set out in the council's executive report from 12 January 2023, it is the council's ambition to return to all LTN areas that are made permanent and implement wider public realm improvements that will make the areas liveable neighbourhoods (LNs).
- 7.2. The people-friendly pavements programme was launched in 2021 and aims to make Islington's pavements more accessible through introducing measures such as footway repaving, dropped kerbs, improved foliage maintenance, tactile paving and street clutter removal. The council's ambition is to implement a series of people-friendly pavements improvements in all existing LTNs as well as future liveable neighbourhoods. Locations for improvements are identified by carrying out an audit of streets in each ward, liveable neighbourhood or existing low traffic neighbourhood. At present an accessibility audit has been completed for the Arsenal ward, Finsbury Park town centre and Highbury East (now Highbury) ward. The accessibility audit for Highbury East (now Highbury) informed a series of people-friendly pavement projects improvements in the Highbury LTN that were delivered in early 2023. The works included the introduction of dropped kerbs at the following locations: Lucerne Road at the junction with Avenell Road, Elphinstone Street at the junction with Avenell Road, Conewood Street at the junction with Avenell Road, Elwood Street at the junction with Avenell Road, at the northern end of Highbury Terrace (ramped access to the pavement) and Hamilton Park.

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 Highbury LTN should be made permanent 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 and Blue Badge holders who live in the Highbury LTN) may change, which may cause inconvenience to some residents.
- 8.4. All local amenities remain accessible, albeit routes for motorised traffic (except for emergency services vehicles and Blue Badge holders who live in the Highbury 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 Blue Badge holders who live in the Highbury LTN), including heavy commercial vehicles, and thereby a significant improvement to the amenity of the area.
- 8.5. The continued restriction of through traffic in the Highbury LTN has not had significant impacts on air quality on local streets within the LTN, as supported by the final monitoring results. Evidence from similar projects in London shows that over time this increased traffic volume reduces as people make different travel choices in response to them – traffic spreads out across the day, and air quality does not get worse. Other measures, such as the council's introduction of Electric Vehicle Charging Points, the introduction of the ULEZ and subsequent extensions in October 2021 (which covers the whole of Islington) and in August 2023 (across all London boroughs) and the introduction of School Streets, are likely to contribute to further improvements in air quality and a reduction in internal traffic.
- 8.6. There is a need for public service vehicles responding to emergencies to be able to access the area safely and expeditiously. Interim and pre-consultation monitoring data from the duration that the Highbury LTN has been in place indicates that there has been no significant impact on emergency service times to date.

9. Human Rights

- 9.1. 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.
- 9.2. 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 the scheme, 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.
- 9.3. 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.

- 9.4. 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 making permanent the Highbury LTN 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.

10. Implications

10.1. Financial Implications

10.1.1. **Cost**

- 10.1.2. The total cost to make the Highbury LTN permanent will be approximately £6,415 which is the cost for the permanent traffic order advertisement, for printing decision leaflets to be sent to residents and the cost of distributing these leaflets to properties in the LTN and on its boundary.

- 10.1.3. The scheme is funded through the PFS Capital programme budget. In February 2021 the council approved the capital budget of £3.840m for LTN schemes for 2021/22 – 2023/24.

10.1.4. **Revenue**

- 10.1.5. There is no loss of revenue anticipated with the making permanent of the Highbury LTN.

- 10.1.6. 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.

- 10.1.7. The camera-enforced closures used in the Highbury LTN are anticipated to continue generating some enforcement income within the parking account.

- 10.1.8. Financial modelling of the various options indicates that the overall revenue streams under the LTN programme will be able to achieve the current School Streets and Lorry Control MTFS model over the 2020-23 MTFS period. There will be reductions in income in later years as compliance increases and this will need to be considered as part of future MTFS planning. Currently eight enforcement cameras (at eight locations) enforce the no motor vehicle restrictions in Highbury.

The revenue from these cameras will continue to contribute to the overall parking revenue targets.

10.2. Legal implications

- 10.2.1. The council implemented the Highbury LTN using ETOs made under Section 9 of the Road Traffic Regulation Act 1984 (the “1984 Act”). An ETO may not last longer than 18 months.
- 10.2.2. In the exercise of its powers under the Road Traffic Regulation Act 1984, the council is required, under section 122 of the 1984 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 having regard to the following considerations:
- (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
- 10.2.3. Once an ETO is in place, any person may object to the making of the ETO becoming permanent within a period of six months beginning with the day on which the ETO comes into force or, if the ETO is 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. Objections received must be considered before any permanent order is made.
- 10.2.4. The council may implement the Highbury LTN and make a permanent TMO under section 6 of the Road Traffic Regulation Act 1984.
- 10.2.5. 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

- 10.2.6. 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 ...”
- 10.2.7. “Traffic” includes pedestrians.
- 10.2.8. The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 set out the procedures for making an ETO permanent.
- 10.2.9. All signage related to the scheme should be compliant with Traffic Signs Regulations and General Directions 2016.
- 10.2.10. 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.
- 10.2.11. This is dealt with in the Equalities Impact Assessment (EqIA) which is appended to this report as Appendix 3. The EqIA is summarised in section 10.4.
- 10.2.12. 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 educate and Article 8, right to respect for private and family life.
- 10.2.13. 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.
- 10.3. **Environmental Implications and contribution to achieving a net zero carbon Islington by 2030**
- 10.3.1. Continuing the Highbury LTN as a permanent scheme and making active travel (including cycling) the easiest options 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 walk and 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.

- 10.3.2. However, there may also be cases where motorists take longer routes, leading to additional emissions and congestion elsewhere, including on the 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, including by other measures such as the ULEZ.
- 10.3.3. Making the Highbury LTN permanent will have some direct environmental impacts as leaflets will need to be printed and distributed to residents to make them aware of the scheme becoming permanent.
- 10.3.4. The impact on local emissions depended on whether the Blue Badge exemption would have led to an increase in the number of trips by exempted residents. The final monitoring results suggested the exemption has not had a significant impact on traffic volumes within or on the boundary roads of the LTN.

10.4. Equalities Impact Assessment

- 10.4.1. 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.
- 10.4.2. An Equalities Impact Assessment was completed in October 2023. The full Equalities Impact Assessment is appended separately as **Appendix 3**.
- 10.4.3. In some instances, a balanced view is taken between positive and negative impacts, in particular where the impacts are considered to have both a positive and negative impact on one group with protected characteristics, especially where there is variation between the requirements of different individuals within such a group. For example, while some disabled people may rely on cars for mobility there are also many disabled people who use other modes and therefore for most groups the impacts will be a mix of positive and negative depending on the particular mode of travel generally used.
- 10.4.4. **Positive Impacts**
- 10.4.5. In making the Highbury LTN permanent the benefits of the scheme 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 measures also contribute to the council's response to climate change by reducing emissions, adapting our streets to be more resilient to urban heat through greening, which can benefit older and younger people, as well as those living in flats. The design of the scheme has been developed with the aim to improve Highbury's streets as aligned with TfL's Healthy Streets indicators. The following Healthy Streets elements will deliver benefits to Highbury's residents, businesses and visitors: enabling pedestrians from all walks of life, making it easier to cross the street, reducing noise, empowering people to cycle and walk more safely, and reduced air pollution within the residential area.

- 10.4.6. People who are Blue Badge holders who live within the Highbury LTN and have access to a vehicle (either their own, or a carer's who could be a family member or friend) will continue to benefit from the exemptions at the camera-enforced filters. The generally positive impacts of LTNs on local traffic levels means less congestion for exempt vehicles, and those who need to drive.
- 10.4.7. 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 individual 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 and pre-consultation monitoring reports, means less congestion for exempt vehicles.
- 10.4.8. **Negative Impacts**
- 10.4.9. 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. This includes continued engagement with people with protected characteristics and reviewing impacts of exemptions, i.e., the volume of traffic travelling through the LTN areas.
- 10.4.10. People with disabilities who rely on taxis and private hire vehicles (PHVs) will not benefit from the existing exemption policy for Blue Badge holders. However, the Blue Badge exemption has been expanded to allow a Blue Badge holder to nominate a vehicle to receive the exemption on their behalf regardless of where the vehicle is registered; this could be a carer, neighbour or family member that supports them in their day-to-day life.
- 10.4.11. In January 2023, the council introduced an 'Individual Exemption' policy trial for those who are currently not covered by the Blue Badge exemption policy. As of October 2023, 64 Individual Exemption permits had been issued.

- 10.4.12. Robust monitoring and mitigation plans are outlined in the EqIA 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.
- 10.4.13. As discussed in the 'Overview' paragraphs at the start of section 3 of the programme-wide RIA published in October 2021, 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.

11. Conclusion and reasons for the decision

- 11.1. **Summary.** Table 4 shows the ways in which the Highbury LTN scheme is generally working well and has largely met its objectives, covering traffic reduction, the public health benefits of switching motor vehicle trips to active travel, and air quality within the LTN remaining lower than the borough as a whole. However, the report does highlight that on certain roads (Benwell Road and Seven Sisters Road) motorised traffic volumes have increased since the pre-consultation monitoring was carried out, although reasoning for these changes are made clear in the final monitoring report. Motor traffic volume on Blackstock Road has continued to decrease since the pre-consultation monitoring report was published, however, the figures still remain higher than the baseline monitoring counts. The council has committed to working in partnership with Hackney Council to explore the feasibility of medium and long-term measures for improvements to Blackstock Road. Paragraph 6.4 and Appendix 5 provide 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. The monitoring data suggests that the changes made as part of the 11 June 2022 ETO have not materially impacted the scheme's success.
- 11.2. The continuation permanently of the scheme is recommended because there is clear evidence that the scheme is largely meeting its overall objectives as supported by monitoring and consultation results, and that potential negative impacts emerging from the objections are either not supported by monitoring data, are unrelated to the LTN, or have been mitigated through adjustments to the scheme.
- 11.3. **Recommendation.** The Director of Climate Change and Transport is asked to agree the proposal set out in this report and to make the Highbury LTN trial permanent.
- 11.4. In making this decision the Director of Climate Change and Transport needs to assess if the trial has largely achieved the objectives of the LTN and balance those benefits with the potential disadvantages that could be caused by making the scheme permanent. To assess this the monitoring data needs to be considered and weighted against the consultation responses and objections received for the scheme.

- 11.5. **Assessment of benefits.** The Highbury LTN aimed to encourage local people to walk and cycle in their neighbourhoods and to reduce motorised vehicle use and cut through traffic. The environmental impacts of traffic will be reduced particularly on local streets. This will result in a safer, cleaner and healthier environment for local people particularly older people, children, younger people, people with impaired mobility and other vulnerable groups. These aims are supportive of the council's net zero carbon and the council's ambition of creating a more equal Islington for all. Table 2 highlights where there is clear evidence from the monitoring data that the trial has largely achieved its objectives.
- 11.6. **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 such as longer journey times, particularly for older people who rely on Taxis and private hire vehicles and increased traffic on some roads. Through the introduction of the Blue Badge exemption policy and the Individual Exemption policy the council have helped to mitigate some negative impacts of the scheme.
- 11.7. In conclusion, the Director of Climate Change and Transport is asked to agree to make the Highbury LTN as implemented by an ETO, permanent in its current iteration with eight camera-enforced traffic filters (with exemptions for XM7 permit holders) and two bollard filters. This is based on a final check monitoring report (Appendix 4a) following changes that were introduced in May 2022, which merged the Highbury West and Highbury Fields LTNs into the Highbury LTN.
- 11.8. **Reason for recommendation.** Making the scheme permanent is recommended because there is clear evidence that the scheme is largely meeting its overall objectives covering road danger reduction, traffic reduction, the public health benefits of encouraging people to switch motor vehicle trips to active travel, no negative impact on air quality and no significant impact on crime and ASB or emergency services response times as supported by monitoring and consultation results. Potential negative impacts related to traffic increases or emerging from the consultation results and/or objections are intended to be mitigated by the council with future measures, not supported by monitoring data, not contrary to ETO processes, have been considered as part of the EqIA or are known or intended outcomes of LTNs that are outweighed by the benefits achieved.

12. Record of the decision

12.1. I have today decided to take the decision set out in section 2 of this report for the reasons set out above.

Signed by:



Martijn Cooijmans

Director of Climate Change and Transport

Date: 23 November 2023

Appendices:

- APPENDIX 1 – Location map of Highbury LTN
- APPENDIX 2 – Residents Next Step Leaflet
- APPENDIX 3 – Equalities Impact Assessment
- APPENDIX 4a – Final monitoring report
- APPENDIX 4b – Final Monitoring Report Appendix
- APPENDIX 5 – Objections table

Report Author: [REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

Financial Implications Author: [REDACTED]

Email: [REDACTED]

Legal Implications Author: [REDACTED]

Tel: [REDACTED]

Email: [REDACTED]

Environmental Implications Author: [REDACTED]

Email: [REDACTED]