

Appendix 14 - Assessment of benefits and disadvantages

Assessment of Benefits

Policy	Scheme objective	Evidence from pre-consultation monitoring data	Feedback from consultation and surveys
<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 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>Overall, motorised traffic volumes on internal roads have decreased by an average of 72%. The greatest decrease has been on Benwell Road where there was a 95% decrease.</p> <p>Air quality data from within the Highbury LTN area shows that changes in nitrogen dioxide levels reflect those in the borough more widely.</p>	<p>In the Highbury West trial feedback surveys, in answer to the question "What do you like about the trial?" the most common 'liked' aspects were:</p> <ul style="list-style-type: none"> • Reduces through traffic (25.4%) • Reduces air pollution (21.9%) • Makes it safer and easier to cross the road (17.6%) <p>In the consultation:</p> <p>42% of respondents stated there is less noise from traffic since the introduction of the Highbury West LTN trial. 29% disagreed with that statement.</p> <p>37% of respondents said the air was cleaner. 24% disagreed with that statement</p> <p>In the Highbury Fields trial feedback surveys, in answer to the question "What do you like about the trial?" the most</p>

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			<p>common 'liked' aspects were:</p> <ul style="list-style-type: none"> • Reduces air pollution (21.7%) • Reduces through traffic (20.8%) • Makes the area more pleasant (18.8%) <p>In the consultation:</p> <p>33% of respondents stated there is less noise from traffic since the introduction of the Highbury Fields LTN trial. 32% disagreed with that statement.</p> <p>32% of respondents said the air was cleaner. 27% disagreed with that statement</p>
<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>Across the boundary roads of both Highbury LTNs, total volumes of motorised traffic show a negligible decrease (-1%).</p> <p>On average, motorised traffic volumes have changed on Blackstock Road (northern site) by 58%, Blackstock Road (southern</p>	<p>In both the Highbury West and Highbury Fields consultations:</p> <p>'Concern that the LTN increases vehicle traffic on unsuitable nearby roads/boundary roads' was the single 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 November</p>

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		<p>site) 3%, Highbury Grove (North) - 18%, Holloway Road 0%, Hornsey Road (South) -28%, Seven Sisters Road -18% and St. Paul's Road (West) 15%</p> <p>The northernmost monitoring site on Blackstock Road saw a much higher increase than the southernmost site (located immediately south of the Brownswood Road junction), with an approximate comparative difference of 7,000 vehicles per day (58%) at the north and fewer than 500 vehicles per day at the south (3%). Additional counts were undertaken on Blackstock Road at two sites (one located south of Gillespie Road and the other, south of Sotheby Road), to confirm the findings were localised to the northernmost section of Blackstock Road. This data was normalised and compared against baseline, interim</p>	<p>2020 and December 2021 and is largely not borne out according to the data collected. However, an increase in traffic congestion has been observed on Blackstock Road. The proposals outlined under section 6 of this report aim to mitigate this issue.</p>

Policy	Scheme objective	Evidence from pre-consultation monitoring data	Feedback from consultation and surveys
		<p>and pre-consultation monitoring data, concluding that traffic flow trends increased following Hackney Council's implementation of the Stoke Newington Church Street LTN in late September 2021. Whilst it is not possible to separate the individual impacts of the Highbury and Stoke Newington schemes, the data indicates that at least some of the increase can be attributed to the neighbouring scheme.</p> <p>St Paul's Road has likely been impacted by the Highbury Corner redevelopment. Vehicle count data shows an increase of 3,244 vehicles (15%), suggesting that congestion is likely forming on the approach to Highbury Corner.</p>	
Islington Transport Strategy	Increase levels of walking and cycling across internal roads.	Cycling has increased by 1% on internal roads. Individual	In the Highbury West consultation:

Policy	Scheme objective	Evidence from pre-consultation monitoring data	Feedback from consultation and surveys
<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>		<p>monitoring sites present a mixed picture of cycling patterns, with some roads showing an increase. It is notable that the most recent monitoring data was collected in December 2021, so seasonal impacts may be a factor. In addition, national cycling statistics show a 20% drop in cycling flows compared to pre-covid levels.</p> <p>The greatest increase has been on Horsell Road from 548 to 819 (49%) cycle trips a day.</p> <p>Cycling on the segregated route at Drayton Park was not monitored, so actual figures are likely higher than those shown by the monitoring report. However, data measuring cyclists using the road still shows an increase in volume of cyclists at this location.</p>	<p>34% of respondents stated that they are walking and cycling more to local shops and businesses. 10% disagreed with that statement.</p> <p>42% of respondents felt that it was easier to cross the street since the introduction of the Highbury West scheme. 23% disagreed with that statement. 27% of respondents say they are more likely to walk or cycle for short trips instead of driving. 9% are less likely.</p> <p>34% of respondents said it is easier to get in and out of the Highbury West area by walking and cycling. 21% said it is less easy.</p> <p>35% of respondents said it is easier for them to make the trips they need to make by walking and cycling. 20% said it is less easy.</p> <p>In the Highbury Fields consultation:</p> <p>30% of respondents stated that they are walking and cycling more to local shops and businesses. 14% disagreed with that statement.</p>

Policy	Scheme objective	Evidence from pre-consultation monitoring data	Feedback from consultation and surveys
			<p>37% of respondents felt that it was easier to cross the street since the introduction of the Highbury Fields scheme. 26% disagreed with that statement.</p> <p>25% of respondents say they are more likely to walk or cycle for short trips instead of driving. 12% are less likely.</p> <p>32% of respondents said it is easier to get in and out of the Highbury West area by walking and cycling. 24% said it is less easy.</p> <p>32% of respondents said it is easier for them to make the trips they need to make by walking and cycling. 26% said it is less easy.</p>
<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>	<p>Reduce road danger and the levels of speeding on internal roads</p>	<p>Across internal roads, average speeds have decreased by 2%.</p> <p>Across internal roads, the number of vehicles speeding has decreased by 83%.</p>	<p>In the Highbury West consultation:</p> <p>38% of respondents felt there was less speeding from traffic. 23% disagreed with that statement</p> <p>36% of respondents felt more safe using the street during the day. 25% felt less safe using the street during the day.</p> <p>However 27% of respondents felt more safe using the street at night,</p>

Policy	Scheme objective	Evidence from pre-consultation monitoring data	Feedback from consultation and surveys
			<p>whereas 38% felt less safe using the street at night. This is discussed further in Table 5 below.</p> <p>In the Highbury Fields consultation:</p> <p>32% of respondents felt there was less speeding from traffic. 23% disagreed with that statement</p> <p>31% of respondents felt more safe using the street during the day. 29% felt less safe using the street during the day.</p> <p>However 22% of respondents felt more safe using the street at night, whereas 42% felt less safe using the street at night. This is discussed further in Table 5 below.</p>

Assessment of disadvantages

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 of both Highbury LTNs, total volumes of motorised traffic show a negligible decrease (-1%).</p> <p>On average, motorised traffic volumes have changed on Blackstock Road (northern site) by 58%, Blackstock Road (southern site) 3%, Highbury Grove (North) - 18%, Holloway Road 0%, Hornsey Road (South) - 28%, Seven Sisters Road -18% and St. Paul's Road (West) 15%</p> <p>The northernmost monitoring site on Blackstock Road saw a much higher increase than the southernmost site (located immediately south of the Brownswood Road junction), with an approximate comparative</p>	<p>An increase in boundary road traffic was the most prominent negative feedback about both Highbury schemes in the consultation questionnaire.</p> <p>The pre-consultation monitoring data suggests that overall, when considering all boundary roads, there was a negligible change (overall -1%) in traffic volumes across all boundary roads. 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. The overall figures consider traffic throughout the day, and where there is variation in traffic volumes at different times.</p> <p>Individually, Blackstock Road (northern site) and St Paul's Road both showed significant increases in traffic flows, each of which bear evidence that suggests external factors may be contributing to this increase.</p> <p>The northernmost monitoring site on Blackstock Road saw an increase of 7,000 vehicles per day (58%) at the north and fewer than 500 vehicles per day at the south (3%).</p> <p>Further data gathering and analysis suggest that the increased traffic flow since September 2021 may be attributed in part to Hackney Council's implementation of the Stoke Newington Church Street LTN in late September 2021.</p> <p>Vehicle count data on St Paul's Road shows an increase of 3,244 vehicles (15%), suggesting that congestion is likely forming on the approach to Highbury Corner.</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
	<p>difference of 7,000 vehicles per day at the north and fewer than 500 vehicles per day at the south. Additional counts were undertaken on Blackstock Road at two sites (one located south of Gillespie Road and the other, south of Sotheby Road), to confirm the findings were localised to the northernmost section of Blackstock Road. This data was normalised and compared against baseline, interim and pre-consultation monitoring data, concluding that traffic flow trends increased following Hackney Councils implementation of the Stoke Newington Church Street LTN in late September 2021. Whilst it is not possible to separate the individual impacts of the Highbury and Stoke</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.</p> <p>Average vehicle journey times</p> <p>Journey times on the six boundary roads (Highbury Grove, Highbury Park & Blackstock Road, Seven Sisters Road, Isledon Road, Holloway Road and St. Paul's Road) surrounding both trial scheme areas have generally shown an increase overall, albeit with some roads showing slight improvements.</p> <p>Looking at daily average figures, on Highbury Grove general vehicle journey times have decreased for all travel, most notably in the AM peak period, when journeys are on average 23 seconds faster (14%) than they were during November 2020. The decrease was more pronounced for northbound travel than it was in the southbound direction.</p> <p>On Highbury Park and Blackstock Road, journey times have increased in both directions. Most notably for northbound travel in the PM peak, with an increase of 50 seconds (17%). This may be related to congestion on the approach to the junction with Seven Sisters Road, given the larger number of vehicles now trying to navigate this junction or due to other maintenance activities in the area affecting the junction's capacity. However, southbound journey times also saw an increase, albeit smaller, with no clear explanation.</p>

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	<p>Newington schemes, the data indicates that at least some of the increase can be attributed to the neighbouring scheme.</p> <p>St Paul's Road has likely been impacted by the Highbury Corner redevelopment. Vehicle count data shows an increase of 3,244 vehicles (15%), suggesting that congestion is likely forming on the approach to Highbury Corner.</p>	<p>On Seven Sisters Road, journey times have increased in both directions along the short link between Blackstock Road and Isledon Road. The average increase is 15 seconds (33%) in the AM peak and 19 seconds (36%) in the PM peak. Eastbound travel saw a higher increase. It is noted that this could be a result of the construction on Seven Sisters Road due to relining of a Thames Water main that required closing one lane of traffic in each direction on Seven Sisters Road west of Finsbury Park Station.</p> <p>On Isledon Road, journey times on this one-way southbound road saw an increase of 18 seconds (39%). Like Seven Sisters Road, there were lane closures during this period due to relining of Thames Water main that began in February 2021.</p> <p>On Holloway Road, northbound journey times saw limited change, decreasing by 13 seconds (-6%) in the AM peak and increasing by 1 second (<1%) in the PM peak. However southbound journeys increased by 1 minute and 23 seconds (40%) in the PM peak, compared to a 5 second increase (2%) in the AM peak. The difference in directional impacts on Holloway Road indicates that southbound traffic was likely impacted by increased congestion at Highbury Corner.</p> <p>On St. Paul's Road journey times increased by 22 seconds (28%) in the PM peak compared to an increase of 5 seconds (6%) in the AM peak. Whilst these increased journey times are likely due to congestion approaching the gyratory, this congestion is likely due to several factors, not limited to variations in junction timings, a COVID-induced</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>increase in traffic and the PFS schemes in the area. Journey times eastbound have stayed roughly the same as pre-implementation and may have slightly improved.</p> <p>Bus journey times</p> <p>Bus journey times on Highbury Grove stayed around 3.5 minutes per kilometre prior to March 2020, falling to around 2.5 minutes between March and June 2020. This increased in January 2021 following installation of the Highbury schemes and has since varied significantly, with an average journey time of 4.4 minutes per kilometre.</p> <p>Bus journey times on Highbury Park and Blackstock Road averaged 3.5 minutes per kilometre before March 2020. Journey times increased to higher than pre-pandemic levels in September 2020, before the Highbury schemes were introduced, to 4.5 minutes per kilometre and have continued since the Highbury schemes were installed in January 2021.</p> <p>Bus journey times on Seven Sisters Road have remained relatively steady before and after the installation of the Highbury schemes, with an average range between 6 and 8 minutes per kilometre. This decreased briefly between April and May 2020. PM peak journey times averaged around 1 minute higher per kilometre than the AM peak and delays were more pronounced in the eastbound direction.</p> <p>Bus journey times on Isledon Road have remained steady before and after the pandemic and installation of the Highbury</p>

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		<p>schemes, with an average journey time around 3 minutes per kilometre.</p> <p>Bus journey times on Holloway Road averaged between 4 and 5 minutes per kilometre, decreasing by around one minute between March and June 2020. Following the installation of the Highbury schemes, there was an increase in journey times between January and May 2021, followed by a return to pre-installation journey times.</p> <p>Bus journey times on St. Paul's Road remained relatively fast throughout 2020 and 2021. As traffic returned to the roads post-pandemic, journey times began to increase above the pre-pandemic average to around 5 minutes per kilometre. There was a notable spike in journey times in the week ending 17 September 2021.</p> <p>Traffic on London's roads overall has increased substantially in the years prior to Covid-19, which mirrors the results of the traffic monitoring data collected for both Highbury trial schemes, showing that on average traffic on strategic roads has increased.</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</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>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 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 increases in traffic on main road boundary roads such as St. Paul’s Road this represents a rebalancing of through-traffic towards the main roads which were designed to take this traffic.</p>
Inconvenience to car drivers / longer journeys	Journey time analysis carried out	<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>

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		<p>In the Highbury West consultation, 31% of respondents from car-owning households said they were now driving less for shorter or local journeys. Overall, 24% of respondents say they walk or cycle more to local shops and businesses since the introduction of the LTN. It is worth noting that 53% of the respondents to the consultation reported that the cost of taxis and private hire vehicles had increased.</p> <p>For the Highbury Fields consultation, 28% of respondents from car-owning households said they were now driving less for shorter or local journeys. Overall, 20% of respondents say they walk or cycle more to local shops and businesses since the introduction of the LTN. It is worth noting that 54% 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>
Reduction of air quality	Inconclusive.	<p>On air quality, the council received more feedback from residents that they felt it had been reduced rather than improved. 22% of Highbury West consultation respondents felt that the scheme reduced or did not improve air quality, in comparison to 4% who felt the opposite way. 22% of Highbury Fields consultation respondents felt that the scheme reduced or did not improve air quality, in comparison to 2% who felt the opposite way. However, there are notable differences of opinion when comparing responses from those who own a vehicle and those who do</p>

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		<p>not, on whether the air felt cleaner since the trial schemes were introduced.</p> <p>63% of Highbury West respondents who do not own a motor vehicle said that the air was cleaner, compared to 26% of respondents who own a car or van.</p> <p>For Highbury Fields, 60% of respondents who do not own a motor vehicle said that the air was cleaner, compared to 21% of respondents who own a car or van.</p> <p>Neither conclusion can be confirmed based on the monitoring data gathered so far. NO₂ levels in Highbury West and Highbury Fields have been lower than 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 both the Highbury LTNs are consistent with those more widely in the borough where data is available for 2019.</p> <p>Annual average levels of NO₂ across the Highbury schemes 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 reflect those in the borough more widely, except for perhaps boundary road sites showing slightly larger increases in pollution than borough-wide trends, meaning that annual average increases in levels of NO₂ across both Highbury trial areas since the scheme started in December 2020 are consistent with increases for borough-wide averages, with potentially slightly larger increases at boundary road sites, which will need further observation.</p> <p>These results are based on a limited number of data points and over a relatively short</p>

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		<p>time period, and so will need longer term analysis and comparison to wider borough trends. There are only nine months of 'after' data since the scheme was introduced and in the case of new monitoring sites, there is limited baseline data available to compare this to.</p> <p>The borough-wide and Highbury monitoring site averages all dropped to a low in May 2020 before generally rising. This aligns to a period of national lockdown measures, which started in March 2020 and were eased by July 2020 as well as potential seasonal variations where NO₂ can often be lower in summer months. The post-implementation period of the PFS trial in Highbury (February-October 2021) was at the same time as higher levels in the borough more widely. As such, while NO₂ levels in the trial area have increased since it was implemented in January 2021 compared to the year before, this is in line with borough-wide trends and is likely to be related to the impact of lockdown measures, and seasonal variation, and suggests the impact of wider factors on pollution levels, with no distinct impact on air quality to date due to the trial.</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> <p>Ambler Primary School is located on the section of Blackstock Road that has seen an increase in traffic volumes since the LTN has been implemented. In the council's 2020 annual air quality report, there is evidence that the air quality at the monitoring site on Blackstock Road has improved between 2019 and 2020 and in 2020 was 28µg/m³. This reflects the trend in generally improving results across the borough</p>

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		<p>and the impact of Covid-19. Readings taken to date outside the school since the introduction of the LTN indicate that the air quality at this location is still likely to be below the annual legal limit, despite increasing along with other boundary sites borough wide. Notably, Ambler Primary School was selected as one of two pilot schemes for main roads school streets and a scheme including pavement widening, green screening and tree planting was consulted on in January 2022. This scheme was implemented in May 2022.</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. The council will continue to monitor this indicator.</p> <p>There have also been no reported delays to the London Ambulance Service or the Metropolitan Police Service.</p>
Increase in crime or anti-social behaviour	No significant impact.	<p>Potential negative impacts identified in feedback for Highbury West LTNs included: 11% of respondents expressed concerns that the LTNs contributed to an increase in crime or anti-social behaviour within the LTN.</p> <p>The same concern was expressed by 13% of respondents to the Highbury Fields questionnaire.</p> <p>Analysis shows anti-social behaviour and crime patterns in the area are in line with patterns across the borough overall, suggesting both of the Highbury trial schemes have not had an impact on anti-social behaviour and crime patterns. Crime is very much dependent on the local area.</p>

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		<p>Both Highbury scheme areas show a cumulative reduction of internal motor traffic volumes (down by 72%). People driving in vehicles 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 increased as indicated by responses showing that residents walk or cycle more for local/shorter journeys, 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>Both of the Highbury LTN consultations asked a specific set of questions on how subjective safety (how safe people feel</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>when using the streets) has changed since the implementation of the LTN.</p> <p>For Highbury West, 27% said they feel more safe using the street at night (compared to 38% who feel less safe and 30% who noticed no change). 36% said they feel more safe using the street during the day (compared to 25% who feel less safe and 30% who noticed no change).</p> <p>For Highbury Fields, 22% said they feel more safe using the street at night (compared to 42% who feel less safe and 31% who noticed no change). 31% said they feel more safe using the street during the day (compared to 29% who feel less safe and 36% who noticed no change).</p> <p>However, a notable difference in opinion emerges when separating responses by those who own a motor-vehicle and those who do not.</p> <p>For Highbury West, respondents who own a motor vehicle felt less safe using the streets at night (49% compared to 15% of those who do not own a car or van) and during the day (31% compared to 11% of those who do not own a car or van).</p> <p>For Highbury Fields, respondents who own a motor vehicle felt less safe using the streets at night (50% compared to 21% of those who do not own a car or van) and during the day (35% compared to 15% of those who do not own a car or van).</p> <p>This data suggests that differing modes of transport influence individual perceptions of safety.</p> <p>Nonetheless, while monitoring statistics shows that the implementation of both</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>Highbury LTNs 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 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 36% of Highbury West respondents and 37% of Highbury Fields 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 negligibly overall on internal roads counted during the first year of the scheme's operation. On boundary roads for which counts were available, cycling has decreased by 20%.	Concerns regarding dangerous cycling were slightly more notable in Highbury Fields, where 7% of respondents expressed concerns, compared to 6% of Highbury West respondents. 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.

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		<p>The council is aware of some concerns around the speed of vehicles (including cycles) on Highbury Hill and Aubert Park, both featuring well-used formal and informal crossing points. The downhill gradient on these roads reduces the effort required for people cycling and this can encourage higher speeds than average.</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 people should be encouraged to cycle on the roads and away from areas used by people walking.</p>
Lack of early consultation	Not able to be monitored.	<p>One common objection to both Highbury LTNs 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 both Highbury LTNs 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.</p>

Consultation themes or potential negative impact	Monitoring report and summary of findings	Commentary
		<p>This consultation has now taken place and is discussed at length in this report, and in separate reports provided as appendices.</p>
<p>Impact on disabled people</p>	<p>Mitigation proposed through Blue Badge exemption and people-friendly pavements.</p>	<p>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 proposes to expand the exemption policy for Blue Badge holders, which was introduced in December 2021. This may help to further mitigate against longer journey times or distances for eligible residents. This policy will apply across the whole Highbury trial area after the introduction of the new ETO, which this report recommends and more details will be provided to eligible Blue Badge holders ahead of the traffic order coming into effect.</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</p>

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		benefits to physical and mental health” (p.6 of report).