

## Appendix 5 – Objections Table

The council received seven objections to the Highbury Low Traffic Neighbourhood (LTN) Experimental Traffic Order (ETO) that was made on 31 May 2022. The main themes and number of instances the themes are raised in the objections are set out in Table 1. Responses to the objections are provided in Table 2.

**Table 1: Themes and number of instances of themes in Highbury objections**

Theme/Topic of Objection	Number of objections to Highbury mentioning this theme	Percentage of objections to Highbury that mention this theme
Increased air pollution on boundary roads	5	67%
Increased traffic on boundary/main road	4	50%
Safety concerns in the area	2	33%
Negative affect on Vulnerable/Disabled, less independence	2	33%
LTNs are not delivering the benefits envisaged	2	33%
Noise pollution (affecting quality of life)	1	17%
No consultation or due notice	1	17%
Allow for wider exemptions	1	17%
Highbury Corner causing congestion in the area	1	17%

Theme/Topic of Objection	Number of objections to Highbury mentioning this theme	Percentage of objections to Highbury that mention this theme
Increase in traffic on remaining open, small, residential roads	1	17%
Increase/encourage crime	1	17%
Creating an increase of anxiety, stress & depression levels - effect on mental health	1	17%
Islington Council are not representing all of their residents, including, the elderly, those with young children, those with disabled children and disabled people, not just the able bodied	1	17%
Scheme not thought through/justifiable	1	17%
Cycle lanes not occupied	1	17%
Concern about impact on buses e.g., increased journey time	1	17%
Concern over loss of car parking space	1	17%
No data on pedestrian numbers	1	17%

**Table 2: Responses to Highbury objections**

Objection theme	Officers Response
Increased air pollution on boundary roads	<p>Data from the final check monitoring report shows that NO<sub>2</sub> levels on boundary roads have decreased by 7% overall when comparing pre-consultation data (December 2021) with final check data (January and March 2023). Average NO<sub>2</sub> levels on boundary roads of the Highbury LTN (27 µg/m<sup>3</sup>) are lower than long term sites borough wide (28 µg/m<sup>3</sup>). The overall air quality results for Highbury generally suggest that the scheme itself has not had a significant impact on air quality to date.</p>
Increased traffic on boundary/main roads	<p>When comparing traffic volumes on boundary roads from the baseline counts (November 2020) before the LTN was implemented with the final check counts (January and March 2023), there has been an overall decrease of 4%. There are however locations where an increase in traffic volumes has been recorded, including the northern end of Blackstock Road where there has been an increase of motorised traffic volumes by 32%, however it should be noted that this figure has decreased from 58% (pre-consultation). Although motorised traffic volumes 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 wider network improvements with environmental improvements on Blackstock Road, where feasible, for the benefit of local people, businesses, and visitors. Seven Sisters Road also experienced a 34% (normalised) increase when compared with pre-consultation data. 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 to place at the end of March 2023. When looking at a longer-term comparison (baseline November 2020 to final check March 2023),</p>

Objection theme	Officers Response
	<p>Seven Sisters Road has seen a negligible increase of 10% (normalised).</p>
<p>Safety concerns in the area</p>	<p>The pre-consultation monitoring report showed there has been no significant change in crime and anti-social behaviour patterns and London Fire Brigade response times. The trial has not had an adverse impact on air quality to date, as nitrogen dioxide levels have risen roughly in line with borough trends.</p> <p>In terms of volumes of crime and ASB, during the past 18 months Highbury PFS area showed similar trends to that of Islington as a whole. On average, calls in the Highbury area are low.</p> <p>Across the various analyses of the volume of ASB calls and crimes in Highbury and Islington over the period, the monthly volume of calls and crimes as a proportion of the total over the year period has remained consistent between Highbury and Islington.</p> <p>There is no evidence so far that the Highbury PFS scheme has had an impact on crime and ASB – as confirmed by the Metropolitan Police and the council’s Community Safety Team.</p>
<p>Negative affect on Vulnerable/Disabled, less independence</p>	<p>The council has carried out an Equalities Impact Assessment (EqIA), sometimes referred to as Resident Impact Assessment (RIA), for the overall programme and for each individual scheme. The EqIA evaluates the impacts of the changes on people with different protected characteristics, which includes people with disabilities.</p> <p>Anyone who could access their home by motor vehicle, private car or taxi prior to the scheme is still able to do so after the people-friendly streets neighbourhood has been introduced. People who use walking aids, wheelchairs or mobility scooters will find the streets quieter, safer and more enjoyable with lower amounts of traffic, and fewer drivers using local roads for quick short-cuts.</p> <p>The council’s people-friendly pavements programme launched in 2021, improves conditions for anyone walking (or using mobility aids, including wheelchairs) on pavements. We provide additional dropped kerbs to make crossing the road easier, improve foliage maintenance</p>

Objection theme	Officers Response
	<p>and ensure level surfaces are kept clear of unnecessary obstructions. People with visual impairments will benefit from reduced traffic and road danger, and the reduction in noise should help with navigating their local area more easily. Pavement space will be maintained for people walking or wheeling. The quieter and calmer streets should also make the streets more welcoming to people with cognitive disabilities.</p> <p>The council's exemption policy for Blue Badge holders was announced with the October 2021 Executive decision of the PFS programme and was implemented in Highbury LTN in March 2022.</p> <p>Compared to the London average, a higher proportion of people in Islington identify themselves as being disabled. Pedestrian enhancements could be of particular benefit to people with a disability in terms navigating an urban environment, including but not limited to those using walking aids, wheelchair or mobility scooter. In residential areas, those with cognitive disabilities could benefit from reduced levels of noise pollution, supported by the neighbourhood walking and cycling improvements and the removal of through traffic. Providing better conditions for cycling can empower more disabled people to cycle, particularly those with less balance who may want to choose adapted cycles away from traffic. All modal filters are designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles.</p> <p>The council approved an Executive Report on 18 June 2020 on the people-friendly streets programme which outlines the principles of the programme and the report is available <a href="#">here</a>. There is also an associated resident impact assessment (RIA) which can be found <a href="#">here</a>. RIAs and EqlAs have been produced for individual schemes and can be found on each scheme's page at <a href="https://www.islington.gov.uk/roads/people-friendly-streets">https://www.islington.gov.uk/roads/people-friendly-streets</a>.</p> <p>In October 2021 the council renewed its commitment to the people-friendly streets programme with an Executive decision - the report can be read <a href="#">here</a>, in conjunction with the Resident Impact Assessment which can be read <a href="#">here</a>. Those two reports set out what the 'Home LTN' exemption policy and the people-friendly pavements programme are and how they bring benefits to people</p>

Objection theme	Officers Response
	<p>who have protected characteristics, including the disabled.</p> <p>A trial of a new individual exemptions policy was introduced in December 2022. This policy may benefit disabled people who do not live in an LTN, by allowing access to all LTNs. More information on this can be found on: <a href="https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs">https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs</a>.</p> <p>In January 2023, the council approved an Executive Report to continue people-friendly streets programme, which outlined the next phases of liveable neighbourhoods, continuation of people-friendly pavements programme, implementation of School Streets on main roads and at secondary schools and council's commitment to cycleways programme. The report can be read <a href="#">here</a> with the Equalities Impact Assessment linked <a href="#">here</a>.</p>
<p>LTNs are not delivering the benefits envisaged</p>	<p>Results from the final monitoring report shows that, in general, the Highbury people-friendly street (PFS) trials are having the intended impacts in the area – in terms of reducing motorised traffic across internal roads, thereby making the area's roads greener, cleaner and healthier for residents. There have been no clear adverse impacts on anti-social behaviour levels or emergency service response times. The trial has also shown no scheme-specific impacts on air quality to date, as nitrogen dioxide has not increased outside of wider borough trends. While the consultation results are mixed with regards to feedback there is evidence that for many of the respondents the schemes are having the desired impact further contributing to the monitoring results.</p>
<p>Noise pollution (affecting quality of life)</p>	<p>Noise pollution can be linked to the volume of traffic on the roads. When comparing baseline data (November 2020) to final check data (January and March 2023) overall motorised traffic volumes on internal roads of the Highbury LTN have decreased by 76%.</p> <p>Overall, there has been a negligible decrease in motorised traffic volumes on boundary roads (4%). Motorised traffic volumes on boundary roads have changed on: Highbury Grove North by -28%, Blackstock Road South by -5%, Blackstock Road North by +32%,</p>

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	<p>Hornsey Road South by -23%, St. Pauls by -1% and Holloway Road by -1% and Seven Sister Road by +10%.</p> <p>The public consultation for the Highbury LTN took place between Monday 7 February and Monday 14 March 2022. One of the questions asked respondents if noise from traffic had changed since the start of trial. For Highbury West 42% of respondents said there was less noise from motor traffic, 29% said there was more. Highbury Fields 33% of respondents said there was less noise from traffic, 32% said there was more.</p> <p>It must however be noted that traffic noise created by vehicles driving on public roads is not something that local authorities have been given powers to deal with. Instead, noise caused by road vehicles is enforced by the Metropolitan Police Service (MPS) and via the MOT testing regime. However, this is normally only for vehicles that have been modified after manufacture or those who play loud music etc. rather than engine noise or road rumble.</p> <p>The MPS suggest that for Anti-Social Behaviour incidents such as noise from moving vehicles should be reported using their online form. More details are here: <a href="http://www.met.police.uk/advice/advice-and-information/asb/asb/antisocial-behaviour/vehicle-nuisance-involving-cars-bikes-and-mopeds/">www.met.police.uk/advice/advice-and-information/asb/asb/antisocial-behaviour/vehicle-nuisance-involving-cars-bikes-and-mopeds/</a> .</p> <p>Alternatively, the 101 service can be used or if a crime such as street racing is occurring 999 can be used. This is so that the police can assess if a presence is needed straight away and discuss next steps.</p> <p>The London Borough of Islington operates a first response team in relation to Anti-Social Behaviour and noise nuisance etc. Therefore, excessive noise it can be reported to the council by:</p> <ul style="list-style-type: none"> <li>• Calling 020 7527 7272</li> <li>• Visiting <a href="http://www.islington.gov.uk/reportasb">www.islington.gov.uk/reportasb</a></li> <li>• Writing to: Islington ASB Team, Islington Council, 222 Upper Street, London, N1 1XR</li> </ul> <p>The council will continue monitoring boundary roads to ensure that the scheme is not having a significant impact in terms of traffic levels leading to noise pollution.</p>

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No Consultation or due notice	<p>The council held a public consultation on the Highbury Fields and Highbury West LTNs between Monday 7 February and Monday 14 March 2022. When advertising the consultation in February/March 2022, 25,000 information leaflets were delivered to residents and businesses in and far beyond the boundary area of both LTNs. This was double the number of leaflets that were originally delivered to announce the start of the Highbury LTN, as we wanted to ensure that local people were made aware of the consultation and encouraged to participate. Events were held online events, on-street events, posted information on Twitter, Next Door, and Facebook and held focus groups with local community and religious groups to raise awareness of the consultation and gather views. Ambler and Gillespie primary schools were also visited to raise awareness about the consultation and answer any questions on the schemes from children, staff and carers. Responses to the consultation were analysed independently by external consultants Steer.</p> <p>The result were published from the consultation, details on the findings and the full consultation reports can be found on the <a href="#">dedicated consultation page</a>.</p>
Allow for wider exemptions	<p>The June 2020 Executive Paper resident impact assessment (RIA) for people-friendly streets had identified a series of negative impacts for people who have a protected characteristic, for disabled people. Following this, the council engaged with disability groups and people with complex mobility needs, reviewed correspondence, LTN trial feedback survey data, Commonplace comments, gathered data on car journey length and times, and reviewed research reports to better understand the nature of the constraints experienced by disabled people who travel by private car. Based on this feedback and evidence, an exemption for Blue Badge holders was proposed in the October 2021 Executive Report, and this was rolled out cross Islington LTNs (including in Highbury in May 2022).</p> <p>This exemption only applied for a single LTN and allowed Blue Badge holders to register a single motor vehicle for the low traffic neighbourhood in which they live. A new individual exemptions policy was introduced in December 2022 through a trial. More details on the policy and who is</p>



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	<p>eligible to apply for the exemption can be found on: <a href="https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs">https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs</a></p> <p>Local residents have several choices when deciding how to travel in their neighbourhood. The reasons given for not providing exemptions more widely than the Blue Badge exemptions are:</p> <p><b>Access to all addresses is maintained.</b> The scheme has been designed so that all residents can access their homes without the need for an exemption. We know that it is vital that people who need to use their cars, such as Blue Badge holders, can access their home by car at all times. That's why in any of our people-friendly streets neighbourhoods across Islington, all residents are still able to drive to and from their homes, and people are still able to access shops and services in their area by car. The only thing that may change in some circumstances is the route they have to take.</p> <p><b>To create a safer environment for people to walk, wheel and cycle.</b> If private vehicles in the area are still able to travel through the restrictions, then we will not see the benefits in terms of reduced road danger, air quality and noise pollution that we would otherwise expect. This is because one of the main barriers that puts people off walking, wheeling or cycling instead of driving is not feeling safe when sharing the road with the increasing volumes of motor traffic in the borough. By preventing all motor vehicle trips through camera-controlled filters (except for emergency vehicles) we will make the environment feel much safer and make it much more likely that local people will begin to travel more by active means.</p> <p><b>To reduce congestion and air pollution on the main roads.</b> The objective of people friendly streets is to reduce the overall number of trips, not to displace all traffic from local streets onto main roads. This will only happen if some car trips are replaced by walking, wheeling or cycling. For some journeys the filters will make driving more inconvenient and are in this way designed to encourage those who do not need to drive to choose a different way to travel, especially for short trips. Every journey switched from driving to active travel</p>

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	<p>removes a car from the road and leaves the roads clearer for people who have no other choice but to drive.</p>
<p>Highbury Corner causing congestion in the area</p>	<p>The redevelopment of Highbury Corner was completed by Transport for London (TfL) in 2019 as part of a London-wide Safer Junctions programme to reduce road danger at several intersections including roundabouts, which the council supports. There have been concerns that this project has increased congestion on surrounding roads. As this scheme is particularly close to Highbury, this congestion directly impacts St Paul's Road, which lies east of Highbury Corner and north of the scheme area.</p> <p>The scheme has provided safer facilities for cyclists as well as an improved and enlarged public space for pedestrians outside Highbury &amp; Islington station, including additional seating and access to greenery.</p> <p>The council has continued to work with TfL to raise our concerns and those raised by our residents regarding congestion on the surrounding roads. TfL have carried out a comprehensive review of the traffic signal arrangements at Highbury Corner. This has included site visits and the analysis of data on their systems, with the intention of introducing signal strategies to ease congestion in the area and allow traffic to flow more efficiently. Furthermore, to address the issues experienced at Highbury Corner, the council has arranged to regularly meet with senior officials at TfL, to ensure TfL continues to consider ways to address the council's concerns, problems raised by local residents and businesses and check on progress with commitments made by TfL to investigate solutions. Overall, compared to the baseline (November 2020), motorised traffic volumes on boundary roads have decreased by 4%, which is a positive outcome in line with the scheme objectives. The roads connecting to Highbury Corner; Holloway Road and St. Pauls Road have both seen a 1% decrease in motorised traffic volumes.</p> <p>Full data for motorised traffic volumes on boundary roads can be found in the monitoring report for Highbury LTN in the 'Analysis of Vehicle Volumes' section of the report.</p>

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<p>Increase in traffic on remaining open, small, residential roads</p>	<p>When comparing motorised traffic volumes on internal roads from baseline (November 2020) before the LTN was implemented with the final check counts (January 2023), there has been a decrease of 76% or 41,277 vehicles. Of the three internal roads most effected by through traffic; St. Thomas's Road and Prah Road both saw a decrease of motorised traffic volumes by 57% and 44% respectively. Ambler Road has seen a negligible increase of 3% or 41 vehicles daily. The council will conduct further monitoring in the Ambler Road area if issues are reported in future.</p>
<p>Increase/Encourage Crime</p>	<p>The pre-consultation monitoring report showed that in terms of volumes of crime and ASB, Highbury showed similar trends to that of Islington as a whole.</p> <p>Across the various analyses of the volume of ASB calls and crimes in Highbury and Islington over the period, the monthly volume of calls and crimes as a proportion of the total over the year period has remained consistent between Highbury and Islington.</p> <p>There is no evidence so far that the Highbury LTN scheme has had an impact on crime and ASB. We continue to work closely with Metropolitan Police and the council's Community Safety Team who monitor Crime and ASB levels in the area.</p>
<p>Creating an increase of Anxiety, Stress &amp; depression levels - effect on mental health</p>	<p>Prior to implementation of each low-traffic neighbourhood scheme, a Resident Impact Assessment (RIA) is carried out which aims to assess the impact of the scheme on residents who have protected characteristics (which includes people with disabilities). The RIA for Highbury lays out the potential positive and negative impacts on these cohorts. On the positive side, this included the potential for reduction of noise levels to aid those with cognitive disabilities. It is difficult to quantify the levels of increase of anxiety, stress and depression (and effects on wider mental health) and ascribe them purely to the impacts of the low traffic neighbourhood (LTN). As the implementation of the LTN occurred after the start of the Covid-19 pandemic, it would be difficult to separate the effects of one from the other. Between November 2020 and February 2022, a trial feedback survey was available for Highbury West and Highbury Fields, and a</p>

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	<p>consultation questionnaire was available between 7 February and 14 March 2022. The trial feedback survey for Highbury Fields (1704 respondents) showed, when asked to choose what they like about the trial, 19% responded that it 'makes the area more pleasant' while 22% commented on a reduction in air pollution and 21% on a reduction in through traffic. The results from the Highbury Fields consultation survey (1938 respondents) showed that 33% noticed 'less noise from motor traffic' while 34% agreed 'the streets look nice' and 27% reported doing more physical activity outdoors. In Highbury West, the trial feedback survey (2771 respondents) said they liked that the trial reduced through traffic (25%), reduces air pollution (22%) and makes it safer to cross the road (18%). The Highbury West consultation survey (1973 respondents) showed that 38% of respondents agreed 'the streets look nice' and 37% agreed 'the air is clean.'</p>
<p>Islington Council are not representing all of their residents, including, the elderly, those with young children, those with disabled children and disabled people, not just the able bodied</p>	<p>There are many visible and less visible impacts of traffic on individuals' health and quality of life, which often harm the most vulnerable residents: motor traffic can be dangerous, noisy, polluting and can discourage community interaction and healthy activity including walking, wheeling, cycling and play. Implementing LTNs can bring widespread benefits to society as a whole by making places safer, healthier and more attractive. LTNs help improve access to walking and cycling, particularly for older people and people with disabilities.</p> <p>The council has carried out an Equalities Impact Assessment (EqIA), sometimes referred to as Resident Impact Assessment (RIA), for the overall programme and for each individual scheme. The EqIA evaluates the impacts of the changes on people with different protected characteristics, which includes age and disability. Anyone who could previously access their home by motor vehicle, private car or taxi are still able to do so after the people-friendly streets neighbourhood was introduced as a trial. People who use walking aids, wheelchairs or mobility scooters will find the streets quieter, safer and more enjoyable with lower amounts of traffic, and fewer drivers using local roads for quick short-cuts.</p> <p>The council's people-friendly pavements programme aims to improve conditions for anyone walking (or using mobility aids, including wheelchairs) on pavements. We</p>

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	<p>will provide additional dropped kerbs to make crossing the road easier, improve foliage maintenance and ensure level surfaces are kept clear of unnecessary obstructions. People with visual impairments will benefit from reduced traffic and road danger, and the reduction in noise should help with navigating their local area more easily. It is also important to note that there are no plans to include any new “shared space” areas. Pavement space will be maintained for people walking or wheeling. The quieter and calmer streets should also make the streets more welcoming to people with cognitive disabilities.</p> <p>Exemptions from camera enforced traffic filters in their ‘home’ LTN for Blue Badge holders who live in, or on the inner boundary roadside of a low traffic neighbourhood were introduced on a rolling basis across all LTNs from December 2021. In the Highbury LTN 294 Blue Badge holders are currently benefitting from this exemption.</p> <p>Following further feedback from residents including groups representing disabled individuals, in January 2023, the council introduced an ‘Individual Exemption’ permit for people who have no other option than using a car and who are severely affected by longer journeys or re-routing of trips. This permit allows a single motor vehicle (either the permit holder’s or someone else’s) to pass through camera-enforced traffic filters in all of Islington’s people-friendly streets LTNs (and future liveable neighbourhoods). Applicants do not need to have a Blue Badge or live in a people-friendly streets neighbourhood</p>
<p>Scheme not thought through/justifiable</p>	<p>In May 2020, the Government announced a new £250m Emergency Active Travel Fund for local authorities. The purpose of this fund was to prevent a car-focused recovery from the Covid-19 pandemic by temporarily reallocating road space to walkers and cyclists. The idea was to assess these schemes with a view to making them permanent. More than 50 councils have now introduced over 200 LTNs, over half of which are in and around London.</p> <p>In 2019, under the “liveable neighbourhoods” banner, the council committed to improve all residential areas in Islington to create a healthy, more equal, accessible and enjoyable environment, and to enable local people to walk and cycle safely. We set this out in our draft Islington</p>

Objection theme	Officers Response
	<p>Transport Strategy; our Air Quality Strategy; and our Net Zero Carbon Strategy, Vision 2030. Other examples include our ambitious School Streets programme, installing new electric vehicle charging points and electrifying the council's vehicle fleet.</p> <p>The COVID-19 health emergency and subsequent changes to work and travel patterns had a major impact on the way we use our streets. During the first national lockdown in March and April 2020, Transport for London (TfL) predicted that, without action, traffic volumes would get much worse than before the crisis. That is why we acted quickly to create more space for local people to walk, cycle, use buggies and wheelchairs, as safe alternatives to using public transport. Private car use across London increased as lockdown eased, causing congestion, increased road danger, poorer air quality and other negative impacts on health. This is happening in all boroughs, whether or not they have implemented LTNs. In common with other London boroughs, we must follow statutory government guidance which states that we need to take steps to encourage more walking and cycling and to enable social distancing.</p> <p>The implementation of the Low Traffic Neighbourhood in Highbury supports the council's objective of achieving net zero carbon emissions in Islington by 2030. It will also contribute to the delivery of a Fairer Islington by making it easier and safer for people to travel on foot, by bicycle and public transport; supporting people to live healthier lives; supporting local shops, markets and businesses; and enabling residents to remain socially active and connected to their community.</p> <p>The people-friendly streets programme contributes to the council's long-term plan to transform the borough and progress against wider council ambitions related to public health, road danger reduction, clean air and addressing climate change. The 2023 Executive Report reaffirms the commitment to the people-friendly streets programme, including setting out a plan to upgrading existing LTNs, subject to a decision on making the schemes permanent, into liveable neighbourhoods through a programme of investment into the streets in each area. These wider improvements may include footway improvements (and wider interventions falling under people-friendly</p>

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	pavements programme), greening and placemaking projects.
Cycle lanes not occupied	<p>Cycling is a sustainable, efficient and active method of transport for those who are able to do so, and the council wishes to improve the borough's road network to enable more people to take up cycling by providing more cycling facilities and reducing motor traffic on certain streets. This will reduce congestion for those who have no other option but to use their cars and will also deliver significant public health benefits related to increased physical activity and reduced emissions.</p> <p>Cyclists are permitted to use the whole carriageway. A solid white line along a cycle line indicates a mandatory cycle lane, which drivers are not permitted to enter. It does not mean that cyclists must stay within the lane. Cyclists may choose to use the whole carriageway for a variety of reasons, including avoiding potholes and broken glass, avoiding riding too close to the 'door zone' near parked cars, or preparing to make a right turn.</p>
Concern about impact on buses e.g. increased journey time	<p>The council is closely working with TfL to analyse bus journey times data. Data provided from TfL indicates that there has not been a significant disruption in bus journey times due to the implementation of the Highbury LTN. The council will continue to closely work with TfL to monitor bus journey times.</p>
Concern over loss of car parking space	<p>The removal of parking spaces along Highbury Crescent were part of a wider plan to facilitate safer turning movements for longer vehicles and to improve sight lines for pedestrians and motorists at the junction of Highbury Crescent and Fieldway Crescent.</p> <p>Since the implementation of these changes the council have received no reports from either residents or the emergency services in regard to concerns over long vehicles making the turning movement from Fieldway Crescent to Highbury Crescent and vice versa.</p>
No data on pedestrian numbers	<p>No pedestrian monitoring counts were conducted as part of the monitoring process. However, during the consultation a range of questions were asked to</p>



Objection theme	Officers Response
	<p>understand the effect the Highbury LTN had on residents' active travel choices.</p> <p>In the Highbury West consultation:</p> <ul style="list-style-type: none"> <li>• 34% of respondents stated that they are walking and cycling more to local shops and businesses. 10% disagreed with that statement.</li> <li>• 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.</li> <li>• 27% of respondents say they are more likely to walk or cycle for short trips instead of driving. 9% are less likely.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>In the Highbury Fields consultation:</p> <ul style="list-style-type: none"> <li>• 30% of respondents stated that they are walking and cycling more to local shops and businesses. 14% disagreed with that statement.</li> <li>• 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.</li> <li>• 25% of respondents say they are more likely to walk or cycle for short trips instead of driving. 12% are less likely.</li> <li>• 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.</li> <li>• 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.</li> </ul>