

**Highbury West Ward Partnership Minutes**

**Wednesday 29th July 2020, 7.00pm – 8.30pm**

**via Zoom**

Item	Matters Arising/ Actions
1	<p><u>Minutes of the Last Meeting</u></p> <p>Two points in relation to trees in Bryantwood Road were highlighted – one in relation to why a tree outside Number 31 had not been replaced after being cut down, and another query in relation to extensive overgrowth at the junction with Courtney Rd (a possible hazard to pedestrians).</p> <p><b>Tree service confirmed on the 4<sup>th</sup> August that they would send someone to look at the overgrowth in the next 5 working days.</b></p> <p>Cllr Hull raised his correspondence with the Head of Public Realm in relation to planting trees in the ward. He stated that the Head of Public Realm had confirmed that whilst the council does not have the budget at present, his team will work to ensure the public commitment that has been made can be met.</p>
2	<p><u>People Friendly Streets – presented by Martijin Cooijmans (slides attached)</u></p> <p>MC presented on People Friendly Streets (PFS) – a transport response to COVID-19 ensuring residents can still move around but with restrictions in place, due to be initiated in the ward in the Autumn. The programme aligns with a number of council priorities and strategies (e.g. making streets safer, reducing conflict, improving air quality). He also explained the concept behind Low Traffic Neighbourhoods (LTNs) (such as in St. Peter’s) and the School Streets Acceleration Programme, where the council has made a commitment to deliver another 20 School Streets by the end of the year.</p> <p>It was noted that in order to move at pace, these PFS programmes are implemented using experimental traffic orders, whereby, instead of consultation, residents are notified of proposals (which have been discussed with councillors and emergency services) and these are implemented as an 18 month trial. Monitoring is then undertaken – and feedback welcomed – to understand the impacts.</p> <p>Regarding PFS, clarity was requested on whether Aubert Park will be included – if so, there are concerns that traffic would increase on Drayton Park. MC clarified all streets within the cell are looked at (including Aubert Park), and that the principle is whole-area coverage.</p> <p>The concept of the Highbury Diamond was advocated – this aligns closely with People Friendly Streets and there is wide local support for this cross-ward proposal.</p>

	<p>Residents have come up with a set of principles around this, including: a sensible solution for necessary access (i.e. emergencies); comprehensive and must cover the whole area as it is inter-connected; fair with no winners or losers (traffic is not forced elsewhere); practicality around residential use (i.e. parking); a permanent solution (long-term); low cost (simple measures to make it happen); a safe solution; improved environment; supporting COVID measures; a healthy solution; and clearly measurable solutions.</p> <p>Residents were keen that safer pavements are looked at as part of this work – especially the danger of motorised scooters and skateboards on pavements for older pedestrians, and the poor quality of pavements impacting on those using wheelchairs or buggies. MC confirmed that accessibility was being considered as part of the programme. Concerns were raised around the use of motorbikes and scooters and the risks of inconsiderate drivers – residents want further clarity that roads will be closed for these vehicles and how this will be enforced.</p> <p>There were concerns around pollution levels, and MC provided further examples of ways the council is addressing air quality (e.g. electric charging points rollout, ULEZ extension).</p> <p>CLlr Debono asked if there are any council initiatives to encourage young people to start cycling more. More information about the Try Before You Bike scheme and cycle skills training can be found here: <a href="https://www.islington.gov.uk/roads/cycling">https://www.islington.gov.uk/roads/cycling</a></p> <p>Residents asked whether a local access permit could be considered, particularly on match days and for disabled residents. MC confirmed his team are factoring in the impacts of the stadium when working on proposals and access for people with disabilities is being considered.</p> <p>CLlr Hull asked if issues around speed are being considered, as well as pollution and capacity. MC confirmed this is being considered and that localised speed measures are taken where there is a problem. Places where cameras are implemented may also be able to pick up speed. <b>Action: MC to follow up and confirm this is the case.</b></p> <p>MC confirmed that Highbury Hill is part of the LTN area, that businesses are being engaged with on the proposals, and that there are currently no plans to turn Highbury Barn into a shared space.</p>
3	<p><u>Cycleway 38 – presented by Satbir Dhillon (slides attached)</u></p> <p>SD provided an update on the Cycleway 38 project – the project originally received a positive response during consultation and began in February. However, due to COVID-19 it has been paused with plans to resume in August and end in November.</p> <p>Overall, residents welcomed the project, but commented that the project was costly and questioned the need for this in light of PFS. MC confirmed that the route is fully funded by TfL and CLlrs stated the importance of a strategically placed cycle route that aligns and complements LTNs.</p> <p>Further concern was raised around pedestrian safety – how can the council ensure pedestrians can safely cross at Drayton Park? SD confirmed that a number of raised crossings are being introduced to reduce cycle speeds and ensure safe crossing.</p>

	<p>Furthermore, there will be widened footways (i.e. by the roundabout). Pedestrians are given right of way and have priority when crossing.</p> <p>Officers were asked if there will be additional crossing points by Drayton Park station. Satbir confirmed there have been discussions around this but crossings are not being reinstated there.</p> <p>Residents noted concerns around cyclists speeding and nipping between roads/pavements and asked if measures can be taken to mitigate this. Whilst there was agreement in wanting a cycleway, concerns were raised around the design (i.e. raised curbs making it harder for people to cross roads). Cllr Champion stated that the proposal was negotiated through TfL who are funding it, and that unfortunately design factors are not within the council's control. Any attempt to change the design now will create further delays in implementing the proposal.</p>
4	<p><u>Gillespie Road – presented by Satbir Dhillon (slides attached)</u></p> <p>SD presented headlines of data collected from monitoring surveys and residents were invited to comment on the data.</p> <p>Residents voiced concerns about traffic being shifted to other areas and asked what the conclusion of this trial will be – as an example, one resident noted Avenell Road is almost unrecognisable with traffic coming from both ways (noting that a friend living there has considered moving as a result of the traffic). Cllr Debono confirmed a decision will not be made until 4th August and reiterated the main issue is pedestrian safety (in particular for young people).</p> <p>It was noted that residents on Gillespie Road have hugely benefitted from improved traffic, air quality and reduced conflict, and there is a reluctance to return to what it was originally. However, as noted traffic being displaced does not solve anything and it is envisaged that the wider Low Traffic Neighbourhood scheme should address the areas as a whole. It was reiterated that the figures demonstrate a whole neighbourhood solution is needed.</p> <p>The figures in relation to speeding raised concerns for some around pedestrians crossing.</p> <p>Looking at the figures, it is unclear around displacement of traffic as a result of Highbury Roundabout – this is a significant issue with traffic coming through the area and further illustrates the need to look at the big picture, going forward.</p> <p>Residents also asked if data could be collected in other areas such as the roads north of Gillespie Road, Hurlock Street and Rock Street.</p> <p>A further comment was added if estate fences could be put in place to stop motorcyclists from going onto estates – during lockdown there have been increases in delivery drivers coming into these areas.</p> <p>Cllr Champion noted a decision is to be made on this and that, for the points raised regarding the trial in conjunction with LTNs, officers will step back and work out the best place to put filters in.</p>