

St. Peter's Virtual Ward Partnership

Wednesday 25th November 2020

6pm - 8pm

Zoom

1. Welcome and Chairs Introduction

- The meeting was opened by Cllr Clarke-Perry along with introductions from ward members Cllr Cutler and Cllr Klute.
- Apologies were given for the long delay in undertaking a Ward Partnership meeting; which was postponed by pre-election Purdah and due to the outbreak of Coronavirus. The intention is for there to be another meeting in the first part of 2021 with dates to be confirmed shortly.
- Cllr Clarke-Perry explained that there was much to be discussed on the agenda and that 45 minutes, the longest item of the meeting, had been allotted for People Friendly Streets given the interest the topic has generated. There were pre-submitted questions that would be read under the relevant agenda item and that questions would be taken from participants via the chat function with all attendees having an opportunity to speak.

2. People Friendly Streets and Quietway 2 Update

- Martijn Cooijmans, Eric Duval & Richard Ambler attended from the council and provided a detailed overview of the case for People Friendly Streets. This presentation is available on the Ward Partnerships Webpage and will also be sent out to the St Peter's Ward Partnership mailing list along with this document
- The aims of the project are:
 - To make it easier and safer to walk and cycle
 - For people to be healthier
 - To help people enjoy their area
 - To allow social distancing
- The principle of Low Traffic Neighbourhoods or Liveable Neighbourhoods was enshrined in the 2018 Islington Labour manifesto and the council declared a Climate Emergency in June 2019 with an objective to get to net zero carbon by 2030

- In addition the most common cause of death for children in the UK aged 5 to 14 is being hit by a vehicle and in Islington cycle trips are 5% of trips but people who cycle represent 30% of casualties
- The current arrangements have been implemented under an Experimental Traffic Order. At the end of this order, which lasts a maximum of 18 months, there is scope for each to be removed, modified or kept depending upon the evaluation undertaken taking into account feedback during consultation and monitoring data
- Evaluation exercises include an interim report at six months and then a further update report after 12 months and a public consultation before a final decision is made before the expiry of the order
- There are additional initiatives supporting People Friendly Streets in the borough including new and permanent cycle routes with segregated cycle lanes, pop up cycle lanes which are temporary schemes with 'traffic wands' and cycle routes on quiet streets via Low Traffic Neighbourhoods
- The creation of low traffic neighbourhoods will utilise three types of traffic filters; bollards, planters and cameras. Emergency vehicles and buses are exempt from cameras and removable bollards will be in place for the use of the London Fire Brigade
- Queries were raised by attendees about the impact of moving traffic back onto main roads and an increase in pollution levels on those routes. Officers said that pollution levels were being monitored closely throughout and would be considered in the evaluation
- Similarly some concerns were raised about crime levels with a resident suggesting that they feel that crime has increased since the commencement of the scheme, particularly in relation to drug dealing. Whilst it is currently still early in the project, the crime and anti-social behaviour (ASB) figures do not show any increase in the identified area. Overall crime and ASB rates were lower than previous years due to the impact of Covid-19 and the subsequent lockdowns
- One local resident described that, as a disabled person, they were being severely and negatively affected by the current changes. The attending officers committed to undertake case work on this issue immediately and the resident agreed to consult further with officers
- An issue was raised by a resident about whether Cruden Street had been mistakenly missed out of the scheme as there seem to be no restrictions in place. Officers will follow this up

- Responses to pre-sent questions and other questions raised in the Zoom chat are attached as an appendix.

3. Fly Tipping and the Compliance Team

- Sally Newland led on this agenda item having been the Compliance Officer for St Peter's for some time up until April of 2020. Sally confirmed that the new Compliance Officer for St Peter's was John Muldoon
- Sally explained that due to Covid-19 there had been little to no enforcement action taken in regards to fly-tipping in the borough. This was because the team were no longer able to sift refuse on the streets for evidence to undertake enforcement action or to deal face to face with people on the street who may be committing an offence due to Covid.
- A resident raised the issue of there being an awful lot of McDonalds branded rubbish around the streets in the vicinity of McDonalds on City Road. Concern was raised that the council had allowed the restaurant to operate 24 hours a day despite this. **ACTION – Sally to contact McDonalds for an update and to ensure correct cleaning patrols are undertaken**
- Another issue was raised in regards to the dumping of rubbish on the paved area on the south end of Union Square where there is fly tipping taking place on a daily basis **ACTION – Sally to arrange a meeting with Street Environment Services to consider what further action can be taken**
- Residents raised concerns about street cleansing on Prebend Street near to St James' Church where previously street sweeping had been undertaken well. Cllr Cutler suggested that there had been changes to the street sweeping programme and that she would liaise with the relevant department for an update - **ACTION - Cllr Cutler to ask for an update in regards to street cleansing in the Prebend Street area**
- The previous Clean Islington app (now renamed Love Clean Streets) <https://lovecleanstreets.com/> is the best way to report fly-tipping and other environment related issues as they go immediately to the relevant team within the council and a reference number is provided to the reporter which is trackable. There are also apps for smartphones available to make reporting easier
- An issue was raised about a possible student let on Rotherfield Street where there are regular fly tips due to the possible lack of arranged refuse management. **ACTION – Sally to follow up**

- Responses to pre-sent questions and other questions raised in the Zoom chat are attached as an appendix

4. Community Plans

- Gerard Coll delivered a presentation on Community Plans, Section 106 and the Community Infrastructure Levy. This presentation is attached as an appendix
- The Community Plans are regularly reviewed by and identified and agreed projects await the required to become available. The plans indicate the status of each project, the cost and they are available on the council website
<https://www.islington.gov.uk/about-the-council/have-your-say/community-plans>
- In addition there is an interactive map available that quickly shows the agreed projects, their cost, funding allocation and the status of each project
<https://mapapp.islington.gov.uk/mapthatv3/Default.aspx?treeid=436>
- Residents asked how they could apply for funding to raise their own community projects and were advised that suggestions should be made to ward councillors so that the relevant officers can investigate the suggestions further and provide feedback on viability
- Cllr Cutler advised that there is a project about to get underway at Popham Road and asked that Gerard please provide councillors with an update on said project including a project timeline. **ACTION – Gerard to provide project update to Ward Councillors**
- Similarly a request was made to provide an update on an impending project at Prebend Street, St James’s Green, with a project overview and timeline to be provided **ACTION – Gerard to provide project update to Ward Councillors**

5. Moped Crime Initiative Update

- Peter Cook provided a brief update on a project that had been initiated in 2017 on request of the Metropolitan Police following high levels of police resources being deployed to deal with the mobile phone thefts and snatches
- Islington was one of the worse hit areas in the country with criminals making huge sums of money. The cost to the capital was £28 million just in thefts of mopeds alone and not including the crimes the stolen mopeds were involved in further on
- Arlington Avenue, Linton Street, Rydon Street and St Paul Street were identified by specialist police as being cut through by theft suspects using mopeds to make good their escape following the commission of offences. An Environmental Visual Audit

was carried out at these roads and the junction with New North Road which highlighted the issue that the existing street furniture allowed mopeds to ride in-between the planters/ bollards to escape from pursuing police cars

- The trial lasted 12 weeks and consisted of temporary modifications to the site with crime stats monitored to measure the efficacy of the new measures. During this period there were many messages of support from residents as well as some complaints, mainly from cyclists and other users who found that access was more difficult
- Whilst the project produced some small improvements in the trial period (5% decrease in the volume of ASB reports, a 6.8% reduction in the volume of reported drug offences) the numbers involved were not statistically significant. Furthermore, due to a huge uptick in central police resources – snatch theft offences plummeted by 48% in the three months following the pilot and has continued to trend downwards significantly

6. Q&A

- An issue was raised about ‘The Singing Barber’ who is regularly in the Angel near to the underground station and concerns about his following the Covid restrictions to keep people safe. Sally updated that the council’s compliance team have been engaging with the gentleman, have provided Personal Protective Equipment and are still dealing with this matter
- Residents expressed concern about an increase in cyclists and scooters on pavements. In terms of enforcement this is a police matter but it is reliant on police witnessing the incidents and being able to challenge behaviours. Some discussion followed about the efficacy of signage to remind people not to cycle on pavements and balancing that with a desire to minimise the amount of street furniture in the ward. Cllr Klute advised residents they could refer specific information on incidents to councillors who would be happy to try to follow up as required
- The issue of idling vehicles was raised by a resident. Further info on a council project to try to reduce idling and how it can be reported to the council is set out here: <https://www.islington.gov.uk/environment-and-energy/pollution/air-quality/what-we-are-doing/other-projects#:~:text=Idling%20is%20when%20a%20driver,nti%2Dsocial%20behaviour%20reporting%20form.>
- An issue of sewage smells near Wharf Road; possibly coming from the new housing development was raised with support from councillors requested. Cllr Klute asked that the specific information be shared with him to be able to follow up
- A rather large and ugly warning sign was erected in January in Colebrooke Row, near the junction with the school street, which is in addition to the number of other street

cabinets which residents feel add negatively to the area. Cllr Cutler said that the sign for the road had been a response to concerns raised by residents about the danger that was being posed to school children by cyclists riding through the zebra crossing while children and parents were walking across it, though she had not anticipated the size of the sign that had been placed at the junction. Cllr Klute suggested that an audit of the items in question would be sensible **ACTION – Cllr Klute to follow up accordingly**