

Highbury West Ward Partnership – 17 March 2021

People Friendly Streets Q and A from Zoom chat

Questions on Car Ownership

If 71% of Islington don't own a car how can there then be more motorised traffic than before? Or is it the case the people in the LTNs will just have more deliveries to their door?

Answer 1: The rise in traffic also includes non-residential drivers. This may include deliveries as well as short-cutting traffic.

Why penalise residents that do USE a vehicle for the effects of the pandemic?

Answer 2: The scheme is not designed to penalise drivers, rather it is intended to preserve the use of roads for those to whom a vehicle is essential.

When was the stat about 71% of Islington resident not owning a car compiled?

Answer 3: The car ownership figures originate from 2016/17-2018/19.

If only 29% of Islington households own a car - why are not they free to use their cars through the LTNs?

Answer 4: The scheme has been designed so that all residents can access their homes without the need for an exemption.

If private vehicles in the area are still able to travel through the restrictions, then we will not see the benefits in terms of improved road safety, air quality and noise pollution that we would otherwise expect. Restrictions which allowed multiple motor vehicle movements per day through each filter would not create a true low-traffic neighbourhood, and would not create the environment where people from all backgrounds and levels of confidence would feel happier walking, wheeling and cycling in their local area.

Please could you let us know when the latest car ownership survey in Islington was carried out? You quote 30% car ownership and I would really like to know how you reached this number and when. Does it include private off street parked cars or only those who buy parking permits?

Answer 5: The most recent data we have for car ownership in Islington can be found in appendix 7 of [this Transport for London \(TfL\) document](#) which states that 71% of Islington's households do not own cars, derived from the 2016/17-2018/19 average of the London Travel Demand Surveys carried out by TfL.

Questions on ANPR

It would be very helpful to hear from the panel on their thinking behind if/when ANPR will be possible for residents to better navigate / access the ward, and support / exempt necessary deliveries vehicles with the fines they're incurring as they get their head around the new restrictions.

Answer 6: 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 don't need to drive to choose a different way to travel, especially for short trips. Every journey switched from driving to active travel removes a car from the road and leaves the roads clearer for people who have no other choice but to drive.

The Council carried out a [Residents Impact Assessment](#) for this trial, and this included consideration of both positive and negative impacts on disabled residents and visitors, and of those who travel by car and those who use alternative modes of transport. This is summarised in the final paragraph on page 5 of the RIA:

'...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.'

Section C1 of the RIA, summarises the Council's consideration of negative impact on those who rely on car usage and does acknowledge that longer routes may affect disabled or elderly residents more than other groups. This is balanced against the positive impacts that the scheme would offer to these groups, as a result of through-traffic being removed from the neighbourhood.

Notwithstanding the RIA assessment, we are committed to continuing the dialogue with residents through consultation to see if the scheme can be adapted, continued or removed.

The Council plans to hold focus groups before the end of the scheme trial period in the coming months and is committed to engaging with a range of groups representing those with specific mobility needs, before July 2021.

In regard to the issuing of penalty charge notices (PCNs): during the first two weeks of the scheme becoming active, the Council decided to waive any PCNs issued in respect of the fact that drivers were adjusting to the changes.

What is the council's objection to ANPR as a compromise? Surely the main issue is volume of non-local traffic if only 29% residents own cars? This has not been satisfactorily answered.

Answer 7: The Council has decided not to implement exemptions for residents for the following three key reasons:

- **Access to all addresses is maintained.** The scheme has been designed so that all residents can access their homes without the need for an exemption. We know that it's 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.
- **To create a safer environment for people to walk, wheel and cycle.** If private vehicles in the area are still able to travel through the restrictions, then we will not see the benefits in terms of improved road safety, 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.
- **To reduce congestion and air pollution on the main roads.** 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 don't need to drive to choose a different way to travel, especially for short trips. Every journey switched from driving to active travel removes a car from the road and leaves the roads clearer for people who have no other choice but to drive.

You say you want to deter people on 'through journeys' but trying to reach a home or a business from the most logical/shortest route is not 'through'. So why is this not permitted? ANPR would solve it and there's not necessarily a huge number.

Answer 8: Through journeys does indeed refer to non-residential traffic, however for the reasons outlined in answer 7, the council decided not to implement resident exemptions.

Why cannot there be in and out access for local residents by number plate recognition?

See answer 7 above.

Please can you confirm who is exempt? You don't want people to drive through (i.e. ANPR) yet I understand that now ALL council vehicles are exempt? (A few questions along this line – I've not copied and pasted the rest for the sake of brevity).

Answer 9: Council vehicles are not exempt from the camera enforced filters as a matter of course. To ensure a small number of services can operate safely for residents, clients and staff, a limited number of council vehicles are exempt: community transport (ACT) passenger vehicles and large refuse, recycling and street cleansing vehicles. When not on operational business, these vehicles will use main roads as far as practically possible and not make short-cuts across a residential area. There are no other exemptions for council vehicles. Council vehicles that are not exempt and pass through a traffic restriction will be subject to a penalty charge notice (PCN) in the same way as any other vehicle. It is recognised that in the event of staff responding to a genuine emergency such as needing to get to a vulnerable resident quickly or in response to an enforcement issue, and the quickest way to attend the emergency is through a traffic restriction, then the normal appeals process for all drivers will apply.

How is your ANPR decision balancing local needs??

See answers 6 and 7 above.

Why would letting blue badge drivers through the barriers be such a problem? Logically how do you think this would affect daily local travel levels in Highbury?

See answers 6 and 7 above.

Why have the council not considered times gates, if ANPR is not possible, so that local car journeys, either during the quite daytime and at night, that are necessary are not forced onto huge (polluting) detours?

See answer 7 above.

Questions on Safety

What are the statistics in Highbury LTNs regarding road safety/fatalities?

Answer 10: In 2019, 111 people were killed or seriously injured on Islington's roads.

Questions on Monitoring

How is traffic being counted?

Answer 11: Traffic is monitored using automatic traffic counters and/or RADAR counters (used on roads under the jurisdiction of TfL). You can find out more detail about the methodology used by viewing the recent [St. Peter's people-friendly streets interim report](#).

Do we have info on the impact of LTNs on air quality? Clearly traffic is a primary cause of poor air quality in London?

Answer 12: The recent St. Peter's people-friendly streets interim report., found that nitrogen dioxide levels fell compared to the previous year's data, indicating the trial scheme did not have an adverse impact on air-quality.

How is pollution being measured?

Answer 13: Pollution levels are measured using static air quality monitors.

Has air pollution been measured on Drayton Park, Holloway Road and roads within the LTN before and after the implementation of the LTN?

Answer 14: Air quality levels have been measured at strategically located areas in and around the LTN, before implementation and afterwards.

Are you also monitoring data on Benwell Road?

Answer 15: Yes.

Do you have traffic flow data for those points pre LTN? (I imagine this is in reference to the presentation).

Answer 16: Yes.

How are car volumes measured on roads that are close but outside the scheme?

Answer 17: Traffic volumes for each people-friendly streets scheme area are measured independently for each project. Some key access routes outside of the

scheme area are monitored. For example, the Highbury schemes included Mountgrove Road and Grosvenor Avenue.

Where is Chatterton Road Traffic Flow which has been monitored?

Answer 18: Chatterton Road is not being monitored directly. The monitoring sites selected are sufficient to establish through traffic levels through the Highbury scheme area.

How is the data for car journeys or air quality accurate during lockdown?

Answer 19: Please refer to the recent [St. Peter's people-friendly streets interim report](#). The methodology explains how the data was normalised to factor in the lockdown.

Of course the traffic has reduced on camera controlled roads, that's what you have implemented. What about the amount of traffic on the boundary roads? Can you share that data please?

Answer 20: Monitoring data will be made available when the Highbury people-friendly streets interim report is published this summer.

Did you measure at the top or the bottom of Aubert Park?

Answer 21: West of the junction with Highbury Hill.

Really important to try to reduce fossil fuel traffic where it's not necessary. Surely LTN is discouraging use of cars for short journeys? Is this being measured somehow?

Answer 22: Unfortunately we do not have a mechanism to measure this.

Where exactly is air quality being monitored on boundary roads?

Answer 23: Holloway Road, St, Paul's Road, Blackstock Road, Tollington Road, Seven Sister's Road.

What air quality monitoring occurred before lockdown to make a comparison?

Answer 24: Air quality monitors have been used to gauge pollution levels prior to the implementation of the people-friendly streets scheme. These monitors will be used for a before and after comparison.

November was in the middle of the lockdown. How is that an accurate base line?

Please refer to answer 19 above.

Was an equalities survey conducted? If so, what were the results?

Answer 25: A resident impact assessment was conducted for the Highbury schemes. [You may view this here.](#)

Are there figures for traffic flows in Drayton Park past the School before COVID and/or before LTN? Were there monitoring figures for air pollution in the school playground on Drayton Park for pre-covid traffic and/or pre-LTN levels?

Answer 26: Since July 2018, all schools within the Borough are equipped with air quality monitors. [You can find out more about this on this webpage.](#)

Traffic flow on Drayton Park was measured in November 2020 in relation to this scheme.

If the baseline was Nov 2020, is that accurate given it was during lockdown? Traffic was bad, but not as bad as pre-lockdown

Please refer to answer 19 above.

How will you normalise the data to reflect the lockdowns?

Yes, please refer to answer 19 above.

In the metrics will you be monitoring pollution?

Yes, please refer to answer 19 above.

If pollution on the main roads is a decision factor, how does the Council influence TfL? They are making dramatic changes to the main roads ie 24 hour bus lanes that could impact any results.

Answer 27: Islington Council works alongside our TfL counterparts, to avoid conflicts in our individual areas of work wherever possible. Extraneous factors that occur will be normalised and factored into our data analysis.

Will you be monitoring traffic violations by cyclists e.g. cycling on pavements and not stopping at crossings and junctions?

Answer 28: We will include anti-social behaviour and crime statistics in our analysis. Exactly what is analysed will depend on the data made available to us.

Are the statistics for childhood obesity specific to Highbury West?

Answer 29: No, these figures are Borough wide.

Is the childhood obesity data linked directly to those who own cars?

Answer 30: No.

Post-lockdown traffic will increase - how will this be measured and managed?

Answer 31: We will monitor traffic volumes through the project life-cycle and normalise the data where appropriate.

Questions on Cycleways

What was the consultation for the cycle way?

Answer 32: [Full details of the Cycleway can be found on this webpage.](#)

Will the cycle way surface be made smoother?

Answer 33: Yes, these works have now been completed.

Today, I have cycled on Cycleway 38 between Martineau Road and Aubert Park. It is a bumpy surface so I have decided not to use the cycle path and stick to the smoother road. Is this section actually completed?

Answer 34: Remedial works have been carried out.

When Cycleway 38 opens in our area are cyclists required to use the cycle lane?

Answer 35: Under the [The Highway Code](#), it is not compulsory for cyclists to use a cycle lane, however it is strongly advised that they do so.

Cycleway 38 in the consultation made no reference to the closure of through traffic on Benwell Road. How did this get pushed through without consultation?

Answer 36: The traffic filter on Benwell Road forms part of the Highbury people-friendly streets scheme. It is unrelated to the cycleway.

Questions on Financial Implications of LTNs for Residents

Has the Council carried out a financial projection calculation on how much they could earn from the LTN?

Answer 37: No. The scheme is not designed to generate revenue. Camera controlled filters have been used in locations where emergency access preservation is critical and physical barriers are not an option.

How much money has been generated from the camera fines?

Answer 38: The author does not hold this information.

Are the filters active at the moment and if so how many tickets have been issued since the inception of the LTO?

Answer 39: The filters became active on the 11th of January 2021. The author does not hold information relating to the issuance of PCNs.

Questions on the Effect of LTNs on Disabled Residents

What is the disability impact on those who are blue badge holders?

Answer 40: Please refer to the [Highbury resident impact assessment](#).

What about the disabled people who have to rely on the car this does not help me I have trouble walking and or sitting for prolonged periods in the car why can't you do anpr to allow disabled people through who rely on the car... Your scheme is discrimination

Please refer to answer 6 above.

Will Disabled people/cars be exempt from LTNs?

Please refer to answer 6 above.

Questions on Consultations

Does the Council have the power to veto the results of a consultation?

Answer 41: The decisions making process at the end of the trial period does not rely solely on the results of the consultation, however they are of course a paramount element of the process. In making the decision to make an ETO permanent, the Council will consider the consultation results alongside scheme monitoring data, measuring both against the Council's agreed strategic objectives and policies.

How will consultation be carried out? Online? Open to anyone from anywhere to take part?

Answer 42: The precise methodology of conducting the consultation is still to be confirmed, however we will ensure that all affected residents are informed in good time with details on how to participate.

What is the relationship between the 6 month objection period and the 12 month consultation?

Answer 43: The 6 months objection period is a statutory requirement and does not prejudice the consultation after 12 months. During the 6 months window residents may object to the scheme if they wish. These objections will be considered by the Council independently from the later consultation.

How does the formal objection period work? At what point can we vote to change on the scheme in its current form?

Please refer to answer 43 above.

The LTN order assumes a consultation process. That's why it's called an Experimental Traffic Order. Why not use the consultation process responsibly, something obviously not happening tonight.

Note: I don't understand the question.

What's the criteria to judge the trial is a success or failure?

Please refer to answer 41 above.

Please can you explain to me how this material change to access was approved without a full consultation of all affected parties?

Answer 44: The scheme was introduced under an Experimental Traffic Order (ETO), which is like a permanent Traffic Regulation Order (TRO) in that it is a legal document that imposes traffic and parking restrictions. However, unlike a Traffic Regulation Order an Experimental Traffic Order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Contrarily to a TRO, an ETO enable a local authority to implement measures and consult on them after the event.

General Questions

I requested at the last meeting that there should be reassurance about dialogue between LBI and TfL to ensure that exit from Drayton Park to Holloway Road and beyond, i.e. north and west as well as south, is not impeded by unilateral TfL changes in the future. I emailed afterwards. I thought this should be recorded in the minutes.

Answer 45: For your reassurance, TfL have been consulted at all stages of this trial.

It would be very helpful to understand what is being done to support those on main routes and what discussion is under way with TfL to support obvious bottlenecks e.g. Highbury Corner, the top of Rock Street etc.

Answer 46: The Council continues to work with our TfL counterparts to alleviate congestion on main roads.

The LTNs have now gridlocked Highbury Grove and Holloway Road - what about the people who live on these roads?

Answer 47: We anticipate that there will be an initial increase in traffic volume following the installation of the LTN. Over time, as drivers adjust to the new measures and adapt their journey accordingly, we expect to see a decrease in congestion. The Council continue to monitor the situation as the trial progresses.

Why wasn't the PFS scheme paused while there was major work in Highbury Grove and Drayton Park?

Answer 48: Where appropriate, the Council may suspend selected traffic filters to enable access for residents during periods of major works nearby.

What is the percentage of mix of emails in support vs expressing frustration?

Answer 49: This information is not readily available.

You say you are working with Tesco and Waitrose. What are you actually asking them and what are you actually hoping they will do?

Answer 50: We have engaged with Tesco and Waitrose to establish appropriate routes for HGV deliveries to their store.

What are the plans for Caedmon Road and the adjacent roads once the Arsenal starts having football events again?

Answer 51: The Highbury West and Highbury Fields people-friendly streets trial schemes will not prevent residents from driving to and from their homes when Arsenal's match day restrictions are in operation.

There are many people from BAME communities in Highbury LTN however there is a visible lack of involvement in these meetings. How will the Council make sure they reach all residents and encourage their feedback in the survey? Many residents on Benwell Rd don't have English as their first language. Can we please make sure there is a way for all residents to give their views and feedback?

Answer 52: The Council offers a translation service for residents. The phone number to access this service is printed at the bottom of correspondence.

Is it possible to confirm that Highbury West and East are being looked at as a whole i.e. the decision will be integrated, as any change to the LTN of one will impact the other? Thanks.

Answer 53: Yes, both Highbury schemes are being managed in a complimentary manner.

No one has contacted our business?

Inclusive Economy officer has since made direct contact with this business (name anonymised).

Exemptions for wholly electric cars worth considering?

Refer to answer 7 above.

Looking at the number of emails and comments you have had about the LTN imposition, why didn't you do a proper in advance consultation? You misread the local feelings and have divided our community. Surely it's not too late to recognise this and hold your hands up and halt the scheme and do the consultation now?

Answer 54: The Council published its [Executive Report](#) on 18 June 2020 which laid out plans for the people-friendly streets programme.

Following government guidance, we are introducing the scheme in Highbury as an 18-month trial under an Experimental Traffic Order (ETO). This means that what we are installing is a temporary trial and can be changed if it does not work.

An ETO is like a permanent Traffic Regulation Order in that it is a legal document that imposes traffic and parking restrictions. However, unlike a Traffic Regulation Order an ETO can only stay in force for a maximum of 18 months while the effects are monitored and assessed.

An Experimental Traffic Order is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984.

To ensure that local people and businesses have a say in how the measures are working, for the first six months we will be monitoring the scheme and you can let us know your views, including through the survey for [Highbury West](#) available online.

A full public consultation will then follow 12 months into the 18-month trial to find out what residents and businesses think of the measures. Based on feedback and monitoring data, we will decide whether the measures will be changed, made permanent or removed at the end of the 18-month trial period.

Please define "non-essential" car journeys. This is used often but never defined by the council.

Answer 55: Journeys by able bodied people that do not require the use of a vehicle to transport burden or travel distances that are otherwise inaccessible without a vehicle.

Turkish owners of business on Drayton Park are not understanding the LTN restrictions they need help

Answer 56: Thank you for highlighting this.

I understand that there are another 8 schemes planned does anyone know?

Answer 57: Further schemes are planned as part of the people-friendly streets programme. Implementation dates are yet to be established. Details will be made available when ready.

How will the council ensure that local residents views are prioritised over external borough lobbyist?

Answer 58: The consultation process will not discriminate between submissions, however the consultation will be balanced against our monitoring data before an informed decision is arrived at.

Is road tax going down as we can't access most of them?

Answer 59: No.

I have noticed more speeding on Highbury Park, particularly near Joan of Arc school and through the zebra crossing - what measures can the council take to prevent this?

Answer 60: Thanks you for highlighting this. We will investigate.

Thanks for your answer on TfL. I think the issue is beyond just utilities etc. I think it is also that there are no box junctions on Highbury Corner, at the top of Rock St etc. It would be helpful to understand what is being discussed about that. Thanks

Answer 61: The Council is working with our TfL counterparts to establish what can be done to reduce congestion this area.

Will you be able to share with us where you think the out of borough traffic will evaporate to? Which routes do you think they will take?

Answer 62: We are not able to establish how or where traffic will evaporate to. Some journeys will be carried out by alternative means of transport, others will take a new route. This is entirely subjective.

Why are hundreds of cars allowed into the area on a match day?

Answer 63: Some vehicles are able to access the Arsenal stadium on match days as per long standing agreements with the Club.

Hammersmith & Fulham implemented LTN via ANPR. Why can't Islington?

Refer to answer 7 above.

How much is Islington Council getting from Central Government for putting in LTNs?

Answer 64: The scheme costs for both Highbury schemes is £113K. This is fully funded by TfL.

Why are the council exempt?

Refer to answer 9 above.

What are the positives on boundary roads?

Answer 65: The long term benefits of the people-friendly street programme are designed to benefit all residents within the Borough.