

# Consultation key findings

**Feedback received**  
 839 Commonplace comments  
 396 emails  
 555 Trial feedback surveys  
 1,489 consultation questionnaires

**Commonplace feedback\***  
**Top 3 problems**  
 36% - Volume of traffic  
 30% - Traffic rat running  
 29% - Fast traffic

**Top 3 ways to make it better**  
 24% - Slow down traffic  
 24% - Road closure except for cycles and buses  
 21% - More space for walking

## Public consultation

Agree	Disagree	Agree	Disagree
50% Easier to cross the street	19%	46% I feel safe on the streets during the day	25%
49% The streets look nicer	20%	37% I feel safe on the streets at night	34%
48% The air is cleaner	18%	57% of participants have a car, versus 29% of households in Islington	
47% There is less noise from traffic	20%	27% of participants who have cars say they walk and cycle for shorter trips instead of driving	
40% I spend more time in the area	20%	18% of participants mentioned LTNs increasing traffic on boundary roads	
46% Easier to walk and cycle for short trips	19%		

### Find more information and detailed figures in the Consultation report.

\* The Commonplace figures refer to comments received before the trial was advertised. The figures provided for Commonplace and trial feedback surveys are for the percentage of respondents. The Commonplace platform was open between May 2020 and March 2021, the trial feedback survey was open between March 2021 and September 2021.

# Monitoring key findings

Local streets within the neighbourhood are greener, safer and healthier, with traffic **falling overall by 56%**.

Traffic on Prebend Street has **decreased by 84%**, the greatest decrease of any street.

On local streets within the neighbourhood, average vehicle speeds **fell by 9%**.

**No significant impact** on London Fire Brigade response times.

Cycling has **increased 192%** on Wharf Road, which means it has nearly trebled.

Cycling has **increased by 72%** on the internal roads.

Air quality data from within the St Peter's area shows that **nitrogen dioxide levels have fallen** in line with borough trends.

**No significant impact** on anti-social behaviour and crime rates.

Across the boundary roads, total volumes of traffic show a negligible change (down 1%). **Traffic volumes** on New North Road rose by 24%, while on City Road they decreased by a similar amount, indicating that there may have been some redistribution of traffic.

The above figures are taken from the pre-consultation monitoring report and reflect before and after comparisons between June 2020 and June 2021. The traffic figures have been normalised to account for the impacts of Covid-19 lockdowns. More information on this process is available in the main report.

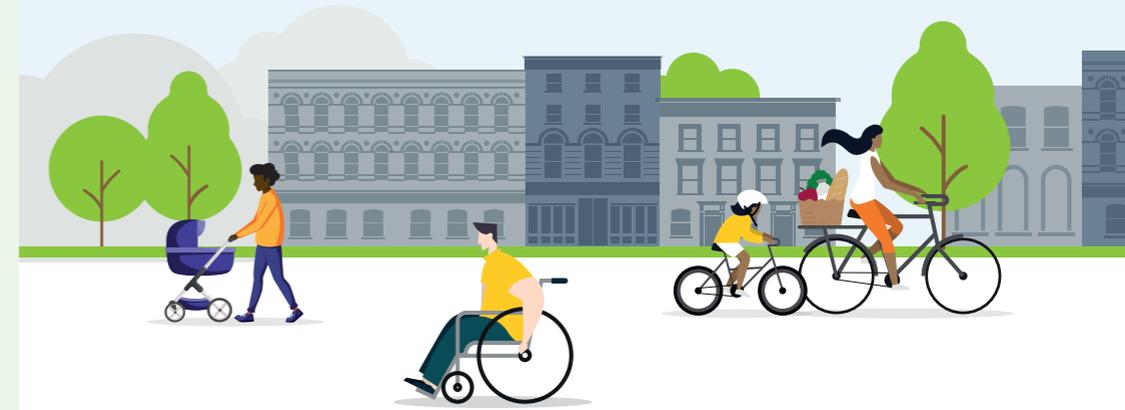
**The council will continue to closely monitor all boundary roads and introduce mitigating measures as appropriate.**



**People-Friendly Streets**  
 Better places for everyone

# St Peter's people-friendly streets trial

## Consultation results and next steps



## Dear resident,

In July 2020, as part of our people-friendly streets (PFS) scheme, we introduced a low traffic neighbourhood (LTN) trial in St Peter's. St Peter's people-friendly streets neighbourhood creates cleaner, greener and healthier streets. We introduced this trial under an experimental traffic order (ETO).

The objectives of the St Peter's PFS neighbourhood were:

- To make it easier and safer to walk and cycle as a first choice for local travel
- To clean up the air we breathe and protect and improve the environment
- To reduce danger, eliminate deaths and serious injuries on Islington's streets

To help measure the success of the St Peter's PFS neighbourhood we collected feedback throughout the trial period, published monitoring data and held a public consultation from 13 September – 11 October 2021.

We are now publishing the consultation report and announcing the next steps for the St Peter's PFS neighbourhood.

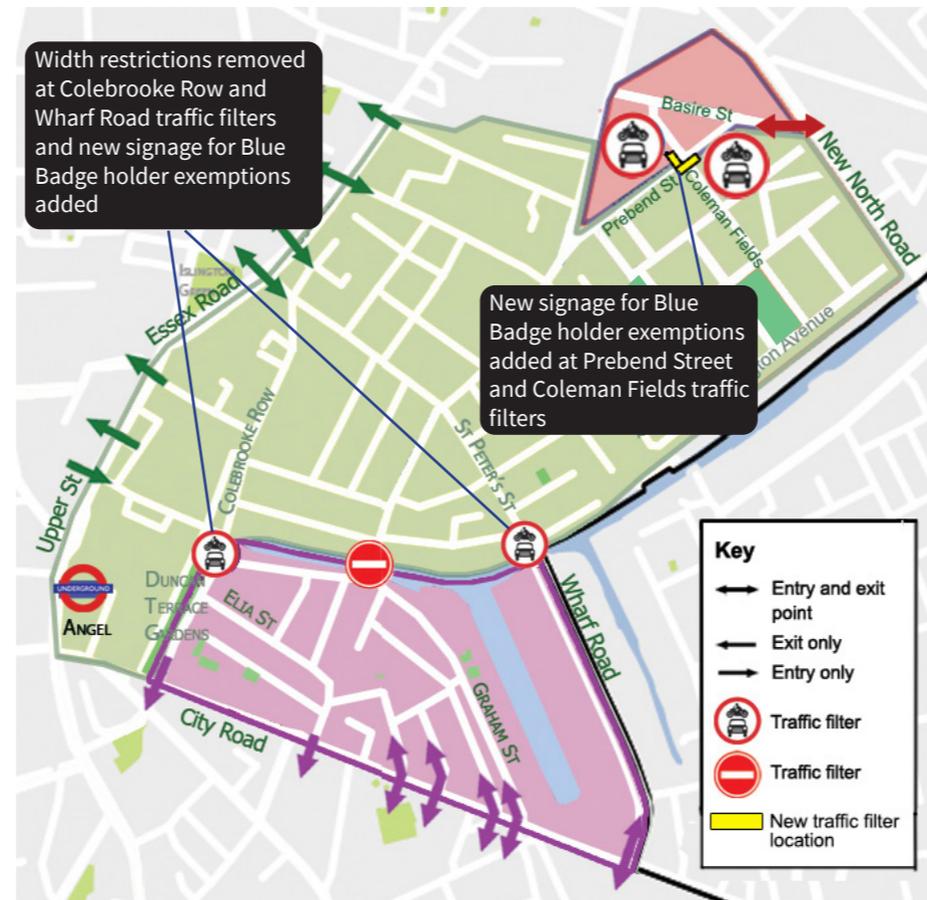
We have carefully considered the wide range of feedback received including from Commonplace and trial feedback surveys, email correspondence, formal objections, stakeholder meetings, and the public consultation.

To view the full consultation report, visit our website: [www.islington.gov.uk/peoplefriendlystreets/stpeters](http://www.islington.gov.uk/peoplefriendlystreets/stpeters)

The feedback from the consultation and monitoring results demonstrate that the trial has had largely positive impacts on the St Peter's PFS neighbourhood and achieved the trial's objectives. We have decided to continue the St Peter's PFS neighbourhood. However, we need to make an important change to make it easier for disabled people to travel within St Peter's PFS neighbourhood.

## Next steps for St Peter's

We have been listening to feedback from local people including disabled residents, and groups representing disabled people. We will be introducing an exemption for Blue Badge holders who live inside the St Peter's PFS neighbourhood from camera enforced traffic filters in the St Peter's PFS neighbourhood.



Blue Badge holders who live in the St Peter's PFS neighbourhood will be sent a letter with details of the permit which allows a single vehicle registered at their address to pass through the St Peter's PFS traffic filters at Colebrooke Row, Coleman Fields, Prebend Street and Wharf Road (see map) without receiving a penalty charge. More details on the exemption policy can

be found at [www.islington.gov.uk/PFSbluebadgeexemption](http://www.islington.gov.uk/PFSbluebadgeexemption)

We are also developing an exceptional circumstance dispensation for people who do not meet the current criteria, for example people who need to travel outside their home people-friendly streets neighbourhood. Further information will follow in the new year.

## Works to enable the exemptions

In order to allow Blue Badge holders to travel through the restrictions, we need to make some changes to the St Peter's PFS neighbourhood. We will be removing the width restrictions at Colebrooke Row and Wharf Road and adding new signs and planters to make the new exemption clear. Until these works take place in January 2022, the existing traffic filters in the St Peter's PFS neighbourhood will remain operational.

The minor works will start on the 10 January 2022 and will take up to 10 days to complete. Access routes will be unchanged during the duration of these works. The new exemption is expected to be active before the end of January.

After the exemption scheme has been introduced, the council will monitor its impact and feedback residents, before taking a decision on making the St Peter's PFS neighbourhood permanent.

## Get in touch

You can reach out to us if you have further questions, drop us a line at [stpetersltn@islington.gov.uk](mailto:stpetersltn@islington.gov.uk) or by post:

Public Realm, 1 Cottage Road, London, N7 8TP.

To find out more about our people-friendly streets programme please visit: [www.islington.gov.uk/peoplefriendlystreets](http://www.islington.gov.uk/peoplefriendlystreets)

Do you need this information in another language, or reading format such as Braille, large print, or Easy Read? Please contact us at [stpetersltn@islington.gov.uk](mailto:stpetersltn@islington.gov.uk)

Yours sincerely,

**Councillor Rowena Champion**  
Executive Member for  
Environment and Transport