

Objection Theme	Officers Response
<p>Increase in traffic/ pollution</p> <p>Congestion and pollution has risen on main roads due to idling gridlocked vehicles; there is no signs of traffic evaporation after almost 4 months;</p>	<p>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.</p>
<p>Coleman Fields increasingly congested</p>	<p>Following pre-consultation counts and initial feedback on the scheme, in June 2021 some changes were made to the ETO for the St. Peter's PFS. It was observed in the Interim Monitoring report that traffic increased on the Packington Estate due to people seeking to avoid the traffic filter on Prebend Street. In order to resolve this issue, the bus gate on Prebend Street was relocated to just west of the junction with Coleman Fields and a new traffic filter was installed at Coleman Fields, near to the junction with Prebend Street. The width restriction on Prebend Street was removed.</p> <p>In the Council's efforts to explore ways to address the leak on Arlington Avenue, an additional filter, as mentioned in 'St Peter's area in context', was implemented on Coleman Fields near the junction with Prebend Street. The June 2021 survey shows that motorised traffic had increased by 58% compared with the baseline in June 2020. Following implementation of the additional filter, a survey was carried out in July 2021. This returned that motorised traffic volumes had fallen by -12% from the baseline. This indicates that the additional filter has been effective in reducing traffic through the Packington Estate.</p> <p>The Prebend Street Filter is placed the North of Coleman Fields, "Traffic filters" are restrictions in the street to prevent motor vehicles passing through, either by presenting a physical barrier, such as bollards or planters, or by camera enforcement. We believe by doing this, we believe the result would prove a reduction in through traffic t due to the physical barrier in place.</p> <p>Although the council is not currently monitoring traffic volumes at Coleman Fields, it can be argued that traffic would not increase at that location, given that Coleman Fields has a traffic filter south of the junction with Prebend Street. The northern section of Coleman Fields does not provide a through route through the LTN, and would therefore unlikely suffer from increases in traffic.</p> <p>The following map highlights the percentage change in motorised traffic volumes (seven-day daily averages), around the Prebend Street Filter which is a -56% reduction. More information is available on the St Peter's pre-consultation monitoring report.</p>

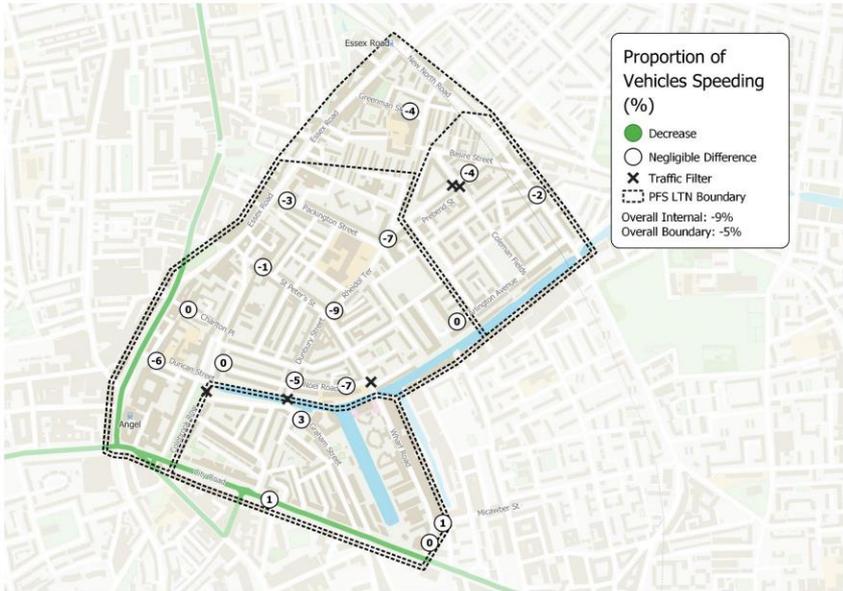
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<p>Disturbance from traffic (affecting quality of life) – noise pollution</p>	<p>Noise pollution would be linked to both volume and type of traffic on the roads in and around the St Peter's LTN. The monitoring reports show that overall, motorised traffic volumes on internal roads of the St Peter's LTN have decreased by an average of 56%. Across the boundary roads, the total volumes of motorised traffic show a negligible change (-1%), which is a positive result in line with the objectives of the trial. The one road which shows an increase in traffic volumes is New North Road, with a normalised increase of 24% between June 2020 and June 2021. After six months of monitoring, the increase on New North Road was measured at 32%, so the volumes have decreased in the second six months of monitoring.</p> <p>The increase on New North Road could be caused to a certain extent by factors other than the St Peter's PFS trial. For example, the removal of Old Street roundabout is a major transport infrastructure project that is being delivered and may have impacted traffic in the results. During the data collection period for the baseline counts, these works were having a significant impact on traffic flows on New North Road, which leads to the gyratory. It is not possible to separate out or control for the impact of the Old Street roundabout works on the boundary roads from the impact of the low traffic neighbourhood. The council is working with TfL to develop mitigating measures and will continue to monitor the site.</p> <p>In addition, New North Road borders three low traffic neighbourhood trials (St Peter's and Canonbury East in Islington, and Hoxton West in Hackney) which were implemented within months of each other, and this may have exacerbated the early traffic displacement visible in the St Peter's trial interim monitoring. In the longer term, travel behaviour is expected to adjust, resulting in lower motorised traffic levels overall, though essential trips will continue.</p>
<p>Impact on GP Surgeries in the Area - affecting</p>	<p>Local residents and staff at local GP surgeries have a number of choices when deciding how to travel to local appointments.</p>

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<p>their ability to provide care</p> <p>Allow Exemptions for Residents, GPS, blue badges</p>	<p>The 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, in particular for disabled people. Following this RIA, the council engaged with disabled 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. On the basis of this feedback and evidence, an exemption for Blue Badge holders was proposed in the October 2021 Executive Report, and this is being rolled out across the Islington LTNs (including in St Peter's).</p> <p>The exemption will only apply for a single LTN and will allow Blue Badge holders to register a single motor vehicle for their personal use which is registered to their own address within (or on the boundary of) the low traffic neighbourhood in which they live.</p> <p>The reasons given for not providing exemptions more widely than the Blue Badge exemptions are:</p> <p>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.</p> <p>We need to create a safer environment for people to walk, use wheelchairs 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, using wheelchairs or cycling instead of driving is not feeling safe when sharing the road with the increasing volumes of traffic in the borough. By preventing all motor vehicle trips through camera-controlled filters (except for emergency vehicles and some council service 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>We need to reduce congestion and air pollution on the main roads. The objective of the people-friendly streets programme 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, using wheelchairs 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 (such as walking, using wheelchairs or cycling) removes a car from the road and leaves the roads clearer for people who have no other choice but to drive.</p> <p>Congestion has risen in Islington (and in London) because every day people make decisions to drive, thinking that is their easiest option. By introducing people-friendly streets, walking, using wheelchairs or cycling become a more convenient choice for people to make - safer, easier and quicker than driving. Every journey switched to active travel removes a car from the roads and leaves the roads clearer for people who may have no choice but to drive.</p>

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<p>No Consultation or due notice</p> <p>idents and businesses, who are suffering have not been properly consulted</p> <p>The Council is required to revise its consultation plans so that all residents of a LTN scheme MUST be consulted</p>	<p>Section 9 of the Road Traffic Regulation Act 1984 enables the Council to make experimental traffic orders (ETOs) to deliver our people-friendly streets schemes, prior to a public consultation. In deciding whether or not to make an order under section 9, the Council has to comply with the provisions of section 122 of the 1984 Act which requires the Council to exercise that function (so far as practicable having regard to the matters specified below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The specified matters are:</p> <ul style="list-style-type: none"> (a) the desirability of securing and maintaining reasonable access to premises; (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and (d) any other matters appearing to the local authority to be relevant. <p>The Council has complied with section 122, balanced the various considerations and concluded that implementing the ETO is the appropriate decision.</p> <p>Further, when deciding whether to make a traffic order the Council must have regard to the Mayor of London's Transport Strategy (sections 142 and 144(1)(a) Greater London Authority Act 1999) and it has done so. That strategy emphasises the importance of reducing emissions and improving air quality.</p> <p>The provisions of the ETO process do not require public consultation prior to the start of the trial, although the Council did in fact engage with the public before the start of the trial.</p> <p>In making the ETO, the Council must follow the procedure set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended by the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020). It has followed this procedure, including consultation of relevant bodies.</p> <p>The Council has also considered the application of relevant provisions of the Human Rights Act 1998 and the Equality Act 2010. It is not considered that the implementation of these ETOs will impede the rights of individuals.</p> <p>Consultation was carried out on the Islington Transport Strategy (in 2019) and the net zero carbon strategy (in 2020). The former had made the case for the introduction of measures aimed at enabling a reduction in motor traffic, enabling more people to walk, cycle and wheel and lead active lifestyles, reducing road danger and reducing the impact of transport on local air pollution and climate change. The Islington Vision 2030 (Net Zero Carbon) Strategy is a response to the Climate Change Emergency that the council declared in June 2019, and it identifies the PFS programme as a significant contributor to delivering the transport priority of reducing vehicular emissions in the borough by encouraging walking, cycling and public transportation.</p>

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	<p>Guidance from the Department for Transport issued in May 2020 stated that: "local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling ... Measures should be taken as swiftly as possible, and in any event within weeks, given the urgent need to change travel habits before the restart takes full effect." This meant that as well as there being no legal duty to carry out pre-implementation consultations, there was also no time.</p> <p>This guidance has subsequently been updated to: "As we emerge from the pandemic, local authorities should continue to make significant changes to their road layouts to give more space to cyclists and pedestrians and to maintain the changes they have already made".</p>
<p>Allow exemptions for residents</p>	<p>Local residents have a number of 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>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.</p> <p>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.</p> <p>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.</p> <p>The 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, in particular for disabled people. Following this RIA, the council engaged with disabled 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. On the basis of this feedback and evidence, an exemption for</p>

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<p>Objection to closure of Colebrooke Rd, Danbury Street, Elia Street, Wharf Road, Prebend Street</p>	<p>The closures in the St Peter's LTN work together to create a holistic neighbourhood. Removing one of them would be the same as removing almost the entire LTN. Once motor traffic can move between sub-areas in the LTN, then there would once again be a direct connection between the boundary roads of Essex Road, Upper Street and City Road. This would mean that any driver (guided by a sat-nav) could use all available local roads to make these connections, and traffic within the LTN would increase back to levels seen before it was implemented.</p>																																													
<p>Negative effect /increase of congestion on negative effect onto City Road, Remington St and Nelson Place</p>	<p>Radar counts on City Road show a decrease in motorised traffic volumes (-14%). City Road is a key arm of the former Old Street Roundabout (which has now been converted to a 'peninsula'). Works to remove the roundabout began in spring 2019 and are expected to conclude in autumn 2022, though following a number of interim arrangements, the final traffic switch-over to make the traffic flow two-way was made in mid-January 2021, with a new banned turn from Old Street (west of the roundabout) into City Road (north of the roundabout). As such, results may be slightly impacted by the earlier changes in addition to Covid-19 disruption.</p> <p>City Road – Bus Journey Times This graph shows a decrease on City Road during the first Covid-19 lockdown in March 2020. Journey times started to increase again in June 2020 with a large increase and peaking in journey times around September 2020. This may be due, in part, to roadworks or schools opening after lockdown. The journey times fell to below average from Jan 2021 and returned to pre-Covid-19/ implementation journey times in March 2021. Delays appeared to be similar in both directions but were more pronounced in the PM peak period.</p> <p>Results (seven-day daily averages)</p> <p>Table 11: Motorised traffic volumes on boundary roads (7-Day Daily Averages)</p> <table border="1" data-bbox="392 1469 1257 1603"> <thead> <tr> <th></th> <th>Baseline observed – June 2020</th> <th>Baseline normalised – June 2020</th> <th>Observed – June 2021</th> <th>Normalised – June 2021</th> <th>Difference observed</th> <th>Difference normalised</th> <th>Difference observed (%)</th> <th>Difference normalised (%)</th> </tr> </thead> <tbody> <tr> <td>Essex Road</td> <td>12,094</td> <td>15,526</td> <td>14,452</td> <td>15,864</td> <td>2,357</td> <td>338</td> <td>19%</td> <td>2%</td> </tr> <tr> <td>New North Road</td> <td>11,369</td> <td>14,594</td> <td>16,425</td> <td>18,030</td> <td>5,056</td> <td>3,436</td> <td>44%</td> <td>24%</td> </tr> <tr> <td>City Road</td> <td>23,985</td> <td>30,790</td> <td>24,091</td> <td>26,445</td> <td>106</td> <td>-4,345</td> <td>0%</td> <td>-14%</td> </tr> <tr> <td>Overall</td> <td>47,449</td> <td>60,910</td> <td>54,968</td> <td>60,338</td> <td>7,520</td> <td>-571</td> <td>16%</td> <td>-1%</td> </tr> </tbody> </table> <p>We do not have any evidence to represent Remington St and Nelson Place to highlight any possible effects</p>		Baseline observed – June 2020	Baseline normalised – June 2020	Observed – June 2021	Normalised – June 2021	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)	Essex Road	12,094	15,526	14,452	15,864	2,357	338	19%	2%	New North Road	11,369	14,594	16,425	18,030	5,056	3,436	44%	24%	City Road	23,985	30,790	24,091	26,445	106	-4,345	0%	-14%	Overall	47,449	60,910	54,968	60,338	7,520	-571	16%	-1%
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<p>Increase of dangerous driving on boundary roads, or on residential streets as drivers become anxious or</p>	<p>On average across the boundary road sites, average speeds and 85th percentile speeds, and the percentage change of vehicles speeding have all shown a negligible change. The highest decrease is seen on Essex Road with a -21% fall in the volume of vehicles speeding, representing a -13% fall in the proportion of vehicles exceeding the speed limit. The increase in the volume of vehicles speeding is 17%, which is in proportion to the overall increase in observed traffic volumes, which was recorded as 17%. This indicates that the volumes of vehicle speeding are related to the increase in traffic.</p>																																													

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<p>frustrated, including on Prebend Street, Remigton Street and Nelson Place.</p>	<p>Speeding is a major contributing factor to road danger, so reducing speeding is vital to making our roads safer for all. Traffic counters measure motorised traffic speeds as well as volumes. Details about the dates and locations of the traffic volume and speed monitoring are in Appendix 6. Full speed monitoring results are available in Appendix 4. The speed limit is 20mph on all the internal roads, except for Arlington Avenue, where it is 5mph. Speed monitoring results have not been normalised as they are not considered to have been impacted by Covid-19 in the same way and to the same extent as traffic volumes, though speeds may settle into new patterns post-Covid-19. The results presented here are seven-day averages. The 85th percentile is used in transport monitoring to gauge changes in speeds and speeding behaviour. It is the speed at or below which 85% of traffic will be travelling at along a street (and therefore 15% of traffic will be travelling faster than this speed).</p> <p>Map 4: Percentage change of proportion of motorised vehicles speeding (seven-day daily averages)</p>  <p>It should be noted the conclusion of the study July 23, 2021 Impacts of 2020 Low Traffic Neighbourhoods in London on Road Traffic Injuries Published in Findings (findingspress.org) which stated that "LTNs implemented in London in 2020 were associated with a substantial decline in road traffic injuries inside LTN areas during their initial months of implementation, with no changes on boundary roads."</p> <p>An objection mentioned an increase of 'dangerous driving from drivers driving towards Old Street, who are trying to cut the horrendous traffic on City Rd by overtaking on the (A1) right hand turning lane and then cutting drivers off to get in the Ring Road just before Wakley Street' as well as 'drivers using the one-way bus lane to overtake and then cutting in causing other drivers to slam on their brakes'. From our monitoring report, we have discovered a significant decrease in traffic on City Road (-14%), and across boundary roads, the total volumes of motorised traffic show a negligible change (-1%), which is a positive result in line with the objectives of the trial. Additionally, in close proximity to the St Peter's PFS trial area are two major Transport for London projects which were in place during the trial period. These include the Old Street roundabout works. During the data collection period the works at Old Street roundabout were having a significant impact on traffic flows on both City Road and New North Road which both lead to the gyratory. It is not possible to separate out or control for the impact of the Old Street roundabout works on the boundary roads from the impact of the low traffic neighbourhood.</p>

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	<p>It was mentioned that 'residents of Remington St and Nelson Place are enduring an increase of traffic on these small roads and more speeding drivers as there get annoyed as there is no other route to get through'. These roads do not provide a cut-through between City Road and Upper Street, and it is hard to see how they could be used by motorists wishing to shorten their journey on City Road. There may have been some increased traffic as the scheme was first introduced and motorists were unsure of their routes, but it is expected that as sat-navs are updated these routes will no longer be suggested to drivers.</p> <p>An objection regarding 'the route to St James church' becoming increasing difficult to drive concerning safety. Speeding is a major contributing factor to road danger, so reducing speeding is vital to making our roads safer for all. Traffic counters measure motorised traffic speeds as well as volumes. The speed limit is 20mph on all of the internal roads, except for Arlington Avenue, where it is 5mph. Speed monitoring results have not been normalised as they are not considered to have been impacted by Covid-19 in the same way and to the same extent as traffic volumes, though speeds may settle into new patterns post-Covid-19. Around St James Church, Prebend Street (western) has seen a -20% difference in average speed, as well as Prebend Street (eastern) seeing a -14% difference in average speed.</p> <p>It was mentioned that the introduction of St Peters LTN has pushed traffic onto Essex Road. There is a mixed picture in terms of the change in motorised traffic volumes on boundary roads. Overall, across boundary roads, the total changes in volumes of traffic show a negligible change, which is a positive outcome in line with the objectives of the scheme. New North Road has seen an average increase of 24% since June 2020, which is not desirable. However, traffic volumes on New North Road have fallen by 6% from the Interim counts in November 2020. The Council is working with TfL to develop mitigating measures and will continue to monitor the site. The speed limit is 20mph on Essex Road and New North Road, and 30mph on City Road. Speed monitoring results have not been normalised. The results presented here are seven-day averages. The 85th percentile is used in transport monitoring to gauge changes in speeds and speeding behaviour. It is the speed at or below which 85% of traffic will be travelling at along a street (15% of traffic will be travelling faster than this speed).</p>
Increase in traffic on remaining open, small, residential roads	Motorised traffic has decreased on the majority of internal roads in both observed and normalised results, which is a positive outcome in line with the objectives of the scheme. Overall motorised traffic on internal roads has decreased by 56%. The greatest decrease has been on Prebend Street (western site) where there was an 84% decrease. Motorised traffic has increased at Greenman Street by 130%, and at Charlton Place by 196% - the council is aware of those two locations and will continue monitoring the sites. At Greenman Street, we are working with TfL to remove the right banned turn at the New North Road / Essex Road junction to remove through traffic on Greenman Street. On Charlton Place, the volume of traffic remains low in spite of the increase, however the council will continue to monitor and provide mitigating measures if required.
Emergency Service Access / Increase in time	Resident safety remains a key priority for the council and is one of the key drivers for the programme. We have worked closely, and continue to work closely, with the emergency services before the installation of each scheme to ensure they can access every street and ensure their crews are aware of the changes. Up to October 2021, none

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	<p>of our monitoring reports show no significant impacts on emergency service response times.</p> <p>We spoke to the London Fire Brigade (LFB), the London Ambulance Service (LAS) and the Metropolitan Police Service (MPS) about the changes we were planning and discussed how the changes and traffic filters might impact them. In some circumstances we adjust our plans on the basis of these discussions.</p> <p>We have shared, and will continue to share, our maps and suggested routes with all emergency services so they can update their route-planning and mapping software. There will be an adjustment period as the services get used to the new routes, but we expect them to be fully embedded within a short time.</p> <p>Emergency vehicles can legally pass through camera-controlled filters so their routes across many local streets remain unchanged. Where there are physical barriers, like bollards, these can be unlocked by the London Fire Brigade, who carry keys. In many cases, a filter with a physical restriction is often nearby to a camera-controlled filter, so there is usually an unrestricted route through via a short diversion.</p> <p>We are monitoring roads in and around each area as the trials progress, and we can make changes if we think we can improve how a scheme works. We also work with the emergency services to monitor the impact that the changes are having post-implementation, and we have made changes based on the feedback we received: these changes include replacing a planned physical (bollard) filter at Wharf Road with a camera-enforced filter.</p> <p>Our people-friendly streets programme is designed to help residents to lead active and healthy lives, and the changes we are making should make it easier to move around the borough in ways which will also provide benefits to individual and public health.</p> <p><u>London Ambulance Service</u></p> <p>The Council is in conversation with the London Ambulance Service (LAS) about where it may be able to feed into future reports regarding traffic schemes within the Borough and LAS continues to monitor schemes and provide feedback to the council traffic officers should any delays occur to emergency responses. As of 1 September 2021, there have not been any reported delays in LAS response times as a result of the people-friendly street area being implemented in St Peter's. We will continue to monitor this closely in the future.</p> <p><u>Metropolitan Police Service</u></p> <p>The council continues to engage and consult with the Metropolitan Police Service (MPS) as part of the implementation of its PFS programme. The following statement has been provided by the MPS: 'Analysis of call data for the past 12 months, up to the end of July 2021, shows there has been no difference in average response times across the London Borough of Islington when compared to the previous 12 months (2019/2020) for both immediate and standard graded calls. There is no specific data available for low traffic neighbourhoods. Of note, over the past 12 months there has been a considerable reduction in call demand due to the effects of the coronavirus pandemic, c.2,800 fewer calls than the 12 months between August 2019 to end of July 2020 and a 19% reduction in offences. As we come out of the pandemic restrictions, we will continue to monitor call data to see if changes in road layouts across the borough affect our response times.'</p> <p><u>London Fire Brigade</u></p>

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	<p>The London Fire Brigade (LFB) monitors the time it takes their vehicles to attend emergencies (attendance times). They are sharing data with the council to enable us to understand if the PFS schemes have adversely impacted attendance times. The LFB use average attendance times to monitor attendance times. This is because there are a significant number of variables that can impact attendance times – for example, responding vehicles are not always setting off from the same place. 62 As detailed in the London Safety Plan, "London Fire Brigade's intention is always to get to an emergency incident as quickly as possible on each and every occasion. But the Brigade also sets itself targets for the time it should take to arrive at an incident.</p> <p>The Brigade's London-wide attendance targets are:</p> <ul style="list-style-type: none"> · To get the first fire engine to an incident within an average of six minutes. · To get the second fire engine to an incident within an average of eight minutes. · To get a fire engine anywhere in London within 12 minutes on 95 per cent of occasions." 																																																																																																																								
<p>Increase/ Encouragem ent of Crime – Poor Safety in the area</p> <p>re are real anxiety and safety concerns about walking around these deserted LTNs for women, children and young people</p>	<p>In terms of volumes of crime and ASB, during the past 23 months St Peter's PFS area showed similar trends to that of Islington as a whole. Across the various analyses of the volume of ASB calls and crimes in St Peter's and Islington over the time period, the monthly volume of calls and crimes as a proportion of the total over the year period has remained approximately consistent between St Peter's and Islington.</p> <p>There is no evidence so far that the St Peter's 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>Graph 6: ASB calls to the Council and Police in St Peter's and Islington as a percentage of the total over 23 months</p> <table border="1"> <caption>Approximate data from Graph 6</caption> <thead> <tr> <th>Month</th> <th>ASB Calls to the Council (St Peters)</th> <th>ASB Calls to the Council</th> <th>ASB Calls to the Police (St Peters)</th> <th>ASB Calls to the Police</th> </tr> </thead> <tbody> <tr><td>Sep-19</td><td>5%</td><td>4%</td><td>4%</td><td>3%</td></tr> <tr><td>Oct-19</td><td>5%</td><td>4%</td><td>4%</td><td>3%</td></tr> <tr><td>Nov-19</td><td>5%</td><td>4%</td><td>4%</td><td>3%</td></tr> <tr><td>Dec-19</td><td>5%</td><td>4%</td><td>4%</td><td>3%</td></tr> <tr><td>Jan-20</td><td>5%</td><td>4%</td><td>4%</td><td>3%</td></tr> <tr><td>Feb-20</td><td>5%</td><td>4%</td><td>4%</td><td>3%</td></tr> <tr><td>Mar-20</td><td>5%</td><td>4%</td><td>4%</td><td>3%</td></tr> <tr><td>Apr-20</td><td>10%</td><td>9%</td><td>11%</td><td>8%</td></tr> <tr><td>May-20</td><td>10%</td><td>9%</td><td>11%</td><td>8%</td></tr> <tr><td>Jun-20</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Jul-20</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Aug-20</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Sep-20</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Oct-20</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Nov-20</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Dec-20</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Jan-21</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Feb-21</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Mar-21</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Apr-21</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>May-21</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Jun-21</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> <tr><td>Jul-21</td><td>8%</td><td>7%</td><td>8%</td><td>6%</td></tr> </tbody> </table>	Month	ASB Calls to the Council (St Peters)	ASB Calls to the Council	ASB Calls to the Police (St Peters)	ASB Calls to the Police	Sep-19	5%	4%	4%	3%	Oct-19	5%	4%	4%	3%	Nov-19	5%	4%	4%	3%	Dec-19	5%	4%	4%	3%	Jan-20	5%	4%	4%	3%	Feb-20	5%	4%	4%	3%	Mar-20	5%	4%	4%	3%	Apr-20	10%	9%	11%	8%	May-20	10%	9%	11%	8%	Jun-20	8%	7%	8%	6%	Jul-20	8%	7%	8%	6%	Aug-20	8%	7%	8%	6%	Sep-20	8%	7%	8%	6%	Oct-20	8%	7%	8%	6%	Nov-20	8%	7%	8%	6%	Dec-20	8%	7%	8%	6%	Jan-21	8%	7%	8%	6%	Feb-21	8%	7%	8%	6%	Mar-21	8%	7%	8%	6%	Apr-21	8%	7%	8%	6%	May-21	8%	7%	8%	6%	Jun-21	8%	7%	8%	6%	Jul-21	8%	7%	8%	6%
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	<p>Graph 7: Street crimes St Peter's and Islington as a percentage of the total over 23 months</p> <table border="1"> <caption>Approximate data from Graph 7</caption> <thead> <tr> <th>Month</th> <th>Street-based Criminal Offences (St Peters) (%)</th> <th>Street-based Criminal Offences (%)</th> </tr> </thead> <tbody> <tr><td>Sep-19</td><td>6.5</td><td>5.5</td></tr> <tr><td>Oct-19</td><td>7.5</td><td>6.5</td></tr> <tr><td>Nov-19</td><td>6.5</td><td>5.5</td></tr> <tr><td>Dec-19</td><td>5.5</td><td>5.5</td></tr> <tr><td>Jan-20</td><td>4.5</td><td>5.5</td></tr> <tr><td>Feb-20</td><td>6.5</td><td>5.5</td></tr> <tr><td>Mar-20</td><td>5.5</td><td>4.5</td></tr> <tr><td>Apr-20</td><td>4.5</td><td>4.5</td></tr> <tr><td>May-20</td><td>4.5</td><td>4.5</td></tr> <tr><td>Jun-20</td><td>4.5</td><td>4.5</td></tr> <tr><td>Jul-20</td><td>4.5</td><td>4.5</td></tr> <tr><td>Aug-20</td><td>5.5</td><td>5.5</td></tr> <tr><td>Sep-20</td><td>4.5</td><td>5.5</td></tr> <tr><td>Oct-20</td><td>5.5</td><td>5.5</td></tr> <tr><td>Nov-20</td><td>4.5</td><td>4.5</td></tr> <tr><td>Dec-20</td><td>4.5</td><td>4.5</td></tr> <tr><td>Jan-21</td><td>3.5</td><td>4.5</td></tr> <tr><td>Feb-21</td><td>4.5</td><td>4.5</td></tr> <tr><td>Mar-21</td><td>5.5</td><td>4.5</td></tr> <tr><td>Apr-21</td><td>4.5</td><td>5.5</td></tr> <tr><td>May-21</td><td>4.5</td><td>5.5</td></tr> <tr><td>Jun-21</td><td>3.5</td><td>4.5</td></tr> <tr><td>Jul-21</td><td>4.5</td><td>4.5</td></tr> </tbody> </table>	Month	Street-based Criminal Offences (St Peters) (%)	Street-based Criminal Offences (%)	Sep-19	6.5	5.5	Oct-19	7.5	6.5	Nov-19	6.5	5.5	Dec-19	5.5	5.5	Jan-20	4.5	5.5	Feb-20	6.5	5.5	Mar-20	5.5	4.5	Apr-20	4.5	4.5	May-20	4.5	4.5	Jun-20	4.5	4.5	Jul-20	4.5	4.5	Aug-20	5.5	5.5	Sep-20	4.5	5.5	Oct-20	5.5	5.5	Nov-20	4.5	4.5	Dec-20	4.5	4.5	Jan-21	3.5	4.5	Feb-21	4.5	4.5	Mar-21	5.5	4.5	Apr-21	4.5	5.5	May-21	4.5	5.5	Jun-21	3.5	4.5	Jul-21	4.5	4.5
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<p>Poor effect on businesses, less passing trade</p>	<p>PFS aim to ensure that transport improvements support local economic activity and growth. We are working closely with the inclusive economy team to aim to build a knowledgeable economy with fairness, shared prosperity, and social justice at its core. Maintaining shops and services within Islington contributes to the sustainability of local communities and the local economy, making them available to all and reducing the number and lengths of trips undertaken which is at the forefront of the PFS scheme.</p> <p>All addresses remain accessible by cars, but short car journeys might take longer. The plus side of that approach is that active travel is made more attractive, inclusive and safer, which can overall reduce the number of vehicle trips. Regarding businesses, TfL has published some useful evidence in their 'Walking and cycling: the economic benefits' which shows how walking and cycling can benefit businesses in London. For instance, walking and cycling improvements can boost retail sales by 30%.</p> <p>Many items can also be delivered by cycle or cargo bike, and these vehicles will be able to pass through any traffic filters that are installed. As well as being quicker for local trips, using cycles would also mean no extra costs to your business (like VED, fuel or insurance).</p>																																																																								
<p>Negative affect on Vulnerable/D isabled , less independence</p> <p>The exceptional needs of the elderly, vulnerable and disabled have not been considered</p>	<p>The council has carried out a Resident Impact Assessment (RIA) for the overall programme and for each individual scheme. This is sometimes referred to as an Equality Impact Assessment. The RIA evaluates the impacts of the changes on people with different protected characteristics which includes people with disabilities.</p> <p>Anyone who can currently access their home by motor vehicle, private car or taxi will still be able to after the people-friendly streets neighbourhood is 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 will be introduced in 2022, and will improve conditions for anyone walking (or using mobility aids, including wheelchairs) on pavements. We will provide additional dropped kerbs to make crossing the road easier, improve foliage maintenance and ensure level surfaces</p>																																																																								

Objection Theme	Officers Response
<p>or addressed and in doing so the Council is guilty of discrimination.</p>	<p>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>The council's new exemption policy for Blue Badge holders was announced with the October 2021 Executive decision of the PFS programme and will allow people who live within a low traffic neighbourhood (LTN) to register a single vehicle which will be exempt from camera-enforced filters in that LTN. This will improve journey times for shorter, local journeys for Blue Badge holders in St Peter's.</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 would be 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 you can read that report here. There is also an associated resident impact assessment (RIA) which can be found here. RIAs have been produced for individual schemes and can be found on each scheme's page at https://www.islington.gov.uk/roads/people-friendly-streets .</p> <p>In 2021 the council renewed its commitment to the people-friendly streets programme with an Executive decision - the report can be read here, in conjunction with the Resident Impact Assessment which can be read here. Those two reports set out what the exemption policy and the people-friendly pavements programme are and how they bring benefits to people who have protected characteristics, including the disabled.</p>
<p>Creating an increase of Anxiety, Stress & depression levels - effect on mental health</p>	<p>Prior to each 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 St Peter's 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.</p> <p>It is very hard 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 unpick the effects of one from the other.</p> <p>Between 8 March and 13 September 2021, we ran a trial feedback survey in St Peter's, and between 13 September and 11 October 2021 we ran a consultation on the LTN trial. There were 555 responses to the trial feedback survey and 1489</p>

Objection Theme	Officers Response
	<p>responses to the consultation. The consultation results show that, in general, respondents feel that their local area has improved: 40% spend more time in the area (compared to 18% spending less), 49% think the streets look nicer (20% think the opposite), 48% say the air is cleaner (18% think less clean). More than a quarter of respondents (26%) say they now socialise more with neighbours (compared to 15% who do so less often). Whilst we cannot tie these answers directly to mental health, it may be the case that for many people, the LTNs have had a beneficial effect on how they feel about their area and neighbours. Similarly, the most common three things people said they liked about the St Peter's LTN in the trial feedback survey were the reduction of traffic (18%), making the area more pleasant (15%) and the reduction of air pollution (14%)</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>The council approved an Executive Report on 18 June 2020 on the people-friendly streets programme which outlines the principles of the programme and you can read that report here. There is also an associated resident impact assessment (RIA) which can be found here. RIAs have been produced for individual schemes and can be found on each scheme's page at https://www.islington.gov.uk/roads/people-friendly-streets</p> <p>The council also approved an Executive Report on 16 October 2021 on the people-friendly streets programme which outlines the principles of the programme and you can read that report Executive Report Pre-tender (islington.gov.uk)</p> <p>On page 16 (3.3.60.) The council is launching the 'people-friendly pavements' programme which will become another key element of the PFS programme. This programme will make Islington's pavements more accessible through improvements such as:</p> <ul style="list-style-type: none"> ○ Footway repaving ○ Foliage maintenance ○ Additional dropped kerbs ○ Tactile paving ○ Street clutter removal <p>On page 17 (3.3.65.) Based on this feedback and evidence, officers are now recommending the people friendly streets programme offers an exemption to Blue Badge holders. The exemption will only apply for a single LTN and will allow Blue Badge holders to register a single motor vehicle for their personal use which is registered to their own address within (or on the boundary of) the low traffic neighbourhood in which they live. Proof of address, car registration and Blue Badge status are likely to be the evidence required. On successful application, a permit will be provided for this vehicle, which will allow the Blue Badge holder to drive, or be driven, through designated camera-enforced filters of the LTN in which they reside.</p> <p>Generally positive impacts of successful implementation of the strategy should deliver the creation of shared inclusive public spaces and streets that welcome people from all walks of life. The PFS programme will improve safety and accessibility, which should provide benefits to all residents with protected characteristics. The measures should also reduce the negative impacts of traffic, improving air quality, reducing injuries from road traffic collisions and community severance.</p> <p><u>Specific positive benefits to each of these groups highlighted in the June 2020 RIA:</u></p> <p>Age</p>

Objection Theme	Officers Response
	<p>- An increase in walking and cycling benefits children in terms of reducing childhood obesity.</p> <p>-The Fair Futures Commission found that some of the barriers to children and young people travelling independently revolved around concerns for personal safety. -Reduced road danger should facilitate independent travel for children and young people, which is crucial to healthy child development.</p> <p>-Older people, who have higher instance of disabling conditions such as mobility impairment, deafness or blindness will benefit from reduced traffic and road danger. -In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution.</p> <p>-PFS will create improved conditions for cycling, particularly benefitting those older or younger residents with less balance who may want to choose adapted cycles away from traffic</p> <p>Disability</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.</p> <p>-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.</p> <p>-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 would be designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles.</p> <p>Pregnancy and maternity</p> <p>-Reduced volumes of traffic and speeds will create a less stressful environment, supporting a healthy pregnancy. -Parents and carers with prams will benefit from a better walking environment and reduced traffic flows when crossing roads, especially in the vicinity of schools.</p> <p>-Parents who use bicycles or cargo cycles for family mobility will benefit from traffic filtering and temporary cycle lanes. The road closures will be designed in a way that is permeable and accessible to larger cycles.</p> <p>Sex</p> <p>-Women, who are more likely than men to be moving through public space with baby prams and expectant mothers and mothers with young children may also particularly benefit from improved walking and cycling conditions, reduced traffic levels.</p> <p>-In London, women are less represented than men in cycling, and lack of cycle infrastructure disproportionately impacts women, attributable in part to a more risk averse attitude to mixing with traffic. Reduced traffic and new cycle infrastructure will therefore benefit and empower more women to cycle.</p> <p>Socio-economic status</p> <p>-Busier roads often dominate more deprived communities. Walking and cycling improvements will benefit those living near busy roads and collision hot spots when they are moving around their local area.</p> <p>-Car ownership is generally correlated to household income in London. Therefore, less affluent household are less likely to own a car – and be reliant on active travel and public transport. The PFS programme aims to benefit non car owners.</p>

Objection Theme	Officers Response
	<p>-Finally, the greater connectivity via new cycle and walking routes should support social distancing whilst providing better healthy access to employment.</p>
<p>Scheme not thought through/ justifiable</p> <p>There is a clear and distinct lack of thought and planning.</p>	<p>The implementation of the Low Traffic Neighbourhood at St Peter’s 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>In June 2019 the Council declared a Climate Emergency and pledged to work towards making Islington zero carbon by 2030. The measures proposed as part of this programme will positively contribute to achieving this ambitious commitment by encouraging increased walking and cycling. It will demonstrate the Council’s commitment to working towards a zero-carbon future and respond to the Climate Emergency declaration. The delivery of the Islington Transport Strategy, Liveable Neighbourhoods, School Streets and Lorry Control Scheme were all specifically mentioned in the transport section of the Draft Zero Carbon Strategy.</p> <p>Islington’s Executive and Delegated Decision Reports provide extensive rationale for the scheme. Additionally, please see Islington’s Transport Strategy to access the executive summary regarding a healthy, fair, accessible transport environment in Islington.</p>
<p>Less travel due to WFH - Road closures not needed</p>	<p>Even if your road is currently quiet, the council must treat your local neighbourhood as a whole. It means that if the traffic filters only addressed the streets that are currently busy within the area, through-traffic could move onto the next available local street. The increasing use of apps and sat-navs and the return of motor traffic as the country has emerged out of lockdown could quickly turn a quiet street into a busy cut-through – therefore the council needs to implement traffic filters in a way that removes all through traffic from a neighbourhood.</p> <p>In May 2020 the Secretary of State for Transport published updated statutory guidance in response to COVID - 19. The council is required to have regard to that guidance in carrying out its statutory network management duties. The Guidance states that: “Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart”. The Guidance also requires that measures should be implemented as swiftly as possible given the urgent need to change travel habits before the restart of everyday activities takes full effect.</p> <p>On 15 May 2020, the Mayor of London and Transport for London (TfL) released details of TfL’s emerging London Streetscape Plan. This Plan aims to give more space to pedestrians and cyclists. It concentrates on three key activities: a) the rapid provision of a temporary strategic cycling network; b) changes to town centres and transport hubs to give pedestrians (including those queuing outside of shops) and cyclists more space; and c) the accelerated delivery of Low Traffic Neighbourhoods within residential areas and School Streets schemes.</p> <p>The Streetspace plans came from a prediction made by TfL during the first lockdown in March and April 2020. The prediction showed that without action,</p>

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	<p>traffic volumes would get much worse than before the crisis. That's 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 has increased as lockdown eases which is causing congestion, increased road danger, poorer air quality and other negative impacts on health.</p> <p>In common with other London boroughs, we must follow statutory <u>government guidance</u> which states that we need to take steps to encourage more walking and cycling and to enable social distancing. It is within that context that the PFS programme was first implemented.</p> <p>From the Travel in London Report 13 from Transport for London (TfL) https://content.tfl.gov.uk/travel-in-london-report-13.pdf it states from page 195 "Overall trends during pandemic Casualty statistics for 2019 suggest that, on average, an individual was injured in a road collision approximately once every 320,000 trips in London. This might be regarded as the average risk under normal circumstances. It follows those substantial reductions in trips should, all other things being equal, lead to reductions in injuries. The pandemic indeed saw substantial reductions in motorised road travel, particularly during the spring lockdown. Travel by other modes, for example on foot or cycle, also reduced in the short term, although not uniformly in space and time, reducing absolute exposure (relative activity levels have been estimated using proxy data). The impact of this was to reduce the absolute number of casualties, as fewer people were travelling. However, relatively low casualty figures overall masked the fact that the risk of being injured when travelling in London increased for some road users, and at some locations and times of day. More recently, as motorised traffic and travel demand more generally have returned, both indicators are returning towards pre-pandemic levels."</p> <p>Our St Peter's Monitoring report demonstrates the trends in use of motorised vehicles over the pandemic and after the LTN implementation. Covid 19 statutory guidance can also be found at Reallocating road space in response to COVID-19: statutory guidance for local authorities - GOV.UK (www.gov.uk)</p> <p>Results (seven-day daily averages)</p> <p>Table 2: Motorised traffic volumes on internal roads</p> <table border="1"> <thead> <tr> <th></th> <th>Baseline observed – June 2020</th> <th>Baseline normalised – June 2020</th> <th>Observed – June 2021</th> <th>Normalised – June 2021</th> <th>Difference Observed</th> <th>Difference Normalised</th> <th>Difference Observed (%)</th> <th>Difference (Normalised) (%)</th> </tr> </thead> <tbody> <tr> <td>Wharf Road</td> <td>2,117</td> <td>2,718</td> <td>1,819</td> <td>1,997</td> <td>-298</td> <td>-720</td> <td>-14%</td> <td>-27%</td> </tr> <tr> <td>Micawber Street</td> <td>2,231</td> <td>2,864</td> <td>826</td> <td>907</td> <td>-1,405</td> <td>-1,957</td> <td>-63%</td> <td>-68%</td> </tr> <tr> <td>Colebrook Row</td> <td>1,047</td> <td>1,344</td> <td>551</td> <td>605</td> <td>-496</td> <td>-740</td> <td>-47%</td> <td>-55%</td> </tr> <tr> <td>Graham Street</td> <td>1,838</td> <td>2,359</td> <td>529</td> <td>581</td> <td>-1,309</td> <td>-1,779</td> <td>-71%</td> <td>-75%</td> </tr> <tr> <td>Danbury Street</td> <td>2,155</td> <td>2,766</td> <td>424</td> <td>465</td> <td>-1,731</td> <td>-2,301</td> <td>-80%</td> <td>-83%</td> </tr> <tr> <td>Duncan Street</td> <td>634</td> <td>814</td> <td>632</td> <td>694</td> <td>-2</td> <td>-120</td> <td>0%</td> <td>-15%</td> </tr> <tr> <td>Charlton Place</td> <td>117</td> <td>151</td> <td>407</td> <td>447</td> <td>290</td> <td>296</td> <td>247%</td> <td>197%</td> </tr> <tr> <td>Rheidol Terrace</td> <td>2,888</td> <td>3,707</td> <td>977</td> <td>1,072</td> <td>-1,911</td> <td>-2,635</td> <td>-66%</td> <td>-71%</td> </tr> <tr> <td>St Peter's Street</td> <td>2,968</td> <td>3,811</td> <td>1,894</td> <td>2,079</td> <td>-1,074</td> <td>-1,731</td> <td>-36%</td> <td>-45%</td> </tr> <tr> <td>Packington Street</td> <td>2,827</td> <td>3,628</td> <td>3,234</td> <td>3,550</td> <td>407</td> <td>-79</td> <td>14%</td> <td>-2%</td> </tr> <tr> <td>Prebend Street (western site)</td> <td>4,629</td> <td>5,943</td> <td>878</td> <td>963</td> <td>-3,752</td> <td>-4,979</td> <td>-81%</td> <td>-84%</td> </tr> <tr> <td>Prebend Street (eastern site)</td> <td>4,462</td> <td>5,728</td> <td>2,275</td> <td>2,498</td> <td>-2,187</td> <td>-3,230</td> <td>-49%</td> <td>-56%</td> </tr> <tr> <td>Noel Road</td> <td>355</td> <td>456</td> <td>192</td> <td>211</td> <td>-163</td> <td>-245</td> <td>-46%</td> <td>-54%</td> </tr> <tr> <td>Overall</td> <td>28,269</td> <td>36,289</td> <td>14,638</td> <td>16,068</td> <td>-13,631</td> <td>-20,221</td> <td>-48%</td> <td>-56%</td> </tr> </tbody> </table>		Baseline observed – June 2020	Baseline normalised – June 2020	Observed – June 2021	Normalised – June 2021	Difference Observed	Difference Normalised	Difference Observed (%)	Difference (Normalised) (%)	Wharf Road	2,117	2,718	1,819	1,997	-298	-720	-14%	-27%	Micawber Street	2,231	2,864	826	907	-1,405	-1,957	-63%	-68%	Colebrook Row	1,047	1,344	551	605	-496	-740	-47%	-55%	Graham Street	1,838	2,359	529	581	-1,309	-1,779	-71%	-75%	Danbury Street	2,155	2,766	424	465	-1,731	-2,301	-80%	-83%	Duncan Street	634	814	632	694	-2	-120	0%	-15%	Charlton Place	117	151	407	447	290	296	247%	197%	Rheidol Terrace	2,888	3,707	977	1,072	-1,911	-2,635	-66%	-71%	St Peter's Street	2,968	3,811	1,894	2,079	-1,074	-1,731	-36%	-45%	Packington Street	2,827	3,628	3,234	3,550	407	-79	14%	-2%	Prebend Street (western site)	4,629	5,943	878	963	-3,752	-4,979	-81%	-84%	Prebend Street (eastern site)	4,462	5,728	2,275	2,498	-2,187	-3,230	-49%	-56%	Noel Road	355	456	192	211	-163	-245	-46%	-54%	Overall	28,269	36,289	14,638	16,068	-13,631	-20,221	-48%	-56%
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Financial Repercussions - more money on cab routes, petrol	<p>Purchasing and maintaining a cycle is significantly less expensive than the comparable costs for motor vehicles and can be cheaper than public transport fares. In addition, most households (71%) in Islington do not have access to a private car and do not drive – and it is worth noting that although the cost of motoring over the past ten years has risen at a lower rate than the cost of living (and significantly lower than rises in public transport costs)¹ it is estimated that owning and running a car in the UK costs around £3,900 per household annually.² There is clearly a benefit to those who are economically disadvantaged if LTNs reduce this cost burden, by removing the perceived need for a motor vehicle once other options become more attractive.</p>																																													
increase in pollution (cars forced to take a longer journey on congested main roads)	<p>Across the boundary roads, total volumes of motorised traffic show a negligible change (1% fall) when comparing June 2020 and June 2021 in the pre-consultation monitoring report. Traffic on New North Road rose by 24%. Traffic on City Road decreased by a similar amount, indicating that there may have been some redistribution of traffic. The council will continue to monitor this situation and will look at other options if necessary.</p> <p>The Council's analysis of the impact of PFS area schemes on boundary roads (i.e. the roads that go around the PFS area) draws on monitoring results from traffic counts (volumes) and bus journey times. This monitoring report provides data and insights relating to the St Peter's PFS trial specifically by comparing data from before implementation in June 2020 with data from June 2021. However, it is important to consider all these results in the context of other external factors which could be contributing towards the results. For example, there are other low traffic neighbourhoods which share boundary roads with St Peter's and were delivered shortly after the St Peter's area. It is therefore not possible to separate out the impacts these may be having on traffic on the boundary roads. In addition to this, during the baseline data collection period the works at nearby Old Street roundabout were having a significant impact on traffic flows on both City Road and New North Road, which both lead to the gyratory. It is not possible to separate out or control for the impact of the Old Street roundabout works or the nearby low traffic neighbourhoods on the boundary roads from the impact of St Peter's trial. A more detailed analysis is in the Insights section on motorised traffic on boundary</p>																																													

¹ <https://www.racfoundation.org/data/cost-of-motoring-index>

²

<https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/articles/familyspendingexplorer/2020-03-26>

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	<p>roads. It is important to the Council that the data presented in this monitoring report is highly accurate and has been subject to scrutiny. For this reason, this version of the St Peter’s pre-consultation monitoring report does not include INRIX data. INRIX refers to a smart traffic analysis system accessed via an online platform which aggregates GPS data from a variety of sources to provide average travel speeds on various streets. Historically collected data can be compared to analyse average speeds and travel times on various segments of roads. It was originally intended that this report include data from our smart journey time monitoring system (INRIX), as used in previously published PFS monitoring reports. Adjustment factors are applied to the INRIX data at source, however an inadvertent error from INRIX occurred in the adjustment for data between April 2021 and June 2021. This error in the adjustment led to the data overstating journey times between April and June 2021 by 10-15%. This impacts the St Peter’s pre-consultation monitoring report, as the analysis uses data from June 2021. The INRIX data therefore cannot be used at this time until the error is rectified and the solution has been validated. Accurate data will be published in due course when it becomes available.</p> <p>Results (seven-day daily averages)</p> <p>Table 11: Motorised traffic volumes on boundary roads (7-Day Daily Averages)</p> <table border="1"> <thead> <tr> <th></th> <th>Baseline observed – June 2020</th> <th>Baseline normalised – June 2020</th> <th>Observed – June 2021</th> <th>Normalised – June 2021</th> <th>Difference observed</th> <th>Difference normalised</th> <th>Difference observed (%)</th> <th>Difference normalised (%)</th> </tr> </thead> <tbody> <tr> <td>Essex Road</td> <td>12,094</td> <td>15,526</td> <td>14,452</td> <td>15,864</td> <td>2,357</td> <td>338</td> <td>19%</td> <td>2%</td> </tr> <tr> <td>New North Road</td> <td>11,369</td> <td>14,594</td> <td>16,425</td> <td>18,030</td> <td>5,056</td> <td>3,436</td> <td>44%</td> <td>24%</td> </tr> <tr> <td>City Road</td> <td>23,985</td> <td>30,790</td> <td>24,091</td> <td>26,445</td> <td>106</td> <td>-4,345</td> <td>0%</td> <td>-14%</td> </tr> <tr> <td>Overall</td> <td>47,449</td> <td>60,910</td> <td>54,968</td> <td>60,338</td> <td>7,520</td> <td>-571</td> <td>16%</td> <td>-1%</td> </tr> </tbody> </table>		Baseline observed – June 2020	Baseline normalised – June 2020	Observed – June 2021	Normalised – June 2021	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)	Essex Road	12,094	15,526	14,452	15,864	2,357	338	19%	2%	New North Road	11,369	14,594	16,425	18,030	5,056	3,436	44%	24%	City Road	23,985	30,790	24,091	26,445	106	-4,345	0%	-14%	Overall	47,449	60,910	54,968	60,338	7,520	-571	16%	-1%
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<p>Air quality will not improve if road mileage increases, that is what LTNs are doing, displacing traffic and increasing mileage</p> <p>Particulate emissions within LTNs will have dropped but their source had been diverted and added to areas where emissions and pedestrians are densest and now impacting greater</p>	<p>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 separate 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 is carefully considering feedback from residents and that includes feedback relating to Blue Badge holders and exemptions of traffic filters.</p> <p>NO2 levels in St Peter’s have been below the annual objective level of 40µg/m3 at all monitoring sites post-implementation (July 2020-June 2021), including on boundary roads. Levels of NO2 in and around St Peter’s have negligibly changed at all sites where data is available for 2019. This reflects borough-wide trends, suggesting the PFS trial has not had an adverse impact on air quality.</p>																																													

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numbers of people	
Islington 20 mile an hour borough, loads of bumps, it is safe already	<p>Prior to the Covid-19 pandemic, there was already a widely recognised need to reduce motor vehicle journeys as reflected in the draft Islington Transport Strategy (2019), the Mayor’s Transport Strategy for London (2018) and Government policy. Between 2013 and 2019 there was an increase in traffic of almost 10 percent on Islington roads, adding 24.3 million miles to bring the total mileage on Islington’s roads in 2019 to 278 million (view source). In the decade since 2009, there has been an increase of over 70% of motorised traffic on London’s local roads, which are not designed to take such large numbers of vehicles (view source). These local roads (defined as ‘C’ or ‘unclassified’ roads) serve multiple purposes: as places for communities to come together, for play, for local journeys which can be walked, cycled or wheeled (through use of a wheelchair or similar mobility aids). The 70% increase in motor traffic on these streets in the past decade has had a significant impact on the lives of both those who walk, cycle and wheel through those streets, and those who live on them.</p> <p>The people-friendly streets (PFS) programme has facilitated the delivery of the changes envisioned by the Islington Transport Strategy (2020) and Vision 2030 (Net Zero Carbon) Strategy (2020) at an accelerated pace, to both respond to and influence the changing demands in the way people travel due to the public health emergency caused by Covid-19.</p> <p>It is a fact that lots of vehicle's speed and that drivers are three times more likely to have a fatal collision with a child on a local street. When LTNs were installed in London in 2020 they have been shown to reduce the number of injuries from road traffic collisions by half, relative to the rest of London, with no evidence of increased injury numbers or risk on LTN boundary roads. In the UK, the most common non-natural cause of death amongst children aged 5 – 14 is being hit by a vehicle, with a mile driven on a minor road, compared to a mile driven on a main road, being twice as likely to kill or seriously injure a child pedestrian, and three times more likely to kill a child cyclist.</p>
Invest in electric cars to tackle pollution	<p>London has dangerous levels of air pollution which impact our health and contributes to climate change. Most pollution in London comes from road transport. Replacing petrol and diesel vehicles with electric vehicles (EVs) will help to improve local air quality by reducing harmful emissions such as nitrous oxide and carbon dioxide.</p> <p>We are supporting Islington residents switching to electric vehicles providing an on-street charging infrastructure. We acknowledge most residents in Islington lack off-street parking and cannot charge an EV (electric vehicle) at home.</p> <p>Despite their environmental benefits, EVs are still motorised vehicles which contribute to road congestion and road safety issues. Therefore, public and active transport (e.g., walking and cycling) remain the Council’s top transport priority. Although EVs are an option for reducing our carbon footprint, electric cars indirectly cause emissions from the following:</p> <ul style="list-style-type: none"> -Manufacturing electric vehicles -Generating the energy source to charge batteries -Battery recycling <p>And there is the fact that electric vehicles through the wear and tear of the tires still contribute to particle matter pollution the same as petrol cars.</p> <p>In November 2020, we agreed our net zero carbon strategy and action plan, Vision 2030. This sets out the actions the council will take over the next few years to eliminate emissions, broken down into seven key areas: Buildings and Infrastructure, Transport, Energy, Green Economy and Planning, Natural Environment and Waste, Communications and Finance.</p>

Objection Theme	Officers Response
	<p>Key actions for reducing the council's own emissions include ensuring all the electricity we buy is renewable, switching our vehicle fleet to electric, looking at how best to replace gas heating systems in our corporate buildings and housing stock and install more solar panels.</p>
<p>Unsafe for women travelling alone, forced to use public transport, walk on ghostly streets and cabs can't drop to your door</p> <p>There are real anxiety and safety concerns about walking around these deserted LTNs for women, children and young people</p>	<p>While there is no evidence passing cars are a deterrent to street crime, increased numbers of people cycling, and walking provide a slower-moving human presence that is more likely to stop and intervene than someone speeding past in a car.</p> <p>Evidence from the first monitoring reports (published on each scheme's page at https://www.islington.gov.uk/roads/people-friendly-streets) show that there has been a decrease in traffic volumes across each LTN area (including the boundary roads), a decrease in the rate of speeding, no significant impact on crime and anti-social behaviour, and that air quality is improving in line with borough trends.</p> <p>In terms of volumes of crime and ASB, during the past 23 months St Peter's PFS area showed similar trends to that of Islington as a whole. Across the various analyses of the volume of ASB calls and crimes in St Peter's and Islington over the time period, the monthly volume of calls and crimes as a proportion of the total over the year period has remained approximately consistent between St Peter's and Islington.</p>
<p>Dangerous cycling</p>	<p>Anti-social behaviour (ASB) and crime patterns</p> <p>In terms of volumes of crime and ASB, during the past 23 months St Peter's PFS area showed similar trends to that of Islington as a whole. Across the various analyses of the volume of ASB calls and crimes in St Peter's and Islington over the time period, the monthly volume of calls and crimes as a proportion of the total over the year period has remained approximately consistent between St Peter's and Islington.</p> <p>This crime and ASB data contrast with the rise in cycling in St Peter's ward. On average across internal roads, cycling has increased by 71%. Only Micawber Street has shown a decrease in the numbers of cyclists, falling from 497 (daily average) in June 2020 to 364 in 2021, a fall of -27%. Overall, on internal roads, cyclist numbers have increased from 7,318 to 12,536; an observed increase of over 5,218 cycle trips across the PFS as a daily average. These are positive outcomes in line with the objectives of the trial.</p>
<p>Allows a better environment for wealthy homes, yet</p>	<p>Recent studies show that the LTNs installed in 2020-2021 do not benefit the better off over more disadvantaged communities. In fact, research has shown that across London, people in deprived areas were more likely to live in a new LTN than people</p>

Objection Theme	Officers Response
<p>the less fortunate have more pollution</p>	<p>in less deprived areas, and that Black, Asian and Minority Ethnic (BAME) people were slightly more likely to live in a new LTN than White people.</p> <p>LTNs are realising the benefits that investment in active transport and cycling can have in terms of improving accessibility and mobility, by breaking down physical and psychological barriers to walking and cycling, enabling people from more deprived backgrounds to better access jobs and services. Car ownership is highly correlated to income. The most recent UK data (from 2018) shows that in the top 40% of earners, more than 90% of households own one or more car. In the bottom 10% of earners, only 35% of households own one or more car. Although the cost of motoring over the past ten years has risen at a lower rate than the cost of living (and significantly lower than rises in public transport costs) it is estimated that owning and running a car in the UK costs around £3,900 per household annually. There is clearly a benefit to those who are economically disadvantaged if LTNs remove the perceived need for a motor vehicle, once less expensive options like walking and cycling become more attractive.</p>
<p>Cycle lanes not occupied</p> <p>new cycle lanes are not being used as envisaged</p> <p>It would appear that Islington Council are disregarding Government advice:</p> <p>"The Transport Secretary has admitted too many cycle lanes are being left "unused" with traffic "backed up" as a result of</p>	<p>This comment is not relevant to the St Peter's PFS scheme because Islington council has not installed cycle lanes in the LTN, but the cycling volumes on internal and boundary roads (combined) on average across internal roads, has increased by 71%. Only Micawber Street has shown a decrease in the numbers of cyclists, falling from 497 (daily average) in June 2020 to 364 in 2021, a fall of -27%. Overall, on internal roads, cyclist numbers have increased from 7,318 to 12,536; an observed increase of over 5,218 cycle trips across the PFS as a daily average. These are positive outcomes in line with the objectives of the trial.</p> <p>St Peter's LTN is not a cycle lane project but instead is a scheme that delivered a network of low traffic streets rather than segregated cycle lanes.</p> <p>In 2021 the Department for Transport published a 'Gear Change – Year review' document highlighting the Transport changes, a year on from the pandemic, including the new and continuing commitments, which can be accessed here. This document provides evidence for an increase in private motorised vehicles after the pandemic which only solidifies the requirement for LTN's.</p>

Objection Theme	Officers Response
<p>his green transport revolution. The Government is not anti-car, explaining: "No one should be in doubt about our support for motorists." We are not prepared to tolerate hastily introduced schemes which will create sweeping changes to communities without consultation, and ones where the benefits to cycling and walking do not outweigh the dis-benefits for other road users."</p>	
<p>Section 122 of the RTRA 1984 refers to the duty of local authorities "to secure the expeditious, convenient and safe movement of vehicular</p>	<p>Compliance with existing laws and regulations</p> <p>Section 9 of the Road Traffic Regulation Act 1984 enables the council to make experimental traffic orders (ETOs) to deliver our people-friendly streets schemes. A separate ETO is drawn up for each low traffic neighbourhood. In deciding whether to make an order under section 9, the council must comply with the provisions of section 122 of the 1984 Act which requires the council to exercise that function (so far as practicable having regard to the matters specified below) to secure the expeditious, convenient and safe movement of vehicular and other</p>

Objection Theme	Officers Response
<p>and other traffic”</p> <p>tion 122 of the RTRA 1984 refers to the duty of local authorities “to secure the expeditious, convenient and safe movement of vehicular and other traffic” “not to cause unnecessary congestion and pollution” which the LTN scheme fails to provide, and the Authority are therefore in breach of this regulation and failing in its duty of care;</p>	<p>traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The specified matters are:</p> <p>(a) the desirability of securing and maintaining reasonable access to premises.</p> <p>(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, to preserve or improve the amenities of the areas through which the roads run.</p> <p>(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy).</p> <p>(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and</p> <p>(d) any other matters appearing to the local authority to be relevant.</p> <p>The council has complied with section 122, balanced the various considerations and concluded that implementing the ETO is the appropriate decision.</p> <p>Further, when deciding whether to make a traffic order the council must have regard to the Mayor of London’s Transport Strategy (sections 142 and 144(1)(a) Greater London Authority Act 1999) and it has done so. That strategy emphasises the importance of reducing emissions and improving air quality.</p> <p>The provisions of the ETO process do not require public consultation prior to the start of the trial, although the council did in fact engage with the public before the start of the trial.</p> <p>In making the ETO, the council must follow the procedure set out in the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended by the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020). It has followed this procedure, including consultation of relevant bodies.</p> <p>The council has also considered the application of relevant provisions of the Human Rights Act 1998 and the Equality Act 2010. It is not considered that the implementation of these ETOs will impede the rights of individuals.</p>
<p>Data held on the Council’s Commonplace website is not fit for purpose as anyone nationally can register and comment</p> <p>Data held on the Council’s</p>	<p>Since the early stages of the first pandemic lockdown, residents from Islington’s local communities and other stakeholders had the opportunity to suggest ways the council could help them to walk and cycle more safely and easily using the council’s online engagement tool, Commonplace. This was set up on 29 May 2020 to enable residents and others to indicate locations and measures for the people-friendly streets programme to respond to the challenges that the Covid-19 pandemic posed.</p> <p>The Commonplace tool closed for comments in March 2021, but the comments made are taken into consideration as part of the development of PFS schemes and can still be viewed on the website at https://islingtonpeoplefriendlystreets.commonplace</p>

Objection Theme	Officers Response
<p>Commonplace website is not fit for purpose - anyone Nationally can register: the Head of Sales and Marketing is Labour Councillor Peter Mason (biased and not independent)</p>	<p>The vast majority (77%) of respondents self-reported as living in the area they were commenting on, with 15% working in the area, 11% shopping in the area, and 9% commuting through the area (multiple options could be selected, so percentages do not sum to 100%).</p>
<p>Islington already has one of the lowest pollution and car ownership levels</p> <p>Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted</p> <p>Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted.</p>	<p>24.3 million more miles were driven through Islington in 2019 than 2013 – an almost 10% increase. Traffic on London’s local roads has risen by 72% in the past 12 years. If this continues to increase further it will create huge problems for the road network and will increase damage to the environment, including increased air pollution, which is already a serious issue for public health.</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 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>EU PM limits are a single metric for measuring the impact of our people-friendly streets measures. They are not even the only metric for measuring air quality in the borough – as the Islington Air Quality Strategy 2019-2023 states: “Despite significant improvements, Islington has consistently exceeded EU limits for NO2 in parts of the borough for many years.” It goes on to say:” Road transport accounts for almost half of NOx and over half of PM10 emissions in Islington. The main area where we can reduce emissions from transport is encouraging a modal shift towards more sustainable forms of transport and support individual and businesses to switch to less polluting vehicles when a vehicle is still required. Reducing car use provides huge benefits for everyone.”</p> <p>Meeting the EU limits is not in itself a guarantee of healthy air quality. The Islington NHS Clinical Commissioning Group report on air quality from January 2019 states that: “Air pollution is a major environmental risk to health. There is no evidence for a safe level of various air pollutants, and adverse health effects are felt well below the legal EU limits that apply to England.”</p> <p>Residents across the borough (including the 71% of households who do not own a car) are negatively affected by poor air quality. As the extract from the Air Quality Strategy above makes clear, roughly half of the emissions causing this poor air quality come from road transport and from people who choose to drive in the borough. The installation of people-friendly streets schemes to enable and encourage a shift from polluting to non-polluting modes of transport has to be a necessary part of making improvements in this area.</p>

Objection Theme	Officers Response
	<p>The impact of LTNs goes far beyond improving air quality. It is a programme also designed to improve road safety, encourage better public health (by increasing active travel), enable better social distancing, reduce noise pollution and reduce carbon emissions. As part of the monitoring strategy for the LTNs we will be measuring air quality on local roads and side roads.</p> <p>We have published air quality monitoring data here which shows that air quality outside schools is improving in recent years. Over the same timeframe, we have made multiple interventions including limiting motor traffic outside schools using the School Streets scheme.</p>
<p>LTNs are not delivering the benefits envisaged / envisioned</p>	<p>The interim and pre-consultation monitoring reports shows that, at this point in the St Peter’s people-friendly streets (PFS) trial, the project is generally having the intended impacts in the area of reducing motorised traffic across internal roads, as well as levels of speeding on internal roads, thereby making the area’s roads safer, cleaner and healthier for residents. There has been a negligible change in crime and anti-social behaviour and London Fire Brigade response times. The trial has not had an adverse impact on air quality to date, as nitrogen dioxide has fallen in line with borough trends.</p> <p>The monitoring report shows that there has been a small increase in delays for buses on boundary roads; however, this may be accounted for by other factors, such as temporary road works.</p>
<p>LTNs do not provide a reduction in car use or ownership or lower air pollution for the majority</p> <p>Air quality will not improve if road mileage increases, that is what LTNs are doing, displacing traffic and increasing mileage</p> <p>Particulate emissions within LTNs will have dropped but their source had been</p>	<p>Local St Peter’s streets within the neighbourhood are healthier, with traffic falling overall by 56%.</p> <p>Before each trial begins, we take ‘baseline’ traffic (including pedal cycle) counts in various streets in and around the area, which also give us information on speeds. The primary method we use is automatic traffic counters (black rubber tubes on the ground). We also have access to historic traffic data and can analyse traffic travel times across all of Islington’s roads that are covered by the system. We are also collecting other data relating to air quality and crime rates. Data on emergency service response times is provided independently by the emergency services, and bus times data is provided by Transport for London (TfL).</p> <p>We repeat the counts in the ‘baseline’ locations at regular intervals during the 18-month trial period. The data will be analysed as each trial progresses and we will publish an interim report approximately six months after the scheme goes live. A further report will be published ahead of each consultation, which is due to take place once each scheme has been in place for a year.</p> <p>Air quality data from within the St Peter’s area, shows that nitrogen dioxide levels have fallen in line with borough trends.</p>

Objection Theme	Officers Response
diverted and added to areas where emissions and pedestrians are densest and now impacting greater numbers of people	
<p>Local councillors are responsible for ensuring that local decisions about street infrastructure take account of the needs and opinions of local people</p> <p>Petition signed by over 7,000 people opposing the LTNs has been disregarded</p> <p>Islington have implemented the most Safe School Streets.</p> <p>Valid concerns put forward by resident representatives to the Council Leader have</p>	<p>Islington has an estimated population of 215,667 and Islington's streets belong to everyone. They are a place where life happens and where the community comes together, no matter what our individual circumstances or daily routines look like. But as technology has changed, including the development of sat-navs, we've seen more and more traffic taking short cuts through local streets.</p> <p>The council has a policy for responding to petitions which can be found here: https://democracy.islington.gov.uk/mgEPetitionListDisplay.aspx?bcr=1. This policy applies to petitions submitted directly to the council. According to our records, the following petitions have been submitted to the council regarding the people-friendly streets programme, or the St Peter's low traffic neighbourhood in particular:</p> <ul style="list-style-type: none"> • One with 2,406 signatures discussed at the 25 February 2021 full council. Item 130 here https://democracy.islington.gov.uk/ieListDocuments.aspx?CId=134&MId=4060 • One e-petition with 17 signatures, here: https://democracy.islington.gov.uk/mgEPetitionDisplay.aspx?ID=500000045&RPID=391926&HPID=391926 • A petition in support of a Highbury LTN, presented to the 9 July 2020 Council meeting, with 1,188 signatures - https://www.change.org/p/islington-london-borough-council-highbury-low-traffic-neighbourhood?recruiter=1115898960&utm_source=share_petition&utm_medium=twitter&recruited_by_id=032af7a0-acbf-11ea-9892-d17f3fd28fb9 <p>The council's response to the first petition listed here is recorded in the minutes of the February 2021 council meeting. The second petition was to "Stop the Temporary Traffic order" for the St Peter's scheme – a temporary traffic order was not used for this scheme. The council has no record of a petition with 7,000+ signatures being submitted. Petitions on independent private sites that are not linked to the Islington route for considering petitions are not considered, additionally there are not any checks on who signed the petition.</p> <p>This petition was brought to the full council meeting on 9 December. A stream of this meeting is available here: https://islington.public-tv/core/portal/webcast_interactive/619236. Minutes for this meeting are due to be published in January 2022 and this will form the council's official response to the petition. Until a petition is brought to the council, we are unable to provide a response.</p>

Objection Theme	Officers Response
<p>not been addressed and have been dismissed</p> <p>Our human rights laws protect us all from arbitrary and excessive action by public officials that "intrude into our lives" and the Council have failed to address factors that ought to have been taken into account.</p> <p>Councillors of the LBI are neglecting their duties to such a degree as to amount to an abuse of the public's trust in the office that they hold. They are therefore guilty of a wilful dereliction of duty.</p>	<p>Petitions may circulate on social media and independent websites, but the council has no way of verifying the signatories to these petitions. Other London boroughs have used online petitions to justify removing schemes, only to discover later that these petitions have been shared not just nationally, but globally: https://www.standard.co.uk/news/transport/kensington-cycle-lane-axed-refund-government-cash-b115087.html</p> <p>After debate in council chambers on 25 February on the petition 'Reverse the Road Closures' 130 the following main points were raised in the debate:</p> <ul style="list-style-type: none"> - The petitioners said that congestion had increased on the borough's main roads following the introduction of the council's People Friendly Streets scheme. The petitioners considered that there had been inadequate consultation on the schemes prior to implementation. - Councillor Champion commented that the administration was elected on a manifesto to make streets more liveable, including reducing rat-running and increasing cycling. Traffic on London's local streets had increased by 72% over the past 13 years. This volume of traffic was dangerous and discouraged people from choosing active travel options. The Council's scheme would encourage residents to lead active lives that would be beneficial to their health and wellbeing, while also helping to tackle the climate emergency. - London's traffic was a major source of air pollution that was having a detrimental impact on the health and wellbeing of local people and the environment. The People Friendly Street scheme would help to address this. - The Council's People Friendly Streets scheme was the implementation of national government policy which required local authorities to reallocate road space for cyclists and pedestrians in response to the coronavirus pandemic. The schemes had been implemented through national government funding made available for this purpose and was compliant with statutory guidance. - Councillors were listening to the feedback received on the schemes and this would be taken into account when the schemes were reviewed. - Councillors considered further improvements that could be made to reduce car usage and improve access to public transport and how active travel options could be further promoted. <p>RESOLVED: To continue to encourage residents to participate in local democracy by carefully considering the concerns raised in the petition and to undertake the debate in a spirit of openness and transparency.</p> <p>Local councillors have been listening to local people. The local people tell us that they want their streets to be friendlier places that are easier for everyone to use; to enjoy being outside in clean air; to make it safer for walking, cycling, using buggies and wheelchairs; to relax or play. Over 70% of households in Islington do not own a car (see appendix 7 in link) and 1/3 of journeys in London are less than 2km, a distance which could be walked or cycled by many people – especially if the roads were quieter.</p> <p>The temporarily closing of roads outside schools helps to reduce congestion and pollution at the school gates as well as make it easier and safer for children to get to and from school. In addition to the immediate benefits for school children, the School Street zones also provide a temporary pedestrian and cyclist zone for wider community to enjoy. This means that people travelling through the area to their homes, work or place of education can benefit from safer, greener and healthier travel through the School Street zone.</p>

Objection Theme	Officers Response
	<p>The introduction of low traffic neighbourhoods, School Streets and cycleways under the people-friendly streets programme will create more space for those who want to enjoy Islington as they walk or cycle. This way we will make Islington a more equal place for everyone.</p>
<p>81% of Islington residents' trips are made by walking, cycling or using public transport and yet the Council is unfairly persecuting its residents</p> <p>Islington already has one of the lowest pollution and car ownership levels;</p>	<p>Through the people-friendly streets programme, Islington council wants to bring life back to Islington's streets. Taking the best of what we have learnt in the past year, to make our borough safer, healthier, greener and a fairer place for everyone. St Peter's, like many neighbourhoods within the borough, has suffered from increased traffic volumes in recent years from the use of the area as a short cut. Quantitative evidence from other areas shows that low traffic neighbourhoods (LTNs) are a successful way for us to achieve these objectives.</p> <p>The data in the pre consultation report shows that they can also make a positive difference in Islington. People-friendly streets make it easier, safer and more pleasant for people to walk, cycle and use wheelchairs, buggies and scooters.</p> <p>Every local trip switched from a motor vehicle to another way of travelling means one fewer vehicle on the road, leaving the roads clearer for people who have no choice but to use cars. The St Peter's people-friendly streets trial was implemented in July 2020 as a low traffic neighbourhood under the people-friendly streets programme. As part of the council's urgent Covid-19 response, the trial was implemented swiftly to make walking and cycling easier and safer as alternatives to public transport and prevent a car-based recovery.</p>
<p>want less pollution - so why are you also blocking all electric vehicles and penalizing them?</p>	<p>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.</p> <p>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 separate 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.</p> <p>Electric vehicles contribute to traffic congestion, parking stress and road danger, and contribute to air pollution through tyre dust. For those reasons they are not proposed to be exempt.</p>
<p>There are Issues for</p>	<p>We have installed camera-controlled filters to allow emergency services to access local streets and we have used the correct signage to inform drivers in</p>

Objection Theme	Officers Response
emergency service access - neither LAS or the Met have keys to lockable bollards	advance that they cannot pass through these filters. This signage is put in place in advance to warn residents and other motorists that the scheme is live and to help drivers avoid having to make U-turns. Where we cannot use physical measures, for example to allow access for emergency services, we use camera enforcement, and we issue penalty charges if motorists don't follow these restrictions.
Neighbourhood shops are risk of closure from loss of business	<p>If you can currently access a business address in Islington by motor vehicle, you will still be able to after the traffic filters are installed. You may need to change your route, by driving to and from the nearest main road rather than across a residential area.</p> <p>Many items to and from businesses could be delivered by cycle or cargo bike, and these vehicles will be able to pass through any traffic filters that are installed. As well as being quicker for local trips, using cycles would also mean no extra costs to your business (like VED, fuel or insurance).</p>
A judgement was recently made in favour of Nobu Group against Hackney Council for denying access to all but ULEV to certain roads. In that judgement it was stated and confirmed that "Councils do not have the power to close roads, their duty is to repair and maintain only".	<p>A legal challenge, called Horrendous Hackney Road Closures, by residents to the controversial low traffic network scheme in Hackney has been thrown out by the High Court.</p> <p>The council closed 20 roads to through-traffic, open only to pedestrians, cyclists and emergency vehicles as part of its response to Covid.</p> <p>The measures, brought in using 18-month long experimental traffic orders (ETOs), were aimed at aiding social distancing, supporting walking and cycling, and improving road safety by clamping down on rat-running.</p> <p>The council is not aware of the judgement referred to in the objection – and councils have statutory powers to impose road restrictions.</p>

Topic/Theme of Objection	% of Objections from Objection Period 1	% of Objections from Objection Period 2	% of Objections from outside ETO Objection Period

Increase in Traffic and Pollution on Main Roads	70%	75%	37%
Disturbance from traffic increase (affecting quality of life)	25%	62%	0%
impact on GP Surgery's in the Area - affecting their ability to provide care	10%	0%	25%
No Consultation or due notice	30%	37%	25%
Allow Exemptions for Residents, GPS, blue badges	40%	12%	63%
Objection to closure of Colebrooke Rd, Danbury Street, Elia Street, Wharf Road, Prebend Street	10%	0%	0%
Negative effect /increase of congestion on negative effect onto City Road, Remington St and Nelson Plac	25%	0%	0%
Increase of dangerous driving	5%	38%	0%
Increase in traffic on remaining open, small, residential roads	25%	25%	0%
Emergency Service Access / Increase in time	35%	25%	37%
Increase/Encouragement of Crime	40%	25%	12%
Poor Safety in the area	40%	12%	12%
Poor effect on businesses, less passing trade	45%	12%	12%
Negative affect on Vulnerable/Disabled, less independence	55%	25%	50%
Creating an increase of Anxiety, Stress & depression levels - Effect on mental health	40%	12%	27%
Islington Council are not representing all their residents, including, the elderly, those with young children, those with disabled children and disabled people, not just the able bodied	40%	12%	50%
Scheme not thought through/ justifiable	25%	50%	12%
Less travel due to WFH - Road closures not needed	5%	12%	0%

Financial Repercussions - more money on cab routes, petrol	5%	25%	0%
increase in pollution (cars forced to take a longer journey on congested main roads)	45%	62%	12%
how local money and money funded by government and how its allocated should be a discussion with the people of Islington	5%	12%	0%
COVID Measurements not applicable for LTN - roads are wide / not a busy area	10%	0%	0%
PFS Website = Play areas, should not be playing or walking in roads with cyclists and cars	5%	0%	0%
Islington 20 mile an hour borough, loads of bumps, it is safe already	5%	0%	0%
invest in electric cars etc. to tackle pollution	5%	0%	0%
Unsafe for women travelling alone, forced to use public transport, walk on ghostly streets and cabs cannot drop to your door	25%	12%	12%
Dangerous cycling	15%	12%	12%
Allows a better environment for wealthy homes, yet the less fortunate have more pollution	25%	38%	0%
Air quality will not improve if road mileage increases, that is what LTNs are doing, displacing traffic, and increasing mileage	20%	12%	25%
Cycle lanes not occupied	20%	0%	12%
Section 122 of the RTRA (Road Traffic Regulation Act) 1984 refers to the duty of local authorities "to secure the expeditious, convenient and safe movement of vehicular and other traffic" which the LTN scheme fails to provide, and the Authority are therefore failing in its duty of care	20%	0%	12%
Data held on the Council's Commonplace website is not fit for purpose as anyone NATIONALLY can register and comment	20%	0%	12%

Islington already has one of the lowest pollution and car ownership le	20%	0%	12%
Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted	20%	0%	12%
LTNs are not delivering the benefits envisaged	25%	0%	27%
Petition signed by over 7,000 people opposing the LTNs has been disregarded	20%	0%	12%
Particulate emissions within LTNs will have dropped but their source had been diverted and added to areas where emissions and pedestrians are densest and now impacting greater numbers of people	25%	0%	12%
LTNs do not provide a reduction in car use or ownership or lower air pollution for the majority	20%	0%	12%
Local councilors are responsible for ensuring that local decisions about street infrastructure take account of the needs and opinions of local people	20%	0%	12%
81% of Islington residents' trips are made by walking, cycling, or using public transport and yet the Council is unfairly persecuting its residents	20%	0%	12%
I object to St peters LTN	10%	0%	27%
We want less pollution - so why are you also blocking all electric vehicles and penalizing them?	10%	0%	12%
Coleman fields more congested	5%	0%	0%

