



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

# Canonbury West people-friendly streets trial

## Consultation results and next steps



**ISLINGTON**

For a more equal future

## Dear resident,

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

The objectives of the Canonbury West PFS neighbourhood were:

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

To help measure the success of the Canonbury West PFS neighbourhood we collected feedback throughout the trial period, published monitoring data and held a public consultation from 30 November 2021 to 18 January 2022.

We are now publishing the consultation report and announcing the next steps for the Canonbury West PFS neighbourhood.

We have carefully considered the wide range of feedback received. To view the full consultation report, visit our website: [www.islington.gov.uk/peoplefriendlystreets/canburywest](http://www.islington.gov.uk/peoplefriendlystreets/canburywest)

The feedback from the consultation and monitoring results show that the trial has had largely positive impacts on the Canonbury West PFS neighbourhood and achieved the trial's objectives. **We have decided to continue the Canonbury West PFS neighbourhood.**

However, we need make some changes to make it easier for disabled people to travel within the Canonbury West PFS neighbourhood. We are also aware that some drivers are cutting through the LTN via Canonbury Park North and Compton Road to avoid traffic on St Paul's Road. We are exploring options to resolve this issue.



## Next steps for Canonbury West

As part of the consultation, we have been listening to feedback from local people including disabled residents, and groups representing disabled people. We will be introducing an exemption for Blue Badge holders who live inside the Canonbury West PFS neighbourhood from all of the camera enforced traffic filters in the Canonbury West PFS neighbourhood.

Blue Badge holders who live in the Canonbury West PFS neighbourhood will be sent a letter with details of the permit that allows a single

vehicle registered at their address to pass through the Canonbury West PFS traffic filters at Canonbury Place, Clephane Walk, Alwyne Road and Ramsey Walk without receiving a penalty charge. More details on the exemption policy can be found at [www.islington.gov.uk/PFSbluebadgeexemption](http://www.islington.gov.uk/PFSbluebadgeexemption)

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

## Works to enable changes

In order to implement the changes at filters to allow Blue Badge holders to travel through the restrictions, we need to make some changes to the Canonbury West PFS neighbourhood.

We will be:

- adding new signs to make the exemption clear
- greening the area by installing three new planters at Canonbury Place and Ramsey Walk traffic filters.

Until these works take place in early March 2022, the existing traffic filters in the Canonbury West PFS neighbourhood will remain operational.

**The works will start on 7 March 2022 and will take up to 5 days to complete.** Access routes will be unchanged during the duration of these works. The new exemption is expected to be active from 14 March 2022.

After the exemption scheme has been introduced, the council will monitor its impact and feedback from residents, before taking a decision on making the Canonbury West PFS neighbourhood permanent.

## Get in touch

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

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

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

Do you need this information in another language, or reading format such as Braille, large print, or Easy Read? Please contact us at [CanonburyWestLTN@islington.gov.uk](mailto:CanonburyWestLTN@islington.gov.uk) or by post at Public Realm, 1 Cottage Road, London, N7 8TP.

Yours sincerely,



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

# Monitoring key findings



Local streets within the neighbourhood are greener, safer and healthier, with traffic **falling overall by 74%**.

Traffic on Clephane Road has **decreased by 87%**, from 2,501 to 332 vehicles per day, the greatest decrease by volume of any street.



On local streets within the neighbourhood, the number of vehicles speeding **fell by 86%**.

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



Cycling has **increased by 77%** on the internal roads.

The greatest increase in cycling trips was at Canonbury Square, **from 182 to 697 trips a day**.



Overall, the changes in levels of nitrogen dioxide **reflect those in the borough more widely**.



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



Overall, there has been a moderate decrease in motorised traffic volumes on boundary roads. On average, such **volumes have changed on: Canonbury Road (North) (-53%), Essex Road (-10%), Canonbury Road (South) (-8%), St. Paul's Road (West) (-3%) and St. Paul's Road (East) (-3%)**.

The above figures are taken from the pre-consultation monitoring report and reflect before and after comparisons between July 2020 and October 2021. The traffic figures have been normalised to account for the impacts of Covid-19 lockdowns. More information on this process is available in the main report. The council continues to closely monitor all boundary roads and introduce mitigating measures as appropriate.

# Consultation key findings

## Feedback received

367 Commonplace comments  
491 Emails  
575 Trial feedback surveys  
751 Consultation questionnaires

## Commonplace feedback\*

### Top 3 problems


34% - Volume of traffic  
29% - Traffic rat running  
23% - Fast traffic

### Top 3 ways to make it better

24% - Make roads access only  
17% - Slow down traffic  
13% - Road closure except for  
cycles and buses

## Trial feedback survey

percentage of respondents

 **Top 3 things people like about the trial**  
17% - Reduces traffic  
12% - The area is more pleasant  
11% - Reduces air pollution

 **Top 3 things people dislike about the trial**  
67% - More traffic on main roads  
46% - Increases air pollution  
39% - Car trips inconvenient

## Public consultation

### Agree

### Disagree

37%	Easier to cross the street	25%
34%	The streets look nicer	28%
33%	The air is cleaner	28%
32%	There is less noise from traffic	32%
28%	I spend more time in the area	16%
31%	Easier to walk and cycle to local shops and businesses	12%



59% of participants have a car, versus 29% of households in Islington



28% of participants who have cars say they walk and cycle more for shorter trips instead of driving



26% of participants mentioned LTNs increasing traffic on boundary roads

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

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