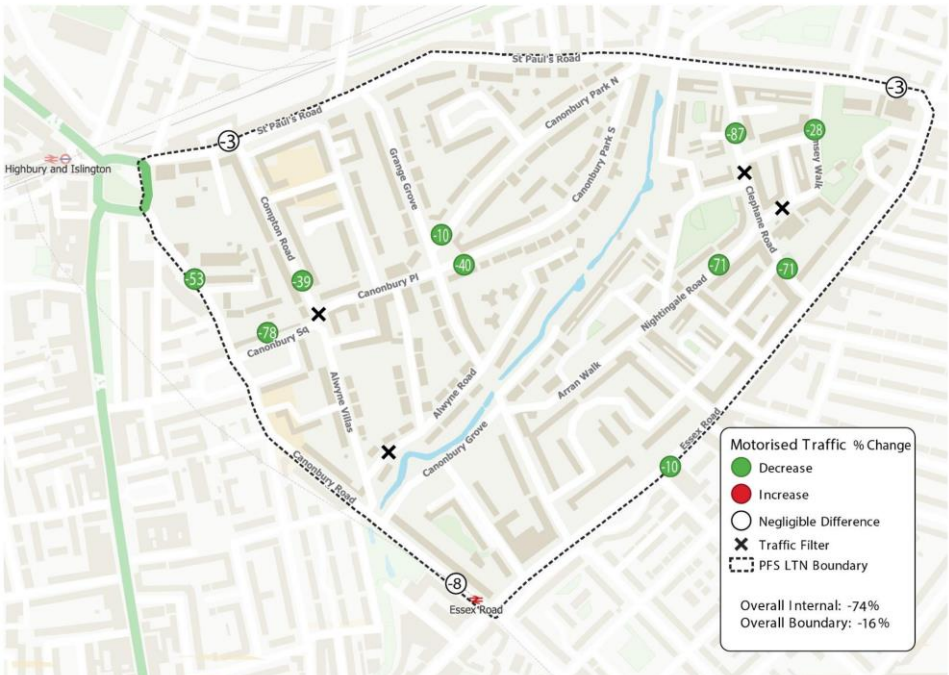


Objection Theme	Officers Response
	<p data-bbox="363 266 1133 288">Map 3: Percentage change in motorised traffic volumes (seven-day daily averages)</p>  <p data-bbox="363 987 1366 1084">The council uses various traffic counting methods to understand traffic volumes and speeds within and around the PFS area to assess if the scheme is having the desired impact, and to respond with mitigating actions, if required.</p> <p data-bbox="363 1115 1382 1274">Automatic Traffic Counts (ATCs) are used at all sites in the Canonbury West PFS area. ATCs measure motorised and cycle traffic volumes and motorised traffic speeds, classifying the traffic by type. More information about the different types of counts and which type was used at each site is detailed in Appendix 4 of the pre-consultation monitoring report.</p> <p data-bbox="363 1305 1318 1373">There were issues with data collection at some of the ATC sites, which had to be accounted for in the results. These are outlined below:</p> <ul data-bbox="411 1404 1378 1758" style="list-style-type: none"> • St. Paul's Road (East): The baseline data for St. Paul's Road (East) showed significantly lower-than-average flows for the Monday and first 2/3 of Tuesday, at which point flows increased and remained high for the remainder of the week. These periods have therefore been patched, as are due to a malfunctioning ATC. • Canonbury Park North and Compton Road: The baseline data was not accurate due to the utility works and a partial road closure during the counts as mentioned above. These were replaced with November 2020 counts for both sites. Some patching was conducted for Canonbury Park North as traffic in one direction was abnormally high during one day of the week.

Objection Theme	Officers Response																																																															
	St Paul's Road (Western Site)																																																															
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Disturbance from traffic (affecting quality of life) – noise pollution	<p>Noise pollution would be linked to the volume of traffic on the roads in and around the Canonbury West LTN. Our monitoring report shows that overall, motorised traffic volumes on internal roads of the Canonbury West LTN have decreased by an average of 74%. Across the boundary roads, the total volumes of motorised traffic show a moderate change (-15%), which is a positive result in line with the objectives of the trial.</p> <p>Overall, there has been a moderate decrease in motorised traffic volumes on boundary roads. On average, such volumes have changed on: Canonbury Road (North) by -53%, Essex Road by -10%, Canonbury Road (South) by -8%, St. Paul's Road (West) by -3%, St. Paul's Road (East) by -3%.</p> <p>The public consultation for the PFS LTN at Canonbury West is took place between 30 November 2021 and 18 January 2022. One of the questions asked respondents how noise from traffic had evolved since the start of trial. 32% of respondents said there was less noise from motor traffic, 32% said there was more.</p> <p>It must be however noted that traffic noise created by vehicles driving on public roads is not something that local authorities have been given powers to deal with. Instead, noise caused by road vehicles is enforced by the Metropolitan Police Service (MPS) and via the MOT testing regime. However, this is normally only for vehicles that have been modified after manufacture or those who play loud music etc. rather than engine noise or road rumble.</p>																																																															

Objection Theme	Officers Response
	<p>The MPS suggest that for Anti-Social Behaviour incidents such as noise from moving vehicles it should be reported using their online form. More details are here: www.met.police.uk/advice/advice-and-information/asb/asb/antisocial-behaviour/vehicle-nuisance-involving-cars-bikes-and-mopeds/. Alternatively, the 101 service can be used or if a crime such as street racing is occurring 999 can be used. This is so that the police can assess if a presence is needed straight away and talk to you about the next steps.</p> <p>The London Borough of Islington operates a first response team in relation to Anti-Social Behaviour and noise nuisance etc. Therefore, if you experience excessive noise it can be reported to the council by:</p> <ul style="list-style-type: none"> • Calling 020 7527 7272 • Visiting www.islington.gov.uk/reportasb • Writing to: Islington ASB Team, Islington Council, 222 Upper Street, London, N1 1XR <p>The council will continue monitoring boundary roads to ensure the scheme is not having a significant impact there in terms of traffic levels leading to noise pollution.</p>
Allow Exemptions for Residents, GPS, blue badges	<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, 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. Based on 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 Canonbury West).</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 is vital that people who need to use their cars, such as Blue Badge holders, can access their home by car at all times. That is 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</p>

Objection Theme	Officers Response
	<p>(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>
<p>No consultation or due notice</p> <p>Residents and businesses, who are suffering have not been properly consulted</p> <p>Council is required to revise its consultation plans so that all residents of a LTN scheme MUST be consulted</p> <p>How local money</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 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 (as 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, 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</p>

Objection Theme	Officers Response
<p>and money funded by government and how its allocated should be a discussion with the people of Islington</p>	<p>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> <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>Following the introduction of this and other PFS schemes, the council introduced trial feedback surveys so that residents and businesses could give their feedback during the trial and the council could respond by making changes where necessary.</p>
<p>Allow exemptions for residents</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, 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. Based on 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 Canonbury West).</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>Local residents have several 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>

Objection Theme	Officers Response
	<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 is 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 do not 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>
Increase of dangerous driving on boundary roads, or on small residential streets	<p>Speeding is a major contributing factor to road danger, so reducing speeding is vital to making our roads safer for all. We carefully monitor all our PFS schemes before and after implementation for any changes in traffic patterns, including speeds.</p> <p>Full data can be found in our report Canonbury West people-friendly streets trial results from the twelve-month pre-consultation monitoring report, available on our website: Canonbury West Pre-consultation Monitoring Report (islington.gov.uk)</p> <p>Overall, our data shows that there has been a negligible change in speeding on both internal and boundary roads since the introduction of the scheme.</p> <p>The following data from our monitoring report shows speeds on Canonbury West PFS internal roads:</p>

Objection Theme

Officers Response

Table 8: Changes in speeds on internal roads (July 2020 to October 2021)

Location	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volumes of vehicles speeding	Difference in volumes of vehicles speeding (%)	Difference in proportion of vehicles speeding (%)
Canonbury Square	-3.4	22%	-2.4	13%	-179	89%	-5%
Canonbury Park South	1.5	11%	1.5	8%	-1	-4%	5%
Clephane Road (northern site)	-1.7	11%	-1.4	-8%	-170	91%	-2%
Ramsey Walk	-2.2	15%	-2.2	12%	-18	67%	-3%
Nightingale Road	-4.8	30%	-6.1	31%	-139	97%	13%
Clephane Road (southern site) - southbound	-3.7	25%	-3.8	21%	-69	96%	-6%
Overall	-2.4	15%	-2.4	13%	-576	86%	-4%

Table 9: Changes in speeds on internal roads (November 2020 to October 2021)

Location	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volumes of vehicles speeding	Difference in volumes of vehicles speeding (%)	Difference in proportion of vehicles speeding (%)
Canonbury Park North*	-2.2	15%	-5.1	25%	-250	91%	14%
Compton Road*	1.4	11%	0.7	4%	-10	31%	0%

* - Baseline November 2020

On average across the internal road sites, the volumes of vehicles speeding have decreased by 86%, and the average speed has decreased by 15%. The 85th percentile speed has decreased by 2.4%. These results demonstrate that a decrease in motorised traffic on internal roads does not necessarily increase speeding. In fact, when the speed and volume results are considered together, they suggest the opposite is true. The decrease in the volume of motorised traffic and in the proportion of vehicles speeding may also suggest that through-traffic tends to go faster than local traffic.

Compton Road

At the interim stage, a small increase in the proportion of vehicles speeding (2 percentage points) was noted. The change in proportion at pre-consultation stage is similarly small, but the difference in average speed vs. the baseline has been recorded as 11% higher, representing an average increase of 1.4mph. Increased speeds tend to occur during the interpeak and off-peak. This may be a result of some motorists travelling westbound on St Paul's Road towards Highbury Corner that are using Canonbury Park North and then Compton Road or Grange Grove as a cut-through to avoid the queues on St Paul's Road.

The following data from our monitoring report shows speeds on Canonbury West PFS boundary roads:

Results (seven-day averages, 'change in volumes' use seven-day daily averages)

Table 13: changes in speeds on boundary roads

Location	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volumes of vehicles speeding	Difference in volumes of vehicles speeding (%)	Difference in proportion of vehicles speeding (%)
St Paul's Road (western site)	-3.5	-22%	-4.1	-19%	-3,027	72%	14%
St Paul's Road (eastern site)	0	0%	0	-1%	-355	-5%	-1%
Canonbury Road (northern site)	2	11%	3	11%	-1,296	23%	19%
Canonbury Road (southern site)	0.8	5%	0.4	2%	193	4%	4%
Essex Road	-0.5	-3%	-0.2	-1%	-1,878	26%	-7%
Overall	-0.4	-3%	-0.4	-2%	-6,363	28%	-1%

On

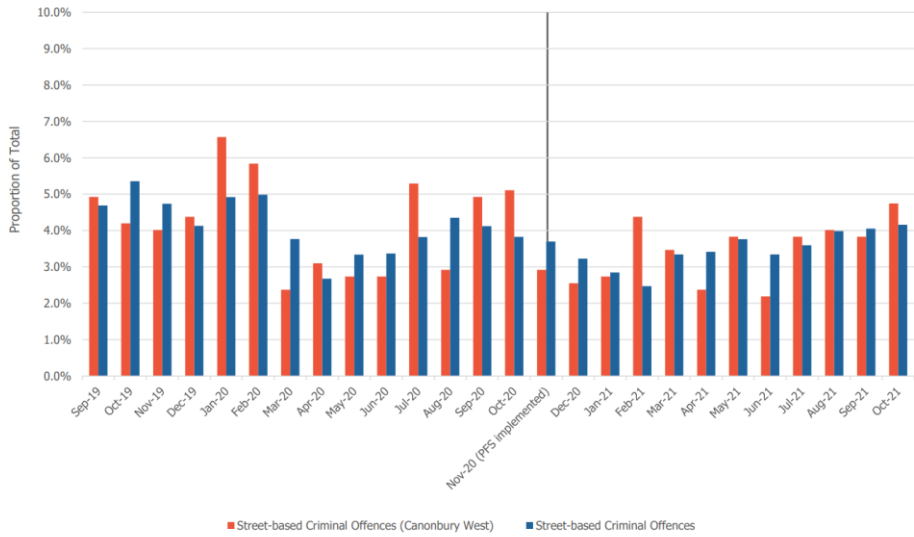
average across the boundary road sites, speed indicators have all show decreases in speeding and the volumes of vehicles speeding. The western site for St. Paul's Road is the only location with a clear difference in average speed (-22%), leading to a drop of

Objection Theme	Officers Response
	<p>14% for the proportion of vehicles speeding. However, this may be related to congestion approaching Highbury Corner, particularly as the average speed for westbound traffic at this site (entering the gyratory) is more than 2mph slower than eastbound traffic at the same site. The northern site on Canonbury Road, conversely, shows a 19% increase in the proportion of vehicles speeding, which coincides with a decrease in traffic and, thus, congestion approaching the roundabout.</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>The pre-consultation monitoring report (which can be found on our website: Canonbury West Pre-consultation Monitoring Report (islington.gov.uk) shows that motorised traffic has decreased on most internal roads in both observed and normalised results, which is a positive outcome in line with the objectives of the scheme.</p>
Highbury Corner causing congestion in the area	<p>The redevelopment of Highbury Corner was completed by Transport for London (TfL) in 2019 as part of a London-wide Safer Junctions programme to reduce road danger at several intersections including roundabouts, which the council supports. There has been concerns that this project has increased congestion on the surrounding roads. As this scheme is particularly close to Canonbury West, this congestion directly impacts St Paul's Road, which lies east of Highbury Corner and north of the scheme area.</p> <p>The scheme has provided safer facilities for cyclists as well as an improved and enlarged public space for pedestrians outside Highbury & Islington station, including additional seating and access to greenery.</p> <p>We have continued to work with TfL to raise our concerns and those raised by our residents regarding congestion on the surrounding roads. TfL have carried out a comprehensive review of the traffic signal arrangements at Highbury Corner. This has included site visits and the analysis of data on their systems, with the intention of introducing signal strategies to ease congestion in the area and allow traffic to flow more efficiently. TfL began to test these strategies on 9 August 2021 and will continue to monitor the network as additional checks and adjustments may be required. We will continue to liaise with them on their review and findings.</p> <p>Overall, motorised traffic on boundary roads (combined monitoring) generally shows a 15% decrease in vehicles counted, which is a positive pre-consultation outcome in line with the scheme objectives. However, it is noted that this large decrease is driven by a 53% drop in flows at the northern end of Canonbury Road close to Highbury Corner – without this outlier, the remaining sites see a more muted 5% decrease in vehicles counted.</p>

Objection Theme	Officers Response																																																								
	<p>Motorised traffic volumes on boundary roads</p> <p>Results (seven-day daily averages)</p> <p>Table 10: Motorised traffic volumes on boundary roads</p> <table><tr><th></th><th>Baseline Observed- July 2020</th><th>Baseline Normalised- July 2020</th><th>Observed- October 2021</th><th>Normalised- October 2021</th><th>Difference Observed</th><th>Difference Normalised</th><th>Difference Normalised %</th></tr><tr><td>St Paul's Road (western site)</td><td>18,382</td><td>21,242</td><td>19,598</td><td>20,608</td><td>1,216</td><td>-634</td><td>-3%</td></tr><tr><td>St Paul's Road (eastern site)</td><td>11,152</td><td>12,886</td><td>11,932</td><td>12,547</td><td>780</td><td>-339</td><td>-3%</td></tr><tr><td>Canonbury Road (northern site)</td><td>16,349</td><td>18,892</td><td>8,523</td><td>8,963</td><td>-7,826</td><td>-9,930</td><td>53%</td></tr><tr><td>Canonbury Road (southern site)</td><td>13,795</td><td>15,941</td><td>13,878</td><td>14,594</td><td>83</td><td>-1,347</td><td>-8%</td></tr><tr><td>Essex Road</td><td>16,488</td><td>19,052</td><td>16,240</td><td>17,077</td><td>-248</td><td>-1,975</td><td>10%</td></tr><tr><td>Overall Boundary</td><td>76,166</td><td>88,013</td><td>70,171</td><td>73,789</td><td>-5,995</td><td>-14,224</td><td>16%</td></tr></table> <p>It is likely that the Highbury Corner redevelopment has impacted traffic volumes and speeds on St. Paul's Road. Although there have been minimal changes in normalised traffic flows at both sites on St. Paul's Road, and volumes have decreased since interim counts were taken in July 2021, vehicle speeds (particularly westbound) have continued to become slower, indicating that congestion and queueing traffic is likely forming on the approach to Highbury Corner.</p>		Baseline Observed- July 2020	Baseline Normalised- July 2020	Observed- October 2021	Normalised- October 2021	Difference Observed	Difference Normalised	Difference Normalised %	St Paul's Road (western site)	18,382	21,242	19,598	20,608	1,216	-634	-3%	St Paul's Road (eastern site)	11,152	12,886	11,932	12,547	780	-339	-3%	Canonbury Road (northern site)	16,349	18,892	8,523	8,963	-7,826	-9,930	53%	Canonbury Road (southern site)	13,795	15,941	13,878	14,594	83	-1,347	-8%	Essex Road	16,488	19,052	16,240	17,077	-248	-1,975	10%	Overall Boundary	76,166	88,013	70,171	73,789	-5,995	-14,224	16%
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Emergency Service Access / Increase in time	<p>Resident safety remains a key priority for the council and is one of the key drivers for the programme.</p> <p>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 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 based on 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 brief 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.</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>London Ambulance Service</p>																																																								

Objectio n Theme	Officers Response
	<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 continues to monitor schemes and provide feedback to the council traffic officers should any delays occur to emergency responses.</p> <p>As of 4 November 2021, there have not been any reported delays in LAS response times as a result of the People Friendly Street area being implemented in Canonbury West. 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 October 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> <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. 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 LFB also sets itself targets for the time it should take to arrive at an incident.</p> <p>The LFB'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>As advised by the LFB, the 2019 average attendance times for Islington and Canonbury ward are used as the baseline against which to compare the post-implementation averages for each area. The average attendance times for the Canonbury ward are considered together with average attendance times for the whole borough, to ascertain to what degree the scheme has impacted the post-implementation attendance times in the PFS area compared to the borough overall, thus accounting for any potential Covid-19 disruption. Please note that data from LFB is only available by ward. Canonbury ward also contains the Canonbury East PFS area, so it is not possible to isolate the impacts of Canonbury West PFS. However, as shown in Table 30 and Table 31, there have been slight, but not significant changes to response time in Canonbury ward. The results cover response times to incidents attended by the brigade to an address in the specified area. They do not include the times of response vehicles that passed through the area to attend an incident in a different area.</p>

Objection Theme	Officers Response																																								
	<p>Table 30: Average attendance times of the London Fire Brigade – Islington-Wide Data</p> <table><tr><th>Period</th><th>No. of mobilisations - Islington</th><th>Average Attendance 1st Appliance (minutes)</th><th>Average Attendance 2nd Appliance (minutes)</th></tr><tr><td>2019 (baseline)</td><td>2,076</td><td>04:36</td><td>06:17</td></tr><tr><td>2020 (full year)</td><td>2,046</td><td>04:29</td><td>06:02</td></tr><tr><td>11/2020 to 10/2021</td><td>2104</td><td>04:51</td><td>06:20</td></tr><tr><td>Change against 2019 data</td><td>n/a</td><td>+00:15</td><td>+0:03</td></tr></table> <p>Table 31: Average attendance times of the London Fire Brigade – Canonbury Ward Data</p> <table><tr><th>Period</th><th>No. of mobilisations – Canonbury Ward</th><th>Average Attendance 1st Appliance (minutes)</th><th>Average Attendance 2nd Appliance (minutes)</th></tr><tr><td>2019 (baseline)</td><td>124</td><td>04:47</td><td>06:16</td></tr><tr><td>2020 (full year)</td><td>150</td><td>04:59</td><td>06:24</td></tr><tr><td>11/2020 to 10/2021</td><td>130</td><td>05:17</td><td>06:42</td></tr><tr><td>Change against 2019 data</td><td>n/a</td><td>+00:30</td><td>+00:24</td></tr></table> <p>Given the extent of variables that affect response times, the differences between the 2019 baseline, the 2020 pre-implementation period and the post-implementation period are considered limited by the LFB and the council. As such, it is the view of the LFB and the council that the PFS area in Canonbury West has not significantly impacted this emergency service’s attendance times. We will continue to monitor this indicator.</p>	Period	No. of mobilisations - Islington	Average Attendance 1st Appliance (minutes)	Average Attendance 2nd Appliance (minutes)	2019 (baseline)	2,076	04:36	06:17	2020 (full year)	2,046	04:29	06:02	11/2020 to 10/2021	2104	04:51	06:20	Change against 2019 data	n/a	+00:15	+0:03	Period	No. of mobilisations – Canonbury Ward	Average Attendance 1st Appliance (minutes)	Average Attendance 2nd Appliance (minutes)	2019 (baseline)	124	04:47	06:16	2020 (full year)	150	04:59	06:24	11/2020 to 10/2021	130	05:17	06:42	Change against 2019 data	n/a	+00:30	+00:24
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<p>Increase/Encouragement of Crime</p> <p>Poor Safety in the area</p> <p>There are real anxiety and safety concerns about walking around these deserted LTNs for women, children and young people</p>	<p>The pre-consultation monitoring report shows that, at this point in the Canonbury West people-friendly streets (PFS) trial, the project is having the intended impacts in reducing motorised traffic across internal roads, as well as levels of speeding on internal and boundary roads, thereby making the area’s roads safer, cleaner and healthier for residents. There has been no significant change in crime and anti-social behaviour patterns and London Fire Brigade response times. The trial has not had an adverse impact on air quality to date, as nitrogen dioxide levels have risen roughly in line with borough trends.</p> <p>In terms of volumes of crime and ASB, during the past 24 months Canonbury West 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 Canonbury West and Islington over the period, the monthly volume of calls and crimes as a proportion of the total over the year period has remained consistent between Canonbury West and Islington.</p> <p>There is no evidence so far that the Canonbury West PFS scheme has had an impact on crime and ASB – as confirmed by the Metropolitan Police and the council’s Community Safety Team.</p>																																								

Objection Theme	Officers Response
	<p>Graph 7: Street crimes in the Canonbury West area and Islington as a percentage of the total over one year</p>  <p>On average, calls in the Canonbury West area are low. Graph 7 show increases in anti-social behaviour calls during the first lockdown last year in both Canonbury West and Islington. Contributing to this will have been reporting of people breaching the rules set out by the Central Government. The slight peak in calls for ASB in calls to the Council received in October 2021 relates to a spike in firework-related ASB.</p> <p>Safety of residents also includes protecting them from road danger. LTNs installed in London in 2020 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>
<p>Poor effect on businesses, less passing trade</p> <p>Neighbourhood shops are risk of closure from loss of business</p>	<p>PFS aims to ensure that transport improvements support local economic activity and growth. We are working closely with the council's 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' (https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf) 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>If you can currently access a business address in Islington by motor vehicle, you are still able to do so after the traffic filters were installed. You may need to change your route, by driving to and from the nearest main road rather than across a residential area.</p>

Objection Theme	Officers Response
	<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> <p>Finally, it is worth noting that many businesses in Canonbury West are located on the boundary roads, where access has remained unchanged.</p>
<p>Negative effect on vulnerable / disabled leading to less independence</p> <p>The exceptional needs of the elderly, vulnerable and disabled have not been considered or addressed and in doing so the Council is guilty of discrimination.</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 could access their home by motor vehicle, private car or taxi prior to the scheme is still able to do so after the people-friendly streets neighbourhood has been 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 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 all of the camera-enforced filters in that LTN. This will improve journey times for shorter, local journeys for Blue Badge holders in Canonbury West.</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>

Objectio n Theme	Officers Response
	<p>In October 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>Disturbance from traffic increase (affecting quality of life)</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 Canonbury West (20210127canonburywestresidentimpactassessment.pdf (islington.gov.uk)) sets 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 extremely 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 March 2021 and 30 November 2021, we ran a trial feedback survey in Canonbury West, and between 30 November 2021 and 18 January 2022 we ran a consultation on the LTN trial. There were 575 responses to the trial feedback survey and 751 responses to the consultation. The consultation results show that, in general, respondents feel that their local area has improved: 28% spend more time in the area (compared to 16 % spending less), 34 % think the streets look nicer (28% think the opposite), 33% say the air is cleaner (28% think less clean), 32% said there is less noise from traffic (32% disagreed). Around a quarter of respondents (14%) say they now socialise more with neighbours (compared to 16% 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 Canonbury West LTN in the trial feedback survey were the reduction of traffic (17%), making the area more pleasant (12%) and the reduction of air pollution (11%).</p>
<p>Islington Council are not representing all their residents, including, the elderly, those with young children, those with disabled children and disabled</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

Objection Theme	Officers Response
people, not just the able bodied	<ul style="list-style-type: none"> ○ 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>Positive impacts of successful implementation of the strategy should deliver the creation of shared inclusive public spaces and streets that welcome people from all levels of society. 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>The RIA produced before the implementation of Canonbury West LTN in September 2020 which can be found on our website. Canonbury West Resident Impact Assessment considers both the expected positive and potential negative impacts of the scheme on residents generally and specifically on people with protected characteristics. It concludes that the positive impacts for all residents including those with protected characteristics outweigh the potential negative impacts, and outlines actions the council will take to mitigate negative impacts.</p> <p><u>Specific positive benefits to each of these groups highlighted in the September 2020 RIA:</u></p> <p>Age</p> <p>Canonbury West LTN area is a densely populated and built-up area with a scarcity of open spaces. An increase in walking and cycling benefits children in terms of reducing childhood obesity. 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. Older people, who have higher instance of disabling conditions such as mobility impairment, deafness or blindness will benefit from reduced traffic and road danger because of the lower volumes of cars traveling through the area. In addition, older people are also more likely to live with dementia and will benefit from reduced noise pollution. The Canonbury West LTN 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. Air pollution from cars has a significant impact on younger people who are closer to the car exhaust level and who have lungs that are still developing, a growing body of research demonstrates that this impact can result in significant health complications later in life impacting on their life expectancy and quality of life. Older and younger people will benefit from safer crossings in particular because they can take longer to cross the road than the average aged person.</p> <p>Disability</p>

Objection Theme	Officers Response
	<p>Compared to the London and Islington average, a higher proportion of people in Canonbury West 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. Research has shown that one of the main reasons that disabled people do not cycle more is due to inaccessible infrastructure, even though 75% of disabled cyclists report that they find cycling easier than walking. The proposals in Canonbury West will greatly improve conditions for disabled cyclists by reducing road danger without the need for further traffic calming measures. In this way, 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 in Canonbury West have been designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycle sin line with the London Cycling Design Standards.</p> <p>Pregnancy and maternity</p> <ul style="list-style-type: none"> -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. -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>Sex</p> <ul style="list-style-type: none"> -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. -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>Socio-economic status</p> <ul style="list-style-type: none"> -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. -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. -Finally, the greater connectivity via new cycle and walking routes should support social distancing whilst providing better healthy access to employment. <p>We do acknowledge in the RIA that there are also likely to be some negative impacts of the scheme on people with protected characteristics. These are outlined in the RIA</p>
Scheme not thought through/justifiable	<p>In the UK, LTNs are intended to provide more space for cycling and walking as well as reducing traffic and pollution on residential streets. Many LTNs were introduced in 2020, using funding from the Emergency Active Travel Fund. This enabled local authorities to introduce new measures under experimental or temporary provision without a longer statutory consultation process.</p>

Objection Theme	Officers Response
There is a clear and distinct lack of thought and planning.	<p>In May 2020, the Government announced a new £250m Emergency Active Travel Fund for local authorities. The purpose of this fund was to prevent a car-focused recovery from the Covid-19 pandemic by temporarily reallocating road space to walkers and cyclists. The idea was to assess these schemes with a view to making them permanent. More than 50 councils have now introduced over 200 LTNs, over half of which are in and around London.</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>But the Covid-19 health emergency and changes to work and travel patterns have had a big impact on the way we use our streets. During the first lockdown in March and April 2020, Transport for London predicted that, without action, 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. This is happening in all boroughs, whether or not they have implemented low traffic neighbourhoods (LTNs).</p> <p>In common with other London boroughs, we must follow statutory government guidance which states that we need to take steps to encourage more walking and cycling and to enable social distancing.</p> <p>The implementation of the Low Traffic Neighbourhood in Canonbury West 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>
Less travel due to WFH - Road closures not needed	<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>

Objection Theme	Officers Response
	<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 projection from TfL modelling during the first lockdown in March and April 2020. The modelling showed that without action, traffic volumes would get much worse than before the crisis. That is 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 government guidance (https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19) which states that we needed 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>The Travel in London Report 13 from Transport for London (TfL) https://content.tfl.gov.uk/travel-in-london-report-13.pdf 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, 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 Canonbury West 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>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
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.</p> <p>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> <p>However, for those who rely on taxis for their mobility, schemes such as The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes because of the LTN schemes. The council will work to promote uptake of this scheme amongst potentially affected groups. Dial a ride is another service which provides a free door to door service for disabled people, delivered by TfL.</p> <p>^[1] https://www.racfoundation.org/data/cost-of-motoring-index</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 diverted and added to areas where emissions and pedestrian s are</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>The council's pre-consultation monitoring data (which can be found on our website: Canonbury West Pre-consultation Monitoring Report (islington.gov.uk)) looks at air quality. Results show that changes in levels of NO2 in Canonbury West reflect those in the borough more widely.</p> <p>We have been monitoring air quality since 2000 and have 21 long term monitoring sites across the borough. We also have additional monitoring in place for specific projects and have been monitoring air quality outside every school in the borough since 2018. As such, there is significant long-term air quality data collection across the borough, which will be used in the normalisation process. It also means there is existing air quality monitoring within the Canonbury West trial area, though some monitoring equipment has been added to expand the air quality monitoring in and around an area.</p> <p>In summary these results show:</p> <ul style="list-style-type: none"> • Changes in levels of NO2 in Canonbury West reflect those in the borough more widely. • In the post-implementation period, average NO2 levels by site type at Canonbury West sites have been within the annual objective level of

Objection Theme	Officers Response
<p>densest and now impacting greater numbers of people</p> <p>Increase in pollution (cars forced to take a longer journey on congested main roads)</p>	<p>40µg/m³, except for at the southern site on Canonbury Road and along Essex Road, which are around or slightly above legal limits.</p> <ul style="list-style-type: none"> • Levels of NO₂ in Canonbury West since PFS started (November 2020 – September 2021) are similar to those from the previous eleven-month period, with some sites registering increases in NO₂ and others registering decreases, although with most changes being negligible. This is in line with wider borough trends where NO₂ levels have been similar, and likely shows the impact of seasonal variations and Covid-19. • The Air Quality Team are satisfied that the pre-consultation results show no discernible negative impacts on air quality in the cell, but they will continue to monitor air pollution over a longer time period to get a better understanding of any changes.
<p>Islington 20 mile an hour borough, loads of bumps, it is safe already</p>	<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).</p> <p>Department for Transport data shows that 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. 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>Many vehicles do speed and drivers are twice as likely to have a fatal collision with a child on a local street than a main road. Research (Impacts of 2020 Low Traffic Neighbourhoods in London on Road Traffic Injuries Published in Findings (findingspress.org)) shows that 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>

Objection Theme	Officers Response
<p>Invest in electric cars to tackle pollution</p> <p>We want less pollution - so why are you also blocking all electric vehicles and penalising them?</p>	<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.</p> <p>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>Islington Council has a goal of installing 400 electric vehicle charging points before the end of 2022. You can find out more about EV charging points at the following link - https://www.islington.gov.uk/roads/electric-vehicles/electric-vehicle-charging-points. This webpage also contains a form that you can submit to register your interest in having an EV charging point on your street.</p> <p>Electric vehicles, like all motor vehicles, will still be able to access every street in the area. Electric vehicles are promoted as an alternative to the internal combustion engine for essential car use, but we recognise that whilst being quieter and having fewer tailpipe emissions they still take up the same amount of space on the road and travel at similar speeds to vehicles with internal combustion engines. Reducing motor vehicle movements in general provides a reduction in road danger, noise and congestion, and enables people walking, wheeling or cycling to get around their neighbourhood safely and easily.</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.</p> <p>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 significantly to particle matter pollution the same as petrol cars.</p> <p>Low traffic neighbourhoods are an important way of reducing car journeys and incentivising people to travel by active and sustainable means such as walking, cycling and public transport where possible.</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> <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>

Objection Theme	Officers Response
	<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>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>The council has not been able to find evidence that a higher presence of motor vehicles in an area reduces crime rates (discounting the crimes which can be attributed to the drivers themselves, such as speeding and dangerous driving). A study by Anna Goodman and Rachel Aldred (2021) examined the relationship between LTNs and street crime over a 7-year period after the implementation of LTNs in Waltham Forest, based on police data. The report found that the introduction of an LTN was associated with a 10% decrease in street crime and this effect increased with a longer duration since implementation (18% decrease after 3 years). An even larger reduction was observed for violence and sexual offences, the most serious subcategory of crime. The only subcategory of crime that increased significantly was bicycle theft, reflecting increased cycling levels. There was no indication of displacement of any crime subcategory into adjacent areas.</p> <p>While there is no evidence passing cars are a deterrent to street crime, increased numbers of people cycling and walking in the streets creates 'natural surveillance' which can help make a space feels safer. People cycling and walking can also provide a slower-moving human presence that may be more likely to stop and intervene than someone traveling past in a car.</p> <p>Regarding incidences of crime, analysis shows anti-social behaviour and crime patterns in the area are in line with patterns across the borough overall, suggesting the PFS trial in Canonbury West has not had an impact on anti-social behaviour and crime patterns. Crime is very much dependent on the local area. The reduction of motor traffic volumes on internal roads in the Canonbury West LTN area (down by 74%) has happened alongside an increase in people cycling (up by 77%). People driving in vehicles would be moving faster through the area and would be less observant of people walking, so could be less likely to stop. Walking levels were not monitored, but if these have followed cycling levels then there would be an increased presence of people on the streets, increasing passive surveillance.</p>

Objection Theme	Officers Response
	<p>Taxis are still able to drop passengers off at their property, as all addresses that could be reached by vehicle before the LTN was introduced, can still be reached by vehicle now that it is in place.</p>
<p>Dangerous cycling</p>	<p>Cycling is a sustainable, efficient and active method of transport for those who are able to do so, and the Council wishes to improve the borough's road network to enable more people to take up cycling by providing more cycling facilities and reducing motor traffic on certain streets. This will reduce congestion for those who have no other option but to use their cars and will also deliver significant public health benefits related to increased physical activity and reduced emissions. We are sorry that you have experienced behaviour by people cycling that has caused you to feel unsafe as a pedestrian.</p> <p>On average across comparable internal roads, cycling has increased by 77%, with increases in all but one location. On boundary roads, cycling flows have increased by almost 30%. In terms of numbers, cycling on comparable internal roads has increased from 966 per average day to 1,713. The largest increases were seen on Canonbury Square (+283%), Nightingale Road (+133%) and Clephane Road south (+127%). The only internal road which saw a decrease in cyclists was Canonbury Park South, although this may be because this location recorded a much higher number of cyclists than the others in the baseline counts. On the boundary roads, cycling numbers increased from 5,404 to 6,870, a 27% overall difference. Whilst there was a decrease in cycling on boundary road cyclists in the interim counts from July 2021, it may be that the higher number of people (and particularly experienced cyclists) traveling into central London offices has changed the trend to a positive for October.</p> <p>An increase of 77% in cycling volumes is significant and would be noticeable to anyone using the streets in the area. All road users, including people cycling, should obey the Highway Code. Islington Council offers free cycle skills training for adults and children to enable people to cycle more confidently and safely on the road. (More details can be seen here). The council has also previously run targeted 'stop and advise' sessions alongside local police officers, at locations where cycling contraventions have been reported.</p> <p>Many surveys show that the main barrier preventing people from cycling on the roads is the perception that sharing the road with motor vehicles is too dangerous, so by reducing motor vehicle traffic on local streets more people should be encouraged to cycle on the roads and away from areas used by people walking.</p> <p>Cyclists are permitted to use the whole carriageway. A solid white line along a cycle line indicates a mandatory cycle lane, which drivers are not permitted to enter. It does not mean that cyclists must stay within the lane. Cyclists may choose to use the whole carriageway for a variety of reasons, including avoiding potholes and broken glass, avoiding riding too close to the 'door zone' near parked cars, or preparing to make a right turn.</p> <p>In terms of crime rates and ASB, during the past 24 months Canonbury West'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 Canonbury West and Islington over the time, the monthly volume of calls and crimes as a proportion of the total over the year period has remained approximately consistent between Canonbury West and Islington.</p>

Objection Theme	Officers Response
Allows a better environment for wealthy homes, yet the less fortunate have more pollution	<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 in less deprived areas, and that ethnically diverse people were 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>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 NO_x 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 nearly 70% 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 to 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 must be a necessary part of making improvements in this area.</p> <p>The impact of LTNs goes far beyond improving air quality. It is a programme also designed to reduce road danger, 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>

Objection Theme	Officers Response
	<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 through the use of School Streets.</p>
<p>Cycle lanes not occupied</p> <p>The new cycle lanes are not being used as envisaged</p> <p>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 his green transport revolution. The Government is not anti-car, explaining</p>	<p>This comment is not relevant to the Canonbury West PFS scheme because Islington council has not installed cycle lanes in the LTN. The council's pre-consultation monitoring data, which can be found on our website: Canonbury West Pre-consultation Monitoring Report (islington.gov.uk), shows that cycling volumes on internal roads increased by an average of 77% in the first year since the scheme was introduced, and all internal roads recorded significant increases in cycle counts.</p> <p>The council's priority is to make local streets safe for everyone, which means keeping through traffic on main roads by putting in place 'traffic filters' on some streets. This would create much improved walking and cycling conditions for everyone to walk, wheel or cycle without worrying about fast moving vehicles. The council believes that this approach will benefit older and younger generations - bearing in mind that a vast majority of households in Islington (over 70%) do not have access to a private car. Furthermore, if more people can switch their journeys from motor vehicle to active travel, there will be more space on the roads for people who do need to use motor vehicles.</p> <p>Regarding the suggestion that the government supports the removal of walking and cycling schemes, the Transport Secretary in fact said (July 2021): "Remarkable work has been done by many authorities, achieving significant change in a short period. A few, however, have removed or watered-down schemes, sometimes within a few weeks or days, or without notice, or both. Of course, not every scheme is perfect, and a minority will not stand the test of time. But we are clear that schemes must be given that time. They must be allowed to bed in, must be tested against more normal traffic conditions and must be in place long enough for their benefits and disbenefits to be properly evaluated and understood. We have no interest in requiring councils to keep schemes which are proven not to work. But that proof must be presented. Schemes must not be removed prematurely or without proper evidence. And any decisions on whether to remove or modify them must be publicly consulted on with the same rigour as we require for decisions to install them. This guidance lays out new standards for consultation, including the use of objective methods, such as professional polling, to provide a genuine picture of local opinion, rather than listening only to the loudest voices." (<i>Emphasis added</i>).</p> <p>The council has carried out and published extensive monitoring for its PFS schemes, engaged with residents through our Commonplace platform and post-scheme trail feedback surveys, and this report forms part of a thorough consultation into whether this scheme should be retained.</p>

Objection Theme	Officers Response
<p>: "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,</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 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</p>

Objection Theme	Officers Response
<p>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>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 - anyone nationally can register</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> <p>The vast majority (82%) of respondents self-reported as living in the area they were commenting on, with 12% working in the area, 12% shopping in the area, and 8% commuting through the area (multiple options could be selected, so percentages do not sum to 100%).</p>
<p>Islington already</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.</p>

Objectio n Theme	Officers Response
<p>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>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 fewer 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>The most recent data we have for car ownership in Islington can be found in appendix 7 of this Transport for London (TfL) document which states that 71% of Islington's households do not own cars, derived from the 2016/17-2018/19 average of the London Travel Demand Surveys carried out by TfL</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 to 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 must be a necessary part of making improvements in this area.</p> <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>
LTNs are not	The interim and pre-consultation monitoring reports show that, at this point in the Canonbury West people-friendly streets (PFS) trial, the project is having the intended

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delivering the benefits envisaged / envisioned	<p>impacts in 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 no significant impact on crime and anti-social behaviour and London Fire Brigade response times.</p> <p>In November 2020, the government published the results of a public opinion survey on 'Traffic and Road Use', and you can view that here. Although this was a national survey, it did note that "those living in the Southeast / East of England were significantly more supportive than those in all other regions of reducing road traffic in towns and cities in England at 82%. People in these regions were also the most supportive of road traffic reduction in their local area / neighbourhood (81%)" (p8). Independent research in London has also been carried out regarding support and opposition for LTNs, and this can be seen here. This research suggests that 44% to 52% of respondents support or strongly support LTNs, while between 16% and 21% of respondents either oppose or strongly oppose.</p> <p>All LTN schemes will be subject to a full consultation, which will take account of all correspondence and objections received.</p>
LTNs do not provide a reduction in car use or ownership or lower air pollution for the majority	<p>Local Canonbury West streets within the neighbourhood are healthier, with traffic falling overall by 74% between July 2020 and October 2021.</p> <p>Air quality data from within the Canonbury West area, shows that nitrogen dioxide levels have changed in line with borough trends.</p> <p>On air quality, the council received feedback from residents that they felt it had been both improved and reduced. Neither conclusion can be confirmed based on the monitoring data gathered so far.</p> <p>In the post-implementation period, average NO2 levels by site type at Canonbury West sites have been within the annual objective level of 40µg/m3, except for at the southern site on Canonbury Road and along Essex Road, which are around or slightly above legal limits</p> <p>Levels of NO2 in Canonbury West since PFS started (November 2020 – September 2021) are similar to those from the previous eleven-month period, with some sites registering increases in NO2 and others registering decreases, although with most changes being negligible. This is in line with wider borough trends where NO2 levels have been similar, and likely shows the impact of seasonal variations and Covid-19.</p> <p>These results are based on a limited number of data points and over a relatively short period, and so will need longer term analysis and comparison to wider borough trends.</p> <p>The Air Quality Team are satisfied that the interim results show no discernible negative impacts on air quality in the cell, but they will continue to monitor air pollution over a longer time period to get a better understanding of any changes.</p>
Local councillors are responsible for	<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>

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<p>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>Valid concerns put forward by resident representatives to the Council Leader have not been addressed and have been dismissed</p> <p>Our human rights laws protect us all from arbitrary and excessive action by public</p>	<p>The council has a policy for responding to petitions which can be found here: https://democracy.islington.gov.uk/mqEPetitionListDisplay.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:</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?CIId=134&MIId=4060 • One e-petition with 17 signatures, here: https://democracy.islington.gov.uk/mqEPetitionDisplay.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" and was for the St Peter's LTN 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>A petition was brought to the full council meeting on 9 December. A stream of this meeting is available here: https://islington.public-i.tv/core/portal/webcast_interactive/619236. Minutes for this meeting are due to be published in early 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> <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 2021 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.

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<p>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>	<ul style="list-style-type: none"> - 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 considered 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 7% 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> <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</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. Canonbury West, 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>

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<p>persecuting its residents</p> <p>Islington already has one of the lowest pollution and car ownership levels</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 Canonbury West people-friendly streets trial was implemented in November 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>