

Main themes raised by The Canonbury Society	Officer's Response
<p>Taxis cancelling/refusing to take a longer route</p> <p>Taxis dropping off customers far away from their destination</p>	<p>Local residents have several choices when deciding how to travel in their neighbourhood. The reasons given for not providing exemptions more widely (i.e., taxis) 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'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>This means that taxis and private hire cars can still access the all the addresses.</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>
<p>Issues with access for disabled 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</p>

Frequent trips to the hospital by disabled residents, resulting in increased costs of taxis and longer journey times

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).

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.

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.

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.

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.

Congestion on boundary Roads

Highbury Corner causing congestion in the area

Longer journey times

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.

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.

The overall net-reduction in traffic we are aiming for should also mean that in the future all those who need to use a car will experience less congested, safer journeys.

The council's pre-consultation monitoring data, which can be found on our website: [Canonbury West Pre-consultation Monitoring Report \(islington.gov.uk\)](https://www.islington.gov.uk/canbury-west-pre-consultation-monitoring-report) shows that overall, across the scheme's boundary roads, the total changes in volumes of traffic show a moderate change of -15%.

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.

The traffic on St. Pauls Road (-3%) could be caused to a certain extent by factors other than the Canonbury West trial. For example, nearby major traffic projects. 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. 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

	<p>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. In the longer term, travel behaviour is expected to adjust, resulting in lower motorised traffic levels overall, though essential trips will continue.</p>
<p>Safety concerns regarding travelling in the area at night</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> <p>Taxis are still able to drop passengers off at their property, as all addresses that could be reached by vehicle before</p>

	<p>the LTN was introduced, can still be reached by vehicle now that it is in place.</p>
<p>Granting exemptions for the elderly residents, care workers visiting an elderly person and for electric black cabs</p>	<p>The council approved an Executive Report on 18 June 2020 on the people-friendly streets programme which outlines the principles of the programme and you can read that report here. There is also an associated resident impact assessment (RIA) which can be found here. RIAs have been produced for individual schemes and can be found on each scheme's page at https://www.islington.gov.uk/roads/people-friendly-streets</p> <p>The council also approved an Executive Report on 16 October 2021 on the people-friendly streets programme which outlines the principles of the programme and you can read that report: Executive Report Pre-tender (islington.gov.uk)</p> <p>On page 16 (3.3.60.) The council is launching the 'people-friendly pavements' programme which will become another key element of the PFS programme. This programme will make Islington's pavements more accessible through improvements such as:</p> <ul style="list-style-type: none"> ○ Footway repaving ○ Foliage maintenance ○ Additional dropped kerbs ○ Tactile paving ○ Street clutter removal <p>On page 17 (3.3.65.) Based on this feedback and evidence, officers are now recommending the people friendly streets programme offers an exemption to Blue Badge holders. The exemption will only apply for a single LTN and will allow Blue Badge holders to register a single motor vehicle for their personal use which is registered to their own address within (or on the boundary of) the low traffic neighbourhood in which they live. Proof of address, car registration and Blue Badge status are likely to be the evidence required. On successful application, a permit will be provided for this vehicle, which will allow the Blue Badge holder to drive, or be driven, through designated camera-enforced filters of the LTN in which they reside.</p> <p>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>

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.

Specific positive benefits to elderly people are highlighted in the September 2020 RIA
[\(20210127canonburywestresidentimpactassessment.pdf \(islington.gov.uk\)\)](#).

Age

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. 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.

Furthermore, local residents have several choices when deciding how to travel in their neighbourhood. The reason given for not providing exemptions more widely than the Blue Badge exemptions is that 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.

Electric black cabs

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.

Despite their environmental benefits, EVs are still motorised vehicles which contribute to road congestion and road safety issues. Therefore, public and active transport (e.g., walking and cycling) remain the Council's top transport priority.

Although EVs are an option for reducing our carbon footprint, electric cars indirectly cause emissions from the following:

- Manufacturing electric vehicles
- Generating the energy source to charge batteries
- Battery recycling

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.

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.

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.