

## Appendix 5 – Objections Table

In the table below the main criticisms of the scheme received during the objection period are put into context alongside the monitoring data gathered during the trial, the changes, and the objectives of the scheme.

Objection theme	Officer Response
<p>Blue Badge exemption is insufficient and should go beyond individual LTNs/allow taxi access</p>	<p>The Blue Badge exemption was introduced in March 2022 after in-depth analysis and discussions about how the council can best balance exemptions with the benefits of reducing local traffic for all residents, including those with protected characteristics who have benefitted from the LTNs as they currently exist.</p> <p>In December 2022, the council introduced an ‘individual exemption’ policy that goes beyond the exemption that was introduced in March 2022. More details on the exemption can be found here: <a href="https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs">https://www.islington.gov.uk/roads/people-friendly - streets/individual-exemption-faqs</a></p> <p>The council will continue to engage directly with groups representing disabled people and disabled individuals as part of the wider people-friendly streets programme.</p> <p>It is important to note that people may have a range of disabilities, some of which affect mobility, some of which are affected by other people’s mobility choices. Not all disabled people experience the same barriers to active travel or the same transport needs. The TfL report ‘<a href="#">Understanding our diverse communities</a>’, from 2019, shows that walking (which includes travelling with a mobility aid and wheelchair), is the mode of transport disabled people use the most (81% walk at least once a week). Transport for All, a disabled-led group who campaign for access to transport and Streetspace across the UK produced a report on LTNs called ‘<a href="#">Pave the Way</a>’. This balanced report shows that LTNs are supported by some disabled people, and that LTNs can bring benefits to disabled people including “easier or more pleasant journeys; an increase in independence; a decrease in traffic danger and benefits to physical and mental health” (p.6 of report).</p> <p>The council will work with other boroughs, TfL and taxi/PHV providers to explore the possibility of a technological and regulatory solution, which would</p>

	allow specific and time-limited exemptions for taxis/PHVs which are carrying Blue Badge holders who are Islington residents.
Increased air pollution on boundary roads	Overall changes in levels of NO <sub>2</sub> in Canonbury West are on par with those across the wider borough as COVID-19 lockdowns have been lifted. These results generally suggest that the scheme itself has not had a significant impact on air quality to date.
Increased traffic on boundary/main roads	When comparing traffic volumes on boundary roads between 2020 before the LTN was implemented with the most recent counts taken in 2022, there has been a decrease of -16%. Canonbury Road North has seen a decrease of -54%, a reduction of 10,246 vehicles a day, while St Paul's Road West saw a negligible increase of 9%.
Concerns about the consultation: sample selection was skewed towards pedestrians	<p>Analysis of the consultation responses shows that the respondents of the survey were not heavily dominated by people walking but that most respondents used a mix of transport modes. Car owners were overrepresented in the consultation response.</p> <p>In the consultation questionnaire, respondents were able to select which modes of transport they use at least once a week. Respondents were not limited to a single response but could select as many modes of transport as they wanted to. Analysis of the results shows that 75% of the survey respondents walked at least once a week, 60% used some form of public transport, 44% used a bicycle (their own), 10% used a hire bike, 43% of respondents used a car as a driver and 23% used a car as a passenger, at least once a week.</p> <p>Additional analysis shows that over a half (51%) of respondents stated their household owned a car. 32% of respondents were from households which did not own a car or van, whereas 59% of respondents were from households which owned one or more cars or vans. Car owners are over-represented in the consultation responses in comparison to the borough average for car ownership, where 71% of households in Islington do not own a motor vehicle, and only 29% own one or more.</p>
Concerns about the consultation: survey questions were biased towards	The survey questions were designed to assess people's perceptions of the objectives of the scheme. Additionally, there were three questions with open text response for people to share their thoughts freely. The council uses consultancies such as Steer to provide an independent viewpoint and close analysis of the open-ended questions, with all responses coded to

positive impacts	encompass the wide range of views which were expressed. All feedback and objections provided in writing during the trial as well as the consultation period were also considered and addressed.
Concerns about the consultation: aggregation of results/conclusion of the consultation	The continuation of the LTN trial and the proposal to make it permanent are based on a combination of the monitoring results and consultation results including formal objections to the traffic order and other forms of feedback received during the consultation. The monitoring has clearly shown that the Canonbury West LTN is meeting its objectives.
Impact on Compton Road and Canonbury Park North	The council's most recent monitoring data from October 2022 shows that there has been a moderate change in traffic volumes when compared to the baseline from July 2020: -36% decrease in traffic volumes on Compton Road (-505 vehicles a day), -16% decrease in traffic volumes on Canonbury Park North (-296 vehicles a day). Overall, on internal roads traffic volumes decreased by 73%.
Noise pollution	<p>Noise pollution would be linked to the volume of traffic on the roads in and around the Canonbury West LTN. When compared to the baseline from July 2020, our monitoring report shows that overall, motorised traffic volumes on internal roads of the Canonbury West LTN have decreased by an average of 73%. Across the boundary roads, the total volumes of motorised traffic show a moderate change (-16%), 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 -54%, Essex Road by -17%, Canonbury Road (South) by -6%, St. Paul's Road (East) by -8%, St. Paul's Road (West) by +9%.</p> <p>The public consultation for the PFS LTN at Canonbury West took place between 30 November 2021 and 18 January 2022. One of the questions asked respondents if noise from traffic had changed 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</p>

	<p>those who play loud music etc. rather than engine noise or road rumble.</p> <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: <a href="http://www.met.police.uk/advice/advice-and-information/asb/asb/antisocial-behaviour/vehicle-nuisance-involving-cars-bikes-and-mopeds/">www.met.police.uk/advice/advice-and-information/asb/asb/antisocial-behaviour/vehicle-nuisance-involving-cars-bikes-and-mopeds/</a> .</p> <p>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 discuss 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, excessive noise it can be reported to the council by:</p> <ul style="list-style-type: none"> <li>• Calling 020 7527 7272</li> <li>• Visiting <a href="http://www.islington.gov.uk/reportasb">www.islington.gov.uk/reportasb</a></li> <li>• Writing to: Islington ASB Team, Islington Council, 222 Upper Street, London, N1 1XR</li> </ul> <p>The council will continue monitoring boundary roads to ensure that the scheme is not having a significant impact in terms of traffic levels leading to noise pollution.</p>
<p>Allow exemptions for residents/electric cars (ANPR)</p>	<p>The June 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, the council engaged with disability 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 was rolled out cross Islington LTNs (including in Canonbury West in March 2022).</p> <p>This exemption only applied for a single LTN and allowed Blue Badge holders to register a single motor vehicle for the low traffic neighbourhood in which they live. A new individual exemptions policy was introduced in December 2022 through a trial. More</p>

details on the policy and who is eligible to apply for the exemption can be found on:

<https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs>

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:

**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.

**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 reduced road danger, 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.

**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.
Speeding on internal roads	<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 monitoring reports for the Canonbury West people-friendly streets trial, available on our website:  <a href="https://www.islington.gov.uk/roads/people-friendly-streets/canonbury-west">https://www.islington.gov.uk/roads/people-friendly-streets/canonbury-west</a>.</p> <p>Overall, our most recent data collected in October 2022 shows that there has been a negligible change in speeding on internal roads (-5%) and a moderate change on boundary roads (-10%) since the introduction of the scheme.</p> <p>The speeds data from our monitoring report for Canonbury West PFS internal roads can be found in 'Analysis of Vehicle Speeds' section of the report.</p> <p>On average across the internal road sites the average speed has decreased by 14%. The 85th percentile speed has decreased by 12%. 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 travel at higher speed than local traffic.</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 have been concerns that this project has increased congestion on 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 &amp; 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. Furthermore, to address the issues experienced at Highbury Corner, the council has arranged to regularly meet with senior officials at TfL, to ensure TfL continues to consider ways to address the council's concerns, problems raised by local residents and businesses and check on progress with commitments made by TfL to investigate solutions. The council will continue to meet with TfL at a senior level to discuss issues and options that may improve the operation of Highbury Corner.</p> <p>Overall, compared to the baseline from July 2020, motorised traffic volumes on boundary roads have decreased by 16%, which is a positive outcome in line with the scheme objectives. This large decrease is driven by a 54% reduction in flows at the northern end of Canonbury Road close to Highbury Corner.</p> <p>Full data for motorised traffic volumes on boundary roads can be found in the monitoring report for Canonbury West LTN in the 'Analysis of Vehicle Volumes' section of the report.</p>
<p>Emergency services access</p>	<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.</p> <p>Before implementation discussions took place with the London Fire Brigade (LFB), the London Ambulance Service (LAS) and the Metropolitan Police Service (MPS) about 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.</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>Increase in Crime/ASB</p>	<p>The pre-consultation monitoring report showed that in terms of volumes of crime and ASB, Canonbury West PFS area showed similar trends to that of Islington as a whole.</p> <p>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. We continue to work closely with Metropolitan Police and the council's Community Safety Team who monitor Crime and ASB levels in the area.</p>
<p>Poor effect on businesses</p>	<p>PFS aims to ensure that transport improvements support local economic activity and growth. The council is working to build a knowledgeable economy with fairness, shared prosperity, and social justice at its core. Maintaining local shops and services within Islington contributes to the sustainability of local communities and the local economy. It is at the forefront of the PFS scheme to make them available to all and to reduce the number and lengths of trips needed to reach them.</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' (<a href="https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf">https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf</a>) 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 a business address in Islington could be accessed by motor vehicle before the trial started, this is still possible with the trial measures in place.</p> <p>Many items to and from businesses could be delivered by cycle or cargo bike, and these vehicles are able to pass through any traffic filters that are installed. As well as being quicker for local trips, using cycles would also mean no extra costs to your business (like VED, fuel or insurance).</p>
<p>Negative effect on disabled, elderly and vulnerable people</p>	<p>The council has carried out an Equalities Impact Assessment (EqIA), sometimes referred to as Resident Impact Assessment (RIA), for the overall programme and for each individual scheme. The EqIA 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 launched in 2021, improves conditions for anyone walking (or using mobility aids, including wheelchairs) on pavements. We 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. Pavement</p>

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.

The council's exemption policy for Blue Badge holders was announced with the October 2021 Executive decision of the PFS programme and was implemented in Canonbury West LTN in March 2022.

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 are designed in a way that is inclusive and accessible to larger cycles such as tricycles and cargo cycles.

The council approved an Executive Report on 18 June 2020 on the people-friendly streets programme which outlines the principles of the programme and the report is available [here](#). There is also an associated resident impact assessment (RIA) which can be found [here](#). RIAs and EqlAs 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>.

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 'Home LTN' exemption policy and the people-friendly pavements programme are and how they bring benefits to people who have protected characteristics, including the disabled.

A trial of a new individual exemptions policy was introduced in December 2022. This policy may benefit

	<p>disabled people who do not live in an LTN, by allowing access to all LTNs. More information on this can be found on: <a href="https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs">https://www.islington.gov.uk/roads/people-friendly-streets/individual-exemption-faqs</a>.</p> <p>In January 2023, the council approved an Executive Report to continue people-friendly streets programme, which outlined the next phases of liveable neighbourhoods, continuation of people-friendly pavements programme, implementation of School Streets on main roads and at secondary school and council's commitment to cycleways programme. The report can be read <a href="#">here</a> with the Equalities Impact Assessment linked <a href="#">here</a>.</p>
Scheme not thought through	<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>The Covid-19 health emergency and changes to work and travel patterns had a major impact on the way we use our streets. During the first national lockdown in March and April 2020, Transport for London predicted 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 eased 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>
<p>Economic impacts – longer routes meaning higher spend on taxis and fuel</p>	<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)<sup>1</sup> 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>Safety concerns related to travelling alone 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</p>

<sup>1</sup> [Cost of motoring against inflation \(racfoundation.org\)](https://www.racfoundation.org/cost-of-motoring-against-inflation)

<p>particularly for women</p>	<p>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, the data included in the pre-consultation monitoring report shows that 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 73%) has happened alongside an increase in people cycling (up by 71%). 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 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</p>

	<p>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.</p> <p>On average across comparable internal roads, cycling has increased by 71%. On boundary roads, cycling flows have decreased by 6%, this might be that some of these journeys are now routing via the inside of the LTN via locations such as Canonbury Square or Canonbury Park, showing that cyclists now view these roads as more attractive. The largest increases were seen on Canonbury Square (+280%), Canonbury Park North (+211%) and Nightingale Road (+128%). On the boundary roads, cycling numbers decreased from by 334 cyclists a day, -6% overall difference.</p> <p>An increase of 71% 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>
Council vehicles allowed to pass through the filters	Council vehicles are not exempt from the restrictions. To ensure a small number of services can operate safely for residents, clients and staff, a limited number of council vehicles are exempt: community transport (ACT) passenger vehicles and large refuse, recycling

	<p>and street cleaning vehicles. When not on operational business, these vehicles use main roads as far as practically possible and not make short-cuts across a residential area.</p> <p>There are no other exemptions for council vehicles.</p> <p>Council vehicles that are not exempt and pass through a traffic restriction will be subject to a penalty charge notice (PCN) in the same way as any other vehicle. It is recognised that in the event of staff responding to a genuine emergency such as needing to get to a vulnerable resident quickly or in response to an enforcement issue, and the quickest way to attend the emergency is through a traffic restriction, then the normal appeals process for all drivers will apply.</p> <p>We are taking the opportunity our people-friendly streets programme presents to explore ways to reduce the council's impact on the borough's traffic by reducing short car journeys where possible.</p>
<p>Mopeds mounting the pavement/ creating danger</p>	<p>Mopeds mounting the pavement are a criminal offence and can only be enforced by the Police. Any incidences should be reported to the police and/or neighbourhood teams (you can find the team for Canonbury West via <a href="#">this link</a>).</p> <p>Islington Council continues to work with Metropolitan Police Service to address the issue.</p>
<p>Bus journeys inviable due to long journey times</p>	<p>The council is closely working with TfL to analyse bus journey times data. Data provided from TfL indicates that there has not been a significant disruption in bus journey times due to the implementation of the Canonbury West LTN. The council will continue to closely work with TfL to monitor bus journey times.</p>
<p>No borough wide assessment of impacts of LTNs</p>	<p>All low traffic neighbourhoods undergo thorough monitoring. Data on traffic volumes, traffic speeds, cycling volumes and air pollution is collected and presented in detailed reports. These reports give a good indication on how an LTN is operating. All monitoring reports can be found on the dedicated pages for each scheme:  <a href="https://www.islington.gov.uk/roads/people-friendly-streets/low-traffic-neighbourhoods">https://www.islington.gov.uk/roads/people-friendly-streets/low-traffic-neighbourhoods</a>.</p>