

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.

Theme	Officer Response
Blue Badge exemption is insufficient and should go beyond individual LTNs	<p>The council is currently developing an ‘individual exemption’ which will go beyond the existing exemption for a limited number of Blue Badge holders.</p> <p>The Blue Badge exemption was introduced in January 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 LTN as they currently exist.</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 ‘Understanding our diverse communities’, 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 ‘Pave the Way’. 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>
Increased air pollution	<p>NO₂ levels in Canonbury East have been below the annual objective level of 40µg/m³ at all monitoring sites according to the latest monitoring, including on boundary roads. Change in levels of NO₂ in and around Canonbury East reflect those in the borough more widely where data is available. For instance, at Rotherfield Primary School, in 2018 levels of NO₂ were at 29µg/m³ and rose to 30µg/m³ in 2019. They dropped significantly in 2020 to 23µg/m³ as a result of the Covid-19 lockdowns and decreased traffic, as well as long term trends showing reductions in NO₂ in the borough. In 2021, levels of NO₂ are even lower at 20µg/m³.</p>

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 negligible decrease of -3%. Both Essex Road East and Southgate Road North have seen a decrease of -19% while New North Road saw an increase of 12%.
False data used by Islington Council in previous monitoring reports	<p>The Highbury interim monitoring report was completed by independent consultants and published in October 2021. Feedback received highlighted errors which were made in the interim monitoring report. The council commissioned an independent audit of the report in February 2022. The audit identified some errors in the report, including a more robust way that the changes in traffic volume data could have been analysed. The independent audit has now been included at the front of the Highbury PFS interim monitoring report and was re-published on 1 March 2022.</p> <p>The final monitoring report was written by independent consultant Systra.</p>
General objection to all LTNs	At its meeting on 14 October 2021, the council's Executive, delegated authority to the Corporate Director of Environment, in consultation with the Executive Member for Environment and Transport, to continue the implementation of the PFS programme through specific schemes and agreed to trial the proposed approach to granting limited exemptions to Islington Blue Badge holders in the LTN, thereby expressing its full commitment to the programme.
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 over represented 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 70% of the survey respondents walked at least once a week, 57% used some form of public transport, 66% used a bicycle (either their own or a hire bike) and 66% of respondents used a car, either as a driver or a passenger, at least once a week.</p> <p>Additional analysis shows that just under half (47%) of respondents stated their household owned one car. 35% of respondents were from households which did not own a car or van, whereas 55% 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>

<p>Concerns about the consultation: sample selection was skewed towards residents</p>	<p>Analysis of the consultation responses shows that the respondents of the survey were not heavily dominated by residents. Overall, 49% of the respondents lived in or on the boundary roads of the Canonbury East LTN compared to 43% of the respondents who lived outside of the LTN. 8% did not respond to this question.</p> <p>While 37% of respondents were residents in the Canonbury East LTN and 12% lived on boundary roads, 22% of respondents said they lived near the LTN, 9% lived in another part of Islington, 11% lived in a different London borough and just under 1% of respondents (0.89%) lived outside of London.</p> <p>Additionally, 44% of the respondents said that they were residents, 2% were business owners in the LTN, 6% worked in the LTN, 40% travelled to or through the LTN, 9% worked elsewhere in Islington, 21% owned property in Islington and 7% identified as visitors to the area. 8% chose to define their own category.</p>
<p>Concerns about the consultation: survey questions were biased towards positive impacts</p>	<p>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 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.</p>
<p>Concerns about the consultation: aggregation of results/conclusion of the consultation</p>	<p>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 East LTN is meeting its objectives.</p>