



Appendix

St Peter's Ward Partnership Questions & Answers

25 November 2020

People Friendly Streets

Question 1:

Islington Council's own Transport Strategy states:

"The proportion of Islington residents using public transport and the bus in particular is very high. Islington also has relatively high percentages of journeys made on foot or by cycle compared to inner London or London as a whole."

I would therefore appreciate justification and evidence of why these road closures are then necessary and are so limiting to its 30% of resident car owners.

Response 1:

On 9th May and in response to the Covid-19 crisis, Central Government instructed councils in areas of high public transport use to create more space for walking and cycling as swiftly as possible, which includes putting in place low traffic neighbourhoods. Local councils across London are doing so to stop residential streets becoming unhealthy with increased air pollution and noise but also, crucially, to enable more residents to walk and cycle safely.

If we do not act now, as more people are set to return to work and school, it is likely that private motor-vehicle journeys will replace those previously made on public transport, which is currently only operating at 20% of its former capacity. This will not only increase traffic volume and congestion on main roads, but will also lead to more drivers choosing to drive through local neighbourhoods.

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 ([Road traffic statistics from the Department of Transport](#))

Navigation systems have changed the way drivers travel. They have been associated with increasing drivers' use of local roads ([article on 'Intelligent Rat-Runners'](#)). 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. This has a significant impact on the lives of both those who walk, cycle and wheel through those streets and those who live on them.



Question 2:

Why was the use of Automatic Number Plate Recognition (ANPR) not considered as an alternative to a blanket ban of resident cars? N.B. Cost should not be a factor as these changes are paid for by the government and also from revenue gained from PCNs issued to non-residents.

Response 2:

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's 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 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.

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 don't 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.

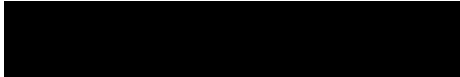
Question 3:

If the majority of people in an area disagree with the road closures, will you remove them? What needs to happen during the consultation to remove the LTNs?

Response 3:

A formal consultation on these measures will take place 12 months after the scheme is first introduced. This consultation, along with the monitoring data we gather throughout the 18 month trial period, will inform our decision as to whether the scheme will be changed, made





permanent or removed. If it is made permanent, there may be an opportunity to improve your area with permanent features such as greening, tree planting and play-spaces. Both the consultation report and monitoring report will be published.

Question 4:

Litter escaping from torn plastic bags has been a problem for many years in Queen's Head St, and on collection days the street looks especially littered. Considering that the People Friendly Streets initiative is supposed to lure us out to walk, clean streets (and safe footpaths) are more important than ever.

Could pavements be extended around the trees to give both trees and pedestrians, especially pedestrians with trolleys, prams or wheelchairs or merely carrier bags, room to get around safely? The streets may be quiet but cyclists, cars and delivery vans do use them, so they are not reliable places for walking.

Response 4:

Thank you for raising this issue. We are sorry to hear about this. Your comments have been passed on to the Street Environment Services to investigate.

Regarding extending the pavements around the trees, during the St Peter's LTN public consultation people will be able to make further suggestions for future changes which the council will consider.


Question 5:

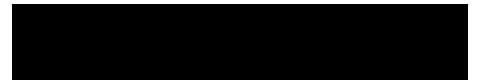
Why are the traffic wardens not moving along all the illegally parked cars in Duncan Street and Duncan Terrace during the school streets periods? The illegal parking on double yellow lines, on corners and double parking are as much of a hazard as the parking outside the school ever was and the previous few residents' spaces are unlawfully occupied at these times.

Since we are prevented from reaching so many of the parking zone places we are entitled to use through people friendly streets, the pressure on these places at school streets times is becoming impossible. Yet the parking wardens are deliberately avoiding enforcing during school streets times.

Response 5:

Thank you for raising this with us, your comments have been shared with our colleagues in the School Streets team and the Parking Enforcement team who will step up enforcements at this location when the schools are open.





Question 6:

A lot of drivers have been caught out because the LTN roads are badly sign posted, are there any plans to improve sign posting, especially exit routes?

Response 6:

In line with the Highway Code, the council uses clear signage to alert motorists to the fact that they are approaching a camera-enforcement zone.

Therefore there are no plans to add more signage; we are satisfied that the signage is correct and meets regulations.

We ensure that all our filter locations are added to the base maps which sat nav and online mapping services use so that drivers are not shown routes which include driving through filters.

Anyone who chooses to drive needs to do so with due care and attention – this includes paying attention to all legal traffic signs and complying with them.

Question 7:

What are you doing about the rat run through the Packington Estate?

Response 7:

We are conscious that there may be an increase in traffic cutting through the Packington Estate as part of the St Peter's people-friendly streets scheme and have been monitoring the traffic levels since before the scheme went live. We are in contact with Hyde Housing regarding this and should the ongoing monitoring show that it is an issue we will work with Hyde Housing to develop a solution.

Question 8:

Are there plans for more EV charging spots? There aren't any in the neighbourhood.

Response 8:

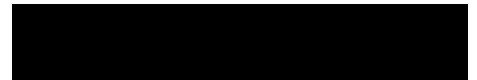
Yes, three lamppost charging points have recently been installed on Graham Street. These three charging points add to the existing three on Packington Street, two on Chantry Street and two on Bevan Street. We are also currently undertaking public consultations on two 'Source London' charging stations at:

[Noel Road](#) x2

[City Garden Road](#) x2

[Find out more about Electric Vehicles in Islington](#)





Fly Tipping

Question 1:

The daily tipping next to the entrance to the Raleigh Mews car park in Queen's Head St always gets removed, but not before all manner of stuff has got strewn around. Clearly many people are either not willing or not able to pay for doorstep removal, so in effect we all pay anyway.

If the new bicycle lock-up sites are under-used, could some of them be converted to fenced-in large-item collection areas? People might leave their stuff there for daily collection. Could there be a pilot project?

Response 1:

This location has been visited by one of our teams since the meeting and they are working with Housing to look into the issues raised and the collection points at the location.

There are two on street bicycle lock ups in the area and, on looking, both were extremely well utilised. However, even without bikes inside, there is little room due to the racks which would not make this a viable option.

All street properties receive a weekly refuse and recycling collection, this includes garden waste. Lumber collections can be booked and this does involve a cost, using an alternative arranged collection point would still incur a cost. Residents can take their waste to recycling centre free of charge and there are also some organisations that will pick up certain items for free to be recycled. If residents would like further information on this then please do let us know so that we can supply it. In the meantime we will specifically monitor this location.

