

Minutes of the Mildmay Ward Partnership Meeting Via Zoom on 10 February 2021

Attendees

Cllr Joe Caluori (Chair)

Eshwyn Prabhu, LBI (questions and answers)

Jordan Poole, LBI (questions and answers)

Cllr Santiago Bell-Bradford

Cllr Jenny Kay

Timothy Evans (minutes)

+ 21 members of the public

1. Introduction And Welcome by Cllr Joe Caluori

Cllr Caluori talked about the Childrens Ward Partnership meeting and the priority of road safety for kids. Children had mentioned that cars did not respect them. This discussion was before People Friendly Streets discussion.

2. People Friendly Streets Presentation by Eshwyn Prabhu, LBI

- Function of the streets in Islington, residential where life happens, and communities come together.
- Trying to encourage cycling and walking in the borough.
- Slide 3 indicates that there is a trending increase of driving within Islington: 24.3m more miles driven in the borough in 2019 than in 2013. 280 million miles per year. Of this, 200 million is taxis (2019 Data).
- Slide 4 indicates which roads the vehicles are using - a higher pressure on A roads known as a sat nav effect.
- Server constrains on public transport at the moment, in Islington car ownership is quite low within the residential population.
- Seek as a council to be net carbon zero by 2030.
- Whole range of interventions – School streets, low traffic neighbourhoods, pop-up cycle routes.
- Doing nothing or remaining with the status quo is not an option.
- School streets are timed closers of certain streets to improve road safety and reduce pollution.

- LTN divide the areas into traffic cells. These are divided by main roads but also aim to achieve reduction of use of residential streets. This is done through traffic filters, bollards, camera controlled (emergency service/ public transport usage)
- 7 LTNs delivered thus far.
- Monitoring will take place to measure need and success of trials.

Residents are asked to visit common place [LINK](#). This service invites residents to contribute ideas about their views on traffic and road closures.

Questions raised

Q1: It would be good to try and monitor increases in walking and could monitoring also include walking and pedestrian flows, as well the cycle flows?

A1: A strategic monitoring approach has been developed for the PFS programme. An individual monitoring plan will be completed for each PFS area in line with the overarching strategic approach. The aim of the PFS monitoring approach is to understand the impact of the PFS measures within and around the areas on:

- Traffic (including cycles) levels
- Congestion
- Air pollution levels
- Anti-social behaviour incidence
- Emergency service response times
- Traffic collisions

Pedestrian flows are not monitored as a standard part of the strategy. This is due in part to the high cost associated as the monitoring has to be done via video. Consideration may be made for pedestrian surveys for certain locations, depending on the need based on specific measures being considered.

Q2: ANPR exemptions for residents through camera controlled barriers: some residents are calling for this in letters to the papers and on nextdoor for existing LTNs. Doesn't this dilute the effectiveness of an LTN scheme? What's the council's view on this? Is this even technically possible to do or even easy to manage the exemption list. If residents got exemptions, would residents without cars but using uber or cabs also get exemptions, somehow?

A2: Why are residents not exempt from the camera-enforced filters in a low traffic neighbourhood?

- **Access to all addresses is maintained**

Low traffic neighbourhoods are 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 low traffic 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 are still able to travel through local restrictions, then we will not see the full 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 low traffic neighbourhoods 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.

Q3: I fully support People Friendly Streets and can't wait for them to come to Mildmay. Can you give any indication of likely timescales and how can we best support the Council in making this happen. Thank you.

A3: The introduction of people-friendly streets low traffic neighbourhood schemes is being done on a phased basis. Many of these road networks are complex and we need to take time to engage and plan how best to make improvements. We will be looking carefully at the concerns which residents are raising in response to our public engagement to help us design schemes to best suit local needs.

Unfortunately we are unable to give details of timescales for interventions in Mildmay currently, but as you are aware we have begun discussions with Mildmay ward councillors regarding the primary concerns in the area. One of the first actions will be to plan and undertake baseline traffic counts on various streets in the area to better understand conditions which will feed into any future monitoring strategy for measures introduced.

The Council will be in touch with residents in the future on proposed method of engagement for the introduction of measures in the area.

Q4: I'm just curious whether there would be any effect on traffic (positive or negative) or better enforcing the 20 mph speed.

A4: One of the primary aims of introducing low traffic neighbourhoods is to eliminate cut-through traffic in defined areas throughout the borough. This will help make local streets safer and cleaner, and reduce overall traffic volumes within and around an area.

Through the elimination of cut-through traffic we expect to see a correlation in instances of speeding observed. This is due to the fact that the schemes will result in primarily local traffic accessing an area, and will eliminate the occurrence of drivers entering the area seeking to quickly pass through to avoid traffic.

The impacts of all schemes are monitored closely, which allow for any negative observations or remaining concerns such as speeding to be addressed.

Q5: Current concerns from residents in Mildmay are robberies of bicycles and mobile phones. What will happen in terms of policing within the streets as People Friendly Streets are rolled out and people turn to bicycles and walking more within the area.

A5: The low traffic neighbourhood schemes do not directly address any crime issues in local areas. However, police crime data including antisocial behaviour will be monitored as a part of the scheme. Any major concerns will be shared with our Community Safety Team and if necessary the policy to request increased police presence.

Q6: Could you also consider speed humps on Mathias Road?

A6: See question #3.

Q7: Eshwyn, wasn't there a study of Walthamstow LTNs which showed a reduction in crime?

A7: A review of the Walthamstow Village scheme is available at this [link](#). There are no direct references to the impact on crime in the report. However, with schemes of this nature it is likely that with more people travelling at slower speeds (walking, wheeling and cycling) there would be more people able to observe the local area and provide a better disincentive to anti-social behaviour than a car driver passing through more rapidly.

Q8: Chair, Eshwyn, as a resident in the ward I want to add my support for LTNs. UK studies have shown that perceptions of LTNs improve over time as many who are initially neutral come to appreciate the benefits. So we need to get moving in Mildmay to get the process started. Please let us as residents know how we can support the council.


A8: See question #3.

Q9: Are we even thinking about the disabled and the elders, if we can not park near the house?

A9: The council has taken note of the recent report from Transport for All, "[Pave the Way](#)", an important and robust piece of research about the different impacts that Low Traffic Neighbourhoods (LTNs) can have on people with disabilities, both positive and negative.

The report provides evidence that LTNs can have a number of specific benefits for some disabled residents including: less danger due to traffic, less noise, easier and more pleasant journeys and benefits to physical and mental health.

A key solution emerging from the report is: "LTNs, in their current format, are too much 'stick' and not enough 'carrot': they bring negative impacts for those who continue to use cars, and too few incentives or changes that increase disabled people's opportunities to access Active Travel." The council recognises that there is more work to be done to ensure that the people-friendly streets programme delivers the most possible benefits to those with disabilities.



3. AOB

Question: Registered disabled people and parking the ability walk safely especially in St Judes Street, Gillick Square these are unsafe zones in the area. People are relieving themselves in doorways. Currently there is a cut off time for policing at 5 pm.

Answer: The importance of making reports to police, the need to crack down on dealing the area to make this less prevalent. Joe is going to go to the active police team and deal with this issue with Hackney police.