

Minutes of the Mildmay Ward Partnership Meeting at Mildmay Community Centre, on 20 July 2022

Attendees

Cllr Angelo Weekes (Chair)

Cllr Santiago Bell-Bradford

██████████, Islington Council officer (Presentation)

██████████, Islington Council officer

██████████, Islington Council officer

██████████, Islington Council officer

██████████, Islington Council officer (Registration and Minutes)

40+ members of the public

1. Introduction and welcome by Cllr Angelo Weekes (Chair)

Tonight's meeting is about the Mildmay Liveable Neighbourhood scheme, it is not about previous People Friendly Streets or Low Traffic Neighbourhoods. All the councillors have been elected to deliver a greener borough.

2. Mildmay Liveable Neighbourhood presentation

██████████ gave a presentation outlining the council's approach to walking, cycling and healthy streets, explaining what we mean by a Liveable Neighbourhood and how we propose to develop a scheme in Mildmay through engagement with the local community.

The presentation slides will be circulated to attendees.

3. Liveable Neighbourhood Q and A session

Questions from attendees, answered by [REDACTED]:

Question: Please expand on how you have already found what the issues are within Mildmay? Did you look at accidents?

Answer: Commonplace survey which is a platform online where people were invited to submit their concerns between June 2020 and March 2021.

Question: Key areas for implementing any road changes?

Answer: Focusing on the Mildmay East area first. This exercise is to listen and to ask you to contribute about where the problems are.

Question: In terms of the traffic data that was used is there a threshold as to which areas should get a Liveable Neighbourhood?

Answer: We can use TfL's design guidance – for example, more than 500 vehicles traveling on a street in peak hour requires intervention to protect cyclists. It is the council's policy to create quiet streets in neighbourhoods across the borough to address the impact of traffic on people living on and using local streets.

Question: A lot of the traffic monitoring seems to occur when there are road works so this could impact on the results.

Answer: We do take roadworks into account and adjust accordingly. We carry out counts for a range of reasons and project stages, so not all counting equipment you see on the roads will be related to Liveable Neighbourhood monitoring.

Question: Hackney's traffic measures have detrimentally impacted on Mildmay's streets.

Answer: Hackney have implemented measures on their roads, which they control, not Islington. We have been working with Hackney to access their monitoring data.

Question: Is there data about how many cars there are on the roads per hour and could we have figures?

Answer: We have been conducting various traffic counts. We did not want to have this meeting focused too much on data, but we will present the data in future engagement on this project.

Question: Highbury Low Traffic Neighbourhood air pollution went up 26% after the scheme was implemented.

Answer: The figure of 26% increase is distorted by the impact of the pandemic which significantly lowered air pollution in the year before Highbury LTN scheme was introduced. Since 2017 when the council has been widely monitoring air pollution, the trend has been a gradual reduction in air pollution each year. In 2020 due to the pandemic there were 60% less vehicles on the road. This meant that 2020 air pollution dropped significantly compared to 2019. In 2021, air pollution was higher than 2020 due to there being generally more traffic on the roads in 2021 across London as we emerged from the pandemic. When the Highbury LTN scheme was implemented at the beginning of 2021, this general rise in traffic distorted the figures on traffic pollution compared to 2020 during the lockdowns. 2021 air pollution figures were still lower than 2019, showing that the borough continues to experience a trend of reducing air pollution.

Question: This project has been pre-decided, the consultations are biased.

Answer: This is the early engagement stage when we want to take your views, nothing has been decided. Further engagement will take place in Autumn 2022, and a public consultation will be held before any scheme is implemented.

Question: Why has Mildmay been the last ward to act in delivering this type of scheme?

Answer: We always wanted this scheme to be implemented here. Funding was announced in early 2020 for a Liveable Neighbourhood before Covid, but then during the pandemic we had to concentrate on faster delivery of schemes, which would not have allowed us to engage with the public in developing a scheme here. Now we have more time to properly develop a Mildmay scheme and engage publicly during the process.

Question: What power do you have to make changes to TfL roads? For example you have not been able to lift banned turns that stop vehicles from making turns on New North Road.

Answer: It is complex to make changes on TfL roads, which are the major roads in London. We work closely with TfL to make changes where we can.

4. Map Exercise and Feedback

An engagement exercise took place, in which attendees sat at tables with maps showing Mildmay Ward, and discussed in groups what issues they are aware of in the area and identified improvements they would like to see. There was a council officer or councillor at each table to

help facilitate the discussion. The facilitator and/or attendees recorded these issues and improvements on paper.

The council will take this feedback and analyse what improvements attendees would like to see in the area. This will be used in developing outline plans for further engagement.

5. AOB

Closing remarks from councillors: We want to bring people with us in developing a Liveable Neighbourhood. Please send us your comments and questions.

You can contact us at mildmay.liveableneighbourhood@islington.gov.uk.