

Main themes raised by the Amwell Society (including in its own survey)	Officers' Response
<p>Vehicles reversing at the traffic filters in Lloyd Square. Request for the filters to be relocated to:</p> <p>1/ East of Lloyd Square on Lloyd Baker Street (between 23 Lloyd Baker Street and Amwell Street) creating a 'pocket park' for public use whilst retaining a through route for cyclists, and</p> <p>2/ to an unspecified location on Lloyd Street.</p> <p>Other suggestions to make Lloyd Baker Street two-way between Granville Street and Lloyd Square and to remove excess diagonal parking on Lloyd Baker Street. Also suggest that the zebra crossing on Lloyd Baker Street could be returned to an informal crossing type.</p> <p>The points above would give vehicles full access around Lloyd Square and resume two-way traffic to most of Lloyd Baker Street.</p>	<p>The extent of the issue of vehicles reversing at the Lloyd Square filters is unclear and is not considered a compelling reason to justify redesign of the scheme and the associated expense. The proposed relocation of traffic filters would remove points of reversal on Lloyd Square, but vehicles may continue to reverse at new filter locations, potentially for a longer distance on Lloyd Street.</p> <p>The council has launched Islington Greener Together and is inviting community-led applications for creation of new spaces by 29 April 2022 which could provide an avenue for Amwell Society to pursue in terms of a greening opportunity at the top of Lloyd Baker Street near Amwell Street. The people-friendly streets team could also explore greening the area with new planters on Lloyd Square to define the traffic filters. This option would be subject to the outcome of feedback from residents, including the Amwell Society.</p> <p>The Amwell scheme has been subject to road safety audits which did not identify any safety issue with regards to vehicles reversing or turning at the filter points.</p>
<p>Excess street furniture around Lloyd Square is damaging to historic setting and signage should be reduced. As above, request to remove bollards and cameras from Lloyd Square and move to Lloyd Street to 'reinstate the heritage feel of the area'.</p>	<p>The filter at Lloyd Square (north side) is to be changed from a bollard-enforced to a camera-enforced filter which will decrease the amount of street furniture in the area.</p> <p>Filters on both sides of Lloyd Square will have a 5-metre gap with a single bollard on either side. Solutions other than the single bollards such as planters or build-outs can be investigated in the next phase of the trial before a decision is made on whether to make the scheme permanent.</p> <p>The yellow A-Board signs at Lloyd Square are temporary in nature from a regulatory perspective and could not be placed on existing poles due to</p>

	<p>lack of footway space and headroom clearance. Temporary A-board signage will not be included in the next phase of the trial scheme.</p>
<p>The 'Lloyd Square options' proposal was submitted to the Council on behalf of the Amwell Society along with a survey completed by 81 individuals, 62 of which were Amwell Society members.</p>	<p>Noted. It is unclear how many residents were offered the survey, or how the Amwell Society sought responses. The council ran a publicised survey open to all as part of the consultation on the Amwell PFS scheme and the results have informed the decision to continue the trial (with exemptions for Blue Badge holders). The feedback is recorded and analysed in the independently produced report by Steer consultants available on the council's website.</p> <p>The council also collected information submitted via correspondence (109 emails received), the Commonplace platform (128 responses), trial feedback survey (260 responses), and formal objections (18 formal objections). Details of these can be found in Appendices 5-7.</p>
<p>Traffic levels were not a problem in the Amwell area prior to the scheme being introduced and restrictions in the area prior to the PFS scheme being introduced, were sufficient.</p>	<p>The Islington Transport Strategy (ITS) (2020) contains a commitment to introduce a borough-wide programme of people-friendly streets including in eight named locations, one being Amwell, by early 2021. Moreover, the ITS states that it <i>is planned that Low Traffic Neighbourhood schemes will eventually be rolled out to all parts of the Borough.</i></p> <p>Against this backdrop, neighbourhoods must be treated as a whole and considered in the context of borough-wide traffic trends. 24.3 million more miles were driven through Islington in 2019 than 2013 – an almost <u>10% increase</u>. Traffic on London's local roads <u>rose by 72%</u> between 2009 and 2019. If this continues to increase further it will create significant problems for the road network and will increase damage to the environment, including increased air pollution, which is already a serious issue for public health.</p> <p>The implementation of traffic filters in areas surrounding Amwell as the programme expands across the borough could encourage through traffic to increase the use of local streets in the Amwell</p>

	<p>neighbourhood. The increasing use of apps and sat-navs and the return of motor traffic as the country has emerged out of lockdown could quickly turn a quiet street into a busy cut-through. The Amwell scheme's filters aim to prevent this from occurring as the programme expands across the borough.</p> <p>Amwell residents and others could provide feedback on the Commonplace platform between May 2020 and March 2021. Analysis of the 128 Commonplace comments submitted on the Amwell area can be found in Appendix 5, 3A. The analysis looks at comments received before and after 24 September 2020, when the scheme in Amwell was first advertised. The most reported problems prior to the scheme being advertised was 'traffic rat running' (37% of respondents) and 'volume of traffic' (35% of respondents).</p> <p>37% of respondents also reported 'not safe to cycle' in response to 'What is the problem?' on Commonplace.</p> <p>A key part of the council's PFS programme is the delivery of Islington's Cycleways. Cycleway 27 (which runs through the Amwell PFS neighbourhood) aims to deliver high quality, safe infrastructure to support people to cycle more, especially those from a wide range of backgrounds including children, older people and those who use adapted cycles. Reducing traffic volumes in the Amwell area provides a safer cycle route.</p>
<p>Restrictions should be reduced for residents</p>	<p>In recognition that Blue Badge holders have been disproportionately impacted by people-friendly streets schemes in Islington, we have introduced a policy to offer exemptions to Blue Badge holders who live inside a low traffic neighbourhood in Islington (this includes properties on the LTN side of the boundary roads).</p> <p>The next stage of the PFS trial in Amwell will duly offer an exemption to Blue Badge holders who live in the Amwell area. Those eligible will be sent a letter with details of the permit which allows holders to register a single vehicle to pass through the Amwell PFS traffic filters at Great Percy Street, Lloyd Square (south and north sides) and Margery Street without receiving a penalty charge.</p>

The council is also developing an exceptional circumstance dispensation for people who do not meet the current criteria for an exemption. Further information on the dispensation will follow this year.

The reasons for not providing exemptions to residents other than those who are Blue Badge holders are explained in detail below.

Access to all addresses within the LTN 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.

We need to create a safer environment for people to walk, use wheelchairs 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, using wheelchairs or cycling instead of driving is not feeling safe when sharing the road with the increasing volumes of traffic in the borough. By preventing all motor vehicle trips through camera-controlled filters (except for emergency vehicles and some council service 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.

We need to reduce congestion and air pollution on the main roads. The objective of the people-friendly streets programme 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, using wheelchairs or cycling. For some journeys the

	<p>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 (such as walking, using wheelchairs or cycling) removes a car from the road and leaves the roads clearer for people who have no other choice but to drive.</p> <p>Congestion has risen in Islington (and in London) because every day people make decisions to drive, thinking that is their easiest option. By introducing people-friendly streets, walking, using wheelchairs or cycling become a more convenient choice for people to make - safer, easier and quicker than driving. Every journey switched to active travel removes a car from the roads and leaves the roads clearer for people who may have no choice but to drive.</p>
<p>Improvements to air quality are needed in the Amwell area</p>	<p>Air quality data from the Amwell interim (6 month) monitoring report showed that NO2 levels had fallen, in line with borough trends. Results from the 12-month monitoring reports showed that changes in NO2 levels in the area were slightly better than borough wide trends between 2020 and 2021.</p> <p>Across Islington air quality has progressively improved between 2015 and 2019 - a trend which is expected to continue in future years</p> <p>Reductions in motor traffic volumes and emissions should not just be compared to the pre-pandemic levels, but also to TfL modelling which shows that in the absence of action on traffic reduction measures, private motor vehicles could have increased by nearly 100% (source- Streetspace for London)</p> <p>The Council is committed to achieving a net zero carbon Islington by 2030 in part by reducing traffic volumes and encouraging other means of transport such as walking and cycling. We also have an Air Quality Strategy 2019-23 and are taking a number of steps to improve air quality in the borough. In addition to our people-friendly streets programme of low-traffic neighbourhoods, school streets and</p>

protected cycleways, our actions to tackle air pollution include:

- We are supporting Islington residents switching to electric vehicles (EV) by rolling out on-street charging infrastructure. To date we have installed 285 on-street EV charging points and continue to work towards our target to install 400 charging points.
- We are replacing our vehicle fleet with zero and low emission vehicles, including two London-first fully electric 26 tonne refuse collection vehicles, with plans for further vehicles.
- We operate a diesel vehicles parking surcharge in recognition of the fact that diesel vehicles emit more pollution than other vehicles.
- We are part of a coordinated London-wide scheme tackling engine idling.
- We extensively monitor air quality across the borough, including at every school, and publish an annual [Air Quality Status report](#), to show how the action we are taking is improving Islington's air quality and to identify where more action is needed.

The London Ultra Low Emission Zone (ULEZ) was expanded in October 2021 up to the North and South Circular roads, which means that the whole of Islington is now inside the ULEZ. This means that the most polluting vehicles traveling in our borough must pay a daily surcharge.