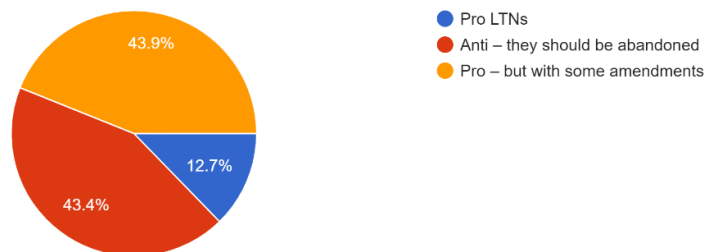


The Canonbury Society- Survey on recent traffic changes in Canonbury Nov 2021

Now the Canonbury West LTN scheme has been operating for one year would you say you were:
173 responses



If you chose 'Pro, but with some amendments', what amendments would you like to see? (Exemptions would rely on ANPR technology recognising number plates as cars drive through the traffic filters, if you choose 'Other' please provide details.)

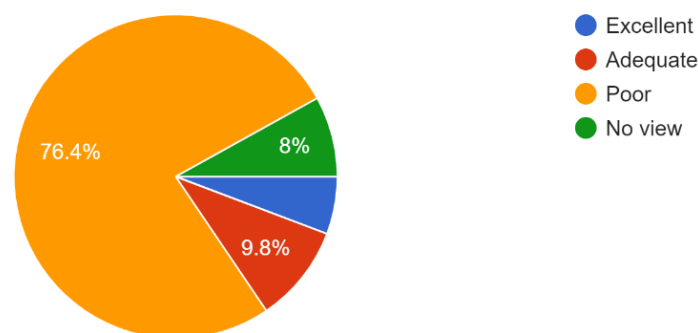
	Number of agree	Percentage of total
Exemptions for blue badge holders	60	59.4
Exemptions for older people and others who are unable to cycle or walk longer distances	53	52.5
Exemptions for carers and others visiting sick or disabled people	50	49.5
Exemptions for all Canonbury residents to come in and out of the area however they wish	69	68.3
Exemptions for Islington residents to drive freely around the borough	45	44.6
Limiting restrictions to the morning and evening peaks and /or banned left and right turns rather than complete no entry.	32	31.7

Other suggestions typed by people
Canonbury is still used as a cut-through at peaks. Google maps believes that there is enough time to be saved to suggest that drivers route up Canonbury Park North and out via Compton Road. I can't think of any way round it other than closing Compton Road and Grange Grove too and just having a single entrance/exit from the LTN.
Just using this box to explain my exemption preferences: While exempting Canonbury residents from restrictions around C'bury West LTN is needed, it will not solve the problem of us sitting in traffic queues as we enter neighbouring LTN restrictions. Therefore I would recommend all Islington residents within a certain radius of directly neighbouring LTNs to have mutual exemptions from each other's restrictions. I would not, for example see the need for us to be exempt in Archway and that further afield or for them to be exempt in our neighbourhood. '

For the record I am against the LTNs entirely but want to be on record to say that immediate exemptions for all taxis. Any and all of the above would be an improvement to this monstrous and unjust restriction to access the streets on which we reside.
Exemptions to black cabs and authorised hire cars for all access
Free access for emergency services and taxi
Exemptions for fully electric cars
Taxis should also be exempt.
Exemptions for black taxi cabs
ANPR system persons who have a parking permit.
they should be massively expanded, and a 10MPH speed limit imposed on all roads.
Black cabs should be allowed
Black cabs
Only allowed to drive through LTNs within 1km of residence
Restore Highbury Corner to its former layout.
Exemption for licensed taxi cabs (and possibly other authorised hire cars) to have access
Blue badges are issued to the disabled person, not a car. Some even do not have a car and rely on neighbours to take them to where they need to be.
Taxi, moving trucks
I have ticked these boxes because, if LTNs are not going away - which I doubt - something has to be done to improve car access for residents.
If there is not to be an exemption for all Canonbury Residents, there should be an exemption for Canonbury residents with low carbon emission cars.
If there is not to be an exemption for Canonbury residents, the case for an exemption for Canonbury residents with low carbon emission cars is very strong.
Allow taxis and food delivery vans;
allow permits for tradespeople with tools in vans
Exemptions for electric black cabs
Measures to help people reduce car usage.

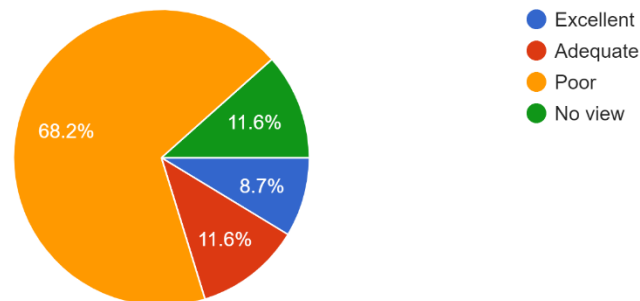
I feel the consultation stage via the People Friendly Streets website was:

174 responses



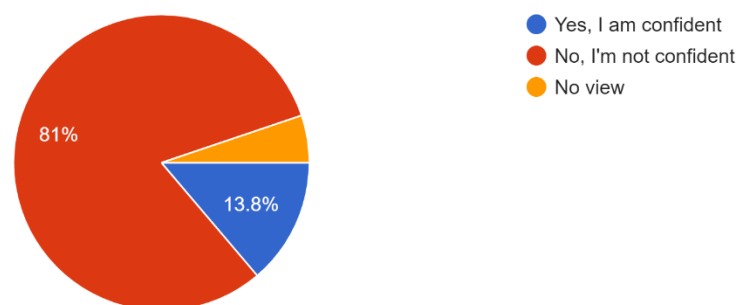
I feel the 'Canonbury West people-friendly streets trial interim report' published by the Council (see link to the full report on our website) is:

173 responses



I am confident that the Council will take the views of residents and business owners into account when deciding on the future of the Canonbury West LTN:

174 responses



If necessary, please use the box below for further comments on how Islington Council has devised, implemented and evaluated the LTNs:

I feel the Council betrayed us by introducing LTNs during lockdown and using Covid-19 as an excuse to push them forward.
Inadequate pre-consultation, unrepresentative assessment period (Major Cadent works in Canonbury Sq & summer holiday) inaccurate reflection of real local feelings: rising crime as advised by police (increased drug dealing & users, street robberies & burglaries, and women no longer feeling safe in evenings on empty streets). No improvement in air quality. Safety issues including delivery motorcycles mounting pavement to avoid cameras.
Directing virtually all Canonbury traffic around Highbury corner does not feel like a well divided plan.
I feel very 'bounced into' making a decision over LTNs. Both central and local government have been sneaky in introducing these plans under cover of emergency Anti-Covid legislation with no prior consultation. I think the aims of clean air etc could have been accomplished without this crude imposition of gated communities.

<p>Almost impossible to evaluate given covid restrictions. Baselines used can't be normalised effectively as no-one uses a rat-run if the boundary roads are generally quiet.</p> <p>LTNs were hurriedly implemented at the worst and most vulnerable time for residents during a crisis, which lacked empathy or consideration particularly of elderly and vulnerable people reliant on private transport for health appointments, deliveries of groceries and the terrible emptiness of streets which has seen a sharp rise in crime in the area.</p> <p>LTNs should be abandoned, the council has already had freedom of information requests which show 75% are not in favour of LTNs at all but are refusing to disclose this widely.</p> <p>The arguments for them are pretty weak as whilst the council feels they are reducing pollution, it is causing much more pollution in other parts of the area, outside schools and high walking populated areas so it defeats the purpose.</p> <p>Residents have been trapped within their zones, businesses have lost footfall and some have called it the modern Berlin Wall taking us back in history, divisive and dividing communities.</p> <p>As a council that should be looking after everyone, not the few, these will now need to be removed as proof that the council is considering all, especially those who cannot complete a complicated consultation process designed deliberately so to favour those minority who want the LTNs</p>
<p>Very poor, no consultation, LTN is creating hostilities, esp. on streets and roads who have now an intolerable amount of traffic and pollution , leaving other streets deserted and open to burglaries and assaults with impunity.</p>
<p>It is more difficult to list objections and problems than to say one is in agreement</p>
<p>on site questionnaire difficult. I would prefer paper replies</p>
<p>Residents are never consulted. I feel it is a dictatorship.</p>
<p>The council seems to have made up their mind to keep the LTNs before the trial is over. All social media and information (from the council) during the trial has been positive with no evaluation or even acknowledgment of the disadvantages and problems of the LTN. The council is living in an alternate reality to those experiencing the issues caused by the LTN.</p>
<p>there was no consultation whatsoever on the scheme that has created a lot of grief for all residents</p>
<p>Very happy with introduction of LTNs.</p>
<p>They do not appear to be actively listening and from the moment they were granted emergency powers were set on implementation with an ideological zeal that defied common sense. Ludicrous cycle lanes that are dangerous for pedestrians, cyclists and motorists alike, channeling all traffic onto inadequate boundary roads unfit for purpose and damaging the quality of life and health of residents and business owners along those routes. There has also been a failure to recognise quickly enough how this has negatively impacted disabled residents and care workers etc as their journey times lengthen and buses are also held up. The problem we have is an elected council with almost total domination of one party. They will not consider the views of all feedback as fairly as the councils in Hammersmith & Fulham or Ealing. Although Labour-dominated councils, they have some healthier opposition and were possibly less aggressive in their zeal! So far, all we have had from those in control of LTNs in Islington is whitewash.</p>
<p>The report has give no consideration for the resulting traffic congestion and pollution outside of LTNs</p>
<p>The aims of LTNs are great, the encouragement of cycling and walking is great. The move appears to encourage people to think carefully about car journeys which is good. It's sad to see the increase in congestion on some of the boundary roads. I wish the signage around the actual traffic filters was better so drivers are more aware they could be fined. Work needs to be done to improve neighbourhood shopping areas (Canonbury Place specifically) that have lost passing traffic but could</p>

have infrastructure improvements to make them neighbourhood destinations. Business rates for these shops should be reviewed as they have lost trade with the LTNs.
The scheme has been rammed through without genuine consultation
There is no mention of any change to length of bus journey times on the boundary roads.
It's a terribly blunt approach that punishes residents and is all about revenue raising. It was a cash grab due to Covid 19.
No consultation beforehand. Very dubious evaluation numbers - when did they ever count traffic, cyclist and pedestrian numbers before hand. Canonbury Sq was shut for more than a year!
I don't believe the counts are accurate
I feel like the LTNs have been exactly the right solution for the problems our neighbourhood, city and world face in these trying times. I wouldn't change a thing
There has been no proper monitoring before implementation or after. Tresting has been done during July August when schools closed and people on holiday. No attempt to consider effect of other LTN on CW LTN, particularly effect of Highbury. All traffic coming onto St Pauls Road which backs up and blocks the buses.
It has not factored in needs of residents - they are pushing a minority agenda - their request for feedback is clearly biased. They have caused untold stress, damage and impact to livelihoods of residents and businesses in our borough. It is horrifying behaviour by people who are elected to represent the whole borough. Furthermore they have used 'GREENER' as a banner to hide behind but have instead created boundary road GRIDLOCK, pollution heavy, unjust, criminally ignorant of the needs of disabled, infirm, sick and elderly. We live in a capital city - it has to work for all.
The LTNs were rushed through with no consultation whatsoever using COVID emergency powers as a very flimsy justification. I have no confidence that the upcoming consultation will be fair or that residents views will be taken into account.
Too much focus on cycle volumes coming through the area, too little interest in pedestrians and residents.
Undemocratic. Too dominated by consideration for cyclists. Deaf to pleas of disabled etc. Detriment to people living on open roads from noise and additional pollution. Made life harder for many people. Makes Islington feel like a jail and as though motorists are being trapped and fined to fund cyclists without our agreement. Cyclists do not obey rules but motorists are expected to. Created a hostile environment for many. Now TFL axing bus routes eg 271 so can't get to Heath without driving. Need to think in a more joined up way. Just hopelessly deaf and incompetent. This is not an insult to deaf people BTW but to point out that although council say they are listening they patently have tin ears and don't care what we think. But silent majority will have their say.
Most of the aims set out in the report will not be achieved unless steps are taken by the government, the Mayor and LBI to substantially limit traffic of all kinds. As this would be very unpopular the likelihood of any political party having the will to do it is very limited. The use of non-essential traffic (which includes usual delivery traffic which is not very localised) in all of London needs to be made a lot more expensive.

I have commented many times that the current proposals do not work. For example, the current LTN still allows Canonbury Park North to be used as a rat run from St Pauls Road to Highbury Corner by allowing cars to turn right onto Compton Road. When I raised this with the council previously, I was told that I had misunderstood the proposals. I have also highlighted that the speed of traffic along Canonbury Park North has increased, especially heading out towards St Pauls Road and this makes it unsafe for my children to go to school. My 3rd key issue is that directly impacts on our daily life is that no road crossings have been put into place to enable my children to cross the road to walk safely to school. Canonbury Park North is still a busy road and the current system does not make it safer for the children. I very rarely drive a car and when I do, you simply sit on St Pauls Road which is just a big long traffic jam. The current proposals are not fit for purpose. If they want to get people out of their cars then we need to improve the overall public transport network.

I no longer feel safe walking home from work every day as there is far less traffic on the side streets.

Has been done unilaterally with no input from residents. 'Consultations' are a sham.

The borough wide traffic consultation preceeding the LTNs had a large public feedback and an interactive map which allowed you to see where and what all the concerns were. However they then cherry picked the often minority views that matched what they wanted to do and loudly promoted those, leading to the LTNs. The interim report similarly spins the facts and ignores that local residents have gone from living near an easily avoided busy roundabout, to walking alongside miles of polluting stationary traffic, suffering delayed bus services and reduced freedom of movement. Hidden away you can just about find that cycling has dropped 44% in places due to the unfriendly environment created by the new road congestion.

The Council hasn't listened to the residents and businesses

I think the scheme is purely for the sake of increased subsidy from the Major. It does nothing for the environment. It concentrates pollution in the major roads, as if the air would not move to other areas.

I strongly feel that if the goal is to reduce car use then the correct approach is to improve public transport, and find a solution for people to be able use online delivery services. If you do not own a car you really rely on deliveries for heavy items so simply blocking the roads is counterproductive. If the goal is to reduce pollution then we also need far more electric charging points in Islington.

A determined anti car inflexible approach to dealing with the management of traffic within and through the Borough. No confidence whatsoever in the veracity of follow up evaluation, which simply doesn't compute with visual day to day reality

By stealth.

The Council are simply not listening and pushing through plans regardless. They are committed to this scheme and are not listening to residents. Their questionnaires on schemes are badly constructed and 'leading' in their questions in a way which fails to allow respondents to give their true views. Reports are very vague on issues such as pollution on boundary roads and crime. We have at least five breakins/attempted breakins to my knowledge in Alwyne Road/Alwyne Villas in the last six months. Empty streets, I believe, make it easier for criminals.

Think they thought it up on the back of an envelope on a Friday afternoon. On a serious note it is an disgusting waste of tax payers money and an appallingly bad plan

No consultation , rail roaded through dreadful effect on canonbury lane shops- arrogant behaviour

Dishonest use of statistics

The council ushered in significant reforms which had wide-ranging impacts on local residents and businesses under the cover of the covid disruption and with minimal engagement and consultation. Everything coming from the council presents a biased view supportive of the LTNs instead of a reasoned, balanced argument based on the actual experiences of local people. The council have deliberately used polarising language, painting a "them and us" picture, when the reality is far more nuanced.
The council do not listen to its residents
Consultation has been very limited and changes foisted on residents.
Either cancel the LTNs or allow residents to drive without these obstacles and if so it should allow residents to give passes to relatives or friends who need to visit similar to parking vouchers which can be purchased
The LTNs were implemented without any consultation. The LTNs have made our lives worse and not better.
The trial report is interesting, but has so many "normalisations" and adjustments, inconsistently made, that the headlines are unhelpful. I was taught that average stats for road use were potentially misleading, nearly 20 years ago by my statistics professor. The initial consultation really didn't seem to take account of local businesses. The traffic on boundary roads is a real issue for those living there, and is lightly addressed in the survey. The crime stats seem a little way from reality, given our experience. There was no assessment of alternatives.
Incredibly biased towards LTN's. I feel they have already made their decision.
Poorly thought-out based on simplistic view that traffic can be endlessly reduced. This is a major City with high density of buildings and people and an inevitable requirement for moment, some of it vehicular.
I find it hard to believe you could ever get a balance of traffic during covid between March 2020 and when it officially ended 18 months later
I feel that Islington Council has not listened to the views of residents or local businesses. I feel they have implemented the LTNs by stealth. I now feel the Council is distorting the facts to suit its own desired outcome. I feel disillusioned with my local councillor Nick Wayne. I feel he has attempted to silence me by suggesting re-opening the bottom of Canonbury Park South to traffic. I can only presume he proposed this measure as he knows I live at the bottom of Canonbury Park South where it joins Canonbury Park North and it would therefore increase traffic flow in front of my own home.
No consultation, no thought for residents and impact on crime levels
<p>I think the numbers provided in the interim report raise more questions than answers - for example:</p> <ul style="list-style-type: none"> - should one not expect the overall number of cars in a day (e.g. on St Paul's Road) to decline if traffic is stationary all day? - what exactly has happened to the air quality ("in line with the Borough") - I assume it is linked to stationary traffic rather than numbers of cars - why do we celebrate that the number of cars has reduced dramatically e.g. on Clephane Road if it has in fact become illegal to drive down most of it - so no surprise the numbers have fallen! - why is there no reporting on the effects on local businesses? - I would still like to have some transparency on the social fairness of the schemes - I suspect the increase in cyclists is driven by middle-class white men and young families, while poorer families have been moved onto buses stuck on St Paul's Road

The scheme creates excess pollution on boundary roads and is responsible for disruption to commercial activity. Surveys which suggest that pollution on (for example) St Paul's Rd have not been affected are not credible. Highbury Corner is a disaster which can only get worse as more LTN's are imposed. Drug dealing and crime are noticeably worse in the now very quiet streets (which around here were mostly quite beforehand). Again, reviews of this do not capture the casual and largely unreported instances of petty crime.

There was no consultation before. They have refused to answer even basic questions during. And their interim report appears to have been produced without once visiting the area.

The absence of consultation to begin with and the cagey way questions in the surveys are phrased clearly biased to get the result they want, there are no questions where the negative impact of the LTNs to quality of life of residents is assessed. It's quite clear the council is not remotely interested in the views of residents, their minds are made up already and they are simply devising a box ticking process to be able to say they implemented it with the consent of residents.

This was implemented without proper consultation under the guise of Covid regulations. They have one agenda and their reporting and surveys are designed to deliver the outcome of retaining the LTN's without the consent of the residents.

It's a shame the council didn't take guidance from the residents in the first place as we are the voters and pay their salaries with our council tax

We feel this has been dealt with in an appalling manner. First, pushing it through during lockdown without a proper consultation was an unreasonable way to implement it (even if this is legal). Secondly, It is evident that the council are pushing through their own agenda without listening to local residents. We have attended online Zoom meetings with Nick Wayne and Rowena Champion and they simply do not listen to any view that opposes theirs. Third, despite obvious traffic chaos, they are continuing with their plans. Fourth, the statistics in their interim report are very questionable as they paint a very rosy picture, however the reality of bringing parts of our borough to a virtual standstill and gridlock (Highbury Corner, Essex Road, Holloway Road and all adjoining roads) don't marry up with what they say.

In addition, the assumption seems to be that everyone is able to walk and cycle. This simply isn't true. What about the elderly and the disabled? There is a strong emphasis on people using public transport but those of us who are cautious about living through a pandemic don't feel confident about that.

Many of my husbands work journeys involve using a vehicle for carrying heavy loads, this simply cannot be done on a bike.

It appears to me that the LTN's have encouraged/increased dangerous driving - most noticeably motor bikes are using the pavement at the top of Canonbury Place/ Alwyne Villas to dodge the cameras. On St Pauls Road motor bikes often drive on the opposite side of the road because the lanes approaching Highbury Corner are always blocked with cars and delivery lorries, this is very alarming when you are driving in the opposite direction and a motor bike is coming towards you. Car drivers have become much less tolerant as they have been forced to sit in endless traffic jams and so it feels very angry out there as everyone is trying to push through when the lights turn green. The traffic flow at Highbury Corner for much of the day is at a stalemate.

The initial implementation ignored petition from local residents objecting the LTN yet this went ahead. Since the trial has begun, this has led to significant increase in traffic, crime, emissions (due to having to drive around the closure) and loss of business for local businesses on Canonbury Place

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Given the lack of real consultation before implementation I have no faith that Islington Council will take our experience of the trap they have put us in seriously.

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Very difficult means of access to certain streets and added to distress Highbury Corner layout has increased number of vehicles locked into system and emitting dangerous fumes
No consultation, forced through during Covid . No plan for dealing with their after affects, just a forlorn hope that things would improve.
FIRSTLY ITS BEEN A SHAMBLES, THEY HAVE NOT TAKEN MANY POTENTIAL SITUATIONS AND HAP HAZARDS INTO CONSIDERATION AND JUST ARROGANTLY ROLLED THIS AWFUL FRUSTRATING LTN PLAN OUT! NO CONSULTING! I HAVE NO FAITH IN THIS COUNCIL AT ALL!
There has been wholly inadequate consultation. The council are trying to force a scheme which does not take account of residents' views. This approach has been abandoned in other London boroughs and I hope Islington Council offer a more resident friendly solution subject to our feedback. This current solution also really hurts the shops in Canonbury Place. Shops like the newsagents are finding it hard to survive with reduced customers. The current proposal is hurting people who are trying to make a living in the local area and offer a service to residents.
Arbitrary, ideological, unresponsive, indifferent to wishes of residents and needs of the community socially and economically. The very title- "people Friendly Streets" is a PR con. The entire scheme discriminates against Canonbury residents. The local councillor has been indifferent to concerns raised.
little or no evaluation of impacts on boundary roads, Highbury corner roundabout, journey distances and times, congestion or pollution
Done under ETOs under the premise of Covid without proper consultation with residents and local businesses. However, the people friendly streets site appeared to be trying to identify rat runs rather than anything to do with Covid. It is unclear how the council selected the sites for the cameras without considering the needs and preferences of residents. Requests for ANPR to allow residents access to their property have been ignored forcing them unnecessarily onto the highly congested St Paul's Road and Highbury corner. No consideration appears to have been given to the impact of the LTNs as a whole with them all forcing traffic onto a few main arteries and Highbury Corner which was already congested following the removal of the roundabout. I am very sceptical about the data in the report suggesting the volume of traffic has gone down in the main arteries when it is abundantly clear to anyone living here that it is permanently congested, especially during rush hour. In addition to the pollution it is unsafe for pedestrians trying to cross the road and concerning to see emergency vehicles getting stuck in it. I have plenty of photos and videos if required. It may be that the data was recorded during holidays, lock down or when roads have been closed due to road works. If residents were allowed direct access to their house through ANPR then they wouldn't need to add to this congestion.
We haven't heard anyone of our neighbors would be asked if they are happy with LTN changes, nobody new about the survey that council said they've done. We are absolutely not happy with the LTN changes and they make our life very difficult. If you are ill or disabled and can't walk or cycle it's incredibly difficult as it's not possible to get a taxi now they just refuse to come to our area with all these stupid restrictions. I was seriously ill for a few weeks and had to walk with awful pain down to Essex road to get a taxi to get to doctors....I just couldn't book taxi to my house because of LTN. These changes have not made a life of residents any better. It definitely made it worse. Whoever reported on success with scheme this is not true and residents have been just forced with the decision they never wanted. Very disappointing and frustrating.
We live here and we are unable to move around anymore. St Paul's Rd is my one way out and it is now gridlocked. Indefensible of the council to deliberately cause this to Islington residents. The LTN's need to be scrapped. Also you are 'helping' the wrong people - the already well off in let's say the Awynes have it even quieter than before while the poorer residents on say St Paul's Rd live in fumes and standstill traffic. Not thought through.

All the low traffic neighbourhood has done is cause an absolute standstill of traffic in all directions of highbury roundabout. St. paul's Road is absolutely shocking in the morning, and I frequently (every day) walk past a solid line of standstill traffic with engines pumping and people beeping at a never ending queue. The bus drivers coming from highbury grove often get stuck as they can't access the bus lane because of cars blocking the road. It's such a shambles. The pollution is awful, the traffic is awful. I really don't understand what has happened. I don't have a car, so i rely on the bus which simply cannot get through, the bus drivers must be going mad. I can't get taxis as they can't get in or out of the area.

As a response to an unprecedented emergency situation we have moved forward decades in a year.

No obvious attempts at consultation. Following an entrenched and set agenda without care for residents or consideration of real-world circumstances. Their questionnaires are biased to favour certain kinds of answer and not allow legitimate, resident vehicle users to register their views in a quantitative way.

The report and summary leaflet includes mistakes and misrepresentations.

It closes the streets. Only residents of the most elite roads get use of the roads. It prevents ebike use in canonbury.

I think the council rushed through the LTNs with little consultation as to how the effects would be felt, but this was more of a government mandate to do something quickly, rather than Islington council.

I am in broad sympathy with the attempt to reduce traffic, but London is never going to become a cycling city - the great cycling cities of the world are much, much smaller and more compact, with a much smaller volume of traffic. The way the LTNs work pushes all traffic onto the main roads, which are now overused. The evaluation of the LTNs means nothing, because people are still not socialising and going out as much as they were before the pandemic. Traffic levels are down anyway, most probably. The figures are not valid and not reliable.

The Council officers and councilors refuse to engage with what we are saying. They had made up their minds that LTNs were a good thing before any of these were implemented.

I question the data on which Islington Council are basing their evaluation. The interim report findings indicate a decrease in motorised traffic volumes on boundary roads, including a drop on average of 3% on St Paul's Road. Having personally experienced the increased congestion on St Paul's Road and adjacent roads (esp Compton Terrace, Highbury Grove) on a daily basis since the introduction of the Canonbury West LTN, I simply do not trust these figures (and indeed I call into question the other figures in the report).

At the consultation meeting with Islington council officers on 14 December 2021, this issue was raised repeatedly but council officers insisted on the accuracy of the independently gathered and analysed data. Until this data is properly interrogated (and perhaps a separate independent study commissioned), I do not believe the experiences of local residents and business owners will be properly appreciated or taken into account.

The LTNs seem to have been devised in a sweeping manner without much regard for any need of Islington residents to be able to get around their borough. They have produced some very serious congestion on main roads at busy times - the western half of St Paul's Road being a prime example - without regard to the fact that all Islington's main roads are also residential roads. The LTN planning seems also to have disregarded the fact that some of our roads have for a long time served as secondary main roads (eg in Canonbury West, the route via Canonbury Park North and Canonbury Square to Upper Street - probably used more as a result of the ill devised changes to Highbury Corner, and in Canonbury East the route from Southgate Road to Essex Road via Englefield Road which was effectively a relief road for Balls Pond Road - itself recently further burdened with a segregated section of cycleway which would have been better routed via Mildmay Park and Mildmay Grove).

With a proper consultation with residents, ie a consultation actually LISTENED to (rather than the usual Islington Council procedure of going through the motions of a consultation in order to comply with statutory requirements and then ignoring what consultees said - Highbury Corner being a prime case in point) it should have been possible to devise acceptable LTNs made up of the roads which already had little or no passing traffic and could therefore be made designated play streets at certain hours.

I am sceptical about the wonders of LTNs reported by the Council. They do not seem to bear out what I have observed - lies, bl**dy lies and statistics! Moderate change in traffic on boundary roads forsooth!

Badly

The QR code on their leaflet requesting feedback did not work

As a resident I feel that the council has no interest in my views and opinions. I was not consulted on its implementation and they have made the consultation process which is taking place now difficult and biased. It's clear to anyone that the council has an agenda and that it is not interested in residents' views.

There is a lot of nonsense spoken about LTNs. The Canonbury Society should not become a conduit for this.

The real trouble is that this form of consultation does not really give a clear answer of what those affected actually think.

There is an absence of any real comparative data with normal pre-Covid and pre LTN data - it is based for a large part on methodology. Comments I have heard indicate that some Council members have already made up their minds irrespective of any future consultation or evidence and there exists no criteria against which to judge the evidence or to differentiate specifically between the traffic using the LTN as a rat run, which I would support, and that used by the residents which I do not support. The Council appears biased against car owners because they only represent 30% of the borough's residents.

Having spoken to a councillor the clear objective is to drive all cars off the road and make Islington a hostile environment for cars and drivers. To paraphrase "The majority of Islington residents don't have cars therefore our strategy is to drive car users out of the borough!"

Undemocratic

LTNs kill off small businesses, turn short distances into extensive drives increasing pollution and time on the road.

The whole subject should start with a forum to understand the needs of the residents

Very poor consultation originally. In addition, I am not confident that the views of Canonbury residents will be taken into account

Queues in the street during the rush hours, cars speeding in St Mary's grove to join St Paul's road : much more traffic. Plus drug dealers and thieves : not a success

The evaluation has neglected many side effects, including increased pollution on main roads (which are now more unpleasant for pedestrians) and inconvenience for bus travellers

A very simplistic approach, crudely implemented. A high reliance on gathering information by tech and not canvassing face to face. Evaluation not convincing and seemed to support a forgone

conclusion. Gas and other road works impact fair assessment of traffic. I have not seen Rowena or the council canvassing our support other than by glossy leaflet and they do not acknowledge the flaws..
Brought in by stealth during the first lockdown. Lack of information for drivers about what was happening.
Islington appear to have implemented the LTNs with very little discussion, taking no regard for the needs of the people living in the area, and especially having no regard for the very harsh impact on local businesses. It also appears that, whatever anyone thought, they were going to implement this policy. In addition, the recent leaflet appeared incorrect in several on several counts.
Unfortunately, their implementation has many undesired consequences, not least increased pollution on what the council describes as 'boundary' roads. St Paul's Road is the best example of this. The 'remodelling' of Highbury Corner started the pollution ball rolling but displaced traffic after the LTN in Canonbury West was introduced added to already unhealthy levels of pollution to a degree that should have been anticipated by council planners. LTNs do not discourage car use; they simply send it somewhere else.
Ludicrous policy, we are inner city dwellers
I have answered 'no view' because I don't know the answer.
Insufficient proper consultation
Signage for the scheme is completely inadequate. It is very easy for a driver to enter the LTN area without any warning that their intended route is unavailable. Even at the restriction points themselves, the signs are very poor and easily overlooked by (for example) a solo driver in poor lighting conditions.
I don't feel that I was consulted - maybe I overlooked something but the process seems to have been high handed and motivated by an ideological belief that only the 'elite' will find the changes detrimental. I say that as someone who is fairly anti-cars
Very badly thought out scheme . Insufficient consultation. Deviously implemented and based on my thoughts as above will use any means possible to skew the results to their advantage . For goodness sake the council offices over look at Paul's road they must be able to see hers and smell the constant queues of stationery traffic ... how can they possibly believe they are reducing traffic/ pollution
The LTN s in Canonbury as elsewhere have just been imposed. Absolutely no realistic opportunity to object or even to be listened to, before it was implemented. now we hear that the council is going to extend the scheme, 'willy nilly'!
we need more #LTNs throughout the borough for the majority of residents who do not have access to a motor vehicle. let's encourage a healthier, fitter borough.
They did a good job given the very short time frame imposed by central government.
They seem to have followed the necessary procedure at the time it was put in.
It was handed down to us from on high. A complete shock. Since then everything has biased in favour of the scheme, passing it off as an environmental intervention when it is merely an opportunity to make money.

The model used by the Council in deciding, implementing and evaluating LTZs has been used successfully elsewhere. The rationale being that giving people the opportunity to experience the benefits (and any problems) associated with the schemes is based on their real life experiences ... rather than on prejudices or imagination. I think the reasoning behind the approach makes sense. Otherwise car drivers will always object to anything that impacts on their assumptions that they have a God given right to unlimited driving and polluting our air with impunity .. so nothing will ever change.

The Council was wrong to use emergency Covid19 legislation to bypass the regular planning disciplines.

Lacked consultation

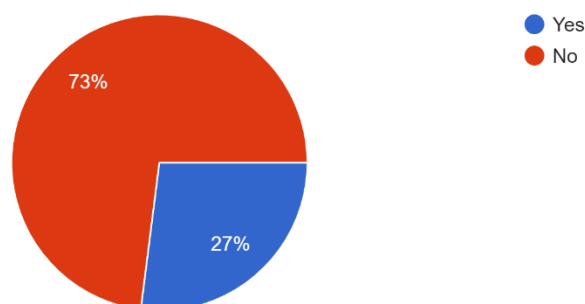
Very badly thought out scheme . Insufficient consultation. Deviously implemented and based on my thoughts as above will use any means possible to skew the results to their advantage . For goodness sake the council officers over look at Paul's road they must be able to see hers and smell the constant queues of stationary traffic ... how can they possibly believe they are reducing traffic/ pollution

paternalistic authoritarianism!!

There is clearly a perception out there that a lack of consultation has obtained. This may partly be down to Islington Council's legacy of non- or fake-consultation. But LTN's were always going to be a highly divisive measure and there was no way of introducing these changes in a generally popular way.

Before the introduction of the Canonbury West LTN, was passing traffic often a nuisance in your road?

174 responses



If yes, any particular times? What sort of nuisance (eg: noise, safety, pollution)

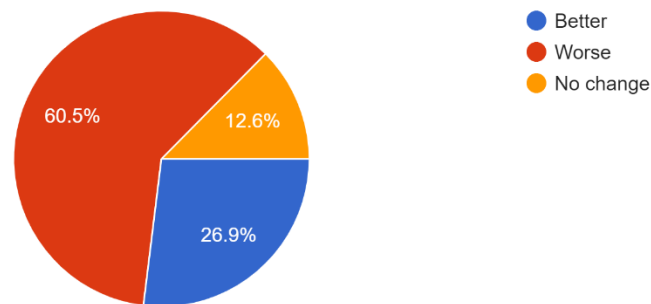
Rush hour am and pm
Morning peak was the worst. Between 6am and 8.30am. Cars every 10 to 15 seconds coming up Canonbury Park North and turning corner towards Canonbury Place. Noise and pollution. Definitely woken every morning by traffic - impossible to sleep. And also after 10pm - cars racing through but less frequently.
Early morning noise and pollution
Noise
All the time. Noise, safety and pollution.
Noise, safety, pollution, speeding cars and heavy lorries up and down the road at any time of day and through the night.
Used not to be a major problem, but in the last two or three years satnav had made it intolerable
The sheer volume of traffic during rush hours was extremely noisy; it choked the air with fumes and was less safe for pedestrians. But I want to stress that although the conditions in my street have much improved, the difficulty for us and anyone trying to access us has greatly escalated. The boundary roads cannot cope, which is why I would open up our side roads to LOCAL traffic (residents) with ANPR, leaving freer movement on those boundary roads for commuters, business traffic and buses. We need to share the overall traffic volume more equitably.
Noise, pollution, speeding, a danger to children crossing the road especially as our street is an important walking route to local schools.
Pollution, noise and safety
Traffic cutting through the neighbourhood at high speeds, idling cars driving into the neighbourhood creating pollution
Rush hour times used to be noisy
Cars drove in and reversed out at night.
It was used as a rat run. Heading St Pauls Road to Canonbury Square in the morning and reversed in the afternoon. Since the introduction, the flow of traffic has only reduced in 1 direction. However it is now used frequently throughout the day from St Pauls Road via Compton Road to Highbury Square to miss out part of the gridlock onto St Pauls Road. The one major change has been the speed to traffic heading from Grange Grove to St Pauls Road via Canonbury Park North. We regularly see cars speeding excessively and nothing has been done to limit this and to make the street safe for children to cross.
Morning and evening rush hours - speeding, noise, pollution
Cars would drive at insane speeds because they knew they could save time driving fast through the back roads. It was unpleasant, loud, polluting and frightening.
In particular morning and evening. In particular cars speeding to use us as a rat run to avoid queues building due to the poor redesign of Highbury Corner.
All day

Our road is already closed but motorbikes used to speed though. Drug dealers would also set up business from their cars.
Canonbury park south is a cul de sac
Noise, excessive speed
Cars driving too fast
My house overlooks Canonbury Park North. I have not noticed a change in traffic flow on Canonbury Park North. However, I have noticed increased traffic noise and pollution on St Paul's Road which negatively impacts my home.
Grange Grove has always been a rat run when St Paul's Road is congested. In addition we now have speeding drivers (who are frustrated that they cannot get out of Canonbury again), pollution, and in particular incessant honking of horns. This is particularly bad between 7 and 10am.
There was plenty of traffic at schools times. It wasn't a nuisance.
during rush hour times increased vehicles, noise.
Morning rush hour. Not a particular problem any other time.
All of the above
Irrelevant, we live on a no through road
Mornings and evenings
None at all! In fact the pollution wasn't all directed to the main roads & residents of the main roads! Wasn't this suppose to be boasting a greener Borough! ????? It's diabolical what they have done! Plus it has created so much congestion and traffic queues . . . It's a complete disaster! What with all the varying street prohibition signs that people are having to pay fines for! Nothing is uniform! The info is confusing! And people are suffering! End it all now! This is London! Not the countryside
rush hour morning and evening
our road is not part of the ltn and i wish it was.
St Paul rd is busier than it was.
Pollution, danger; constantly
Speeding cars, using our street as a cut-through, especially during rush hours/ school runs. These problems are less now, but there are still some cars that speed, possibly because the streets are emptier. There was a recent event (October 2021) when one child on our street was knocked down by a car (not fatal). This suggests that there is still a need for speed controls, or to restrict through-traffic even more.
Noise and safety. Noise particularly at night.
Traffic flowed relatively smoothly through the whole area before the restrictions whereas now there is increased pollution in neighbouring roads from stationary traffic. That said I have nothing against stopping the area being used as a rat run for people outside the borough
speeding is still an issue. Shicanes would reduce traffic speeds and avoid cameras and turning streets into cul de sacs.Deliveries were cancelled due to impossible routes.

Can Lane is a cut through and always has been. A problem easy to tackle would be traffic feeding from northbound Can Rd through south west side of square - often fast & dangerous.
Speeding both directions. Peak hour am traffic. 7 -9 am. evening peak as well.
Morning and afternoon in particular. Chiefly noise and pollution. Unsafe for young children walking to and from Primary Schools.
The nuisance in terms of totally unacceptable chaos that we continue to suffer on St Paul's Road is present for the majority of the time 7.30 am to 9 pm. Although the council says that the number of vehicles has not increased on St Paul's road, the measurements in terms of numbers of vehicles passing provides unhelpful information when the vehicles are stationary! The noise, traffic fumes, general frustration and bus hold ups are appalling! This is all in stark contrast to other roads in Canonbury that are unnaturally quiet, deserted for the most part, and as a result, rather frightening in the dark! Finally isn't this all rather 'anti-egalitarian' that the more wealthy people in our borough are allowed to enjoy the peace and quiet of their leafy Canonbury environment whilst the multiple occupancy flats that line the pavements along St Pauls road (which are also in Canonbury) have this persistent irritation constantly 'in their faces'?! rat running fast cars using Waze or similar apps. and causing noise, danger, pollution. Taking short cut from probably St Pauls Road down Willow Bridge Road, along Alwyne Road to Canonbury Road
Noise, pollution, road danger especially for children, hampers social interaction.
noise, unsave to cross the street, pollution
I travel through the Canonbury West LTN on my way to work by bicycle, and was often nearly run down by traffic racing through the area
Too much traffic cutting through, air pollution, too busy
noise, safety, speeding, volume, rat-running, late night racing
Noise safety pollution
Terrible nuisance generally, speeding, no regard for pedestrians, street was rat run, fights at zebra crossing, blaring music. Particularly morning and evening rush hour but through the day and at weekends as well. Restrictions were desperately needed.
All day, Canonbury Place and Canonbury Park North had become a rat run with people desperate to avoid Highbury Corner. In the morning rush hour there were hundreds of cars going west, and in the evening rush hour hundreds of cars going east. It became very stressful living with such an increased volume of traffic.
Peak times were dreadful, and generally traffic levels had increased massively and unacceptably since works at Highbury Corner commenced.

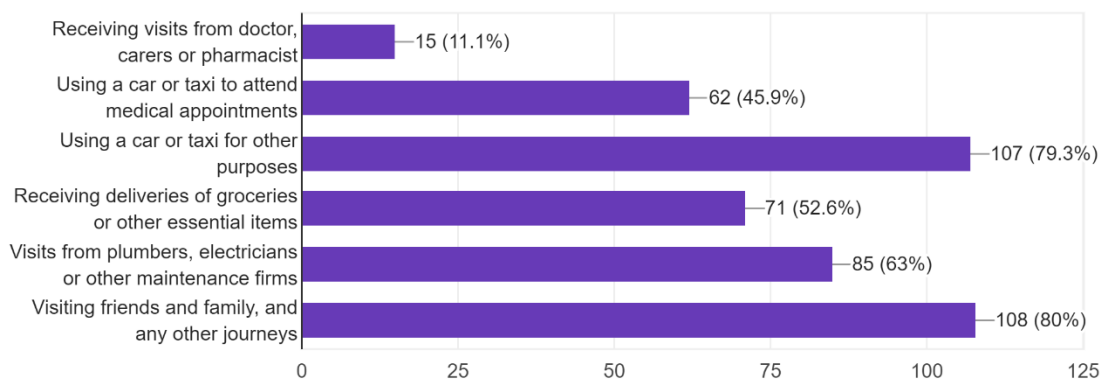
Have the new traffic restrictions made things:

167 responses



Please indicate if you have had serious difficulties with any of the following since the Canonbury West LTN was introduced:

135 responses



If you ticked any of the above boxes please give details below, including the time of day when delays have occurred, estimates of extra time/mileage involved and where holdups are most common.

Forcing all traffic onto Highbury corner is appalling. Some trips it has taken me over 25 to get from grange grove to Highbury corner and even longer trying to get around Highbury corner from upper street . Using buses doesn't help . Frequently when getting on a bus at Angel bus drivers have taken to telling you it's quicker to walk . Again council staff can see the stationery buses from the council building windows

Much delayed deliveries due to major congestion & convoluted entry routes. Window cleaner is doing one third fewer daily jobs due to increased journey times. Taxis Increasingly reluctant to enter LTN areas at night which leaves single women no longer feeling safe

Taxis refuse to come to Alwyne Rd.

Mornings - tradesmen are usually very late to cancel. Taxis don't come into the LTN.

Our builders were coming into Canonbury from Luton every day and were seeing driving times increase by 30 to 45 minutes or even one hour, the cost of which (labour costs) have been passed onto me, the client. This is fuelling inflation.
I have of course had more difficulty using the car - so I have stopped using the car (entirely). Very happy about that. My journeys were clearly unnecessary.
All times of day, I've travelled from 6am to 1am on different days and it has always taken much longer, some journeys that were 10 minutes are now 40 minutes.
vital trips are now 40x as long and being stuck in traffic jams.
Cannot make any journey through Canonbury Square or to New North Road
once in the early morning (before 9am) no taxis were available for half an hour. On two other occasions drivers or cancelled the appointment (mid-day) when they realised how circuitous the journey would be. but we eventually found another. On two others we had to walk to Alwyne Villas to board the taxi despite the fact that the driver could see we were going to a hospital
I avoid appointments before 10.30 am to avoid the congestion in St Paul's Road in the early morning.
I had an appointment with my Dr in St. Peters Street. I did not feel well enough to walk so took the car. Parked at GREAT expense, then drove home to C-bry West. Of course couldn't turn right into Essex Rd from New North Road so had to join traffic queue from C'bry Sq. to Highbury Corner. Most of the vehicles in the queue were commercial, therefore they could not have walked or biked. Lets be realistic.
Highbury corner can be very congested
- All taxi journeys descend into rants about the LTN and us having to explain that we are against it too and how to get into and out of our neighbourhood. - My journey times by car have increased dramatically. This is worse leaving the ward by Compton Road in the mornings and then returning via Upper St and Highbury Corner in the afternoons.
The time that my cleaner takes to go from my house to his son's nursery has at least tripled, same for the time it takes from my gardener to go to his next job. It took us 45 minutes on coming back from a holiday in Cornwall to get from the Highbury and Islington roundabout to our home. All this creates unnecessary pollution and carbon emissions.
None.
Tradesmen grumbled a lot initially, but most quickly got used to the new arrangements once satnavs were adjusted.
My comment is that in general services and some taxis are reluctant to book a visit or journey to us. They cannot afford the wasted time in traffic and/or are nervous about accidentally incurring a fine. I'm often spending time persuading them to come and coaching them on their access route. Google Maps frequently try to lead us through cameras when we use it for long journeys in or out of the area so I sympathise with others reluctance.
My wife's weekly trip to Waitrose on Holloway Road has gone from a 10 minute journey to one taking half an hour
To travel west towards M40 and returning from this direction is now considerably more complicated and journey times have increased (estimated increase at least 20 minutes). On one return journey on a Saturday afternoon we eventually abandoned our vehicle on Halton Street and walked the rest of the way home and collected the car on the following day (as there were no parking restrictions after 1.30pm) - traffic was at a standstill on Canonbury Road and there was no access to St Pauls Road going east from Highbury Corner due to roadworks. As soon as there is some sort of blockage, the options are so reduced that the boundary roads become gridlocked.
Deliveries will often not try to stop.
All day

Where to start. Deliveries have been delayed at all times. Every journey we make is either around Highbury Corner or towards Finsbury Park so it's either heavy or very heavy traffic. The M11 is impossible to get to due to Hackney's LTNs. The policy has added considerable time to every journey we do. We never use the car locally - the council seem to think we all drive to the post box - but it's leaving or coming home to/from Bath, Cambridge, Bury St Edmunds that's becoming intolerable. 80 mins to Cambridge is now 120-150 mins.

Too many to put! I had multiple troubles getting my registered disabled father to hospital appointments. We actually missed chemotherapy appointments. Frequently taxi and uber driver will not pick us up as there is a fine to get into our road from the Canonbury Square side. The traffic is so horrendous at Highbury Corner and there are massive hold-ups. We have to drive around for ages to be able to get to our own road which has caused problems for my father who is often needing to relieve himself and the extra time has been very distressing.

There is more traffic on the boundary roads and therefore buses are slower than pre LTN's. Taxi's are also slower and therefore more expensive too.

Rush Hours

From August to September I made the same journey daily. From 2nd week of September, time to get to Highbury corner at 8.15 a.m extended by up to 10 minutes a day. Much harder to get out of Compton road.

Roofer who serves Canonbury but not based in area, took 30 minutes on a Saturday in December 2020 from Liverpool road to Canonbury Park South, due to delays. Should have taken 10 minutes.

Car journeys via Highbury Corner back up from Islington Park Street. 28 July 2021 on bus from Angel- took 45 minutes to get to Highbury Corner due to delays at 4.00 p.m. (I got off the bus and walked). Delays in Essex Road backing up as far as the Angel. On 4th November at 4.00 p.m. Canonbury Road southbound was so backed up, I could walk from Canonbury Square to Essex Road bus stop and still get bus missed at Canonbury Square stop.

Deliver vans now stop outside the barriers and walk goods to houses.

Clinically vulnerable, during the pandemic, advised not to use public transport, the school run was impossible without the car. A round trip journey that was previously 45minutes twice a day became 1hour 20 on average. 2hours 40 per day. The additional problems were encountered due to our proximity to Highbury Corner and use of Holloway Road.

The use of the term RAT RUN for Canonbury Park North was excessive rhetoric to promote the LTN. Our ward was a used cut through, yes, but the LTN has replaced this with GRIDLOCK IN CANONBURY WARD. Every day I sit in traffic for 10 minutes on Compton Terrace. To then sit in traffic on St Pauls Road. There can be no argument that this is Greener, better, people friendly.

The insult is that as a cyclist my borough is not safer to cycle for me - the junctions are still dangerous.

The LTN has failed on its promises.

My family no longer wish to visit - for whom public transport is not an option due to mobility issues.

Friends do not want to come to Islington.

Taking a taxi home at night when necessary is no longer viable.

At night our ward is a GHOST TOWN that I feel unsafe walking home from Upper Street.

This scheme serves the few not the many.

It took me 40 minutes to drive to Sainsbury's with my elderly, mobility restricted mother in law on Saturday and 20 minutes to drive to my disabled elderly mother who lives nearby on Saturday night - it used to be a 3 minute drive.

It can take me half an hour to drive to my home when I am a 2 minutes walk away as I have to negotiate Highbury Corner which is heavily congested since the changed made to the roundabout a few years ago. Friends have had trouble negotiating the LTNs when visiting and in one case suffered a fine. My eleven year old daughter has suffered from friend being discouraged to visit as it takes too long for their parents to drop off and pick them up.

I have been late a couple of times for medical appointments I need to get to generally in the morning rush-hour time, by simply trying to wait to get out of the area when in a taxi. Queueing at T junctions on Compton Road and Grange Grove with very long waits for St Paul's Rd and getting through Highbury Corner. Never seen queues like this permanently there all day long on St Paul's Road. Also walking along there now is very unpleasant as you can smell and taste the pollution. I have lived in Canonbury since 1997 and I've never such a disastrous road scheme, it's all a big mess. As for plumbers electricians et cetera they've all commented on how they reach the area and where a journey should only take a few more minutes has taken up to 15 minutes to half an hour just to get to our front I feel now very trapped in a few streets of Canonbury West now. It's as though if you live here you no longer allowed to travel west!

My brother who is a cancer patient was fined for driving from Holloway Rd through Canonbury Square to get to Alwyne Road on a wet Monday night at 7pm when Arsenal were playing and St Paul's Rd was closed. How was he supposed to get into the Alwynes?

Cannot remember

Using a taxi has become incredibly expensive if we want the taxi to drop us to the door. Instead I will have to get out typically at Canonbury Square and walk instead.

Essex Road is much worse than it used to be- permanently gridlocked due to being sandwiched between LTNs. Makes it impossible to leave the immediate Canonbury area by car. A recent return journey to Newington Green (to pick up something heavy!!) took over an hour on a Saturday afternoon! The proposed St Mary's LTN will have a huge impact, I think it will probably add 30mins to any journey trying to go past Upper St/Angel.

Elderly parents put off visiting Canonbury by nightmare Highbury Corner jams due to redirected LTN traffic. Local shops (Highbury Place) no longer stocking items where small suppliers unable to absorb extra delivery costs due to the traffic jams. Taxis not happy visiting area, again due to Highbury Corner jams caused by redirected LTN traffic. Holdups are all for passing through Highbury Corner which (finger in air measurement) had it's capacity halved by failed redesign and it's load doubled by LTNs.

Too numerous to enumerate

It was at its worst at the start of the scheme, but I go to main road now to order Ubers or taxis, to prevent cancellations once they notice where I live.

I did not previously own a car but the LTNs make deliveries much more difficult on St Paul's Road so now I bought a car and have started doing traditional weekly grocery shopping trips by car instead of using online services. Also, I have been cycling much less as St Paul's Road is now so dangerous.

Delays at any time in the approaches to and at Highbury Roundabout

Trips just take so much longer because I have to go around Highbury Roundabout if going west or south, instead of being able to go through Canonbury Square, which, as a result of the LTN, has become almost pedestrianised.

in the case of taxis its becoming harder to get a taxi booking due to the increased unwillingness of taxis to serve the area

in the case of visitors, many of whom do not live in the Borough, the plethora of restrictions makes a

<p>first visit a nightmare- increasingly difficult in winter months when dark and wet- helps the council cash grab, does nothing to help pollution</p> <p>Increasing unwillingnes of service providers reliant on vehicles to come to Islington</p>
Extra time and inconvenience on all
<p>Consistent issues with deliveries. Taxi journeys (for whatever reason) to our front door are impossible without incurring significant additional costs of sitting in traffic trying to get round Highbury Corner. This means we have to take alternative routes, get dropped off some distance way and walk to our house regardless of weather. Builders have refused to quote on work because of LTN's</p> <p>Some days it has taken me up to 25 minutes to get from the end of grange Grove to the lights at Highbury corner and do similar or worse from to get around Highbury corner from the lights at Islington park street .</p> <p>Since the LTN in cannonbury square was implemented it is quicker and easier for me to drive to Sainsbury's in Haringy than to the ine in the Angel</p> <p>Also I have lived at my address since 1987 . I could not say until the LTN started that I had ever felt unsafe walking my local streets / roads. Definitely not the case since the implementation even with my dog . Roads within the LTN once it starts to get dark are deserted and I will now not walk them in the dark so forced to walk on the main road and suffer all the additional fumes / toxins being emitted by traffic forced to use the main roads and be stuck in stationary traffic .</p> <p>At peak times Compton road is queuing back to the Tower theatre to get on to St. Paul's rd and can add twenty minutes to a morning journey. At evening peak Highbury corner can queue for anything up to 30 minutes to get past Highbury corner to get to Grange grove.</p> <p>Now takes up to an hour to go between canonbury and Warneforde street in Hackney to see my brother for supper he cooks for me two nights a week - increasingly isolated and unkeen to go out as journey now so lengthy and buses so caught up in the totally snarled up traffic! At 72 with new knees unlikely to bicycle so now a prisoner in canonbury west</p> <p>Driving to drop off and pick children up from school at 7.30 and 3 pm, cars are often queued all the way down Compton Road and as all exits force you to go around Highbury Corner 20+ minutes can be added to journey times.</p> <p>Taxis booked to take us out in the evening are often late and are harder to find at all.</p> <p>Journeys to visit my unwell / terminally l'll father in ascot would have to start and end by going round Highbury corner, which again add d up to 15/20 minutes each way to the journey until he passed in July this year</p>
<p>I often work late nights and taxi drivers are reluctant to take jobs in and around LTN areas for risk of getting tickets, or journey times are increased, meaning additional costs.</p> <p>Morning rush hour around Compton Road, St Paul's Road and Highbury Corner is gridlocked. Sure the council aruges overall traffic may be down - but the traffic that there is sits idling for much longer than previously.</p> <p>Taxi drivers do not want to pick up and drop off in Canonbury or Islington . Trades people come to us and make addition charges because of the parking prices snd difficulty to get here. They do not want to go anywhere near Highbury roundabout.</p> <p>The fact that we have family and friends in the congestion zone adds to the difficulty and expense of seeing them.</p> <p>Taxis are a lot more expensive given heightened traffic around Highbury Corner creating delays and the significant detours needed. The same is true when I have to take heavy shopping etc to family members.</p>

The delays in getting out to work and returning can be double the time and stress. In getting out the yellow box at Compton road junction with St Paul's road is a constant nightmare
Each morning driving out to work has become a nightmare and the stress is unacceptable. The only day I am happy to get to work is in the weekends when traffic is much less and there are no hazards to negotiate getting to work.
very concerned delivery drivers, who are time based, and outside their schedules. It takes me 15 minutes more to get anywhere - and I use my car infrequently (maybe 3000 miles a year). Sorry, should have taken more careful notes!
Delays on St Paul's Road are now very common, often leading to 10 minutes or so delay in getting out of the area
Rush hour
Taxi didn't know about camera enforcement & Google maps still not picked it up
They occur on a regular basis--the journey anywhere (but particularly to pick the children up from school in Hampstead) takes, on average, 20-30 minutes longer due to backups on Compton Road and St Pauls. Additionally, when taking a taxi for this or other journey, additional costs can run up to £15-20 additional pounds per journey. I have also found more generally that many black cab drivers are reluctant to come to Islington/Canonbury now as a result of these restrictions and resulting additional traffic.
My local car journey to the doctor has increased by 5-10 minutes. My local car journey to the Angel supermarkets has increased by 15 minutes. I am now budgeting an extra 10-15 minutes per car journey. I have had an online food delivery cancel due to heavy traffic. Cabs have refuse to pick up from my house as they don't want to navigate Highbury Corner. I have been in a black London cab that lost its way due to LTNs when trying to approach Canonbury Park South from Old Street. I had to get out and walk home from Essex Road. It was late and the roads were quiet and dark and I felt my personal safety was put at risk.
As the entry to the LTN is restricted to St Pauls rd it causes longer journeys + delays.
Any time is the same
Some delivery firms now prefer to send a "parcel could not be delivered" message than venture around Highbury Corner. Black cabs regularly cancel pre-arranged trips.
Taxis often refuse to enter the area. Delivery driver shifts have increased significantly as their 'drop' requirements have not changed. Average speeds recorded by my car for journeys around Islington have dropped from 11 to 9 mph. this can only cause more pollution as it takes longer to get anywhere. every visitor complains.
All the time. Highbury Corner, St Pauls Road. Taxis not arriving at meeting point. Cost.
Taxi apps accept hire requests and very frequently cancel when they find they have to do a huge loop to come and pick up. This adds significant extra time on any taxi journey, on top of the increase in traffic the LTNs have caused. Several visiting friends unaware of LTNs got fines. Contractors have commented about the inconvenience of being able to get to the area and the further inconvenience of having additional journey time if they need to go back out to get spare parts and materials for their work.
Trademen have told me they will not attend the area or travel due to the LTNs they states it take them too long to travel to certain areas due to traffic My work journey from home to Brewery Road N7, has increased from 15-20 minutes to 50 minutes or more. Using a black cab or mini cab now has become very expensive, the meters in both vehilces are ticking over while waiting in traffic.

Friends and family USED to visit before LTN now because of he LTN set it has reduced visits. I have received feedback from neighbours who say they feel isolated.

Driving my daughter with a suspected broken risk to hospital at around 4:30 on a Friday - stuck for ages on St Paul;s Road whilst daughter cried in pain.

The time spent in traffic can add 1 hour extra journey time! Perhaps if highbury islington was put back to a round about it might save people money and time spent in traffic jams they could be making money. Some trades men that I talk to are making 20

As a result of the Canonbury West LTN we actually feel trapped in our home. The only way out of Canonbury West is via a traffic jam. We have a disabled son (he is A Blue Badge holder) who is dependant on taxis to take him to college. The taxi charge has increased because the time of the journey has increased. This is because the only way to exit Canonbury West is via Highbury Corner and then being forced on the gridlocked main roads. In addition, the altered journeys have caused him considerable distress as routine in routes is important to him and this has been very hard for him to understand.

Our teenage daughter uses the No 4 bus to and from school, again her journey times have increased on average by 10/ 15 minutes per journey because of the snarl up at Highbury Corner.

We have had a building project at our house over the last 3 months and have had regular difficulties with both builders and suppliers accessing our property . On a number of occasions we have had large delivery vehicles refuse to deliver as they have found it too difficult to navigate access.

My grocery deliveries used to arrive within the hour time slot but now they are always late and the delivery drivers say this is because they have been sitting in traffic.

I feel that I order much more online - food, Amazon, general deliveries because getting out is so difficult, this means that I am increasing the number of white vans accessing this area which defeats the purpose of the LTN's.

I experience delays every time I drive from home. This adds at least 20 minutes to any journey I make and in some cases it has been a lot more. There are always buildup on ALL roads leading to Highbury corner at any time of the day and for all seven days. Due to the LTN I am driving approximately an additional 2 miles to get home which adds unnecessary emissions from my journey.

This is every day problem from early morning to late evening

Cannot give date and time, 'delays' (how polite!) are permanent on St Paul's Road, Highbury Corner etc and unpredictable throughout LTN zones we need to use, this affects any vehicle needing to reach us for whatever purpose.

All the time from early morning to late evening seven days a week

taxi had to gain access from Upper Street via St. Paul's Road, Grange Grove , St. Mary's Grove instead of Canonbury Lane and Canonbury Square thereby increasing cost, time and pollution

Any journey requires a trip round Highbury Corner. Which is a debacle.

I can't believe your asking this question the traffic is congested most days for best part of the day! All they've done is create situations that infuriate people, prevent people moving freely in their own area, creating time delays, it creates inconvenience to elderly people, disabled people, women travelling alone late at night, people who have medical problems and cannot walk! Oh the list goes on! It's just so unfair!

Anyone approaching, delivering, trying to find our house has complained about the near impossibility of making a reasonable journey. All take longer; many are more expensive, all create more pollution, none is more convenient. some social visits have ceased. the level of detail you require is designed to obscure the realities of the chaos and inconvenience.

Have to allow extra 15-20 minutes to make any journey to West or South of the LTN, or via Highbury Corner. Travel distance increased by 0.8 miles per journey. Taxis arrive late because they underestimate congestion, esp Highbury Corner, Holloway Road and St Paul's Road. Some taxis have refused to pick me up because of LTN. As a fit but elderly pedestrian I now feel less safe walking because of increased cycling on pavement.

There are almost daily examples of delays and issues so to give but a few:

1. Returning from a shopping trip to Angel around 3pm - a journey that should take 5-10 mins when I could access my road from Canonbury Lane now takes 30 mins as I have to unnecessarily go onto Highbury Corner and get stuck in traffic jams on both upper street and Canonbury road. I was late for my daughter getting back from school.
2. Taxis to/from national train stations and the West End now take much longer and cost more, approx a third. There are also occasions where the cabs refuse to take you as they don't want to get caught up in the Islington LTNs. This has been a problem for my elderly parents when they visit and for me returning from the west end at night. The Canonbury West LTN is particularly bad and dislocates it from other parts of Islington preventing cab sharing and consequently walking home in a deadly quiet street at night which feels unsafe.
3. Delivery drivers have been unable to do eco friendly drops within Canonbury West and are often late due to having to queue at Highbury corner - this has led to me having to stay home and be late for appointments
4. Friends from outside of Islington have had to abort their visits to me and head back home due to the congestion at Highbury. They have also been late and/or had to cancel appointments with businesses in Islington.
5. Missing medical appointments - I have been late for physio appointments and my daughter dental appointment due to traffic at Highbury corner caused by the LTNs. This then impacts on other patients and the medical staff.
6. Plumber - has had to cancel visits to repair a leaking pipe as he has been stuck in traffic. Fortunately it was a slow leak but it is concerning what would have happened in an emergency.

Taxi refuse to come to this area and cancel one after another.

Even if you manage to get it here as restrictions are not on the map they just don't know how to drive through to the location and drop you very far from home, so you have to walk and if it's late it's not safe or if you are not well it's a problem.

I couldn't book a taxi to get to doctors a few times when I was very not well with my rheumatoid arthritis and was struggling to move even around the house....as a result I had to walk with serious pain in my legs to the main street to get the taxi every time I had to get to doctors or blood tests.

Journey to work and back added good 20 min each way and additional 2 miles because of LTN and traffic especially in rush hour

Milkman delivery is one hour later now, so we already leaving for work by that time and milk stays outside for the rest of the day

Also LTN has noticeably affected the crime level in our area. As LTN streets are much quieter and no cars it is definitely more dangerous for people and exposed for crime.

My twice daily school run to Camden is a joke. Getting anywhere else for food shopping, visiting friends and family etc is impossible. Traffic has become so much worse, not better.

Our family (elderly and otherwise) won't come visit us anymore because of the traffic.

Always a problem during the working days

the mornings are the worst between 7-10 the traffic is at a complete standstill.

My daughter and her young baby live in Stoke Newington, also a new LTN. She and I are both keen cyclists but to transfer the baby between us (I am her principle childcarer) we need the car and it can take up to 40 mins now , used to take 8 mins. When doing that long journey by car the majority of time is spent in traffic queues which are pumping out pollution.

Leaving the zone requires determination. To travel north, you have to turn left out of Compton Road, over a hatched junction that few motorists already on St Paul's Road will allow you to join. The

existing hash of Highbury Corner exacerbates the problem and, as a parent of children at Canonbury Primary, the daily delays outside the school on Canonbury Road are distressing from an air quality/health standpoint. Delays occurs most days at all times of day – there is no non-rush hour period around here any longer. It can easily take ten minutes to clear the zone – less of a problem relatively speaking on longer journeys but difficult for perfectly reasonable local trips (eg, for a big supermarket shop).

it is impossible to take children to after-school sport activities

Can't access river place health centre. Taxis won't come. Friends won't visit. Couriers won't come - they drop off at a depot outside canonbury and say they tried. Traffic jams on my road at all hours. Can no longer move on any major road. Major congestion at all major junctions. Dangerous driving at all hours as drivers try to escape. My ebike (worlds best selling ebike) appears to be prohibited by the new signs, though the cancel say they can't confirm if that's the case. I have to wait to be fined. Generally antisocial and infrastructure breaking. Suspicious the only people who benefit are residents of the most expensive roads.

Because of the LTNs in Canonbury and between Essex Road and DeBeauvoir the journey to pick up my mother-in-law to take her to Laycock medical centre is now a 30min affair, where previously this was usually under 10mins. Added to the wait times of her appointments and the drive back this now takes on average 1hour 25mins

Car and taxis blocked all day every day.

- Safety: As the LTN means that the streets immediately around our house are now deserted in the evenings, I no longer feel safe walking home from the tube as I used to do. We ask our young adult daughters take a taxi/Uber home if returning alone late at night rather than walking as they used to do, even with the additional cost this requires. In practice, Uber drivers often refuse to drive up to our house, insisting that passengers leave the car at the far end of Alwyne Road, thereby avoiding the extra distance around Highbury Corner. This means that our daughters have to walk up the road in the dark - defeating the object and risking their safety.

- Inconvenience - I need to visit my elderly parents and mother-in-law by car as they live in rural locations to the south west of London without access to public transport. My journey time is increased by at least 30 minutes each way getting in and out of Islington, hampered by the fact that I can only leave the LTN by roads to the north and east of the area. I now try to travel at off-peak times but this is not always convenient for me or them.

- Difficulty/Frustration of access: Taxis/Ubbers will often refuse to our house because of the difficulty of access, often cancelling a job when they realise they cannot drive from one end of Alwyne Road to the other without going around Highbury Corner.

- Delivery drivers and maintenance/builder firms are often significantly delayed in making deliveries/visit to us due to the LTNs, usually arriving exasperated. The issue is particularly difficult at rush hour times (7-9.30am and 4-7pm).

- Signage is not sufficiently clear. Despite directions, friends and family are left confused by the LTN system and often do not realise that although the road is technically open, they will be fined if they drive through the gap at the far end of Alwyne Road/Canonbury Place.

St Paul's Road, morning and evening rush hours (evening being around 3.30pm to 7.30pm) takes about 25 minutes to get from junction with Canonbury Park North to Upper Street. Also produces congestion in Highbury Park.

Taxi do not like to come anymore had to wait over two hours for taxi was told by driver St. Paul road is a no go area now since the new Highbury corner

I have had multiple taxis abandon trips to pick me up. They say they just can't wait in the traffic to get around Highbury corner. At the time I had a sprained ankle and was not able to walk to the area outside of the LTN to be picked up.

It is necessary for me to use my car for work purposes (I need to carry samples and deliver items to clients. I spend an extra 15 minutes at the beginning and end of each journey in traffic trying to get around Highbury corner and along at Paul's road. So 30 minutes extra per journey Dowling in traffic.

Vehicles risk a large fine when trying to navigate the poorly signposted system and therefore many simply won't come to my street anymore.

Taxis : I only take taxis when I need to carry heavy loads / equipment for work. I often have to be dropped off on Canonbury Rd with my heavy loads to walk back to the house.
Friends and Family: all friends and family have received PCN fines for driving through the LTNs. Signposting was very confusing for them.

Can take up to 25 mins longer to get home from Islington Town Hall at rush hour because of the logjam at Highbury Corner. That is not reasonable access to one's home. One cannot plan, even allowing for the normal traffic conditions, how long it will take to get to an appointment, because of the varying traffic flows at all times of the day at Highbury Corner, so valuable time is wasted by allowing an extra 15-20 minutes for each journey leaving home. Cyclists do not keep to the cycle lanes and there are often near accidents. I witnessed one minor accident recently with large lorry trying to turn in the congested traffic at Highbury Corner. It will only get much worse once more LTNs are introduced in neighbouring wards.

The congestion at Highbury Corner and inability to avoid it via the LTN impacted road has extended journeys by at least 30minutes including to other local visits in the borough to deliver or pick up goods and ensure maximised passenger loads.

traversing highbury corner

builder / plumber is not interested in smallish jobs as too difficult to get to the house where work is needed to be repaired.

It is pretty clear that the congestion and increased pollution on Prior Bolton street is unacceptable.. the road is now a ' rat run ' and confusion how to get to the road plus uneconomic and unnecessary diversions .. what a shambolic waste of time and money.

Our carpenter spent two hours travelling from Green Lanes to Caledonian Road during the morning rush-hour.

All journeys are a minimum of 10 minutes longer, at any time between about 8.00 and 19.00 largely because of delays at Highbury Corner

I have been diagnosed with a tumor in June 2021. Since then I have to go often to hospital or doctor appointment: it s a nightmare with the LTN.
Much more noise , lot of cars in the street every morning, difficult traffic on Prior Bolton Road , lorries breaking tee's branches ...

Builder finds much worse jams approaching Can lane.

There is far too much traffic on St Pauls Road, Highbury Roundabout and Canonbury Road echo backs onto Essex Road and Upper Street. This is much worse during rush hour and school run times. Nightmare to get out from Canonbury Park North as it takes far too long when you have to either take St Pauls Road or the other long way along Essex Road

I live around the corner from Highbury Corner, and since the change to one way and LTN introduction I think it has become a mess. The introduction of a few simple yellow grid boxes to prevent traffic blocking the road would be a really simple start.

Taxi at all times but especially late at night as they now drop me at the top of Alwyne Road onto Alwyne Villas as the alternative is to go around Highbury Corner adding at least 5 - 10 minutes extra on the clock. In rush hours as much as 20 minutes extra. Maintenance people generally are now taking far more time to get to Alwyne Road and some have even decided to stop working in London.

Recently an electrician took 40 minutes to reach me from Holloway Road. Visiting friends and family are often confused as to how they can get to outside my house.

Tradesmen visiting my house have often rung me and I have had to go and meet them or issue complicated instructions over the phone ('talk them in') as the legal entries to the areas are hard to understand and find for outsiders. Almost every tradesman I have used has been fined for inadvertently driving through traffic filters. This is partly because Sat Navs have not been updated with these 'temporary' measures for that reason whereas permanent road changes such as Highbury Corner have. Friends, too, have trouble finding a legal route to my house. Many of them have also suffered fines for inadvertently driving through the filters. One visitor phoned in tears because of her frustration trying to enter the area legally.

New north road, Essex road, highbury corner, all very slow and busy whilst other streets stand completely empty, not fair, not necessary

It is worth the inconvenience for the consequent benefits.

Numerous occasions when taxis (UBER or GETT) refuse to come into area and collect during period 8am to 10am causing real problems getting to medical appointments / work.

British Gas claimed they could not respond to emergencies on 2 occasions because of LTN.

Delays have occurred during working hours. The impact is more to do with time than with mileage. The worst delay I know of is on St. Paul's Road westbound towards Highbury Corner, which was already very busy because of the disastrous reconfiguration of the Highbury Corner roundabout. It now gets completely gridlocked as traffic cannot filter in from Highbury Grove, and it is not uncommon to see cars attempting three point turns on the main road to escape the blockage.

It can add 25 minutes to have to go via Highbury Corner - if coming from Canonbury Rd, it's very expensive to get a cab to the door, which is a problem if you have heavy luggage or shopping.

Forcing all traffic onto Highbury corner is appalling. Some trips it has taken me over 25 to get from grange grove to Highbury corner and even longer trying to get around Highbury corner from upper street . Using buses doesn't help . Frequently when getting on a bus at Angel bus drivers have taken to telling you it's quicker to walk . Again council staff can see the stationery buses from the council building windows

Taxis don't arrive; Deliveries are held up as delivery drivers sometimes resort to walking across the road restrictions carrying their goods rather than accepting the delay involved in driving the long way around. Other delivery drivers choose not to deliver. Our local store, Shriji, cannot get deliveries because they simply take too long to negotiate St Paul's road (especially the corner with Highbury Grove). Other shops in the area are reporting similar problems.

My answer would have been 'none of the above' but it wasn't an option

This is a loaded question as it presumes only negative answers. There should be a balance or an option to tick improvements, it's much easier for our friends coming to visit on bikes and walking.

I use black cabs a lot as I have a back problem. Some black cabs avoid the area and others take much longer to reach me particularly at, but not confined to, rush hours, because the traffic on St Paul's Road is so backed up. Signage is poor so other drivers not familiar with the area need detailed explanations of how to reach me and get out without incurring fines, which they don't always manage.

Travel west and south (along Upper Street and Canonbury Road) and north (along Holloway Road) involves five to ten minutes of delay in the congestion created in St Paul's Road and Highbury Corner. There is consequential additional pollution in St Paul's Road, Highbury Corner and the adjacent Canonbury Primary School.

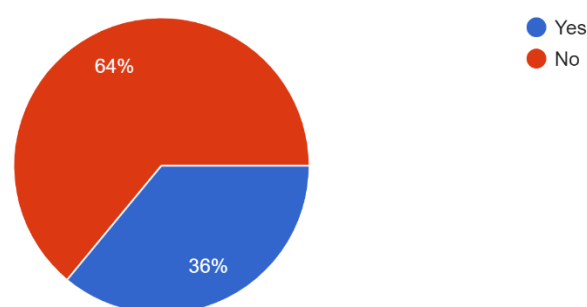
The Council have ignored and refused to measure these impacts.

Impossible to get taxis - they have no idea how to get to the house and simply cancel. I end up in arguments with delivery drivers who on occasions have dumped parcels elsewhere or refused to deliver and logged delivery as wrong address. It is near impossible to explain to taxis and delivery

drivers the route which complies with the LTNs, especially when they are not familiar with the area. Traffic on Canonbury Road is appalling (generally at complete standstill esp when combined with changes at Highbury Corner),
Workmen often arrive in Canonbury Sq, even when they have been given specific instructions on how to get into our part of Canonbury.
permanent tail-back in St Paul's Road
N/A

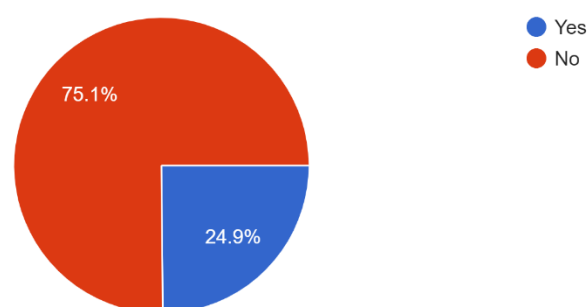
If you are a cyclist, do you feel that the LTN has encouraged you to cycle more (leave blank if you do not cycle)?

100 responses



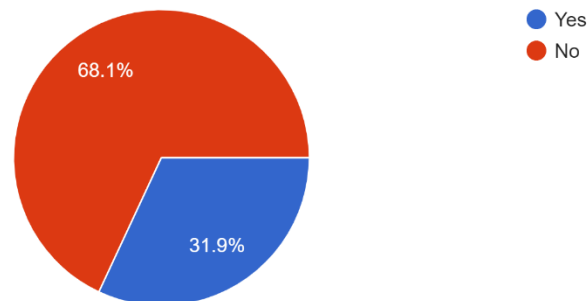
Has the West Canonbury LTN encouraged you to walk more?

173 responses



If you are a car owner, have you found that the Canonbury West LTN has lead to you using your car less in the last three months?

144 responses



Please let us have any further comments on the Canonbury West low traffic neighbourhood scheme.

We have always walked whenever possible and used a bike on further journeys. Our car is, and always will be, the last resort. I am highly concerned about the impact of LTNs on our local businesses who are suffering deeply. We are a tight-knit community that is being shattered by LTNs harming the local businesses and making life difficult for those who need to move freely. Canonbury does not wish to become a gated community.

Implementation of LTNs on a piecemeal basis means that any assessment by the council ignores the cumulative negative impact of subsequent LTN roll outs, eg St Mary's following on from Canonbury West.

I have always only used my car when necessary, LTNs don't affect when I need to use the car but are an unnecessary burden on time.

We often travel East to go through the Blackwall Tunnel. Since the imposition of the LTNs in Canonbury East and West, this journey has added about 60 minutes to any journey which is wasteful. It means the arterial roads are permanently jammed (St Paul's Rd, Canonbury Rd, Upper St, Essex Rd and Holloway Rd) because the smaller cut-through roads are inaccessible. This situation increases pollution around those arterial roads but leaves the smaller roads in the LTNs desperately quiet and intimidating for those walking back late at night.

I have noticed that a lot of opponents of the LTNs in Islington generally often turn out not to be Islington residents after all, but taxi drivers, sometimes from outside London. I have to say that the bizarrely unreasonable behaviour of some of the LTNs' opponents only makes me support LTNs more strongly.

Really worried about Shiriji news and dry cleaners. Would be supportive of the zone being open between 9am and 5pm if that would help.

Time to scrap.

If not, a timed camera for residents and permitted vehicles similar to that on Lofting Road should be implemented for fairness across the borough.

Cars still use canonbury park north as a cut through to St. Paul's road to avoid tailbacks on st Paul's rd

LTN a most divisive imposition, breaking up neighbourhoods, isolating vulnerable people, some now cut off from supplies as cul-de-sack force 3-point turns, often impossible.
An unnecessary restriction of movement to local residents which has no connection to Covid and was not requested by anyone,
Before the LTN our streets were peaceful for most of the day and there was no problem walking or cycling. The only difficulty was rat runs avoiding Highbury Corner in the morning and evening peaks. Peak hour only restrictions would have dealt with this
<p>1)I find it immoral that less-advantaged people who have no choice but to live on streets like St Paul's Road and Essex Road, suffer as a result of more traffic having to use these roads. It is iniquitous when you walk around the Alwynes, Willowbridge Road etc. which are now deserted and many houses shuttered and empty (second homes).</p> <p>2)When I do drive, because of traffic queues I use more petrol.</p> <p>3)I feel older people who CAN'T GET ON A BIKE are continually told to walk and bike more. We are ignored, given no respect.</p> <p>4) I know nobody who owns a car who uses it for potty little journeys, they only drive for necessity. We (and I am talking about my age group 70+) all walk and use public transport. I get incensed when perpetually told to walk and bike more.</p>
I am embarrassed as a resident of a neighbourhood with an LTN to be associated with it. I feel sorry for those surrounding our LTN who now live in a High Traffic Neighbourhood for our perceived benefit. The council has proactively made traffic conditions worse and divided our society during already difficult times.
I was already walking everywhere I could beforehand and we use the car very rarely (holidays or when transporting heavy/large stuff). The scheme has made our life much worse as we feel worried every time we have to take the car.
This has significantly improved my quality of life.
<p>1. Already was a very low-use car owner - LTN made no significant difference</p> <p>2. As a regular walker and runner in Canonbury, I've found the LTN has made a very positive impact on road safety and pollution. (The views of walkers should be just as important as those of car drivers.)</p> <p>3. Please note that the EAST side of Alwyne Villas, where I live, is in Canonbury Ward, not St Mary's</p>
I have answered that the scheme has NOT encouraged me to walk more and drive less but this is because I had already made those changes to my lifestyle before their introduction. I did not need their imposition to show me the wisdom and benefits of walking and the need to use a car ONLY when really necessary i.e moving furniture for a family member, or transporting my disabled mother before she passed away. I walk short and long distances A LOT. I drive very infrequently but occasionally do "need" a car. I imagine the LTN introduction may have helped more people to make these changes too and collectively we need to reduce traffic. Better quality and heavily subsidised public transport would greatly assist in this quest but the double whammy of health risk and reduction in services during this pandemic has severely damaged the gains TFL had made for Islington. The exception to this, and something that severely worsened traffic flow in our part of Islington is the omnishambles at Highbury Corner. Islington Council have totally failed to press TFL to improve on their joint folly there. Change there is needed urgently but they ignore it and that is why I have no confidence in their willingness to improve our LTNs either.
The council should give ANPR exemptions to Islington residents

<p>We hate it. Added traffic behind our house in St Paul's Road. Our road is now so quiet my kids and wife don't feel safe walking home especially in the dark. The whole policy is idiotic especially after ruining Highbury Corner then forcing everyone to use it - absolute madness. I feel so sorry for the residents of St Paul's Road who now have permanent queues day and night.</p> <p>Also, some buses have become useless due to sitting in queues. It's a ridiculous policy that needs scrapping now but as it's raising money and that's what it's all about it's more likely to be extended than scrapped.</p> <p>We now face the ludicrous situation, when they close off the roads between here and Liverpool road of having to go around Highbury Corner and down Holloway Road to Drayton Park to drive to Sainsburys at the Angel. The people implementing these measures clearly don't live here or care. Lastly, if there are roadworks, a crash or an incident there is nowhere to go. You sit for ages in the ring road they've created while the emergency services can't get through. I can't express fully how stupid this all is.</p>
<p>At 70+ I feel unsafe for the first time in 35 years living here - walking around the totally quiet streets especially after dark. No hope of summoning help for whatever reason.</p> <p>The LTNs have turned people into 'Nimbys' and just moved the polluting traffic jams to other streets. Have the council published air quality figures for Canonbury Road (next to the school)? or St Pauls Road next to the school on the corner of Essex Rd?</p>
<p>I think it has caused more traffic, more pollution, more hold-ups and considerable distress for people on our road unable to turn into our own road.</p>
<p>I've had to walk more because It's quicker than getting a bus. This is 2021, I'm middle aged and busy, why should I have to walk so that an elite few can have nice quiet streets?</p>
<p>The congestion on St Paul's Road is worse than just a higher vehicle count. The stationary traffic is due to other LTNs increasing gridlock at Highbury Corner. So there may not be a lot more vehicles but they are not moving so pollution is much worse. There is a huge delay to buses.</p>
<p>This survey feels very slanted anti-LTN</p>
<p>I use the car less for local shopping because of traffic and I cannot park. For shopping at the Angel, one third of car parking spaces have been removed. Makes family shopping very difficult or forces use of delivery service. Have to allow much longer to make appointments whether by car or bus.</p>
<p>ANPR is a reasonable compromise - residents need access to their streets.</p> <p>Black taxis and Blue badges should be exempt.</p> <p>The council's position has been clear from the outset - they have not listening and the consultation is proving a sham with embarrassingly biased survey questions.</p> <p>The scheme does not work and for Canonbury Ward the proximity to Highbury Corner punishes us with gridlocked boundaries. It's unpleasant - the streets feel less safe - our ability to work reduced due to extended times stuck in traffic.</p>
<p>I object to the way this was rolled out with no regard to elderly disabled people, their carers, and the disregard given to awful mess around Highbury corner which made this LTN far worse than it would have otherwise been. The traffic on main roads esp St. Pauls road as well Compton road and along the Essex road has been awful - must be awful for residents living on main roads having to breath in the fumes of stationary traffic.</p>
<p>The LTNS have reduced the quaiity of life for residents and the profitability of business in Islington. They should be completely rethought and a proper consultation take place before anything is implemented</p>
<p>Numberplate recognition would be the fairest way for the residence. I understand all the good things this game can do to feel like a prisoner in your own streets is not a good thing.</p> <p>Other boroughs have managed this so hopefully Islington will be able to implement it as well.</p>
<p>Too draconian, focuses on the wrong things.</p>

Not being able to access from or to the West through Canonbury Squ forces more traffic along St Paul's Rd. APR would be the best solution for this and limiting to daytime peaks. Weekends should be LTN free so that visitors can access easily.
See above
I very rarely drive. However, I will go out of my way now not to drive so that I don't sit in that big traffic jam on St Pauls Road.
Cycling / walking often more scary now as drivers are so aggravated by all the traffic
The LTN is such an issue because of the failed redevelopment of Highbury Corner and the local gridlock that causes. Even the council is admitting that Canonbury West LTN is a failure. With stationary traffic from Highbury Corner along St Paul's Rd often as far back as Canonbury Park North, it's well worth traffic driving through the LTN to emerge at Compton Rd. The latest email from the council is clearly leading up to closing Canonbury Park North. But people will then just cut down Grange Grove instead. Then they'll have to close Grange Grove or Compton Rd. The sticking plasters will know no end until Highbury Corner is fixed.
It's dreadful
It has encouraged crime (drug dealing, prostitution taking place in parked car on WillowBridge road, witnessed while I walked my dogs late at night. Much higher No of burglaries in our street.
I have two properties - one inside the LTN on Alwyne Place and one outside the LTN on St Paul's Road. The LTN has simply shifted traffic from one place to the other. People living outside the LTN on St Paul's Road are suffering because of the pollution, noise and impossibility of driving (it takes 20 minutes from my house to Highbury corner now by car). Cycling on St Paul's road is now much more dangerous because you have to weave alongside traffic so I have had to reduce cycling. People inside the LTN are worse off because it is now much more difficult to get deliveries or taxis. The streets are more vulnerable to crime as they are too quiet. Overall I feel worst for the people on the main roads who are the ones suffering most from the scheme, but it has also made the people inside the zone worse off as well.
Marginally less use of the car. I would prefer that LTNs were simply abolished but if that is not possible - and I can't see any way this anti-car council will agree to completely reverse them - I would like exemptions for Canonbury and preferably all Islington residents.
i totally get that doing nothing is not an option. However, pretty much everything that this Council has done (Archway, Highbury Corner, Old Street, moving parking spaces into middle of Liverpool Road), and is now doing with LTNs demonstrates their preference to frustrate and attack the users of cars rather than reach any kind of easily workable solution- such as use of ANPR technology for their electorate. While at the same time enjoying windfall revenue from aggressive fining..... how about an exclusion for electric cars (no - too much privilege), or at very least electric taxis? I guess that they have forgotten that LTNs were meant to be about reducing pollution primarily...
I've ended up getting taxis more as I'm no longer comfortable walking in the area at night as the surrounding roads are so quiet.
Causing extra pollution and delays on LTN perimeter.
I have multiple times chosen to walk or cycle instead of driving because of the LTNs. I know I am fortunate in being able to do so, but I also know that intense speeding has reduced on Alwyne Villas since it stopped being a cut through to St Pauls Road. I m aware that the traffic is worse on Canonbury Road but the increased traffic has made me use the car less often and hopefully it will do the same for others
Siting of camera on Alwyne Road mid way between Alwyne Place and Alwyne Villas is ridiculous - turning a 110yd piece of road into two cul-de-sacs and forcing those on the eastern side to enter St Pauls Road/Highbury Corner which is permanatly jammed
Complete and utter waste of time. Get rid of them as soon as possible

Unreasonable to decant all traffic onto Highbury corner which is a complete nightmare of a disaster and allow nothing into city rd which is now largely clear.
It hasn't worked. Cars still use CPN and Compton as a rat run given the very poor redesign of Highbury Corner has caused perpetual queues on St Pauls Road.
Massive increase in crime, most of it unreported (cycle theft, phone muggings, drug dealing, gang activity). Boundary road gridlock has shifted lifestyle not to bikes/walking but online to the deriment of local trade and mental health by going out far less
Yes I use my car less only as it's been made so difficult for drivers. We're charged excessively for everything car related
Please let's cancel the ltn. If not at least treat Islington residents properly not as second class to non residents
At the moment the LTNs are adding a lot of time and stress to essential driving. Of course for short journeys I do not use the car any longer. It's getting to work that has become the daily nightmare.
I am seriously concerned by the absence of any traffic on our road. We have seen an increase in drug dealing (outside my front room) and burglary. I absolutely understand the need to reduce NO2 - but the collateral effects of the current scheme are awful. I don't walk any more or drive any less but feel less safe. I am concerned about pollution on boundary roads. The lady who cleans next door, but lives in halton street, notes that now the flowers on her balcony are now covered with black "soot" from passing traffic, whereas our houses are in some quiet backwater. That doesn't seem fair.
I detest it. It discriminates again people within the LTN. It would be so much fairer to allow local residents within each LTN in/out using number plate recognition technology. This would be a tiny proportion of the overall traffic volume. The original PROBLEM with Cannonbury West was traffic from outside the area driving through, using the back streets as a rat run. The problem is NOT local residents, who naturally care for their area and the residents and drive slowly and considerately.
Has made Compton Rd. a dreadful place to live with endless car horns sounding and traffic lined up for hours of the day.
I feel that the LTN's have created an increased danger from motorbikes. I am still seeing motorbikes regularly mounting the pavement near the zebra crossing at Canonbury Place to cut through to Alwyne Place/Canonbury Square. This poses a danger to pedestrians and to pupils from the 3 nearby schools. Motorbikes are also driving on the wrong side of the road when overtaking solid traffic jams posing a danger for oncoming traffic. I feel the main roads in general have become more dangerous due to increased traffic, motorbikes on the wrong side of the road and electric scooters. The electric scooters are travelling very fast and seem unregulated as they have no lights and the owners do not wear reflective gear in the dark.
Drug dealing in the area increased streets feel unsafe, traffic and pollution on St Paul's rd have increased. Very difficult to cycle in/from/through Highbury Corner.
Hopeless, crime levels have increased and do not feel safe walking alone any longer especially at night
I enjoy cycling and will cycle whenever I came. Our family car is fully electric. However, I feel the LTN has made it almost impossible for us to use our car for those instance where we really need to - emergency (sickness) pickups from school, food shopping for a family of five, driving e.g. to a station with heavy luggage. Taxis often refuse to come. What I mind most of all is the permanent congestion

on St Paul's Road (including on weekends) and the noise associated with angry drivers. It has made the neighbourhood much less welcoming for anyone on or close to St Paul's Road. At times we have been literally locked into our road (e.g. when there was a minor lorry accident recently at the Highbury Grove / St Paul's Road corner, or when traffic is at a standstill down Grange Grove), with no way to leave the house.

I am worried about the effect it will have on the businesses in Canonbury Place and on the workmen (with vans) who live or have garages in the area. Both are a huge part of the village feel of Canonbury and are threatened by the measures. The council haven't consulted on this at all and our local councillors have not responded to my emails.

I have ended using the car less by simply not doing the things I would have done. E.g. going to certain shops is now inconvenient, meaning I order more online, which, sadly, hurts the local economy. The added congestion on the road have dissuaded me from visiting family and friends for brief visits because it's simply not feasible due to the added journey time. This overall is reducing my quality of life.

I feel the streets are now unsafe due to the lack of people in the area. My wife and I state we feel unsafe as there are no vehicles or people in the area.

The LTNs has created a safe haven for burglary and street robbery in particular theft of pedal cycles and mobile phones. If an incident occurred in the street prior to LTNs, there was always a person around who would assist a person in need. Now the streets are empty which has created ideal opportunities for criminals.

Holloway Road, Upper Street, Canonbury Road, St Pauls Road and the dreaded Highbury Corner. All these roads are locked down with traffic, the drivers in their vehicles become angry. They are not angry with each other they are angry because of the constant traffic caused by the LTN and the restrictions forced upon them by Islington Council and TfL.

When I drive on these roads I fear for my safety, I have observed many drivers with 'Red Mist' which results in road rage incidents.

I have witnessed the emergency service, Police, London Ambulance Service, and London Fire Brigade, sitting in the vehicles unable to move due to gridlocked traffic. I work for the emergency services and have experienced this myself. Time delays caused by the LTNs have resulted in slower response times.

Consider that Canonbury has high car ownership and it is forcing traffic down one or two routes increasing pollution as it increases journey times

I don't like the eerie quietness in Canonbury West after dark. I don't feel safe walking home and I am anxious about safety for my daughter. I hadn't appreciated before that there is a sense of safety in having cars travelling through our roads.

It feels like the LTN's are an attack on car users however it obviously penalises everyone using buses as the main roads are gridlocked at certain times of the day.

In addition the standstill traffic on the main roads has increased pollution, these roads are often residential and have schools on them - eg. St Pauls Road and Canonbury Lane. There is even a notice on Canonbury Lane outside Canonbury school asking motorists to turn their engines off! This is ridiculous, there should be free flowing traffic there.

I would suggest that if the council truly had reducing pollution, they should be encouraging the use of electric cars by incentivising people to buy them with increased numbers of charging points and reduced parking charges.

We actually are keen to take measures to save our planet and have made many lifestyle changes over the years but the LTN's and the limitation enforced on residents feels too heavy handed. We are not 'passing through' traffic, we actually do live here and feel strongly that we should have free access to our whole borough through APNR

This is one of the worst ideas implemented by the council which seems to be only a money generating idea for the council which has resulted in a seriously negative experience for local residents. The council has previously failed with highbury corner roundabout and have further increased traffic in the surrounding area by imposing this LTN. We have witnessed this to impact local residents and also emergency services as roads around Canonbury are always experiencing high traffic due to the roundabout and LTNs

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We cycle, walk and drive for the same reasons we did previously, the weather, distance, our convenience; all the LTNs have made driving incredibly stressful but I refuse to leave my 96yr old husband mouldering at home while I make more trips on foot or by bike to cover all our needs. He's a great cook and diy-er, why should he be deprived of shopping for these activities because of Islington Council's deep felt need to punish residents who own a car, how dare we!

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Please leave well alone and do not continue with LTN

Those inside it must think it's wonderful. Those on the periphery know the price of their utopia.

I am happy to get involved and support the banning of these bloody money making schemes and awful LTNs that I believe cause more problems and road rage too!

A bodged, dictatorial scheme, uninterested in how people live, travel, socialise. It makes Canonbury far less attractive, vibrant as a lived in community . It has severely damaged shops which are at the heart of the community.

I love the LTN of west canonbury, it's my school run route and finally my kids can cycle or walk without fear

I walk or use public transport whenever possible but need the car for heavy shopping or travel out of town. Journeys by bus and car have become MUCH more difficult and time consuming because of congestion on perimeter roads and extra distance/lack of alternative routes to take. Scheme badly designed because the only exits are to North and East, forcing most journeys to add to awful congestion at Highbury Corner. Consultation document questions are biased, and don't provide necessary factual information on which to base a full response.

It appears to have been implemented without consulting the residents, not taking into account converging LTNs nor the changes TFL made to Highbury Corner. Residents are being unfairly caught up in traffic jams (whether in a car, taxi or bus) and unnecessarily adding to the problem. ANPR would seem like a reasonable solution.

I'm overwhelmingly in favour of LTNs. yes they were rushed in. yes they probably need a lot of improvement. but in my view the direction from here has to be forwards and not backwards. cars are probably the single worst thing about london.

We are begging to cancel LTN in Canonbury and let us to decide how do we want to live in our area.

The streets are more pleasant and feel safer now for residents, cycling and walking.

I used to cycle mostly all the time. Because there is no way of avoiding certain intersections it is too dangerous to cycle. I feel uncomfortable taking my kids cycling. The anger on the roads between each group is testament to the problem.

Retired person are suffering with these changes

The scheme hasn't encouraged me to walk more because I am constantly breathing in the pollution from a stretch of cars all stuck in traffic - I also don't feel safe crossing the roads as the majority of cyclists think it's ok for them to whizz through the red light when the green man is on display. nearly every day I have to give way at a pedestrian crossing.

I always choose to use my bike if I can but sometimes we do need the car, we have a large extended family with 10 grandchildren between my husband and myself who often need ferrying about by car. These journeys take ages and we are sitting in static traffic for the majority of them being polluted. I feel more frightened walking at night now as it is so quiet, I feel the spirit has gone out of the neighbourhood now that the shops are less busy and the proprietors are feeling depressed as they are not getting the customers they need.

I absolutely love the LTN's . I be freedom to cycle more safely is wonderful.

The scheme has adversely affected independent local business, led to the creation of new bottlenecks and increased journey times for everyone with no deterrent effect.

As above: Can't access river place health centre. Taxis won't come. Friends won't visit. Couriers won't come - they drop off at a depot outside canonbury and say they tried. Traffic jams on my road at all hours. Can no longer move on any major road. Major congestion at all major junctions. Dangerous driving at all hours as drivers try to escape. My ebike (worlds best selling ebike) appears to be prohibited by the new signs, though the cancel say they can't confirm if that's the case. I have to wait to be fined. Generally antisocial and infrastructure breaking. Suspicious the only people who benefit are residents of the most expensive roads.

On the whole I'm in favour of the LTN as it means I can cycle greater distances with my young children without fear of thoughtless drivers terrorising them, of which there are many in London. The LTNs do not stop me from using my car any less as I've always been a walker/cyclist, but when I do use my car locally it will be to either to ferry elderly friends and relatives to doctor/hospital appointments or take my young daughter and her friends to their gymnastics training. These are things that can be accomplished on public transport, but not easily with elderly, infirm people or making several bus changes with 7 year olds into the evening.

The LTN in Canonbury West wouldn't be so problematic if the travesty of Highbury Corner was addressed, but I don't see that ever happening. The planners who devised the layout had either never spent any time in the area or had no idea the flow of traffic and where it would bottleneck. The inclusion of a few box junctions may help alleviate some of the problems but on the whole this is a problem that is here to stay and will be compounded by the introduction of the LTN between Upper Street and Essex Road. When this finally gets implemented my journey to take a neighbour to Laycock medical centre will be Halton Road, Cros Street, Essex Road, Canonbury Road, Highbury Corner, Upper Street, Laycock Street, which will take who knows how long dealing with the continual traffic jams on Essex Road and Canonbury Road to Highbury Corner. This is a journey that currently takes less than 5 mins: Halton Road, Canonbury Road, Canonbury Square, Upper Street, Laycock Street.

I use the car very, very little anyway (ca. 3000 miles a year). Yes, I now use the car less to a VERY small extent - but this is possibly the result of socialising less anyway. Often I just decide not to go out, because the underground is still unsafe, too crowded, and with a very low mask compliance. I suspect that once winter sets in even going to friends (which I sometimes do on foot) won't really be possible. St Paul's Road is now chock a block throughout the day, to the point where it is very unpleasant to walk along it. My area/road feels empty and unpleasant. There have been a number of mobile phone snatchings and I wonder whether the fact that the road is empty contributes to this rise (of course, phones are snatched on busy roads too, but in our area this didn't use to be a problem; it

is now quite a thing, including in front of our house). Oddly enough noise has risen on our street because there are a lot of deliveries on very noisy scooters.

1. LTNs are a bad idea. 2. The Alwyne Road location is particularly bad -- blights the conservation zone; forces vehicles to back up dangerously; forces vehicles to make three point turns; requires additional mile, 15 minute journey to get home from West End; divides Canonbury in the wrong way. 3. Our row of shops -- news agent, cafe and dry cleaners -- are being destroyed financially.

The Canonbury West scheme is unfair on people living on the boundary roads and adjacent streets where traffic builds up (and is often static for long periods of time), increasing noise and pollution. On 14 December, traffic was backed at 9.30am all the way along Compton Terrace from the junction with St Paul's Road back to Canonbury Place. For people living on these affected streets, the LTNs are a disaster in terms of air quality and living environment. Those on the boundary roads (e.g. St Paul's Road, Essex Road) are already facing more challenges around deprivation and marginalisation than others in Islington. It feels that the LTN scheme is exacerbating rather than addressing the evident inequalities in our borough.

Little consideration seems to have been given to the negative consequences of creating deserted streets within the Canonbury West LTN. The interim report indicates no significant impact on crime and antisocial behaviour patterns, but as the trial has been implemented during Covid when people were at home much more than in usual times, I am extremely concerned that once people are back in offices/travelling again, the ghost town inside the Canonbury West LTN will attract more criminal and anti-social behaviour. I don't feel as safe as I used to.

Shop owners on Canonbury Place report anecdotally that the drop in passing traffic has impacted their livelihoods, reducing income and decreasing the efficiency of their operations. There is also concern about the potential for increased anti-social/criminal behaviour due to the dearth of people in the area. Although business owners have received visits from council representatives they don't feel that they are being properly listened to. The Canonbury Place parade of shops is a heart of our little community and the business owners do so much to make it feel home. It would be travesty if they had to close as a result of a misguided attempt to promote community life and sense of place.

The combination of the LTN and the revised Highbury Corner layout produces gridlock at certain times of day. (A delightful West Indian lady I was chatting with during a long wait for a 30 bus suggested the locals should go mob handed and dig up the pedestrianised area in front to the station to let traffic turn directly from Upper Street to Holloway Road again!) NB LTN makes me walk more because it is often faster than the bus.

I wasn't consulted beforehand. The scheme appeared overnight and seems to favour the wealthy residents of Canonbury Square at the expense of the less wealthy on St Paul's Rd. It comes hot on the heels of the disastrous new traffic scheme for Highbury Corner both of which have dramatically increased car pollution in my street. Fed up! Won't vote for this lot again.

Crime: I've noticed an increase in drug dealing on our street since the LTNs. Usually on a weekday at either end of the road around 6pm (summer) and 4pm (winter) when the street is deadly quiet. I have been threatened by dealers when I watched them dealing. This has NEVER happened before the LTNs.

Safety: I do not let my 12 year old daughter walk home from the bus stop on Canonbury rd. through Alwyne Rd as it is so quiet with no traffic. Especially as it's dark from 4pm. Before the LTNs there was always passing public so she felt safe. She has passed the dealers on occasions.

Buses: I often take the bus to and from work. All buses are now delayed on my return home. Essex rd is always blocked up between 4.30-6pm for the number 38 and Highbury Corner is blocked up for the 19.

The LTNs have become an(other) arena where all kinds of pre-existing political or social views are played out without much reference to evidence. The Canonbury Society needs to be careful to comment on the actual evidence for the schemes, rather than allow itself to become a conduit for all

kinds of predefined political views. Also, the LTNs should be seen as part of various attempts to reduce traffic and pollution, and there is a need to increase them too. For example, the next stage should target traffic on non-LTN streets.

It's fantastic!! Keep it please. Makes the neighbourhood much more liveable, family friendly and generally a nicer environment.

The Work from Home has been the cause of using my car less: not the LTN

The "blunt" instrument of the LTN has created considerable congestion hence pollution at the Highbury Corner pinch point. This is deliberate and strategic. It takes no account of the increase in pollution by holding traffic all the way along St Pauls Road even into the road leading to Highbury Barn often up to the zebra crossing adjacent to the tennis courts in HF. There has been at least a couple of accidents which have closed St Pauls Road which have been impossible to navigate. The Islington report provided no analysis of these consequences. Being done by an urban planning practice rather than a transport analysis consultancy such as TRL. Islington has no strategy for the management of small parcels or food delivery or for the arrangements for vulnerable individuals. The analysis of the criteria for the LTN takes no account of vehicle occupancy, congestion or vehicle dwell time, hence vehicle emissions or cargo capacity or journey efficiency. It is a simple vehicle count. Congestion and stressed drivers have a tendency to create increased risk for cyclist and pedestrians. The LTN is not particularly well identified or signposted, there has however been a huge increase in cameras thus suggesting a significant component of the LTN is revenue earning rather than traffic managing. The increase in what I suspect are unlicensed and unregulated mopeds and electric bikes replacing clients picking up from shop premises with incredibly bad road skills has significantly increased risks to cyclist and pedestrians as they very rarely comply with road speed or other traffic regulations. I see no strategy for managing this. Commitments to increase green space and create an aboretum at the corner were not fulfilled therefore it is not possible to trust any council commitments. Finally under the guise of COVID legislation the council has undertaken very little consultation with residents either directly within the LTN or the wider impacted area. Issues such as the drug dealing and physical risks of reducing traffic flows which were very evident in the original consultation have been ignored. It is also transparent that the evidence for the LTN have been exaggerated and the practical problems ignored and glossed over when implementing new strategies full cognisance of all the issues should inform decisions.

unnecessarily restrictive

With the highly infectious new virus the safest is to be in a car, esp. if you have an underlying condition. Now elderly friends and neighbours are more marooned and isolated than at any time before

Absolute nonsense scheme ... reverse it immediately you are destroying the community

The Canonbury West LTN, together with other Islington LTNs has exacerbated the already shambolic traffic conditions around Highbury Corner. Our only other means of reaching Highgate is now via Finsbury Park station - ridiculous!

It makes life more difficult for old, sick people and families with young ones I was using public transportation before being sick and I don't drive in London but the traffic is worse and buses are running late. Cars should be more expensive (taxes, parking) but LTN just increase congestion

We urgently need to copy the impressive work by keep Highbury Moving. It found many of Council's figures inaccurate.

We are locked in the area with only circuitous routes in/out. It is extremely difficult to access the Doctors in Lacock St by car, especially as that is a now a school street. This is serious for elderly people who have mobility issues but not a blue badge. There is no overall improvement on the traffic on our street as it is still a cut through, although the evening traffic has diminished. Cyclists have become more aggressive in their use of the road and do not seem to consider pedestrians. Local

businesses may have suffered through the loss of passing trade. This was never a very busy area until Highbury Roundabout was removed.

Residents should not be treated like all other cars and non residents. We pay council tax so should be allowed to use our streets. Should think about letting Blue Badge and residents drive through LTN's.

The scheme is not, in my view working. It has created far more traffic on Canonbury Road, Holloway Road, St Paul's Road and Essex Road. This has caused longer journey times and created more pollution in these areas. It does appear to have increased crime in The Alwynes. At least three attempted burglaries that I know of. At least two catalytic converters being stolen in broad daylight. One of the most alarming problems is now cars who continue to go through the barrier but at increased speed in the thought (? perhaps) that going faster will not catch them on camera. Most alarming is that most motorbikes and scooters now come up on the pavement to avoid the cameras. Cars go faster generally. If the council wished to make the street "more people friendly" they could have put chicanes at both ends to slow traffic. I believe there is soon to be a second phase of road closures which will mean no traffic can get from the top end of Alwyne Road into Upper Street and beyond without going around Highbury Corner. In addition, if one now takes a bus to get anywhere, the buses are also trapped in the traffic meaning considerably increased journey times.

In the road I live in, Compton Road, we now suffer a 20 to 30 vehicle jam weekday mornings between the hours of 8am and 10am. This idling traffic spews out pollution leaving a coating of black dust on all the horizontal surfaces of my house. Previously, since the no entry sign from St Paul's Road was installed, Compton Road was relatively untroubled by cars. A cheap and effective way to deter rat running would be to install a no right turn sign at St Paul's Road junction. This, of course, would only work when the LTN's is abolished. If the LTN isn't abolished (which I believe it should be) then owners of cars registered in the area should be allowed free reign by way of ANPR through not only the Canonbury West LTN filters but all Islington LTN filters.

I am now considering moving out as I find the LTN had made living in islington very annoying

My breathing problems have improved with less traffic, and I no longer have to get up at 6.30 a.m. to close the window (because of pollution), so sleep much better.

When using the car we now have to travel further causing more pollution and taking more time. Funnelling all traffic through Highbury Corner is not only making journeys far more difficult. It is also destroying the recent improvements to the park.

My husband and I are both in our seventies. We are reasonably mobile but at times we have felt trapped by LTN.

The benefits to the LTN area are outweighed by the disruption and additional air pollution on St. Paul's Road and Highbury Corner. If they can't remedy this the LTN scheme should be discontinued.

I have lived in Islington at my current address since 1987. I had never felt unsafe walking my local streets in the dark until the LTN was implemented. Lack of passing cars and people. I can only assume that many feel as I do . Now forced to walk my dog the the main continually congested roads

I am spending more time in stationary traffic jams (also sitting in Buses) on all the roads leading to Highbury Corner than anywhere else in London. The rise in traffic fumes and general frustration from stationary traffic far outweighs any possible benefits to walkers or few cyclists. The Cyclists and scooter (illegal!) riders prefer to use the pavements in either direction rather than wait at the four sets of traffic lights that have to be negotiated to get around the 'roundabout'. The vehicles that use the roundabout unfortunately have no alternative option to cope with the impossible situation imposed upon us by the Surrounding LTNs.

It's fantastic and I want to keep it. I realise there are some problems on boundary roads but the real issue is too much traffic and we all need to recognise this and do something about it. LTNs are an

obvious solution along with other dis-incentives to use cars, for example charging for how much a car is used (smart road charging), more expensive parking, removing the roamer scheme etc etc

Feel rather envious of Canonbury residents and wish similar measures happen soon in Barnsbury.

I am less stuck on the few occasions I use the car

You say 'Please DO NOT do the survey if you live outside Canonbury' but I am responding as a regular user of the Canonbury West LTN who lives just outside it and within LB Islington. The Canonbury West LTN was not created for the sole benefit of residents inside it but as a step to benefit ALL Islington residents. We should ALL have the right to comment. You don't own the streets in your area: they belong to the public.

It is so much nicer to spend time in Canonbury and we've enjoyed going for walks with friends much more since the LTN and it isn't so polluted.

My main concerns, as already expressed to the Council in November (but no reply has been received) are

"An increase in pollution. I personally live immediately behind the Alwyne Castle and have noticed significantly more noise and air pollution. In fact, I gave up sitting in my garden this summer for these reasons. Trees and plants have suffered from fumes from idling vehicles.

Waste of energy caused by longer journey times. This applies as well to the queues on the main roads, which play havoc with bus timetables and are considerable hazard to pedestrians and drivers alike. Residents report it can take up to fifteen minutes to exit Compton Road into St.Paul's Road because of the tailback caused by the LTN.

Several residents use taxis because of health issues. It is not uncommon for taxis to either refuse to come or cancel en route because there is too much traffic to get through or they have to drive way out of their way to get to the Square. The cost of these journeys have increased markedly.

The permitted route is not clearly indicated so visitors etc fear straying into the LTN zone by mistake. Drivers have stopped and asked us how they can get from A to B now, and even though we live here, we are not sure.

The Canonbury area is deserted with hardly any vehicles or people which increases concerns about personal security, particularly after dark. An example of this occurred only this weekend, with 2 bikes being stolen from a resident's garden. Bike thieves have been spotted outside The Canonbury Tavern openly sawing at chains to unlock bikes.

The parade of shops in Canonbury Place has seen custom drop and they may not survive.

Your enthusiasm for cycle routes needs to be tempered with the frequency of their use. While we lived under Covid rules which discouraged people from going to work, there were more cyclists out during the day. Since life returned to a greater normality, many cyclists commute which means that from 10am till 4pm, the number of cyclists drops dramatically (cf Farringdon Road)

We note the Council's enormous enthusiasm for the scheme. We would like you to advise us how much it has cost, including the Mayor of London's contribution. We have heard that Islington has raised more in fines than most boroughs, which confirms our suspicion that this a revenue raising scheme. Any money spent on schemes which are not absolutely essential in this time of huge public expense is irresponsible. But more importantly, we have met no one, who lives in the area who is in favour of it, and for those with disabilities or extreme age, it has been a disaster."

I fully support the scheme while acknowledging that there could be amendments to iron out any difficulties. We must do something to reduce the really high levels of air pollution in the Borough which affects all our health and wellbeing as well as contributing to the wider impacts of global warming and climate change. These measures also contribute to meeting the goals of the Council's Climate Emergency Plan.

The elimination of passing traffic is having a serious impact on the commercial viability of the parade of shops in Canonbury Place. This is something the Council has ignored and refused to measure.

The scheme has calmed traffic, helped cyclists, cut pollution, has stopped serious noise pollution and has restored a degree of tranquility that had been eroded and taken away. My main concern is the effect on the row of shops on Canonbury Place opposite to the Canonbury Tavern.

I have lived in Islington at my current address since 1987. I had never felt unsafe walking my local streets in the dark until the LTN was implemented. Lack of passing cars and people. I can only assume that many feel as I do. Now forced to walk my dog on the main continually congested roads

Perhaps those driving the LTNs should read "Stop bloody bossing me about" by Quentin Letts.

It has unquestionably been a huge improvement to the environment of Canonbury, which was being ruined by the volumes of traffic using it as a rat run.

Would you like to become a member of the Canonbury Society?

163 responses

