



Before the UK even unlocks, we are already seeing long tailbacks of idling vehicles on our main roads. To add to the misery, numerous of the Highbury LTN boundary roads have recently been dug up for emergency works/repair to the under-road utilities, making it harder still to drive anywhere via our main roads. Roadworks will always be needed, but given the chaos that we have seen regarding the Council trying to signpost workable diversion routes the revised LTN road arrangements do not seem to have factored them in.

As most of you know KHM was created when a group of community-minded residents and local business-people came together. Some of us are able-bodied, some of us have disabilities, some of us have children (with a wide range of ages, and some with disabilities), some of us work full time, some of us work part time, some of us work in the home or are retired, some of us have lived here for generations and some of us have moved here more recently, some of us have our livelihood tied up in local businesses.

We are all directly affected by the transport barriers, and/or share concern and compassion for people for whom transport options are now much more limited and whose lives are being made harder by the LTN barriers: with the travel restrictions impacting on their health; on their livelihood; on their social connections. It is clear, in terms of barriers, that the Highbury LTNs are particularly large, creating a lengthy perimeter.

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This long perimeter is at the heart of the additional distances that local drivers are now having to travel to get to or from their Highbury destination.

This is a key problem on numerous levels, and the length of the perimeter needs to be reduced. This could be achieved through a simple modification in the form of ANPR-managed exemption from fines, to enable access without barriers for local residents and also for those drivers who are connected to and support our community. This exemption would keep Highbury moving. Islington council has so far ignored our call for this, but interestingly this exemption is already in place for some of the Council's own vehicles.

This modification would only make a small difference in terms of local resident traffic. The Council promotes, as a key statistic, that only 31% of Islington households have access to a car. (This data is from 2016, when it was also recorded that Islington had the second-lowest rate of car ownership of all local authorities in England; with trends said to be declining.)

As such and given the general recognition that much of the traffic previously complained of was out of Borough cut-through traffic, allowing ANPR exemption for Highbury car owners should not have much impact on the vision of keeping Highbury traffic levels low. (These are after all presented to us as Low Traffic Neighbourhoods, and not No Traffic Neighbourhoods.)




OBJECT TO

publicrealm@islington.gov.uk (saying which Highbury LTN you object to and why)

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 www.change.org/o/keep_highbury_moving

Logically and importantly, the vast majority of resident car owners are hardly likely to be out and about driving through all 8 camera filters every day.

In implying that only car owners are affected by the LTN restrictions, the Council also overlooks that whilst many Highbury people may not own a car, they will still routinely rely on private motor transport provided by others – think taxi, Uber, online van deliveries, care workers, support for the disabled, support for the elderly, visiting family and friends etc. As a result of the barriers many vulnerable people are now not getting the necessary support and social interactions that they relied on previously.

Again, the numbers that would be exempt would not be high when translated into their actual road use, but the barriers presently imposed on them have a disproportionately detrimental effect on both the drivers and those who rely on them.

The Council sets the measure of success of the LTN schemes on the traffic evaporation premise, i.e., on people driving much less (and not just driving as much as they did before, but on different roads). While the Council waits, watches and hopes for this gold standard traffic evaporation, the barriers created by these LTNs

are doing damage every day to our residents, to our local businesses and to the drivers that support and serve our local community by road.

The Council appears to fail to recognise that LTN success can also take the form of traffic reduction. A successful LTN outcome does not need to be all or nothing. It should not be planets or people; it should be both.

PEOPLE CONNECTED TO Highbury SHOULD BE ALLOWED TO CONTINUE TO SUPPORT IT THROUGH UNIMPEDED ACCESS TO OUR ROADS. GIVEN THE COUNCIL'S OWN STATISTIC THE IMPACT OF MANAGED EXEMPTIONS SHOULD BE MINIMAL. CUT-THROUGH TRAFFIC WILL STILL BE CUT OUT. Highbury WILL STILL BE ABLE TO GO ABOUT ITS BUSINESS. THIS IS A MIDDLE GROUND SOLUTION THAT WORKS WITH THE PRIORITIES OF BOTH SIDES IN THIS DIVISIVE DEBATE.

Thank you for your continued support. Please email us your comments to keephighburymoving@gmail.com If you share our concerns, please also remember to submit your objection to the scheme/s under the Council's formal process.



www.KeepHighburyMoving.com