



ISLINGTON

# People-friendly streets

## St Peter's WP meeting

25 November 2020

## **Streets as places**

- Where life happens
- Where communities come together

## **Streets for movement**

- The strategic road network (main roads) are built for main traffic
- Local streets provide local access

## **Key statistics**

- 1/3 of journeys in London are less than 2km and can easily be walked by many people
- 2/3 of journeys in London are less than 5km and can be cycled
- Number of cars in the UK has increased by approximately 10m (approx. 25%) in the last two decades
- Increase in traffic on roads in Islington: 24.3 million miles driven (9.6%) between 2013 and 2019

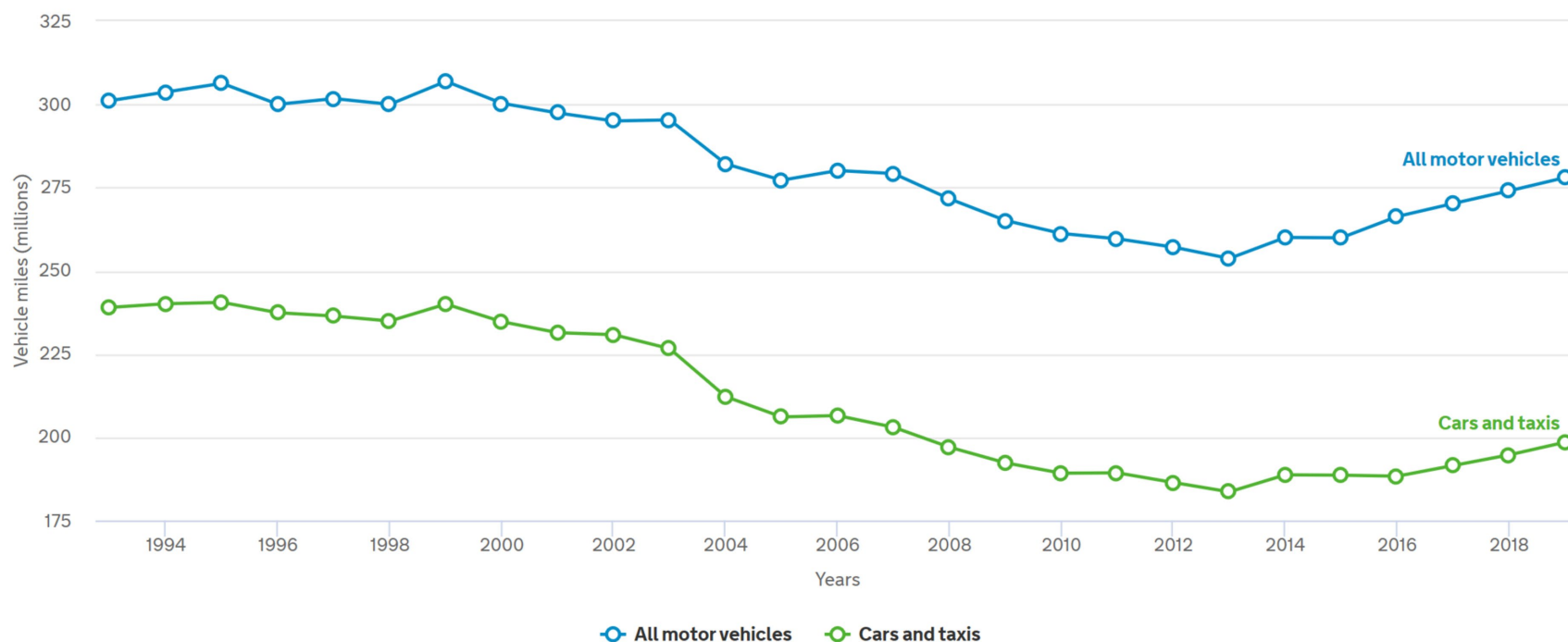


# Traffic in Islington

0.28 billion vehicle miles were travelled on roads in Islington in 2019.

## Annual traffic by vehicle type in Islington

Traffic in Great Britain from 1993 to 2019 by vehicle type in vehicle miles (millions)



Highcharts.com

Source:

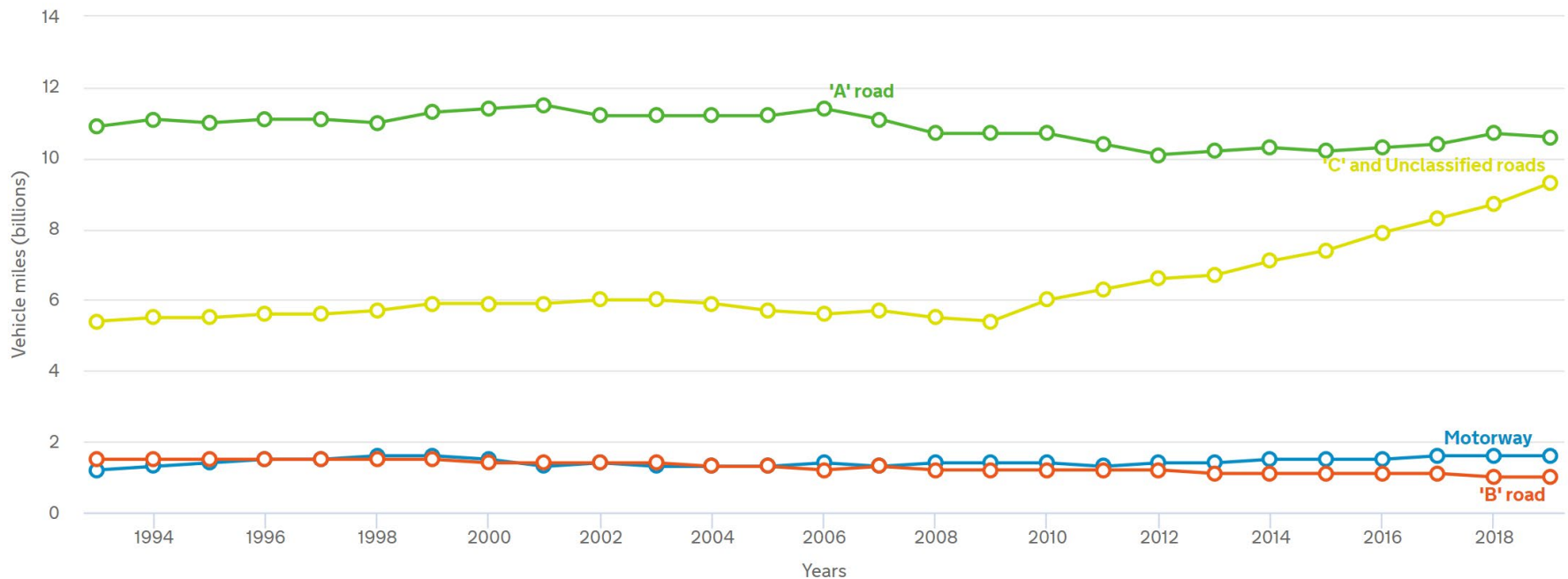
<https://roadtraffic.dft.gov.uk/local-authorities/96>

# Traffic on local streets post mobile sat nav

- Motorists are taking short cuts through neighbourhoods
- 72% increase of motorised traffic on local streets in the last decade
- Volume of traffic on main roads largely unchanged

## Annual traffic by road type in London

Traffic in Great Britain from 1993 to 2019 by road type in vehicle miles (billions)



Source:

<https://roadtraffic.dft.gov.uk/regions/6>

Motorway 'A' road 'B' road 'C' and Unclassified roads

Highcharts.com

## **People-friendly streets**

- Delivery of School Streets
- Borough-wide programme of Low Traffic Neighbourhoods


### **Aims:**

- To make it easier and safer to walk and cycle
- For people to be healthier
- To help people enjoy their area
- To allow social distancing

## **Supporting people-friendly streets transport initiatives**

- New cycle routes with segregated cycle lanes (permanent cycling schemes)
- Pop up cycle lanes (temporary schemes with 'traffic wands')
- Cycle routes on quiet streets (via Low Traffic Neighbourhoods)

## **Council's emergency transport response to Covid-19**

- Social distancing measures on main roads
  - Social distancing measures outside schools
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# People-friendly streets – Why we are doing it (Council Policy)

- The principle of Low Traffic Neighbourhoods or Liveable Neighbourhoods was enshrined in the 2018 Islington Labour manifesto

## Climate emergency

- Net zero carbon by 2030

## Traffic casualties

- The most common cause of death for children in the UK aged 5 to 14 is being hit by a vehicle
- In Islington cycle trips are 5% of trips but people who cycle are involved in 30% of casualties

## Inactivity – obesity crisis

- 22% - overweight/obesity levels of children at Reception
- 38% - overweight/obesity levels of children at Year 6

## Air pollution

- Vehicles are responsible for approximately 50% of the emissions contributing to air pollution
- Premature death as a result of air pollution
- Respiratory problems as a result of air pollution
- Link between air pollution and Coronavirus

**Vision 2030:**  
**Creating a Net Zero Carbon**  
**Islington by 2030**



### Draft Islington Transport Strategy

A healthy, fair, accessible and enjoyable  
transport environment in Islington  
Consultation closes Sunday 29 September 2023



## Impact of Covid

- Public transport capacity running at a fifth of pre-crisis levels
- Many journeys a day will need to be made by other means
- Nearly 70% of Islington households doesn't have access to a private vehicle
- Modelling shows that without action, there will be significantly more motorised traffic than before the pandemic

## Statutory Guidance

Traffic Management Act 2004: network management in response to COVID-19:

*"Local authorities in areas with **high levels of public transport use** should take measures to **reallocate road space to people walking and cycling**, both to encourage active travel and to enable social distancing during restart."*

## Implemented using Experimental Traffic Orders

- Quick response to public health emergency
- Followed by public consultation to remove, change, or keep




**If people switch only a fraction of journeys to cars, London risks grinding to a halt, air quality will worsen, and road danger will increase**

## Doing nothing is not an option

### The opportunity

- Many people have told us that they enjoyed quieter streets during lockdown
- We know that many people would consider cycling if the roads were safer and quieter
- Quieter routes would make it more attractive to walk
- 1/3<sup>rd</sup> of journeys in London is less than 2kms and 2/3<sup>rd</sup> less than 5 km: these can be walked and cycled by many

### Impacts of doing nothing (i.e. increased motorised traffic)

- Delay to car journeys, also for those who have no choice but to drive (e.g. blue badge holders)
  - More road danger for those who have no choice but to walk or cycle (69% of Islington households does not have access to a private car)
  - More air pollution
  - More carbon emissions (impact on climate change)
- 



## What is a School Street?

- Timed traffic restrictions outside the school gates at school drop off and pick up times
- Camera enforcement

## Benefits of School Streets

- Improved air quality: less motorised traffic outside school gates during the school run
- Reduced road danger: reducing traffic casualties
- Improved health of children: encouraging healthier lifestyles; walking, scooting and cycling to school



### All primary schools not on main roads to be School Streets by end of 2020

- 13 historic School Streets (pre-Covid)
- 16 delivered during summer 2020
- 10 more to be delivered by end of year (December 2020)

#### School Streets in St Peter's

- St John the Evangelist
- Hanover
- (Rotherfield)



## What is a Low Traffic Neighbourhood?

- Groups of local streets bordered by main or strategic roads where "through" motor vehicle traffic is removed
- It is impossible or harder to drive from one main road to the next
- Every address is still accessible by car within the area
- Reduction of overall number of motor vehicle trips in the area:
  - There is no through-traffic on local streets
  - Driving is no longer the fastest mode, so in some cases residents switch to walking and cycling for local trips



## Benefits of Low Traffic Neighbourhoods

- Calmer, cleaner and quieter neighbourhood for local people
- Improved public health: encouraging healthier lifestyles: walking and cycling
- Road danger reduction: reducing traffic casualties
- Improved air quality: less motorised traffic, link between Coronavirus and air pollution
- Reduced impact on climate: Zero Carbon through less motorised traffic

# How to create low traffic neighbourhoods

- **Types of traffic filters**

- Bollards
- Planters
- Cameras

- **Access for emergency services and buses**

- Emergency vehicles and buses are exempt from cameras
- Removable bollards for London Fire Brigade use



# People-friendly streets: Low Traffic Neighbourhoods (delivery)

## Implemented:

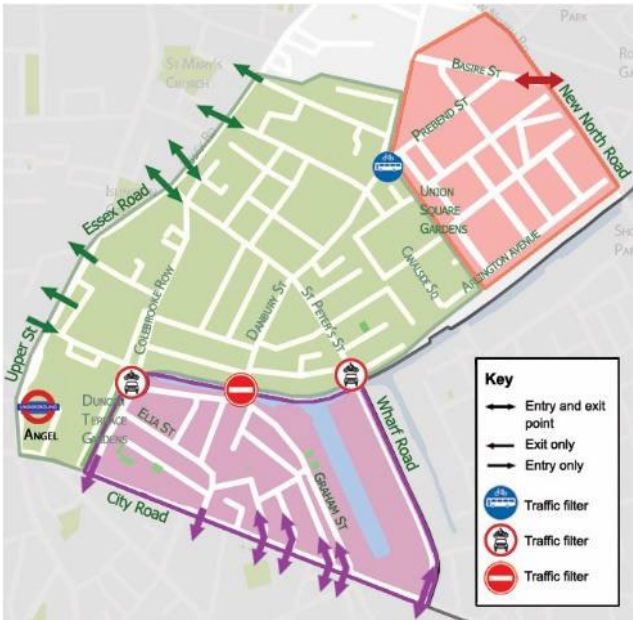
- **St Peter's (July)**
- **Canonbury East (August)**
- **Clerkenwell Green (September)**
- **Canonbury West (October/November)**
- **Amwell (October)**
- Highbury Fields (November)
- Highbury West (November)

## Soon to be delivered:

- St Mary's Church
- The Cally

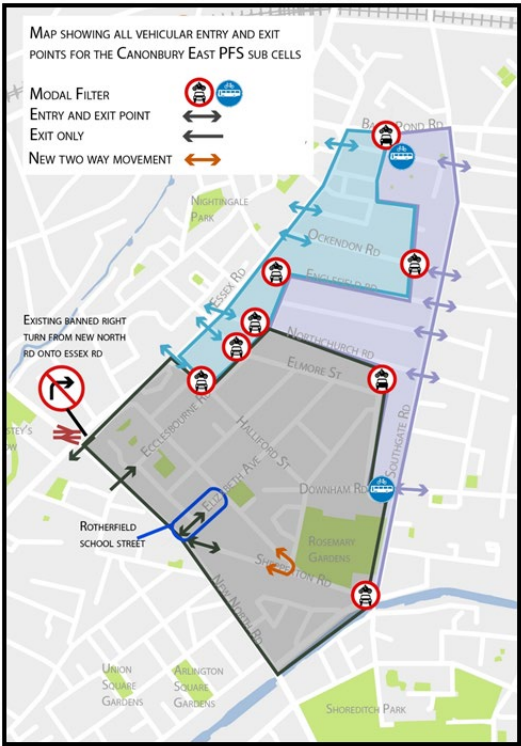


# People-friendly streets: St Peter's LTN





# People-friendly streets: Canonbury East LTN

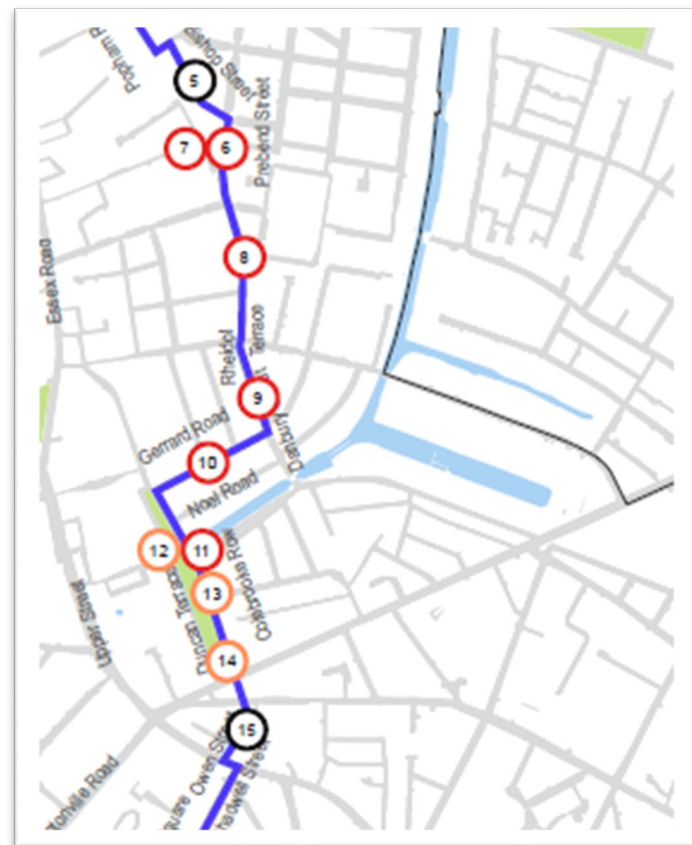


## Cycle routes with segregated cycle lanes:

**Cycleway 27** ' Quietway without segregation largely completed through delivery of a series of LTNs, including through **St Peter's and Canonbury East LTN**)

Previous conditions:

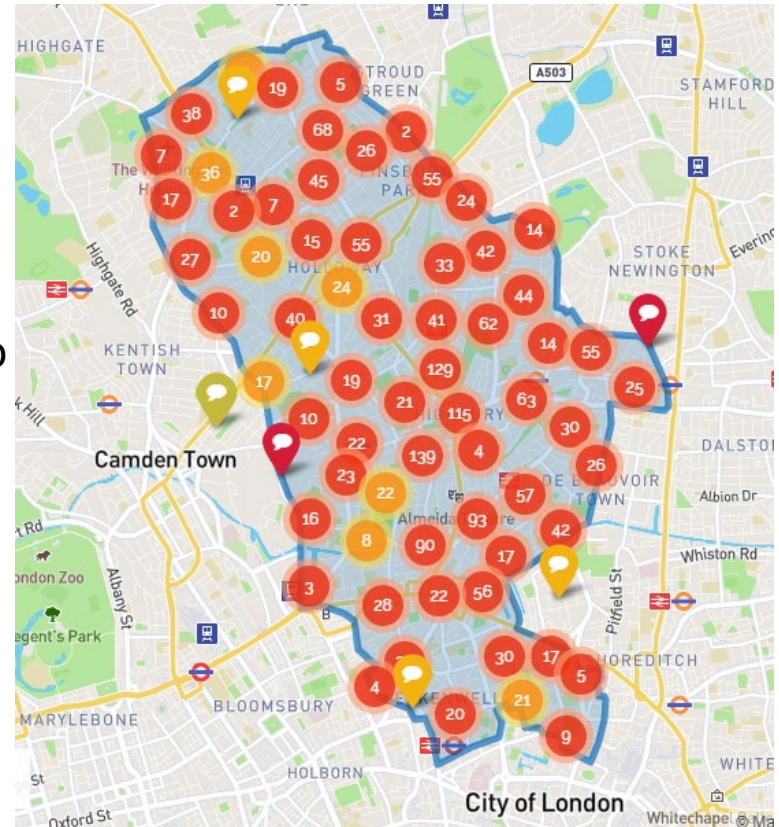
- Did not meet TfL Quality Criteria for mixing cyclists with motor traffic
- High motor vehicle flows especially on Prebend Street/Rheidol Terrace and Colebrooke Row
- Kerbside activity and parked cars
- Busy and dangerous roundabout at Rheidol Terrace/St Peter's Street/ Danbury Street
- A significant number of collisions involving pedestrians and cyclists recorded between 2013 and 2019





## Consultation and timetable

- Live and ongoing - Commonplace platform to inform design proposals
- Correspondence – email the Council
- 6 months formal objection period – for those who do not support the changes (St Peter's LTN – 3 July 2020 – 3 January 2021)
- TfL perception survey in St Peter's LTN
- Minor changes e.g. Wharf Road
- 12 month formal consultation (St Peter's LTN – June/July 2021)



- **Monitoring consists of:**

- Traffic patterns: inside LTNs and outside (any displacement)
- Cycle flows
- Bus journey times
- Air quality
- Crime and ASB
- Emergency Services response times

- **Reporting monitoring results:**

- Interim report at 6 months
- Report at 12 months – available at public consultation
- Taking into account impact of Covid

- **Final decision**

- At the end of the 18 month trial period a decision will be made whether the measures will be changed, made permanent or removed, taking into account feedback during consultation and monitoring data.



### **Increase in traffic**

- 24.3 million more miles were driven through Islington in 2019 than in 2013 (9.6% increase)

### **School run**

- 25% of London's morning peak traffic is attributed to the school run

### **Use of space**

- With average car occupancy at 1.56, cycle trips are on average 33% more space efficient, and cycle parking approximately 8 times more space efficient

### **Economic impacts**

- Walking and cycling improvements can boost retail spend by 30%

### **Road danger**

- A mile driven on a minor road compared to a mile on a main road is:
  - twice as likely to kill or seriously injure a child pedestrian
  - three times more likely for a child cyclist



## **People-friendly streets: better places for everyone**





# Questions & Discussion

Presenter name  
Job title