



ISLINGTON

# People-friendly streets

## Bunhill Ward public meeting

### Traffic in Bunhill

22 October 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**

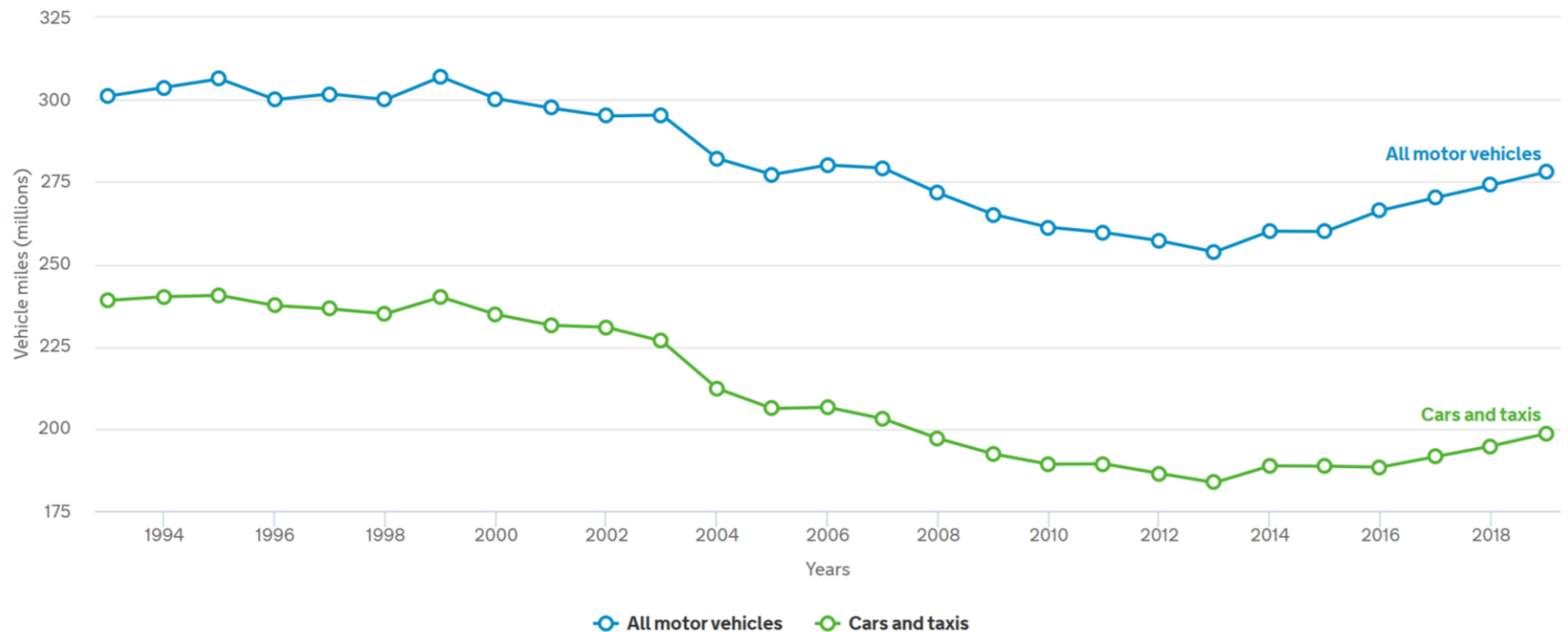
- 1/3 of journeys in London are less than 2km and can easily be walked by many people
  - 2/3 of journeys in London are less than 5km and can be cycled
  - Number of cars in the UK has increased by approximately 10m (approx. 25%) in the last two decades
  - Increase in traffic on roads in Islington; approx. 10% increase in last 5 to 6 years
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# 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>

## **Streets as places**

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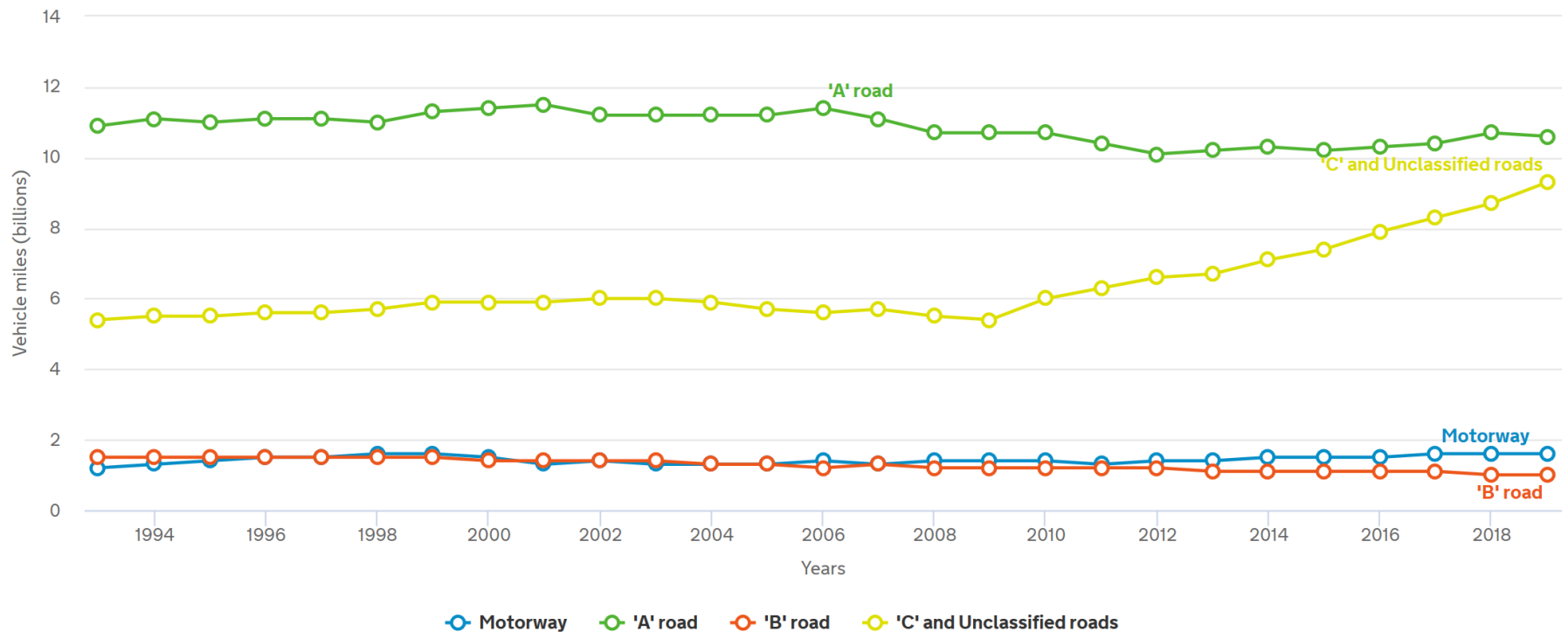
## **Satellite navigation**

- Motorists are taking short cuts through neighbourhoods
  - More than 70% increase of motorised traffic on local streets in the last decade (DfT data)
  - Volume of traffic on main roads largely unchanged
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# Traffic on local streets post mobile sat nav

## Annual traffic by road type in London

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



Highcharts.com

Source:

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

## **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)

## 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**



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### Draft Islington Transport Strategy

A healthy, fair, accessible and enjoyable  
transport environment in Islington  
Consultation closes Sunday 29 September 2019



## 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."*






**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

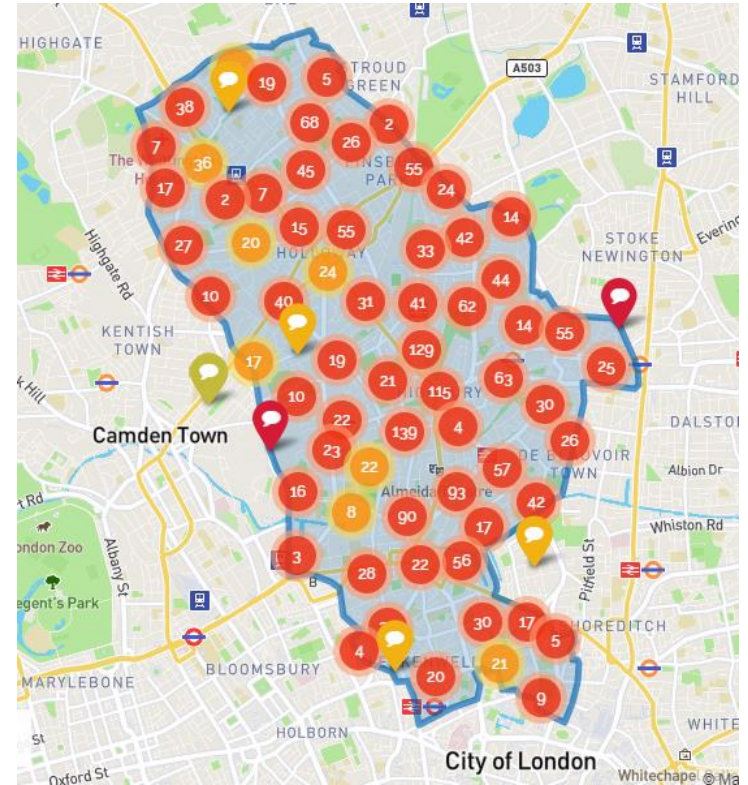
### Impacts of doing nothing (i.e. increased motorised traffic)

- 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)
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# People-friendly streets: early engagement

## Commonplace platform

- Launched in May
- Asking for comments
- Map
- 5000 comments
- 25000 visitors



## 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)
  - Moreland Primary School
  - St Peter and St Pauls Primary School
- 16 delivered over the summer (August/September 2020)
- 10 more to be delivered by end of year (December 2020)



## 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
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# How to create low traffic neighbourhoods

- **Types of traffic filters**

- Bollards
- Planters
- Cameras

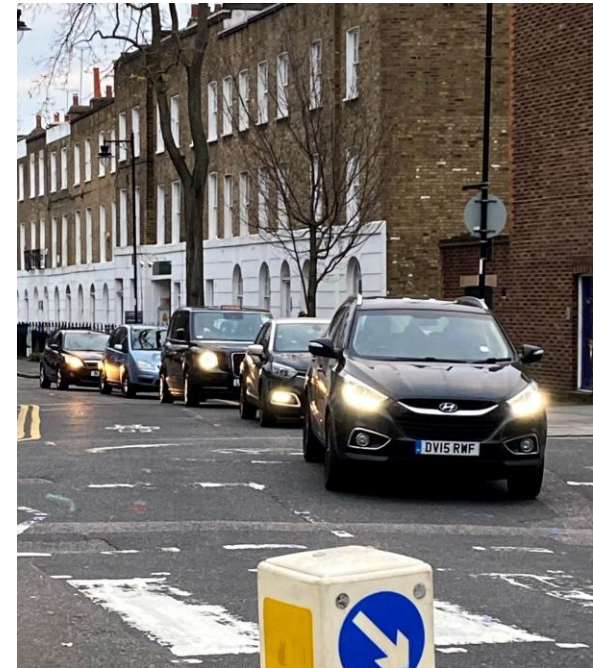
- **Access for emergency services and buses**

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



## Example: St Peter's **before**

Short cuts **before** traffic filters allowed cars to avoid traffic lights and congestion on New North Road, Essex Road, City Road and Upper Street



Prebend Street

## Example: St Peters **after**



Some local trips are now longer but the same trips are safer by walking or cycling because there is less traffic





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

## Implemented:

- St Peter's (July)
- Canonbury East (August)
- Clerkenwell Green (September)
- Canonbury West (October)
- Amwell (October)



# People-friendly streets: Cycleways

## Cycle routes with segregated cycle lanes:

- Permanent cycle lanes under construction:
  - Highbury Fields to Finsbury Park (Cycleway 38 northern section)
  - Balls Pond Road section of Cycle Superhighway 1 (working with Hackney)
- Pop-up cycle lanes under construction:
  - York Way (working with Camden)
  - Pentonville Road to Holloway Road (Cycleway 38 southern section)

*(One 'quietway' (without cycle segregation) being completed through delivery of a series of LTNs)*



- **Delivered as trials (with 'Experimental Traffic Order')**

- Legitimate and valid way for highways authorities to put in place trial measures in a rapid, flexible way that still allows for robust consultation.


- **Monitoring**

- Traffic analysis
- Displacement and congestion
- Cycling Flow
- Air Quality
- ASB

- **Public consultation**

- For each people-friendly streets area, school street or pop-up cycleway
- After 12 months
- First six months objection period

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





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# Questions & Discussion

Martijn Coolijmans  
Head of Strategic Projects & Transport Planning  
and Interim Head of Traffic