

# Mildmay Ward Partnership meeting

## A Liveable Neighbourhood for Mildmay

Wednesday 20 July 2022

# Islington's streets

## Streets as places

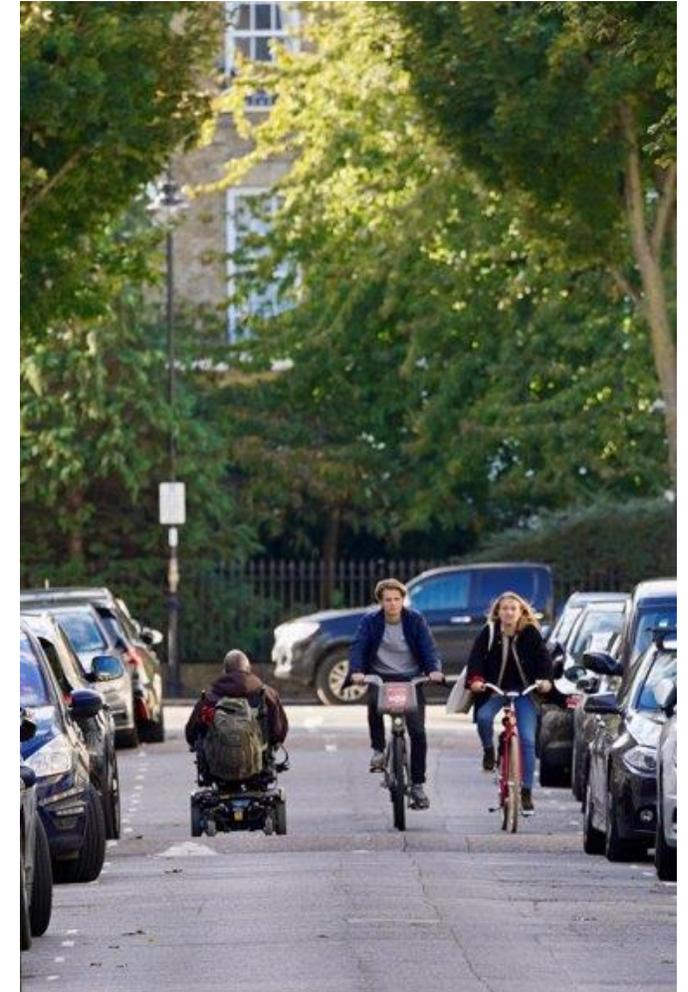
- Where life happens
- Where communities come together

## Streets for movement

- Strategic (main) roads are built for higher volumes of traffic than local streets
- 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 licensed in London has increased by almost a quarter of a million (approx. 10%) in the last two decades
- Increase in traffic on roads in Islington: 24.3m more miles driven in the borough in 2019 than in 2013 (approx. 10% increase)

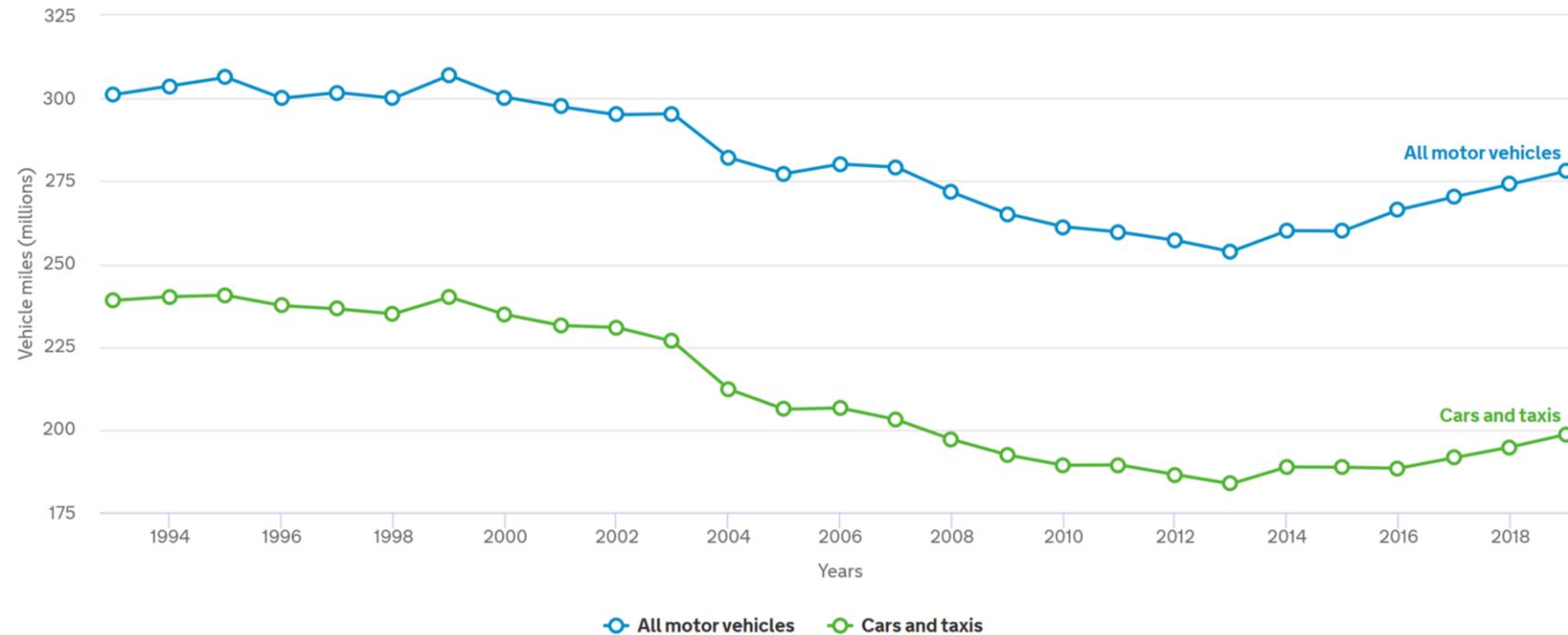


# Traffic in Islington

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)



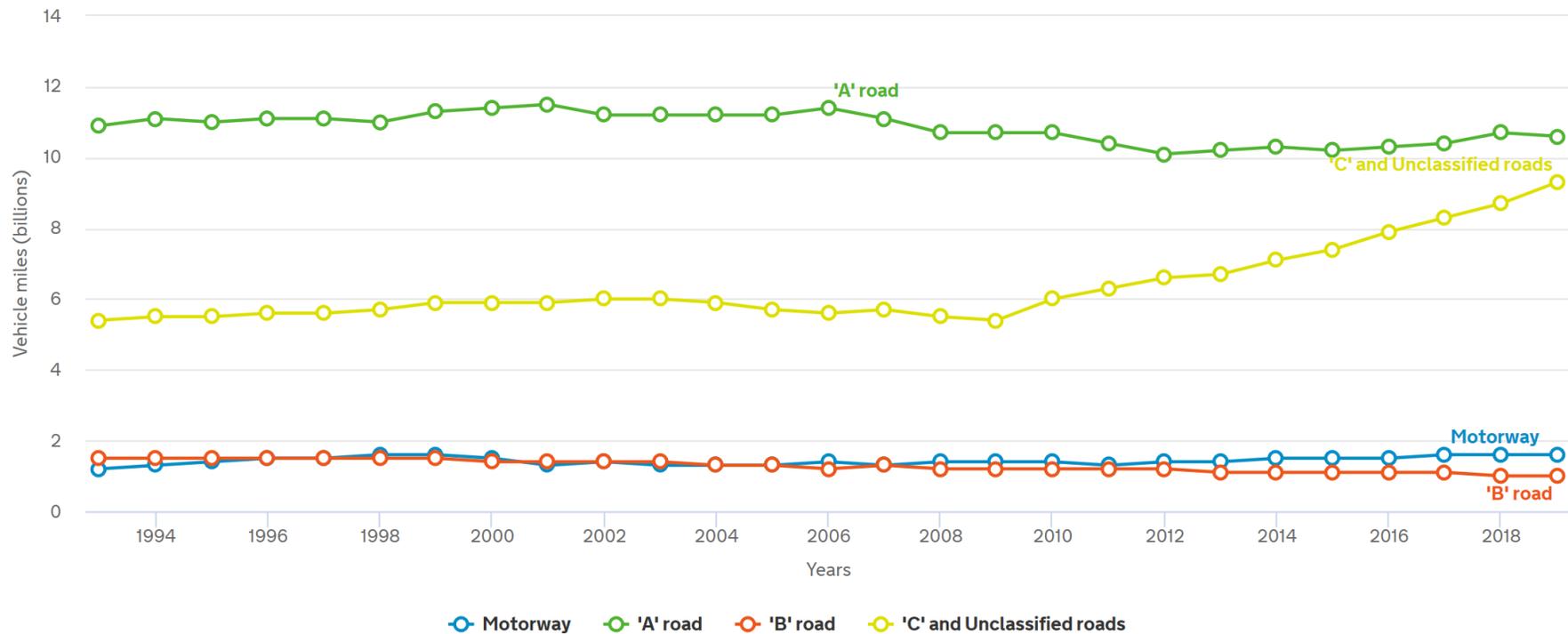
Source:

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

# Traffic on local streets since mobile sat navs

## 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>

# Why are we creating healthier neighbourhoods?

## Climate emergency

- Net zero carbon by 2030

## Traffic casualties

- The most common non-natural cause of death for children in the UK aged 5 to 14 is being hit by a vehicle
- In Islington, 32% of road casualties are cyclists, despite cycle trips making up only 5% of trips overall

## Inactivity – obesity crisis

In Islington:

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

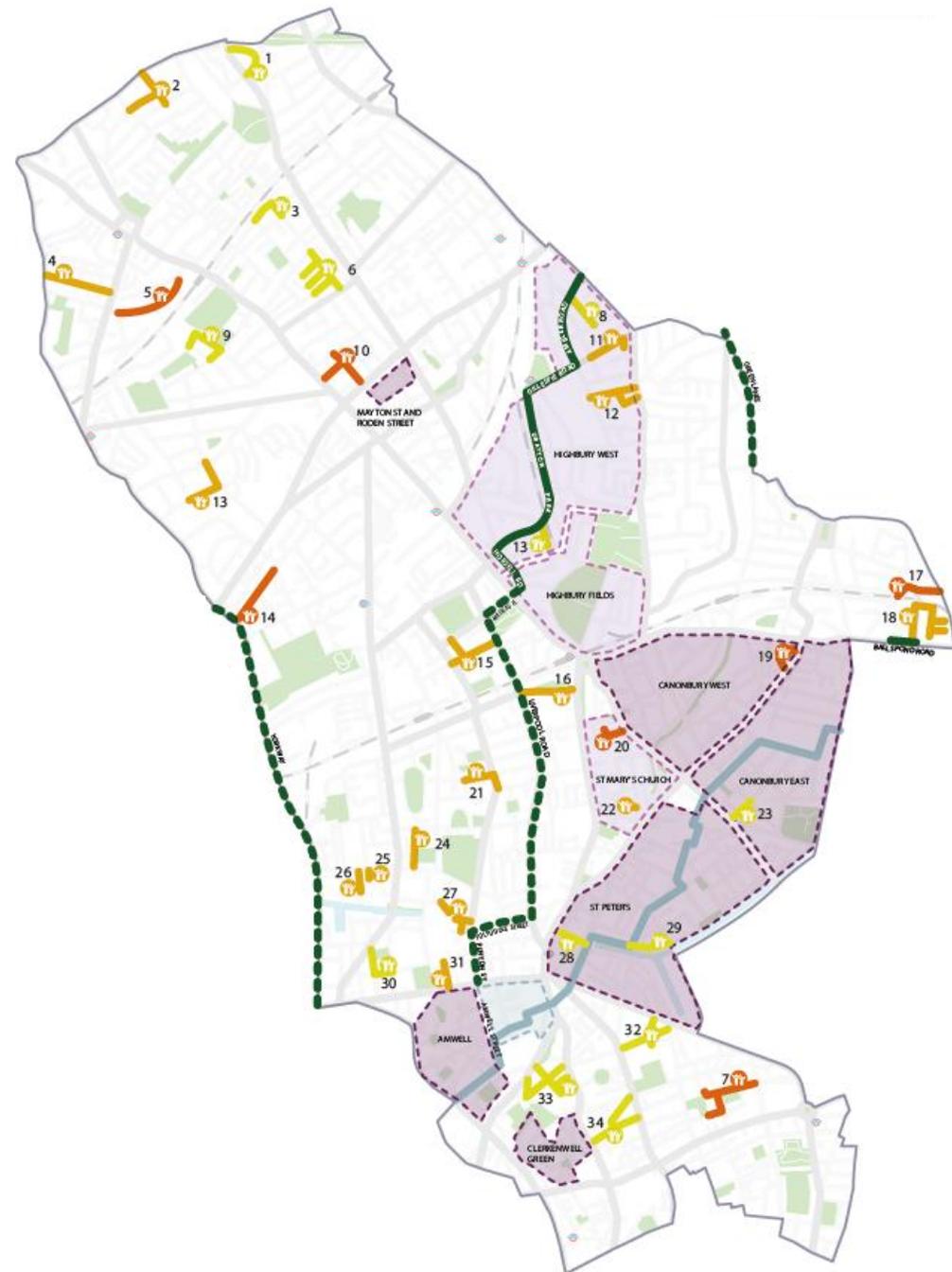
## Air pollution

- 50% of Nitrogen Oxide emissions are from transport sources
- Premature death as a result of air pollution
- Respiratory problems as a result of air pollution



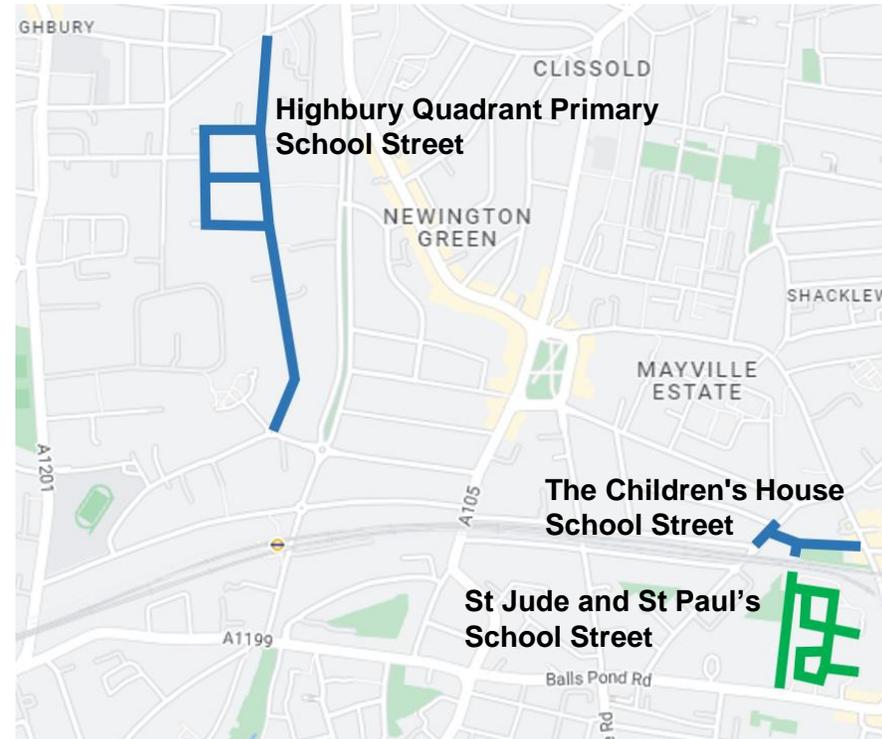
# People-friendly streets

- Creating cleaner, greener and healthier streets
- School streets
- Low traffic neighbourhoods
  - Blue Badge holder exemptions
- Cycle routes
- Greening the borough
- People-friendly pavements



# School Streets

- Preventing traffic around the school at pick up and drop off times.
- 35 delivered (31 made permanent) in Islington so far, including two main road schools.
- **In Mildmay:**
  - **Delivered:** St Jude's & St Pauls Primary School – made permanent after trial and consultation
  - **Planned for 2022/23:**
    - Highbury Quadrant Primary School consultation/delivery (2022)
    - The Children's House School consultation/delivery (2022)
  - **Future schools:** Newington Green Primary School – challenges due to the road network



— Permanent  
— Proposed



# Low traffic neighbourhoods

## What is a low traffic neighbourhood?

- Motor vehicle “through-traffic” is prevented by “traffic filters” (bollards or cameras, with planters) on a group of local streets
- Every address is still accessible by car within the area
- Emergency services are permitted to drive through the area
- Driving may no longer be the fastest/ most convenient mode, so in some cases residents switch to walking or cycling for local trips

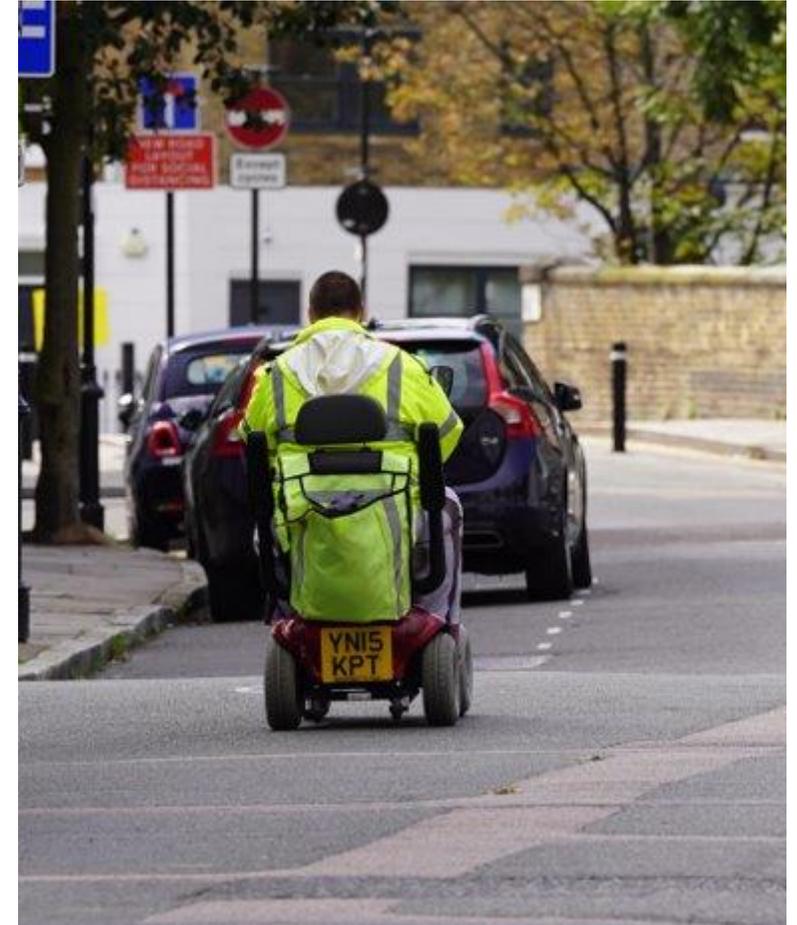
## Benefits of low traffic neighbourhoods

- Calmer, cleaner and quieter neighbourhood for local people
- Improved public health, encouraging more active and healthy lifestyles
- Road danger reduction: reducing traffic casualties
- Improved air quality: less motorised traffic
- Reduced climate impacts



# Low traffic neighbourhoods in Islington

- Seven LTNs delivered in Islington
- Delivered as trials through experimental traffic orders (ETOs)
- Trial feedback surveys
- Monitoring LTNs by collecting data – our reports generally show:
  - Significantly decreased traffic volumes and speeds within LTNs
  - Increased cycling within LTNs
  - Varying results for changes in boundary road traffic volumes – increases on some boundary roads, decreases or negligible change on others
- Public consultation including face-to-face events
- Blue Badge holder exemptions introduced

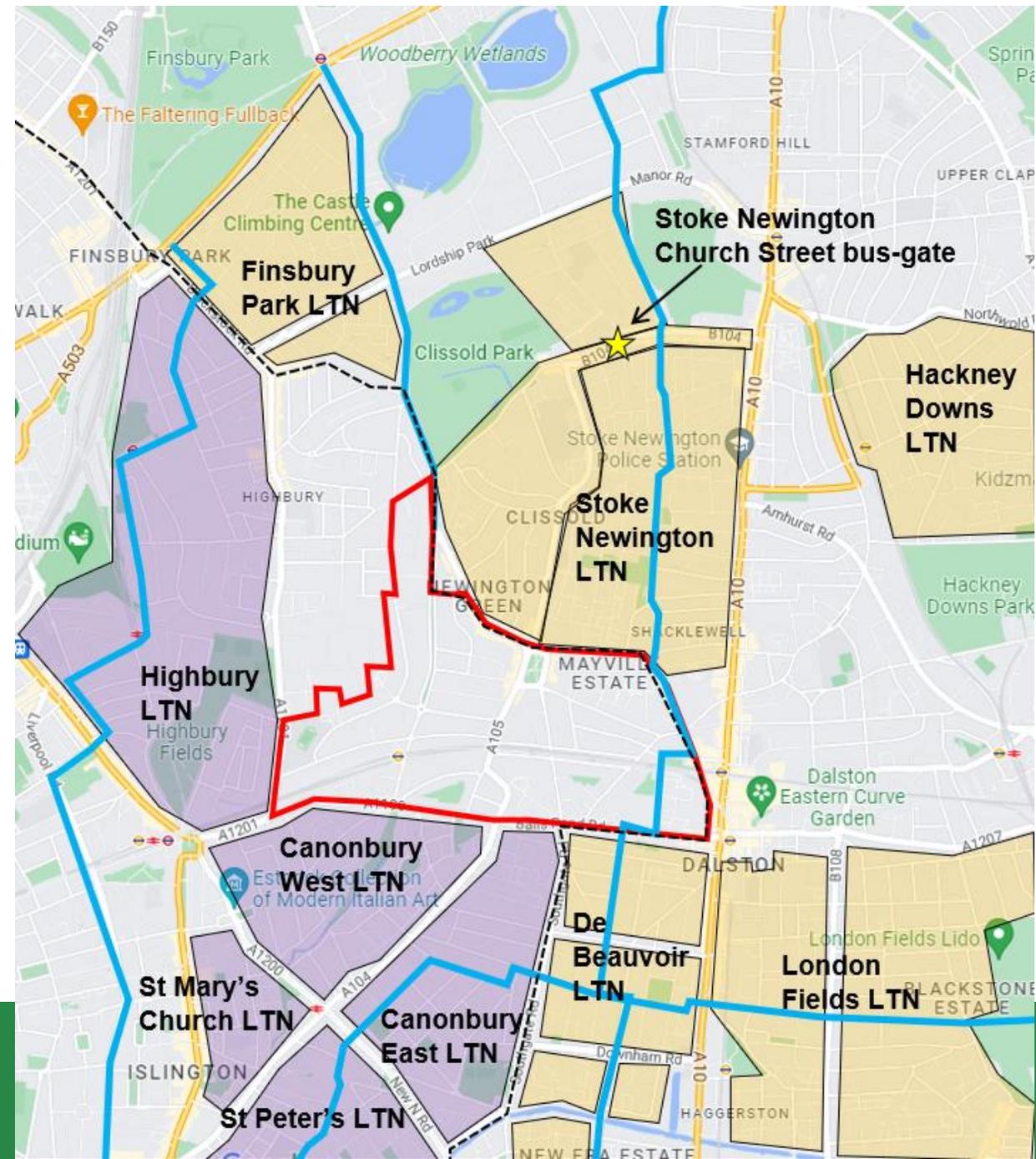
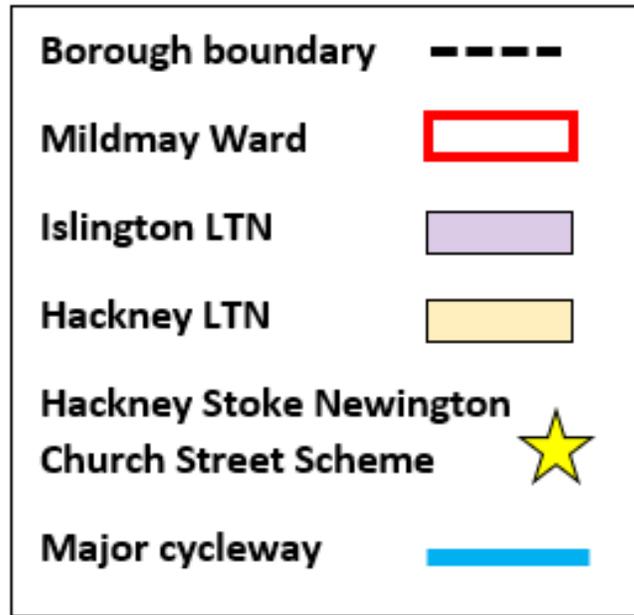


# What is a Liveable Neighbourhood?

- Reduced traffic volumes and speeds through traffic-filtering
- Improved crossings and junctions for walking and cycling
- Street greening
- Placemaking e.g. public seating
- **Why?** Cleaner air, safer streets, healthier and more pleasant neighbourhoods for schools, residents and community
- Local engagement and consultation as part of scheme development and delivery



# Existing healthy streets schemes in the area



# Mildmay Liveable Neighbourhood – delayed due to Covid

- Feb 2020 – £1m funding announced for Mildmay & Highbury New Park Liveable Neighbourhoods
- March 2020 – Covid-19 first lockdown
- 2020-2021 – People-friendly streets emergency Covid-19 measures: accelerated walking and cycling schemes through experimental trials
- 2022 – developing Mildmay Liveable Neighbourhood through public engagement

# A Liveable Neighbourhood for Mildmay

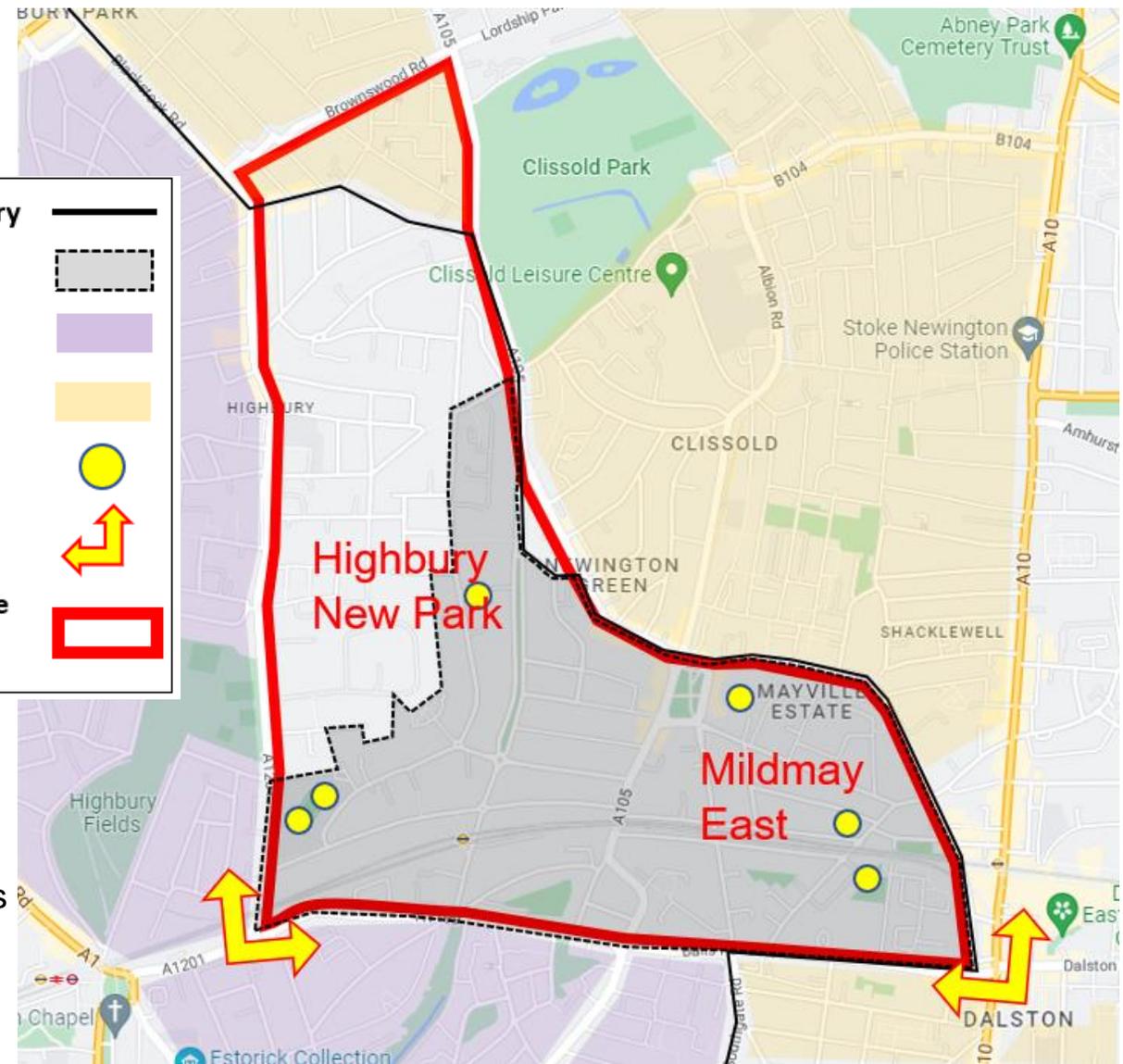
## Challenges

- Banned turns on main road network
- Cross-borough working (Hackney)

Mildmay East area expected to be delivered first

## What do local residents want?

- Commonplace survey 2020/21 - 650 comments for Mildmay & Highbury New Park:
  - Top problems: Too much traffic (44%), Fast speeds (40%), Cut-through traffic (38%)
  - Top solutions: Slow down traffic (28%), Traffic filtering for cars (27%), Make roads access-only (27%)
- Emails to the council
- We want to hear your views!



## Next steps

- Engagement from Autumn 2022 – hear local residents' and businesses' views on proposals for a Mildmay liveable neighbourhood
- Public consultation on designs before delivery of a scheme

# Questions?