

Mildmay Ward Partnership meeting

A Liveable Neighbourhood for Mildmay

Wednesday 20 July 2022

Islington's streets

Streets as places

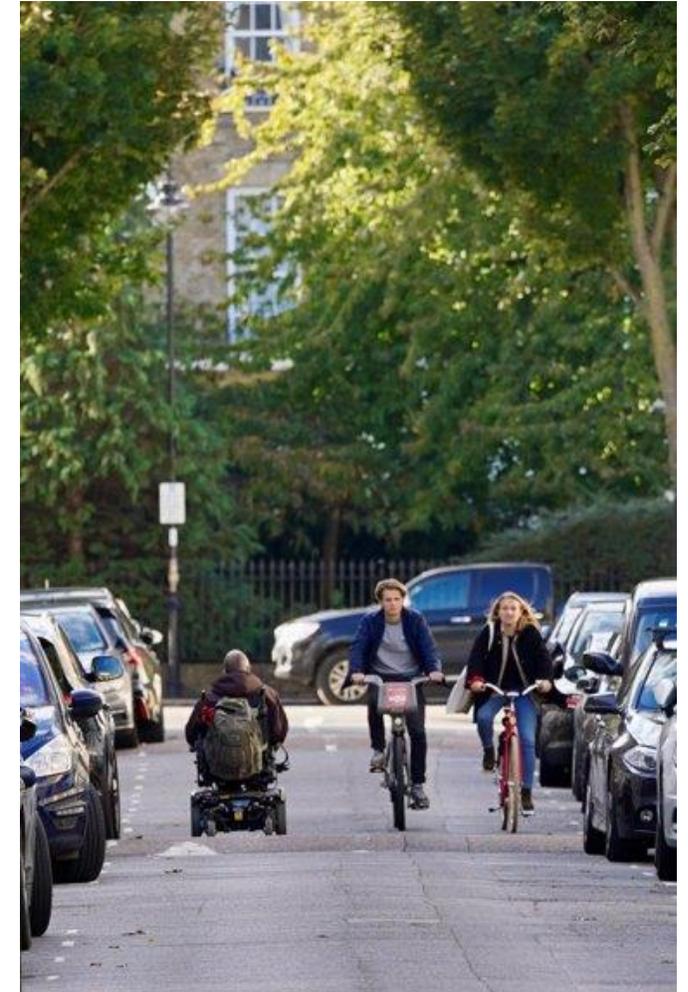
- Where life happens
- Where communities come together

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)

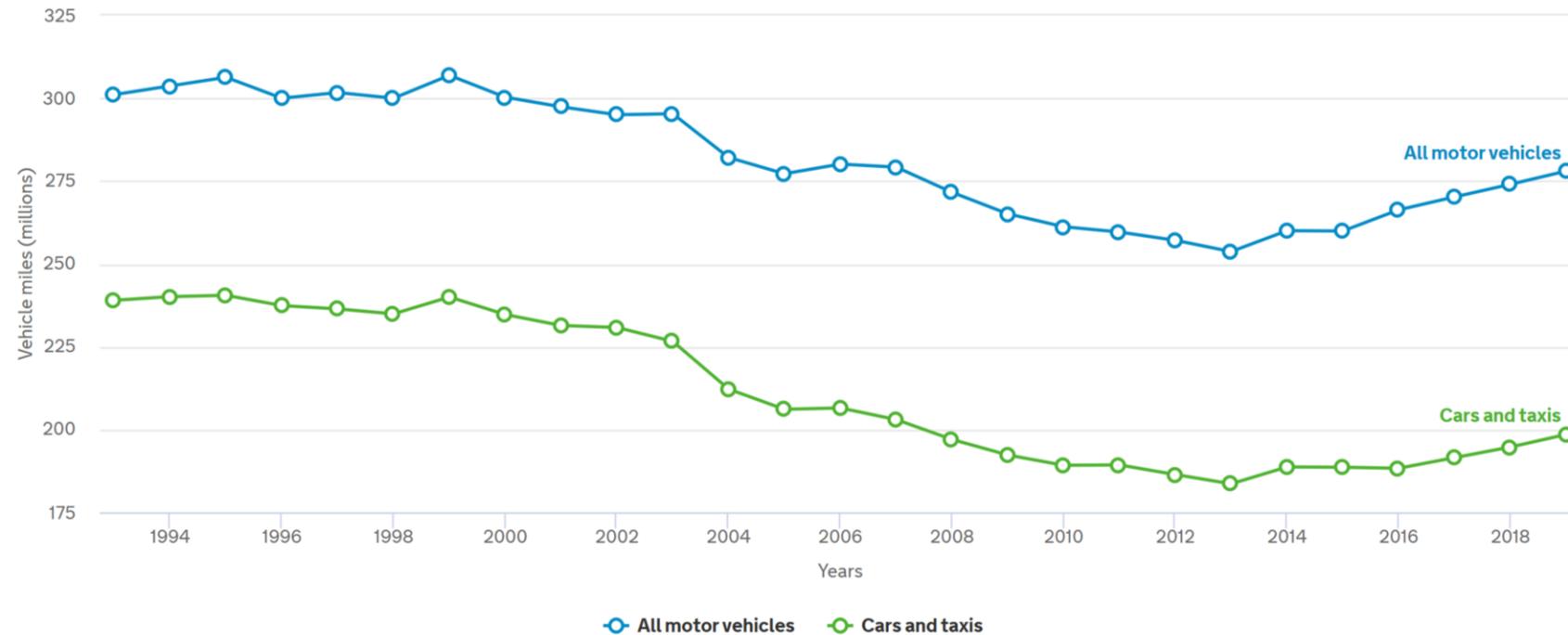


Traffic in Islington

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:

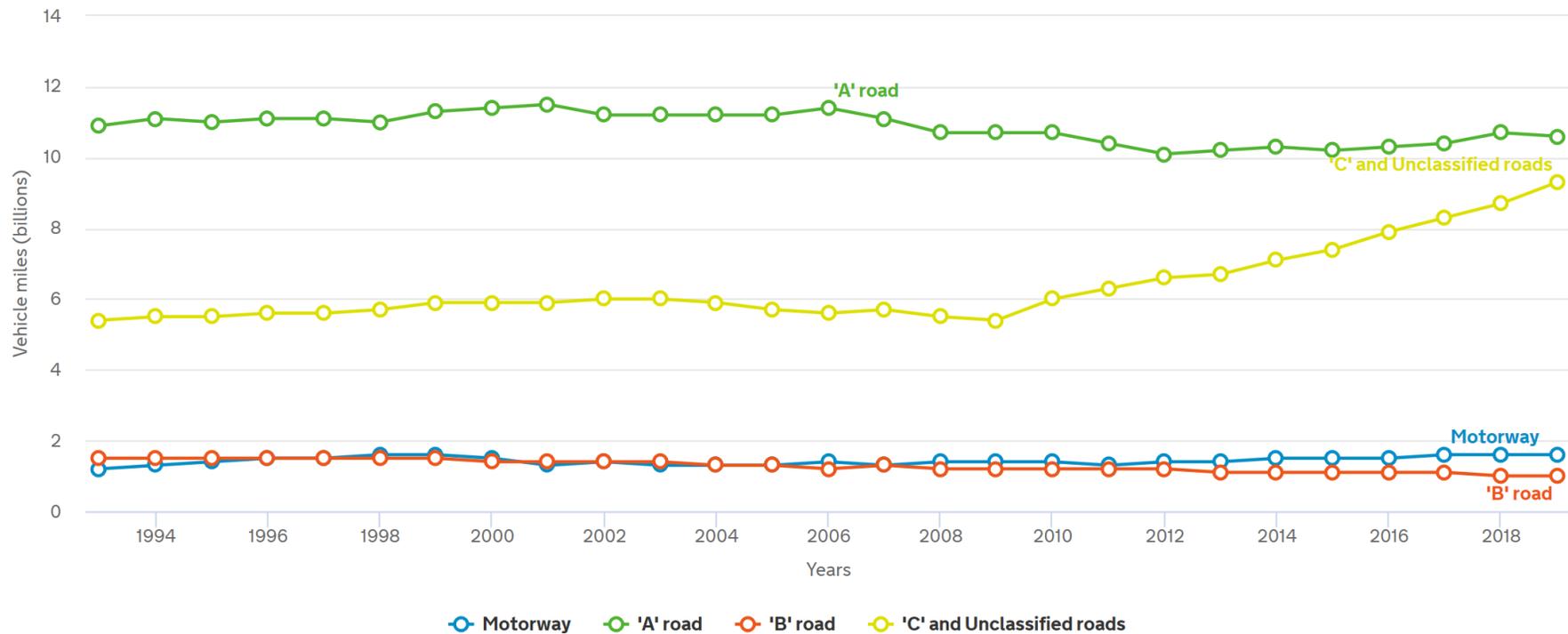
<https://roadtraffic.dft.gov.uk/local-authorities/96>

Highcharts.com

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

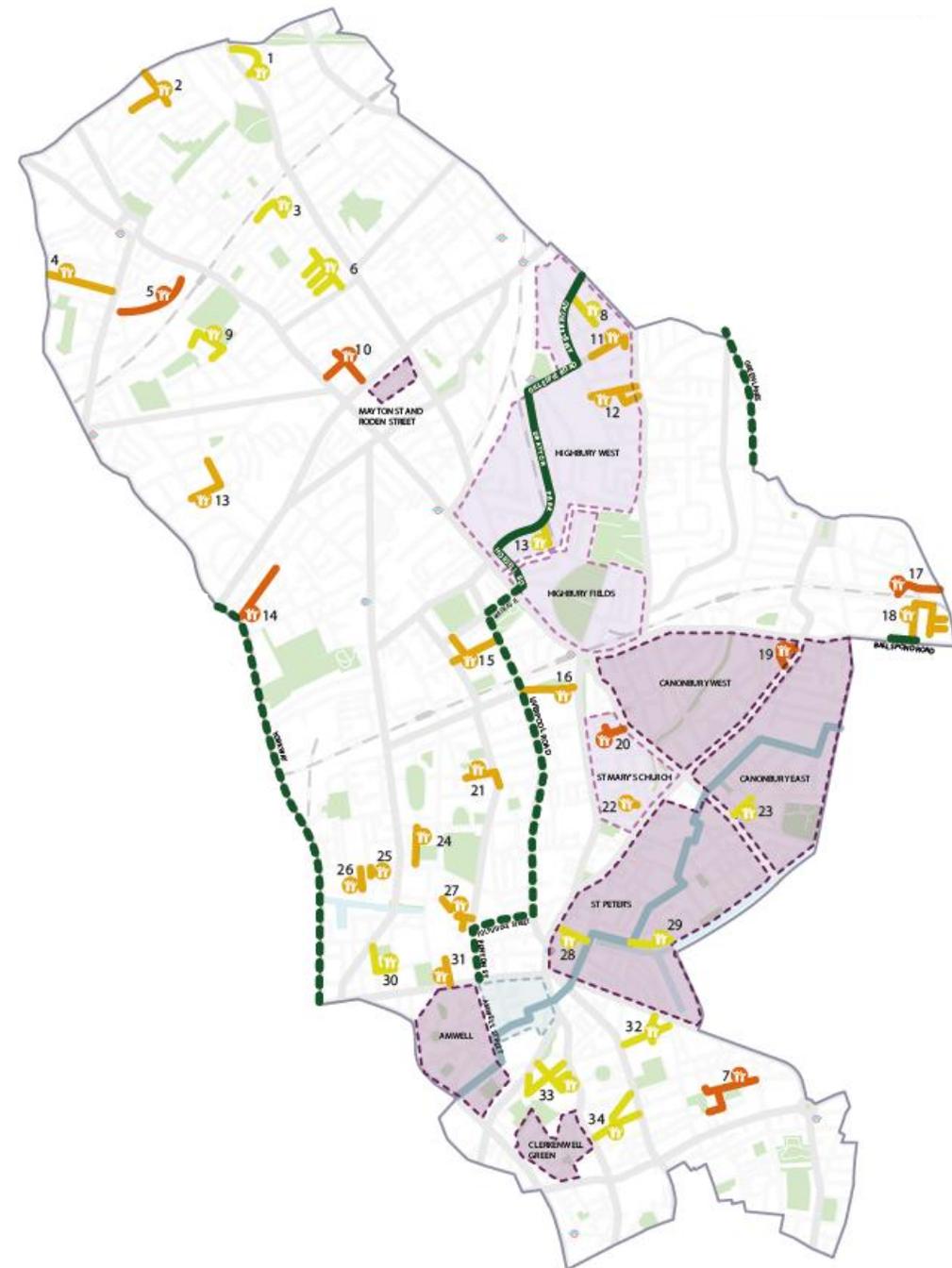
Air pollution

- 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



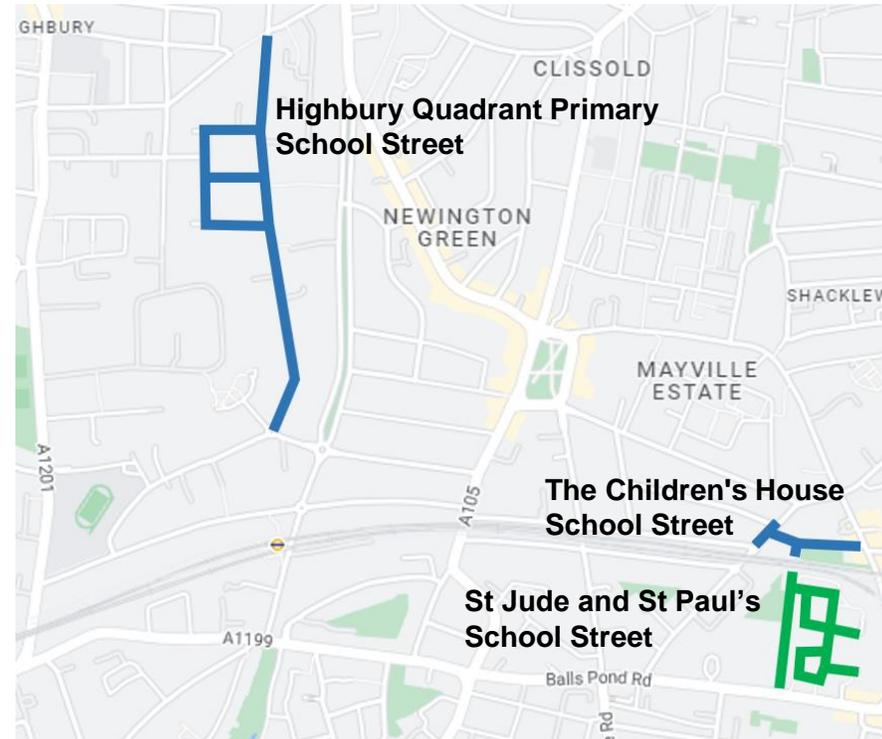
People-friendly streets

- 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

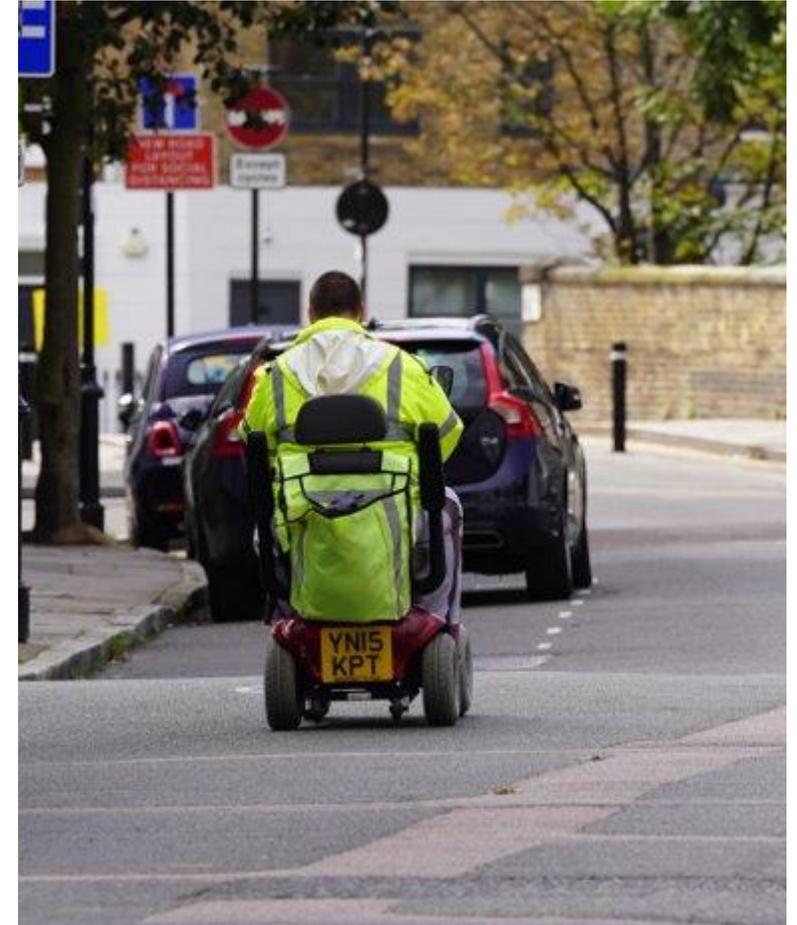
Benefits of low traffic neighbourhoods

- 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

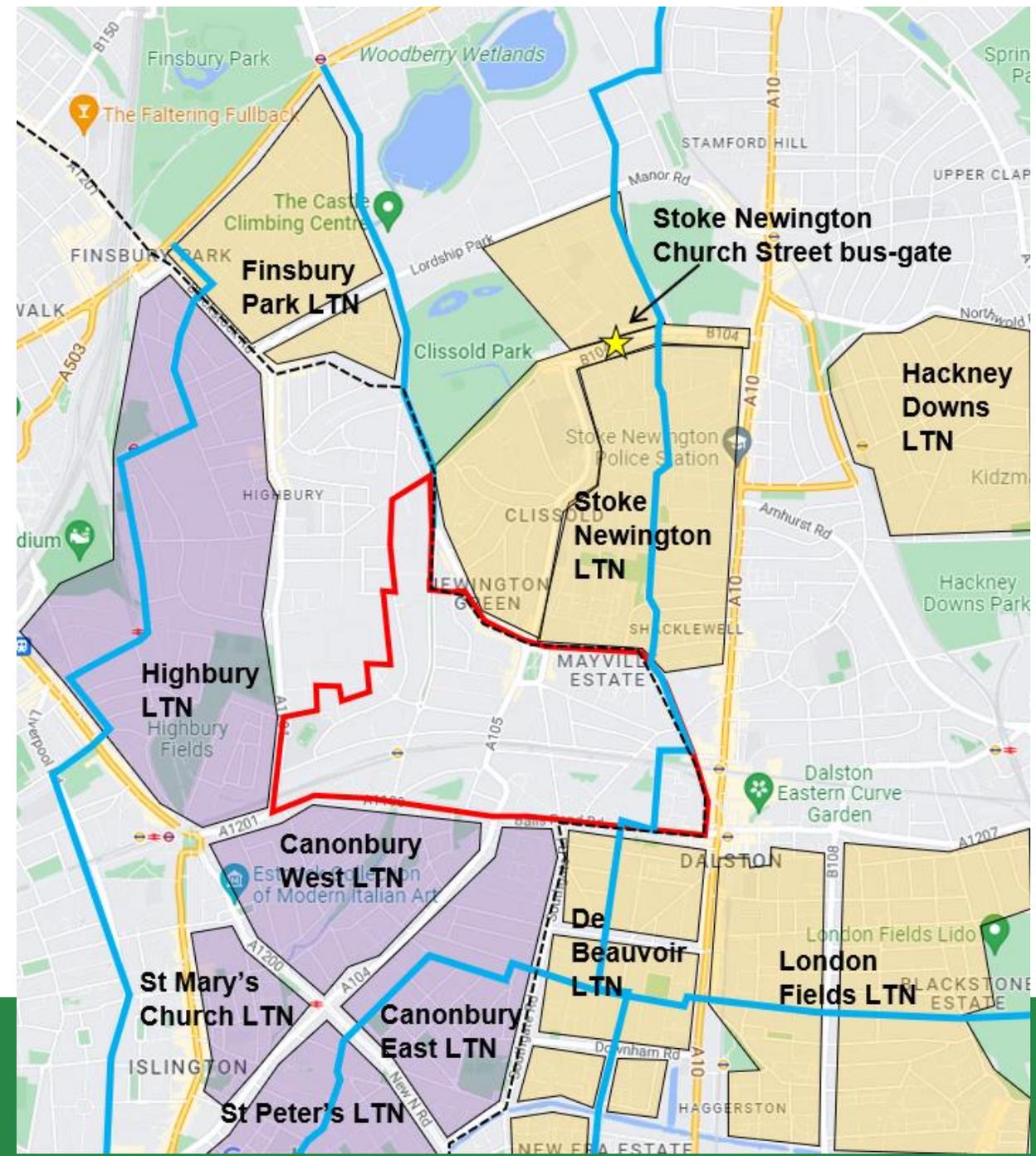
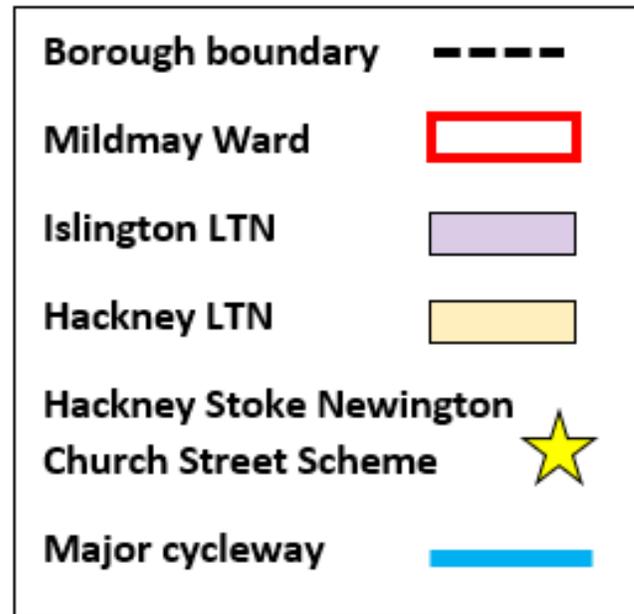


What is a Liveable Neighbourhood?

- 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

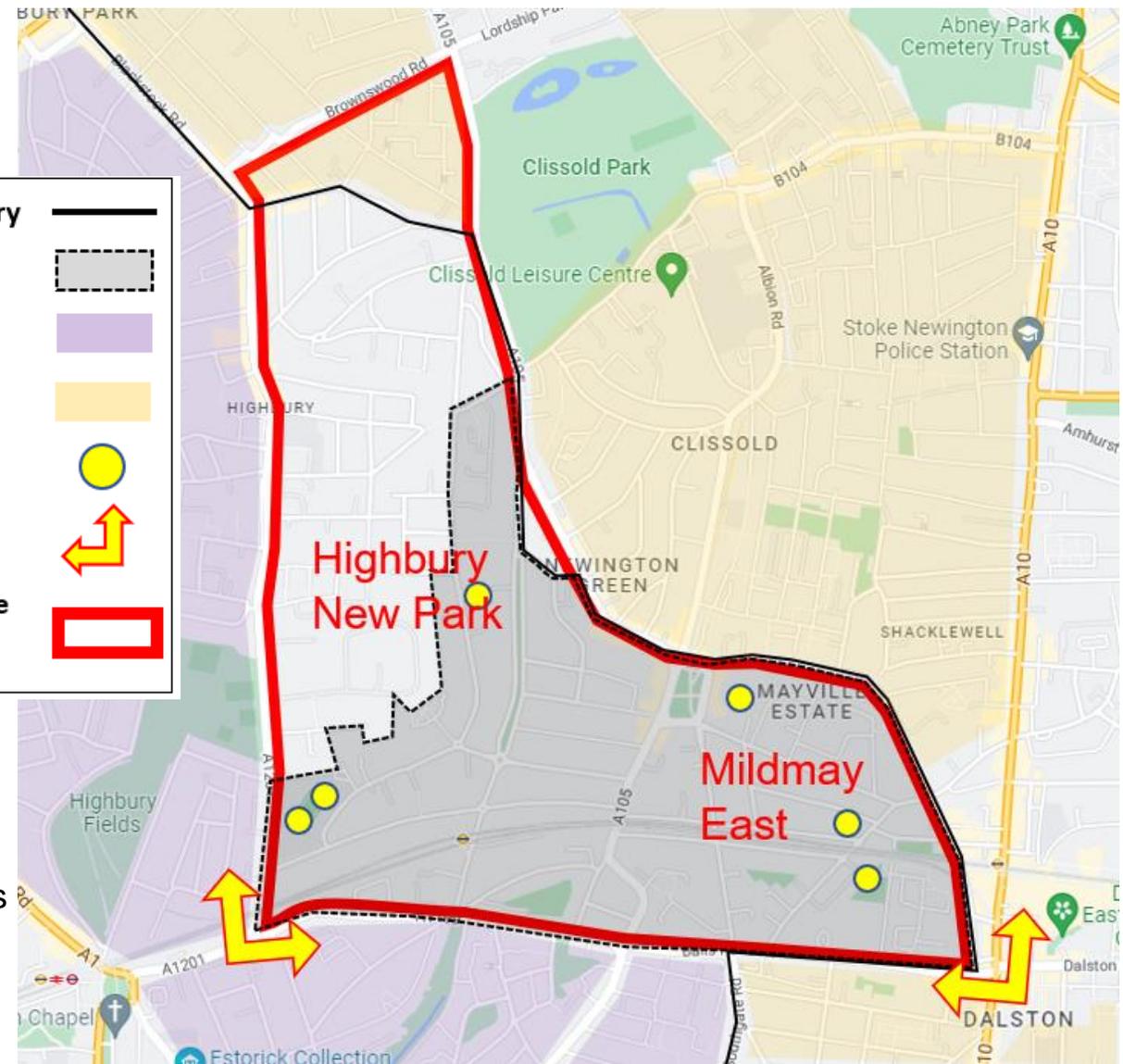
- Banned turns on main road network
- Cross-borough working (Hackney)

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!

Borough boundary	
Mildmay ward	
Islington LTN	
Hackney LTN	
School	
Banned turns	
Proposed liveable neighbourhood	



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?