

Appendix 1: Mildmay Liveable Neighbourhood scheme map and proposals

1. Overview

- 1.1. To help achieve a greener, healthier, more equal Islington, the council is committed to creating a borough-wide network of liveable neighbourhoods (LNs). LNs will help bring people together by creating more welcoming community spaces that all can enjoy using. Key aims of LNs are to help reduce the health risks associated with air pollution; to support local people to walk, cycle, wheel and use public transport more, as part of a shift away from car use and ownership; to create a greener, healthier borough that is more biodiverse and resilient to the impacts of climate change; to support local people's health and wellbeing; and help boost local businesses.
- 1.2. The Mildmay Liveable Neighbourhood project includes a series of improvements to streets and public spaces in the east part of Mildmay Ward, between Newington Green/Mildmay Park and Islington's eastern borough boundary with the London Borough of Hackney.
- 1.3. The following map shows the locations of these planned measures:



Figure 1: Map showing Mildmay Liveable Neighbourhood proposed measures

- 1.4. In autumn 2023, the council consulted on final draft proposals for the project, developed through a phased local engagement programme. The proposals we consulted on can be viewed in detail on our engagement webpage: <https://www.letstalk.islington.gov.uk/mildmay-liveable-neighbourhood>.
- 1.5. The project comprises a series of component schemes:
- Public space improvements including features such as wider pavements, greenery, public seating and cycle parking, at:
 - King Henry's Walk and Queen Margaret's Grove
 - Mildmay Road and Wolsey Road
 - Newington Green and the public space at Ferntower Road
 - Arundel Grove in the Mayville Estate
 - Improvements aiming to improve safety at zebra crossings, at:
 - Nine locations around Newington Green
 - Boleyn Road, including a new zebra crossing and improvements to an existing crossing
 - Safer Child friendly spaces, including trial School Streets, at:
 - Mildmay Road, Wolsey Road and Auriga Mews outside Newington Green Primary School
 - St Jude Street near St Jude and St Paul's Primary and The Children's House schools
 - Trial traffic filtering to prevent through-traffic cutting through local streets in the area, including:
 - Traffic filters at four locations: King Henry's Walk, Mildmay Road, St Jude and Boleyn Road
 - Reversal of the direction of the existing one-way restriction to motor traffic on the section of Boleyn Road between the A10 and Kingsland Green
 - Protected cycleways at:
 - Newington Green between Mildmay Road and Ferntower Road
 - Boleyn Road on Cycleway 1 between Mildmay Road and Wordsworth Road
 - Improvements to create smoother, more accessible pavements and paths in the Mayville Estate and at other locations around the area
 - New designated loading bays at:
 - King Henry's Walk
 - Mildmay Grove North by the junction with Mildmay Park

- Newington Green (west side)
- Ferntower Road

1.6. The following sections describe in detail each component scheme, and list key changes that have been made to designs as a result of engagement and consultation.

2. King Henry's Walk public space improvements

- 2.1. King Henry's Walk is at the centre of the Mildmay community, with local businesses, two primary schools, places of worship and play facilities. We want to support this community hub and help make it an attractive space for local people, schoolchildren, businesses and their customers. The scheme aims to enhance King Henry's Walk as the heart of the area and help local businesses on this shopping parade to thrive.
- 2.2. This scheme comprises a series of pavement 'buildouts' (extensions) on King Henry's Walk between Mildmay Grove North and Mildmay Road, narrowing the carriageway and reducing the crossing distance for people walking and wheeling. The buildouts will create space for new street planting and trees, cycle parking and seating to be installed. The design was informed by targeted engagement with local businesses, schools, a church and community groups including through a workshop in March 2023, and door-to-door visits to the businesses during the engagement and consultation phases, in addition to general feedback from residents. The design also took into account feedback from the council's design review procedures including internal reviews, and from an independent review panel of external practitioners, on ensuring street furniture and greening measures do not obstruct key walking and wheeling desire lines.
- 2.3. To create a street environment that feels less dominated by vehicle traffic and more people-focused, line markings will be removed and two existing zebra crossings will be replaced with informal crossings. To enable this visually decluttered approach, a restricted parking zone (RPZ) will be introduced to prohibit vehicles parking anywhere on this part of King Henry's Walk. Following the external review feedback, two additional informal crossings will be introduced to improve connectivity across the street.
- 2.4. The scheme will introduce a new loading bay on King Henry's Walk to support servicing for businesses. Following feedback received in the public consultation, the length of the loading bay has been increased to enable sufficient capacity for business servicing.
- 2.5. The scheme will introduce a new closure to motor traffic at the junction of Queen Margaret's Grove with King Henry's Walk. A small public space will be created in this closed junction, with new greening and seating and incidental play features for children. The design of this space was informed by engagement with nearby

businesses, schools and church staff about what they would like to see there, including creating a child-friendly space. Following feedback received in the public consultation, the new public space design has been extended further into Queen Margaret's Grove to increase its size by approximately 20%, to maximise the benefits of the scheme.

- 2.6. The council has engaged with the emergency services during the development of this design as noted in paragraphs 7.16-7.17 of the report to which this document is appended. Outside of this decision, further engagement will be undertaken with the emergency services to determine the precise emergency access arrangements at this location.
- 2.7. Under this scheme 28 existing parking spaces are expected to be removed, comprising 22 shared use bays, five pay-by-phone bays, and six resident-only bays.

3. Mildmay Road / Wolsey Road junction public space improvements and School Street

- 3.1. Newington Green Primary School is a focal point of the Mildmay community. Currently, pupils enter the school at Matthias Road which has narrow pavements and busy traffic.
- 3.2. This scheme includes a series of pavement buildouts around the junction of Mildmay Road and Wolsey Road, with street planting and trees, and cycle parking. The wider pavements will narrow the carriageway and reduce crossing distances.
- 3.3. The scheme also includes a trial School Street scheme on Mildmay Road between Mildmay Park and Elton Place, and on Wolsey Road between Mildmay Road and Queen Margaret's Grove. During school pick up and drop off times, this scheme will restrict motor vehicle access to allow only residents who live inside the School Street extents, creating an ultra-low traffic environment around the school entrance when it is busiest with parents/carers and children.
- 3.4. The scheme complements a planned relocation of Newington Green Primary School's main entrance to Auriga Mews, which joins Mildmay Road at this location. This has been a longstanding aspiration of the school prior to the Mildmay Liveable Neighbourhood project. A key driver for this is road danger from traffic and narrow pavements on Matthias Road which create an uncomfortable and dangerous street environment around the school's current entrance. The scheme will act as a gateway to the school, providing wider pavements and an attractive environment outside the school gates for children, parents/carers and visitors. Improvements will be made to the layout of Auriga Mews so as to enhance access to the planned relocated school entrance, including raising the road to pavement level to increase space for people walking and wheeling and create an attractive streetscape.

- 3.5. Following feedback received as part of both the public consultation on these proposals and from the council's internal design reviews and independent external review , the new pavement buildouts will include features including boulders protected from the road on the north side of Mildmay Road to create a space that can be used for incidental play by young children at school drop-off and pick-up times. The design of the boulders will focus on play rather than seating, following design review recommendation for the design not to encourage people to congregate. The alignment of the junction between Wolsey Road and Mildmay Road has also been adjusted to make the junction more effective in slowing down vehicle speeds and maximising the extents of the new buildouts. As highlighted in design review feedback, the pavement widening will be focused on the north side of the street in order to create a wider space outside the planned new school entrance.
- 3.6. To enable this scheme 13 existing parking spaces are expected to be removed, comprising eight residents-only spaces, two shared use spaces and three permit-only spaces. The scheme also makes minor adjustments to the existing positions of two car club bays on Mildmay Road, and a cycle hanger on Wolsey Road.

4. Child-friendly improvements on St Jude Street

- 4.1. St Jude Street provides access to the Kingsbury Road bridge, St Jude and St Paul's Primary School, and the Children's House School. The street is adjacent to the popular St Jude Street Garden, and is on the route of Cycleway 1 between Tottenham and the City of London.
- 4.2. This scheme includes creating pavement buildouts with greenery on a section of St Jude Street alongside St Jude Street Garden (a small park), and at the north end of Kingsbury Road at the junction with St Jude Street, to create a greener and more pleasant environment for walking and wheeling and accessing local schools. This will be designed to tie in with the council's refurbishment of St Jude Street Garden. This is expected to require seven resident-only parking spaces to be removed.
- 4.3. The scheme includes a trial School Street covering St Jude Street and Kingsbury Road north of the railway bridge. During school pick-up and drop-off times, this scheme will restrict motor vehicle access to St Jude Street to residents who live within the School Street extents only, creating an ultra-low traffic environment near the entrances to St Jude and St Paul's Primary and The Children's House schools when they are busiest with parents/carers and children. This scheme will support safe walking and cycling journeys to these two schools, as well as people cycling on Cycleway 1 which is routed along Kingsbury Road and St Jude Street.

5. Camera-enforced motor traffic filters

- 5.1. We want to create safer, friendlier streets with lower traffic volumes and speeds across Mildmay. Many residential roads provide appealing cut-through routes for motor traffic. Reducing traffic on local streets will make them quieter and calmer, with cleaner air, and enable children and local people to feel safe and confident to walk, wheel and cycle more local journeys, including to schools.
- 5.2. In addition to the camera-enforced traffic filter on St Jude Street described in 4.3 above, this experimental trial scheme comprises three other camera-enforced traffic filters in the project area, at the following locations:
- On King Henry's Walk located just north of the service road to King Henry's Walk Adventure Playground. This filter will operate all hours and in both directions.
 - On Mildmay Road east of King Henry's Walk and west of the signalised junction with Boleyn Road. This filter will operate all hours and in both directions. This filter will replace an existing physical width restriction at this location.
 - On Boleyn Road, just south of Pellerin Road. This filter will operate all hours in the southbound direction only, with all northbound traffic permitted at all times. In addition to usual exemptions (see 5.4 below), local buses will also be exempt from the traffic filter in the southbound direction, meaning that it will operate as a southbound bus-gate.
- 5.3. Following feedback from the council's internal and external design reviews, the trial motor traffic filter scheme will be constructed out of temporary materials to enable flexibility in adjusting, removing, or upgrading the scheme in the future.
- 5.4. The scheme will reduce traffic in the project area by preventing through routes to motor vehicles, and deterring motor vehicle journeys within the scheme area, creating safer streets for people walking, wheeling and cycling, and encouraging modal shift to active travel and public transport. The scheme is also expected to improve air quality, reduce noise pollution, and reduce road danger and speeding traffic. The Boleyn Road traffic filter will also significantly improve the quality and safety of the Cycleway 1 strategic cycle route (southbound direction), which runs on Boleyn Road.
- 5.5. These traffic filters will be subject to certain exemptions as detailed in the council's [Blue Badge exemptions policy](#) which exempts Blue Badge holders living within the project area; [Individual exemptions policy](#) which is open to application by any individual whose health would be significantly impacted by longer vehicle journeys as detailed in the policy criteria; emergency services vehicles, and some council service fleet vehicles. More details about the expected impact of this scheme on different users are detailed in the Equalities Impact Assessment, attached to this report as Appendix 5.

- 5.6. One existing resident-only parking space is expected to be removed to implement the King Henry's Walk traffic filter. Parking removal relating to the Boleyn Road traffic filter is outlined in 8.10 below.

6. Reversal of one-way restrictions on Boleyn Road east of Kingsland Green

- 6.1. This trial scheme will reverse the direction of a short section of Boleyn Road between Kingsland Green and the A10 Kingsland High Street. This will deter motor vehicle traffic from using the narrow southern part of Boleyn Road as a shortcut when travelling between Dalston Junction and Newington Green. The road will continue to permit contra flow cycling, as is the case currently.

7. Walking, wheeling and cycling improvements at Newington Green and Ferntower Road

- 7.1. Newington Green is a major destination in the area, with people walking, wheeling and cycling to access the green space, cafe and playground, as well as the range of businesses in the area and Newington Green Primary School. The A105 gyratory around the Green is a busy main road environment. Section 7 of the report to which this document is appended, outlines how the council undertook business engagement to support the development of the scheme, which aims to help local high street businesses thrive.
- 7.2. This scheme includes a new protected two-way cycle route between Mildmay Road and Ferntower Road, across the south side of Newington Green. The scheme will provide a critical link for cycling between the Mildmay Liveable Neighbourhood area and the area to the west of Newington Green, which is expected to form part of a future Highbury New Park Liveable Neighbourhood. This route will enable safe cycle access to Newington Green Primary School for parents and children travelling from west of Newington Green, and will also provide a safe cycle route connecting three strategic longer distance routes surrounding the area: Green Lanes, Cycleway 1 (Liverpool Street to Tottenham), and the Cycleway 23 (Lea Bridge to Dalston).
- 7.3. The scheme will upgrade nine existing zebra crossings around Newington Green:
- three existing zebra crossings at the south-west corner of Newington Green, and three existing zebra crossings at the south-east corner will be raised up to footway level to reduce speeding and the carriageway will be tightened to reduce crossing distances for pedestrians. Four of these zebra crossings will be upgraded to parallel pedestrian and cycling crossings to enable the cycle route to safely cross over the roads around Newington Green. The design includes new low-level planting on the south-west crossing island, following engagement in 2023 with The

Garden Classroom community group which contributes to the maintenance of a number of planting beds in the area and expressed an interest in maintaining new greening.

- the zebra crossing opposite 54 Newington Green will be raised up to footway level to reduce vehicle speeds. A small new buildout on the west side of the crossing will reduce the width of the carriageway. This footway buildout will also reduce the size of the existing unmarked parking bay south-west of the zebra crossing, to improve driver sight lines to/from the crossing approaches. The remaining parking bay space will be converted into a new loading bay to help business servicing. Officers will engage further with local businesses to finalise the specific details of the proposed loading restrictions.
- the zebra crossing and roadway opposite number 32 Newington Green will be relocated approximately 1.5 metres further west, with a new buildout on the eastern footway, to give pedestrians more room to see approaching vehicles around the sharp corner along Matthias Road. The centre island of the triangle of zebra crossings will be reduced in size to enable this relocation of the carriageway and zebra crossing. The initial proposals for new trees to be planted on the new pavement buildout have been updated with new low-level planting instead; a change identified in response to feedback from an independent review panel of external practitioners.

7.4. The scheme was developed in consultation with Transport for London (TfL) to ensure that buses are not negatively impacted. In line with feedback from TfL, the scheme will retain the existing bus stand at the south side of Newington Green to help preserve resilience to bus operations in the area; raised tables will be constructed to the relevant specification for bus access; and the proposed narrowed carriageways at zebra crossings will be sufficiently wide to enable a full size electric double decker bus to traverse them in order to future-proof for their use.

7.5. The design of the proposed cycle path through the existing public space on Ferntower Road has been amended in response to concerns raised in the consultation about the potential for people cycling to dominate this space at the expense of people walking and wheeling, and the perceived risk of damaging the amenity of the existing space. The final scheme design has been changed in the following ways to address these concerns:

- The position and width of the cycle path has been adjusted so its alignment is along the south of the plaza. Bends in the cycle path are retained, to encourage slow cycling speeds.
- The cycle path will be constructed using sensitive materials which act to slow down people cycling and clearly convey the delineation between the cycle path and pedestrian space. Materials will be suitably contrasted and non-flush to

ensure the space remains accessible to partially sighted users, whilst being sympathetic to the local streetscape and drawing from existing best practice schemes from around London (as identified in the independent design review).

- The cycle path will be punctuated with three informal pedestrian crossings, including tactile paving, on pedestrian desire lines, which have been identified through the council's internal design review processes.
- Two of the four existing raised steel planters will be relocated within the space, to retain amenity while still enabling pedestrian circulation.
- The proposal has been designed to ensure there is not a reduction in the size of the public space.
- The revised scheme will increase the amount of public seating attached to the raised planters.
- The design will provide sufficient space to accommodate tables and chairs for businesses equal to the capacity currently licensed in the space.

7.6. Additionally, following feedback from the public consultation on the proposals, two further amendments have been made to the scheme design:

- A new loading bay is proposed on the north side of Ferntower Road, east of Poets Road. This is in response to business feedback that loading and servicing in the area is often challenging since there are no existing formal loading facilities. Officers will engage further with local businesses to help inform the specific details of the proposed loading restrictions.
- Converting the proposed informal crossing across Mildmay Road at the junction with Mildmay Park into a continuous crossing, to give pedestrians improved priority over motor vehicles crossing Mildmay Road. This is in response to public feedback that in the consultation design there was a missed opportunity to deliver a safer pedestrian crossing in this location.

7.7. Under this scheme seven existing parking spaces are expected to be removed, comprising two residents-only spaces, two shared use spaces, and three pay-by-phone / business permit spaces.

8. Walking and cycling improvements on Boleyn Road

8.1. Boleyn Road is a busy road which forms part of Cycleway 1, a TfL cycle route used by large numbers of people cycling every day. Boleyn Road also hosts the 236 bus route, which is a vital community asset enabling access to places such as Broadway Market, Homerton Hospital, Highbury Barn, and Finsbury Park station. The road forms a

boundary between the boroughs of Islington and Hackney, with the Mayville and Shellgrove estates fronting onto the street.

- 8.2. This scheme comprises a new northbound protected cycle track on Boleyn Road between Crossway and Wordsworth Road, including amended layout of the northbound bus stop; an upgrade to the existing zebra crossing at the junction with Wordsworth Road to allow cycles to cross; and a new zebra crossing.
- 8.3. The protected northbound cycle track will upgrade the existing Cycleway 1 strategic cycle route between Tottenham and the City of London that runs along this road. At present, the Boleyn Road section of this route does not meet design standards for safe cycling, with high volumes of motor traffic and no formal cycling facilities separating people cycling from traffic. In the southbound direction, a safe cycling route will be created by the delivery of the one-way traffic filter/southbound bus gate on Boleyn Road, detailed in paragraph 5.2 above.
- 8.4. The scheme will create a safe cycle link between the Mildmay and Stoke Newington areas by relocating and upgrading the existing zebra crossing across Boleyn Road by the junction of Wordsworth Road into a parallel pedestrian and cycling crossing. This will enable people cycling to safely turn in and out of Wordsworth Road on Cycleway 1.
- 8.5. The amended crossing will also enable people cycling to safely reach Conrad House on the Mayville Estate. In Autumn 2023, the council consulted on a proposed cycle path and amenity improvements by Conrad House as part of the wider Mildmay LN consultation. The council is in the process of engaging with estate residents to further develop these plans (see paragraphs 3.8 and 7.15 of the report to which this document is appended).
- 8.6. The scheme will deliver improvements for people walking and wheeling, with a new zebra crossing on Boleyn Road adjacent to Shellgrove Road on the Hackney side and Southwell House on the Islington side. This will provide a new safe crossing facility on Boleyn Road, which currently has no crossing facilities of any kind within 100 metres in either direction from this location. It will also improve walking and wheeling connectivity between Mildmay and Kingsland High Street through estate housing areas in both boroughs, along a key desire line as identified through the council's design review procedures.
- 8.7. The scheme includes a new bus stop island and cycle track bypass at the northbound Boleyn Road bus stop. The sole bus route on Boleyn Road (route 236) runs between Finsbury Park and Hackney Wick, and is well used by residents in the project area. The design follows TfL's Accessible Bus Stop Design Guidance.
- 8.8. A number of measures have been included in this scheme's design to ensure it is accessible and discourages cycling speeds, including:

- a 2.5m wide bus stop island that allows buses to deploy ramps and wheelchair and buggy users to safely manoeuvre onto and off a stopped bus
- a flush zebra crossing with tactile paving to give pedestrian priority over the cycle track
- the cycle track narrowed to 1.5 metres to encourage cyclists to slow down and give way to crossing pedestrians
- detectable kerbs to clearly delineate the cycle track, footway and bus stop island
- horizontal and vertical deflection in the cycle track, a narrowing of the cycle track, and a series of thermoplastic rumble strips installed on the cycle track, all to slow cyclists on the approach to the zebra crossing
- advance signage to remind cyclists that they must cycle slowly and give way to pedestrians at the zebra crossing behind the bus stop island

8.9. These measures were developed as a result of engagement with organisations representing disabled people in relation to a bus stop bypass installed by the council on York Way in 2021.

8.10. Under this scheme, 19 existing Islington residents-only parking spaces are expected to be removed, and three electric vehicle charging point spaces will need to be relocated locally. Twelve Hackney parking spaces are expected to be removed, comprising four residents-only spaces and eight shared use / pay-by-phone spaces.

9. Walking and cycling improvements on the Mayville Estate

9.1. The Mayville Estate is located within the Mildmay Liveable Neighbourhood project area. Many children attending local schools live on the estate, and the number of households with access to a car is lower than across the wider area.

9.2. In Autumn 2023 as part of the Mildmay LN consultation, the council consulted on three sets of proposed measures within the Mayville Estate (as described in 9.3-9.5 below), to improve amenity for residents and accessibility for people walking, wheeling and cycling.

9.3. New low-level planting, trees and public seating will be installed on Arundel Grove, on an existing paved public space near the junction with King Henry Street. The new greenery will improve the amenity of the area, improve flood resilience, and biodiversity. These will be sensitively designed to prevent the risk of anti-social behaviour, consistent with feedback from the council's internal design review procedures and external review panel .

- 9.4. A scheme at the west end of the estate will improve accessibility on a walking and wheeling route by Skelton, Waller, Bronte and Emerson houses, which includes a path and an estate road running between Matthias Road and Mildmay Road. The scheme will increase the spacing between chicane barriers on the path south of Matthias Road to make it easier for people walking and wheeling, including children and parents/carers travelling to Newington Green Primary School, while retaining barriers as a deterrent to motorcycles. Existing brick speed humps along the estate access road will be cut back at the edges to allow a step-free passage through the estate between Matthias Road and Mildmay Road while still deterring vehicle speeds. The scheme will also adjust vehicle signage on the highway and within Mayville Estate to deter vehicles from exiting the estate on to Mildmay Road, which will support the enforcement of the Mildmay Road / Wolsey Road School Street scheme.
- 9.5. The Autumn 2023 consultation also included proposals around Conrad House. This included a new cycle path beside the building, connecting Boleyn Road and King Henry Street along an alignment already well used by cyclists. The proposals also included raised paving and planting in the space currently occupied by an estate car park, and relocating the waste and recycling bin area from east of Conrad House to the car park area, with improved bin storage. Eight estate car parking spaces were proposed to be removed. Following the consultation, and feedback from an independent design review, the council is in the process of engaging further with estate residents to understand more about what improvements they would like to see in the space on council housing estate land, in order to bring an amended scheme forward.

10. Loading bay on Mildmay Grove North

- 10.1. This scheme will create a new loading bay on Mildmay Grove North, close to the junction of Mildmay Park. This will support a small corner shop situated adjacent to this location to service their premises, as highlighted during engagement with the shop staff.
- 10.2. Under this scheme two existing Islington residents-only parking spaces are expected to be converted to loading. Officers will engage further with the adjacent business to finalise the specific details of the loading restrictions.

11. Supporting works to repair and improve pavements across the area

- 11.1. In addition to the schemes detailed above in this section, a series of pavement repairs will be made on streets in the project area to improve accessibility and comfort for people walking and wheeling. The locations of these measures have been informed by feedback during the co-design engagement phase in early 2023 including from

disabled people's organisation World of Inclusion, who identified pavement defects, missing dropped kerbs and other barriers to inclusive mobility around the project area.