



ISLINGTON

Highbury West Ward Partnership

Wednesday 29th July 2020, 7.00pm, via Zoom

Chair: Cllr Theresa Debono

Agenda

- **Welcome and introductions**
- **Minutes of the last meeting and matters arising**
- **Traffic and transport in Highbury West:**
 - People Friendly Streets
 - Cycleway 38
 - Gillespie Road one-way point no-entry
- **Any other business**

Actions from the January 2020 Ward Partnership meeting

- **Action: Ellie Mitchell to find out the timescale for planting 25 trees within the ward.**
- LBI Head of Public Realm's response: "*We are hopeful that over three years we would be able to achieve the target of 25 new trees in the ward; we just don't have a specific allocated budget to guarantee that at the moment, but we will work to make sure that the commitment that has been made can be met*".
- **Action: Satbir Dhillon to ensure that data from Martineau Road is reflected in the traffic counts relating to the monitoring of the Gillespie Road one-way point no-entry intervention.**
- This has been done and will be covered under the agenda item 'Traffic and Transport' later in the meeting.
- **Action: Ellie Mitchell to enquire about an extension to the area covered by the Arsenal match day resident access card scheme.**
- Arsenal have said they are looking into this, and in the meantime it is highly unlikely that they will be having fans in the stadium next season so it will hopefully not be an issue.
- **Action: Cllr Hull to provide data on the fines raised by the virtual weight restriction in Drayton Park.**
- Fines collected in 2019/20 = £282,316 (5,659 PCN's). Fines collected in 2020/21 to date = £17,355 (670 PCN's).
- **Action: Cllr Hull will clarify why Mildmay/Highbury East was picked to pilot the People Friendly Streets initiative.**
- Cllr Hull has invited Cllr Champion (Executive Member for Environment and Transport) and officers from Transport Planning to attend this meeting to discuss PFS. The rationale behind the order of areas chosen will be covered later in the meeting.



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People-friendly streets

Highbury West Ward Partnership
July 2020

Strategic context

Draft Transport Strategy



OBJECTIVE 3: EFFICIENT
 Islington's limited road space will be managed by rebalancing priority towards walking, cycling and public transport by reducing the volume and dominance of motorised traffic, creating a more pleasant transport environment.

Corporate Strategy

Make it easier and safer for people to travel through the borough and beyond

- Improve air quality across the borough, especially near schools by closing streets at opening and closing times and install air quality monitors at every school
- Deliver at least one cycling improvement in every ward over the next four years, install 400 more bike storage facilities on streets and seek TfL support for more protected cycle routes
- Install 400 new electric vehicle charging points across the borough
- Convert all 11,350 streetlights in the borough to LED by March 2019
- Work towards banning lorries (HGVs) from driving on residential roads
- Work with TfL to remodel gyratories at Highbury Corner, Nags Head, Old Street and King's Cross



Draft Zero Carbon Strategy



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



Budget Commitment

Post-covid modelling of expected increase in private car use

With London's public transport capacity potentially running at a fifth of pre-crisis levels, millions of journeys a day will need to be made by other means.

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

Statutory Guidance:

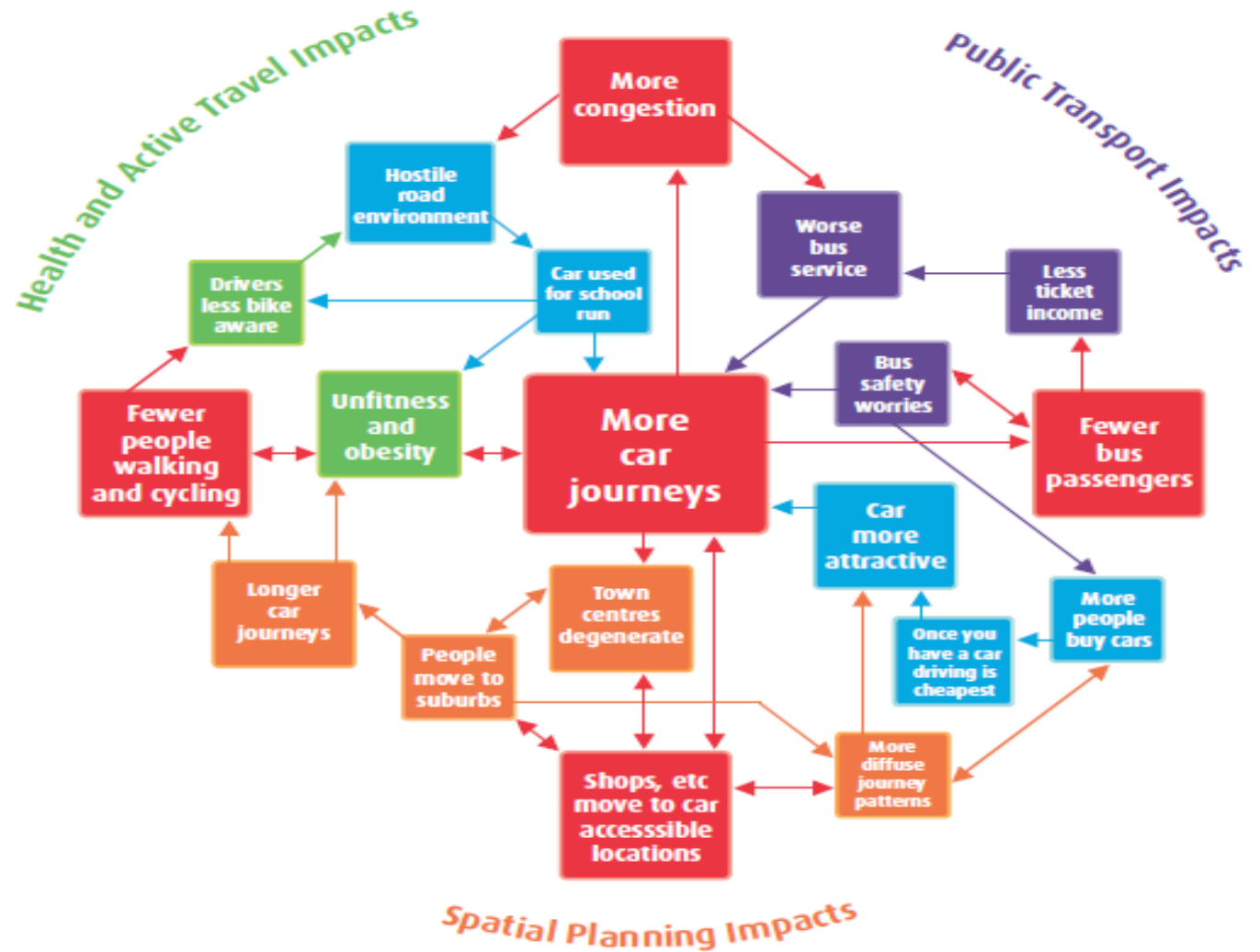
Traffic Management Act 2004: network management in response to COVID-19 *"Local authorities in areas with high levels of public transport use should take **measures to reallocate road space to people walking and cycling**, both to encourage active travel and to enable social distancing during restart."*

Above from:

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

Impacts of increasing car dependency

- The most common cause of death for children in the UK aged between 5 and 14 is being hit by a vehicle
- In Islington pedestrian trips are 45% of trips but 39% of casualties
- In Islington cycle trips are only 5% of trips but people who cycle are involved in 30% of casualties
- 70% of Islington households do not have access to cars
- Vehicles are responsible for approximately 50% of the emissions contributing to air pollution



Launch of people-friendly streets: Commonplace map >3000 comments and 12,000 visitors



What is a Low Traffic Neighbourhood?

- Low Traffic Neighbourhoods are groups of local streets bordered by main or strategic roads where "through" motor vehicle traffic is removed
- The principle is that every address is still accessible by car within the area, but it is impossible or harder to drive straight through from one main road to the next
- This reduces the 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 (1/3 of trips in London < 2km)
- **Benefits of LTNs**
 - Public health: encouraging healthier lifestyles: walking and cycling
 - Air quality: less motorised traffic, link between Coronavirus and air pollution
 - Zero Carbon: less motorised traffic
 - Road danger reduction: reducing traffic casualties



How do you create low traffic neighbourhoods

- Types of traffic filters
 - Bollards
 - Planters
 - Cameras
 - Width restrictions
 - School Streets
 - Bus gates

- In all cases the traffic filters allow emergency services or buses through as:
 - Removable bollards for emergency service use
 - Emergency vehicles and buses are the only vehicles exempt from cameras

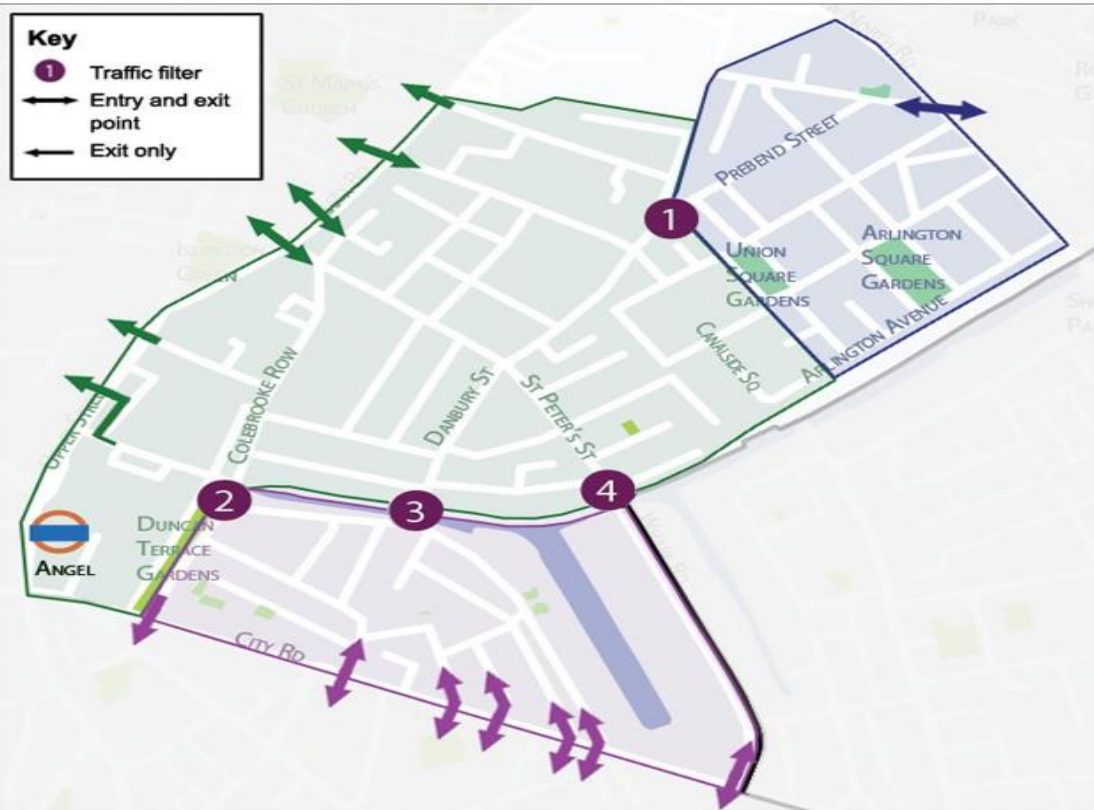


St Peter's short cuts **before** traffic filters allowed cars to avoid traffic lights and congestion on New North Road, Essex Road, City Road and Upper Street



Prebend Street

St Peters after



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

Summary

Low traffic neighbourhoods are for people who walk, cycle and drive when they need to
They help dissuade people from using a car for journeys that could be walked or cycled
They enable people to still drive when they need



St Peter's post LTN



Low Traffic Neighbourhoods get those who don't need to drive out of their cars so there's room for people who do.



St Peter's post LTN

Next People-Friendly Streets Neighbourhoods



- St Peter's LTN is live
- Canonbury East construction started 27 July 2020
- More people-friendly streets neighbourhoods are set to be introduced in the **Highbury**, Clerkenwell, Nags Head, and St Mary's areas by the autumn.

School Streets Acceleration

Islington has largest School Streets programme in the UK

13 Schools have camera enforcement in place
3 have been successfully consulted on and are planned to go ahead
Pre-C19 commitment to reach total of 30 School Streets by April 2021

School Streets accelerated

Triple the number by December: 26 more to go in (bringing the total to 39)

The School Streets go ahead without pre-consultation due to need for social distancing as a trial under an experimental traffic order (6 month objection period)



Experimental Traffic Orders

Monitoring, consultation, final decision

- **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 For each ETO**
 - Traffic analysis
 - Displacement and congestion
 - Cycling Flow
 - Air Quality
 - ASB
- **Public consultation**
 - Per LTN
 - After 12 months
 - First six months objection period
- **Permanent Traffic Order**
 - Only if monitoring and consultation demonstrate successful trial (after 18 months)

Our lives will never be the same...

PFS is an opportunity to build back better





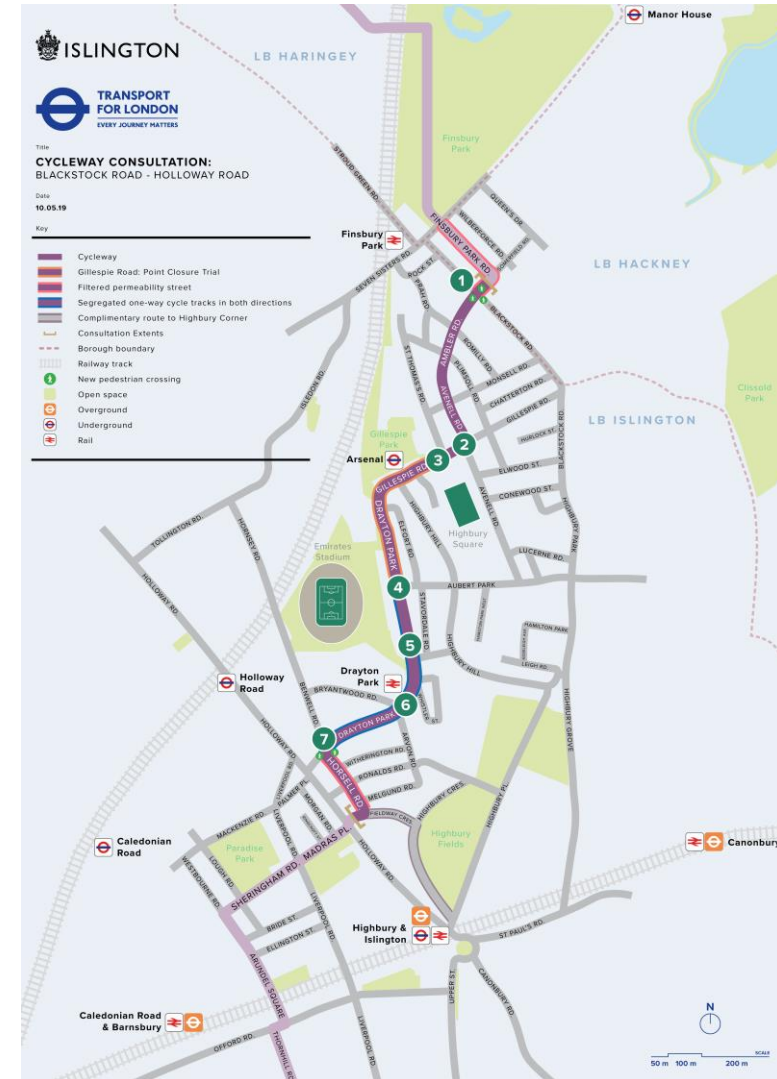
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Cycleway 38

Highbury West Ward Partnership
July 2020

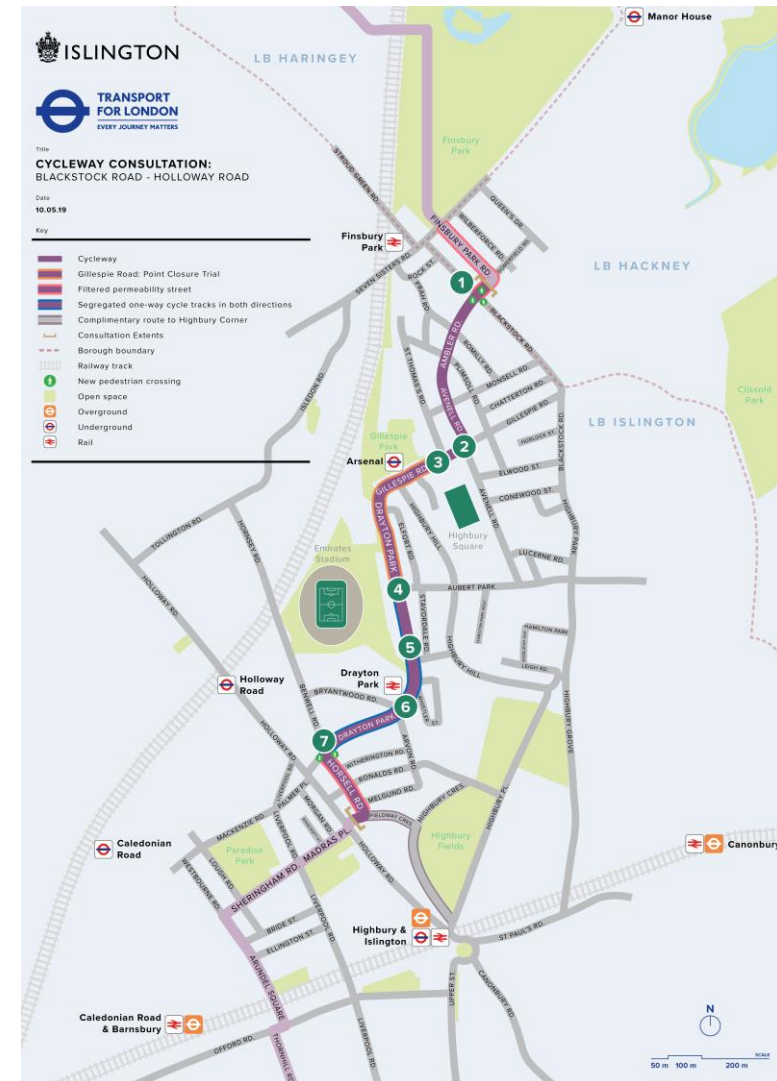
Cycleway 38

- What used to be called Quietway 10 is now called Cycleway 38
- Consultation on the scheme in June-July 2019 generated an 80%+ supportive response
- The scheme is fully funded by Transport for London



Cycleway 38

- Work was stopped on the Cycleway in late March 2020, due to the impact of the Covid-19 pandemic.
- Cycleway 38 construction is planned to resume in August and to be completed by the end of November 2020
- Residents will be written to shortly with firm dates for the resumption of the outstanding works
- Details of the interventions included in the scheme are available here:
<https://www.islington.gov.uk/roads/cycling/finsbury-park-to-highbury-fields-cycleway>





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Gillespie Road one-way point no-entry

Highbury West Ward Partnership

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Gillespie Road one-way point no-entry trial update

- Gillespie Road 'Point No Entry' trial commenced on the 11th February 2019
- To prevent traffic travelling in a westerly direction, providing a more attractive, safer, healthier environment for residents, pedestrians and cyclists
- Trial came into force under an experimental order for 18 months, which ends on the 11th August 2020.
- Traffic surveys were conducted in June 2019, November 2019 and in February 2020.

Gillespie Road one-way point no-entry trial update

- Through traffic on Gillespie Road has decreased by approximately 40%.
- The results indicate a relative increase in traffic along Avenell Road and Aubert Park.
- However, not all traffic diverted from Gillespie Road is using Avenell Road or Aubert Park (approximately 46%).
- Data for Martineau Road also indicates an increase in motor traffic, albeit on a downwards trend.
- A further survey point was added in Highbury Hill for the latest monitoring survey.

Gillespie Road one-way point no-entry trial update

Avenell Road - Two way motor traffic flow summary				
	Control	1 st monitoring results	2 nd monitoring results	3 rd monitoring results
Average weekday daily veh/hr motor vehicles	51	80	78	81
Average weekday AM peak period veh/hr	84	150	146	145
Average weekday PM peak period veh/hr	89	133	143	157
Average speed	19.2	19.1	19.2	19.2

Gillespie Rd - Two way motor traffic flow summary				
	Control	1 st monitoring results	2 nd monitoring results	3 rd monitoring results
Average weekday daily veh/hr motor vehicles	224	149	129	128
Average weekday AM peak period veh/hr	309	170	143	172
Average weekday PM peak period veh/hr	430	296	256	267
Average speed	12.6	12.4	15.7	16.3

Aubert Park - Two way motor traffic flow summary				
	Control	1 st monitoring results	2 nd monitoring results	3 rd monitoring results
weekday daily veh/hr motor vehicles	185	235	251	230
Average weekday AM peak period veh/hr	323	386	440	390
Average weekday PM peak period veh/hr	346	397	426	419
Average speed	20	19	19	19.4



Gillespie Road one-way point no-entry trial update

Martineau Road - Two way motor traffic flow summary				
	Control	1 st monitoring results	2 nd monitoring results	3 rd monitoring results
Average weekday daily veh/hr motor vehicles	245	313	311	290
Average weekday AM peak period veh/hr	399	482	473	468
Average weekday PM peak period veh/hr	451	536	544	533
Average speed	N/A	N/A	17.5	17.5
Highbury Hill - Two way motor traffic flow summary				
	Control	1 st monitoring results	2 nd monitoring results	3 rd monitoring results
Average weekday daily veh/hr motor vehicles	N/A	N/A	N/A	277
Average weekday AM peak period veh/hr	N/A	N/A	N/A	465
Average weekday PM peak period veh/hr	N/A	N/A	N/A	505
Average speed	N/A	N/A	N/A	17.5

