



ISLINGTON

People-friendly streets

St Peter's WP meeting

25 November 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

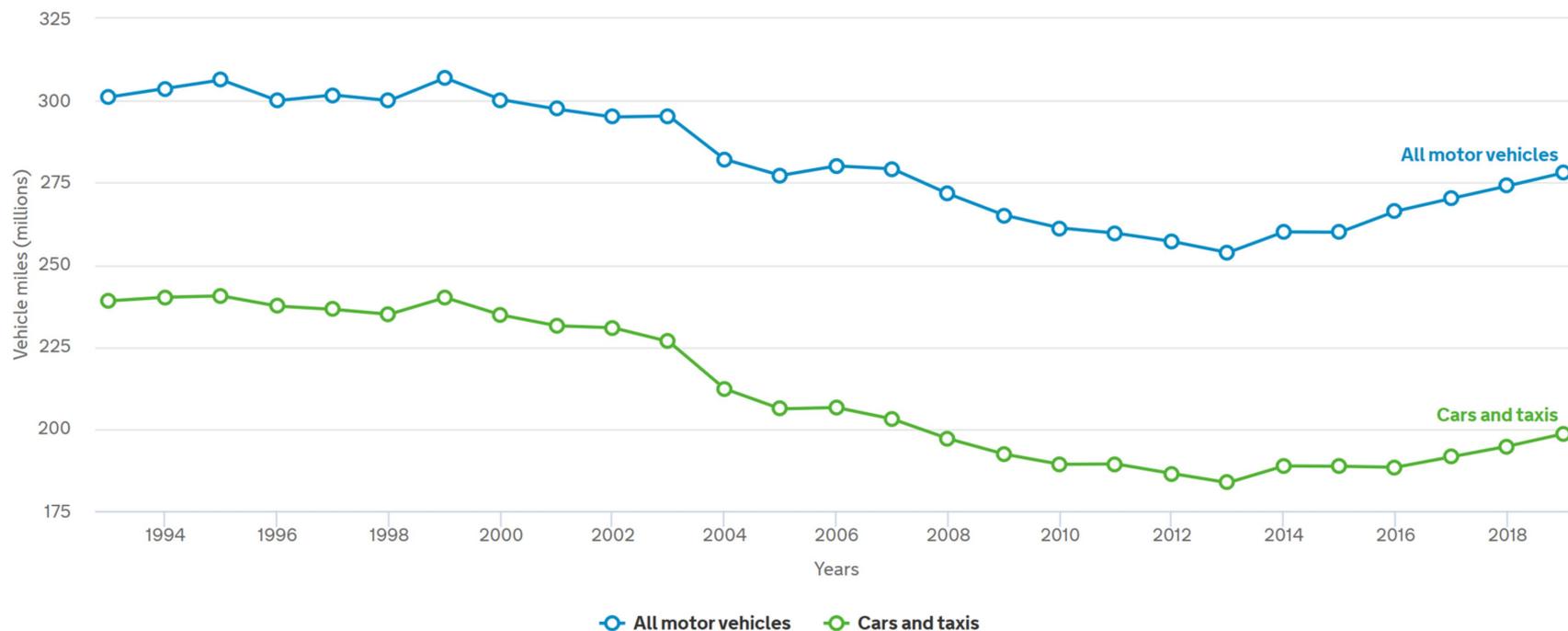
- 1/3 of journeys in London are less than 2km and can easily be walked by many people
- 2/3 of journeys in London are less than 5km and can be cycled
- Number of cars in the UK has increased by approximately 10m (approx. 25%) in the last two decades
- Increase in traffic on roads in Islington: 24.3 million miles driven (9.6%) between 2013 and 2019

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:

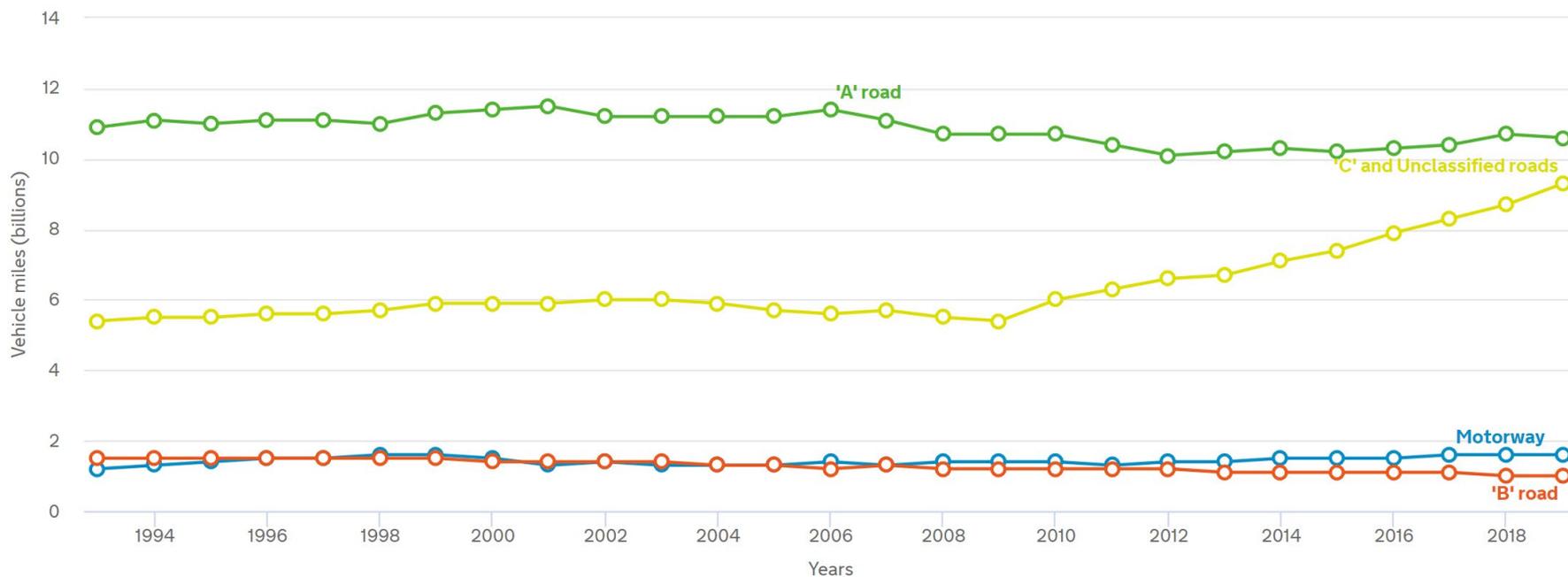
<https://roadtraffic.dft.gov.uk/local-authorities/96>

Traffic on local streets post mobile sat nav

- Motorists are taking short cuts through neighbourhoods
- 72% increase of motorised traffic on local streets in the last decade
- Volume of traffic on main roads largely unchanged

Annual traffic by road type in London

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



Source:

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

Motorway 'A' road 'B' road 'C' and Unclassified roads

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)

- The principle of Low Traffic Neighbourhoods or Liveable Neighbourhoods was enshrined in the 2018 Islington Labour manifesto

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



Draft Islington Transport Strategy

A healthy, fair, accessible and enjoyable
transport environment in Islington

Consultation closes Sunday 29 September 2020



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."

Implemented using Experimental Traffic Orders

- Quick response to public health emergency
- Followed by public consultation to remove, change, or keep

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
- 1/3rd of journeys in London is less than 2kms and 2/3rd 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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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)
- 16 delivered during summer 2020
- 10 more to be delivered by end of year (December 2020)

School Streets in St Peter's

- St John the Evangelist
- Hanover
- (Rotherfield)



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

AROUND **15% OF TRAFFIC** DISPLACED
BY LOW TRAFFIC NEIGHBOURHOOD
SCHEMES **DISAPPEARS** FROM THE
AREA **ENTIRELY**



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

People-friendly streets: Low Traffic Neighbourhoods (delivery)

Implemented:

- **St Peter's (July)**
- **Canonbury East (August)**
- **Clerkenwell Green (September)**
- **Canonbury West (October/November)**
- **Amwell (October)**
- Highbury Fields (November)
- Highbury West (November)

Soon to be delivered:

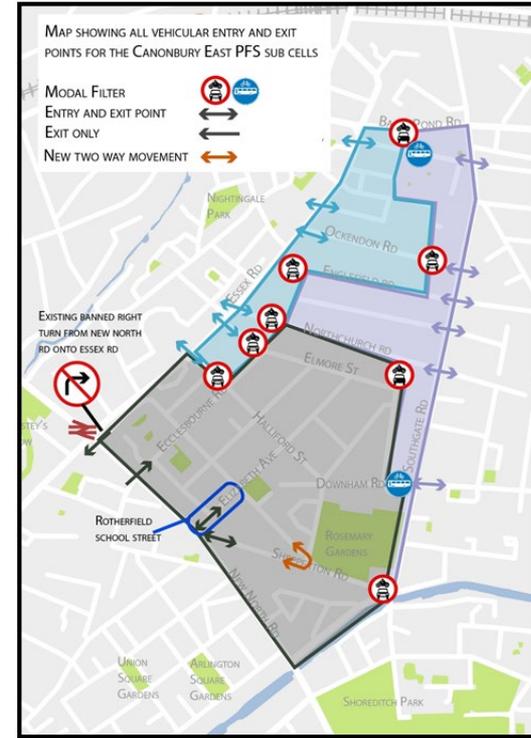
- St Mary's Church
- The Cally



People-friendly streets: St Peter's LTN



People-friendly streets: Canonbury East LTN

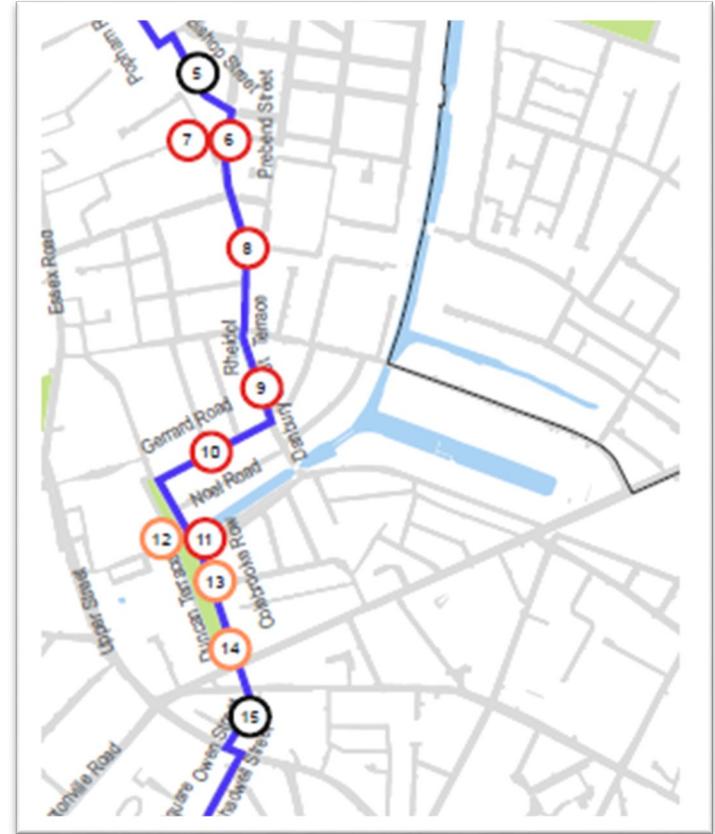


Cycle routes with segregated cycle lanes:

Cycleway 27 ' Quietway without segregation largely completed through delivery of a series of LTNs, including through **St Peter's and Canonbury East LTN**)

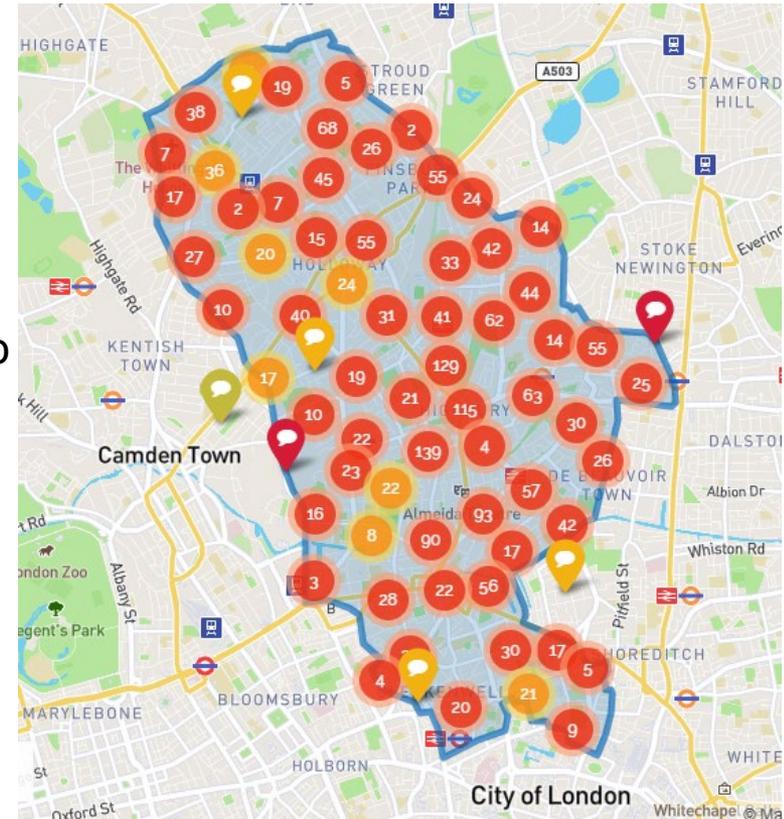
Previous conditions:

- Did not meet TfL Quality Criteria for mixing cyclists with motor traffic
- High motor vehicle flows especially on Prebend Street/Rheidol Terrace and Colebrooke Row
- Kerbside activity and parked cars
- Busy and dangerous roundabout at Rheidol Terrace/St Peter's Street/ Danbury Street
- A significant number of collisions involving pedestrians and cyclists recorded between 2013 and 2019



Consultation and timetable

- Live and ongoing - Commonplace platform to inform design proposals
- Correspondence – email the Council
- 6 months formal objection period – for those who do not support the changes (St Peter's LTN – 3 July 2020 – 3 January 2021)
- TfL perception survey in St Peter's LTN
- Minor changes e.g. Wharf Road
- 12 month formal consultation (St Peter's LTN – June/July 2021)



- **Monitoring consists of:**

- Traffic patterns: inside LTNs and outside (any displacement)
- Cycle flows
- Bus journey times
- Air quality
- Crime and ASB
- Emergency Services response times

- **Reporting monitoring results:**

- Interim report at 6 months
- Report at 12 months – available at public consultation
- Taking into account impact of Covid

- **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.

Increase in traffic

- 24.3 million more miles were driven through Islington in 2019 than in 2013 (9.6% increase)

School run

- 25% of London's morning peak traffic is attributed to the school run

Use of space

- With average car occupancy at 1.56, cycle trips are on average 33% more space efficient, and cycle parking approximately 8 times more space efficient

Economic impacts

- Walking and cycling improvements can boost retail spend by 30%

Road danger

- A mile driven on a minor road compared to a mile on a main road is:
 - twice as likely to kill or seriously injure a child pedestrian
 - three times more likely for a child cyclist

People-friendly streets: better places for everyone





Questions & Discussion

Presenter name
Job title