



**People-Friendly Streets**  
Better places for everyone



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# People-friendly streets

## St Mary's Ward Partnership meeting

February 2021

## Streets as places

- Where life happens
- Where communities come together

## Streets for movement

- The strategic road network (main roads) are built for higher volumes of traffic than local streets
- Local streets provide local access

## Key statistics

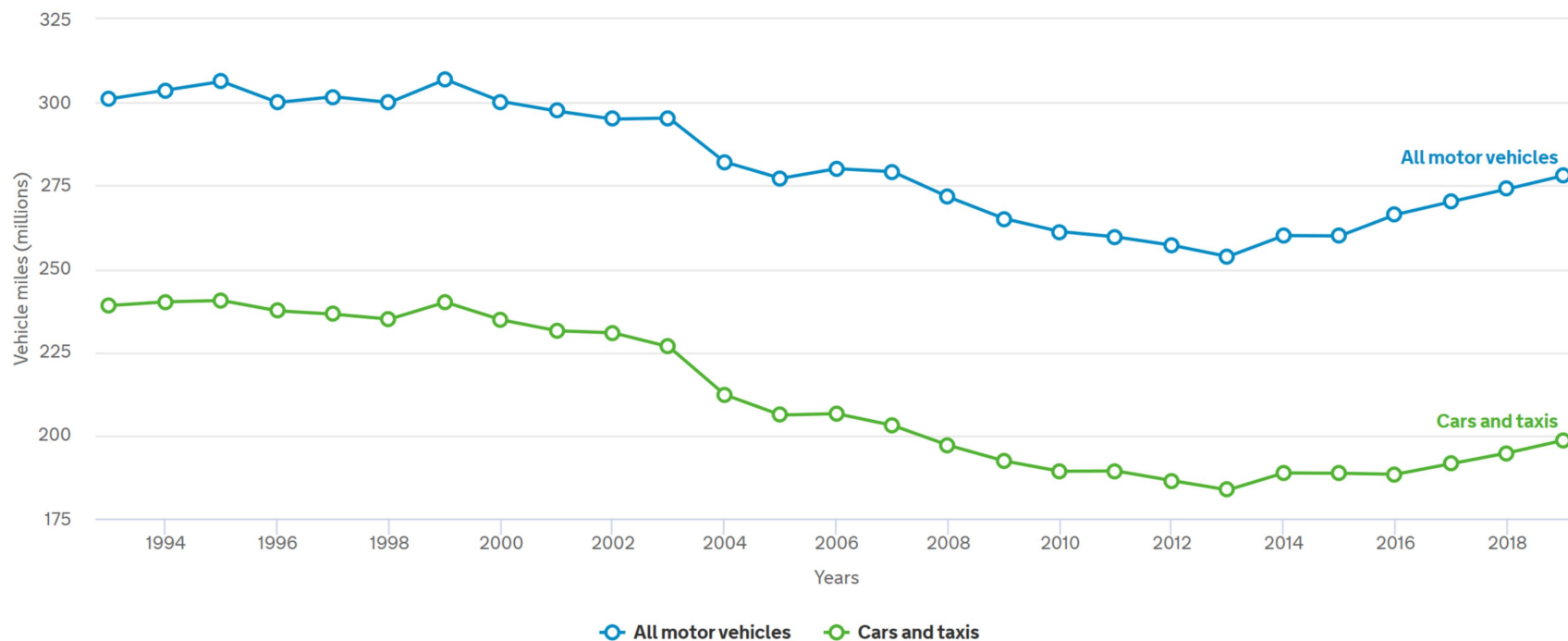
- 1/3 of journeys in London are less than 2km and can easily be walked by many people
- 2/3 of journeys in London are less than 5km and can be cycled
- Number of cars licensed in London has increased by almost a quarter of a million (approx. 10%) in the last two decades
- Increase in traffic on roads 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)



Highcharts.com

Source:

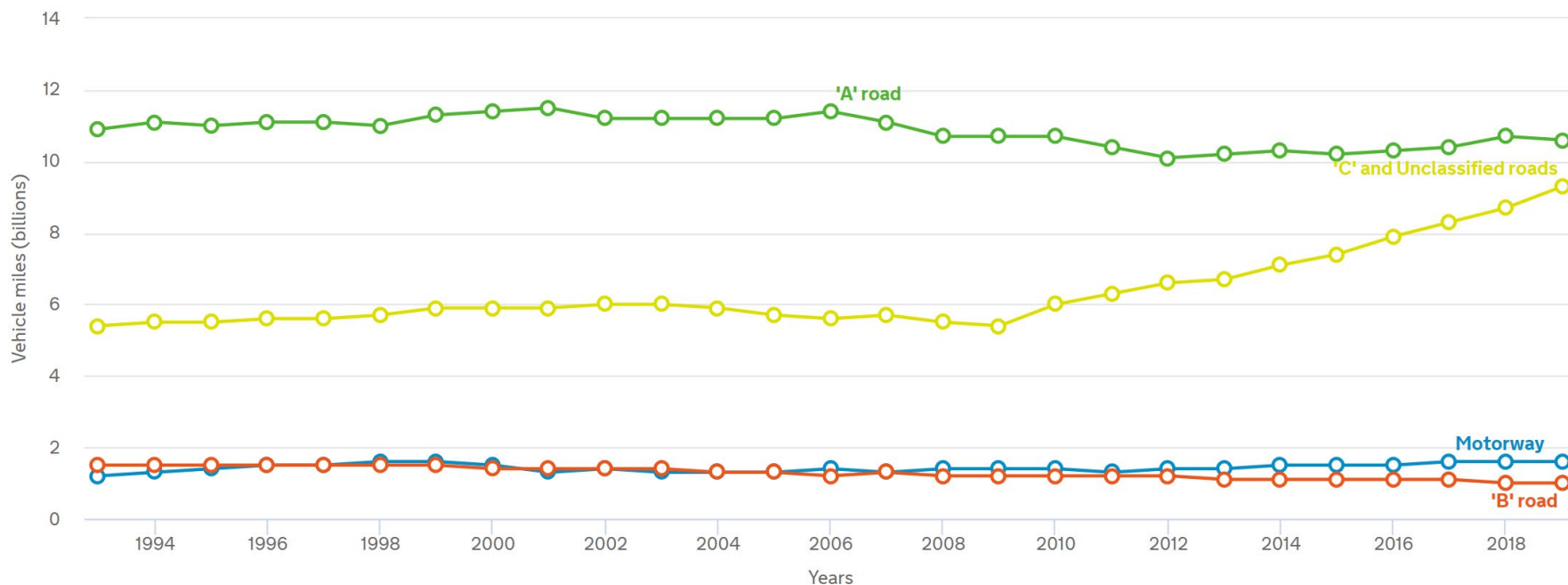
<https://roadtraffic.dft.gov.uk/local-authorities/96>

# Traffic on local streets post mobile sat nav

- Motorists are driving through local roads and 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

## Impact of Covid

- Public transport capacity running at a reduced level compared to pre-crisis
- Many journeys a day will need to be made by other means
- 71% of Islington households don't own a car
- Modelling shows that without action, there will be significantly more motorised traffic than before the pandemic

## Statutory Guidance

- People-friendly streets are part of a coordinated approach by Central Government, London Government and boroughs to make it safer and easier for people to walk, cycle, and wheel
- 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."*

## Climate emergency

- Net zero carbon by 2030

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## 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

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



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## Inactivity – obesity crisis

In Islington:

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

**Islington transport strategy**  
**2020 – 2041**

Towards a fairer, healthier and greener transport environment



## 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
- Link between air pollution and Coronavirus

## **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
- 


**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
- 1/3<sup>rd</sup> of journeys in London is less than 2kms and 2/3<sup>rd</sup> less than 5 km: these can be walked and cycled by many
- Now is the time to make bold changes for a safer, greener and healthier Islington

### 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 (71% of Islington households do not own a private car)
  - More polluted and noisier streets
  - More carbon emissions (impact on climate change)
- 



## All primary schools not on main roads to be School Streets by end of 2020

- 13 historic School Streets (pre-Covid)
- 16 delivered during the summer 2020
- 6 more delivered (at 7 schools) by end of 2020

### School Streets in St Mary's

#### Delivered:

- Laycock Primary School
- St Mary Magdalene Academy
- William Tyndale School
- St Mary's School

### School Streets nearby

#### Delivered:

- St John Evangelist School
- New North Academy
- Thornhill School

#### Exceptions:

- Sacred Heart Primary



## 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

## 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

# How to create low traffic neighbourhoods

- **Types of traffic filters**

- Bollards
- Cameras
- Planters

- **Access for emergency services and buses**

- Emergency vehicles and buses are exempt from cameras
- Removable bollards for London Fire Brigade use



# People-friendly streets: Low Traffic Neighbourhoods (delivery)

## Implemented:

- St Peter's (July 2020)
- Canonbury East (August 2020)
- Clerkenwell Green (September 2020)
- Amwell (October 2020)
- Canonbury West (November 2020)
- Highbury West (January 2021)
- Highbury Fields (January 2021)

## Soon to be delivered:

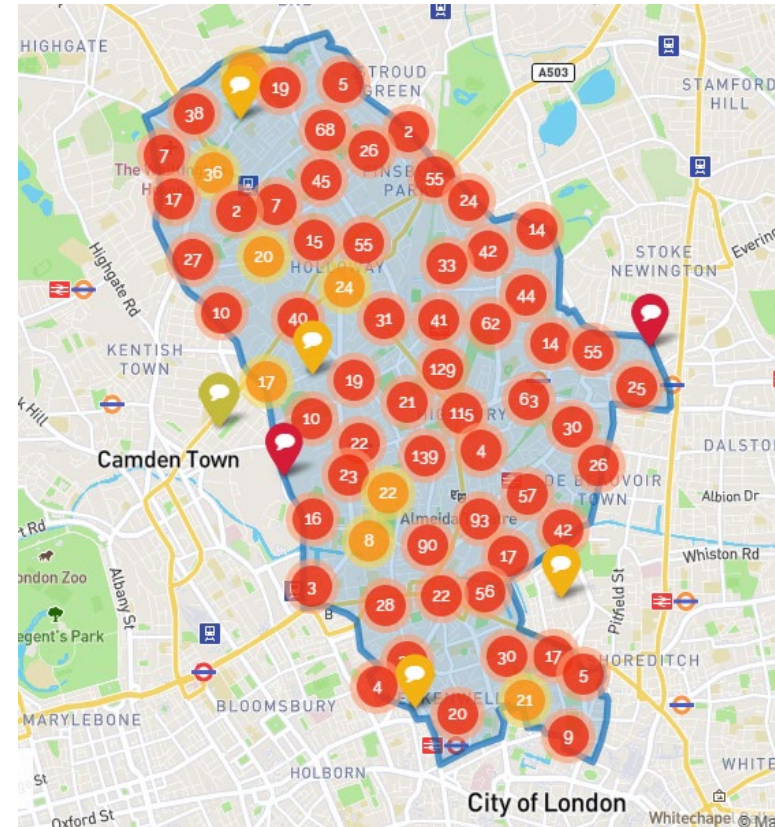
- The Cally
- St Mary's Church

## More areas to follow



# Listening, engagement and public consultation

- Commonplace platform – to inform design proposals
- Ward partnership meetings
- Consultation with statutory consultees (including emergency services)
- 6 months formal objection period – for those who do not support the changes
- Trial feedback survey
- 12 month formal consultation
- Correspondence – email the Council



- **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
- Traffic speeds

- **Reporting monitoring results:**

- Interim report at approximately 6 months
- Pre-consultation report at approximately 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.

## **Highbury Corner changes**

- Highbury Corner roundabout removal and public space transformation completed in Autumn 2019

## **Planned monitoring**

- TfL and the council committed to monitoring traffic impacts on local roads with before-and-after scheme traffic counts and considering mitigation if justified
- Post-scheme traffic counts programmed for one year after completion of main highways works to enable scheme to bed in and network to settle – June 2020
- June 2020 traffic counts postponed due to Covid 19 lockdown – less traffic on the road than usual

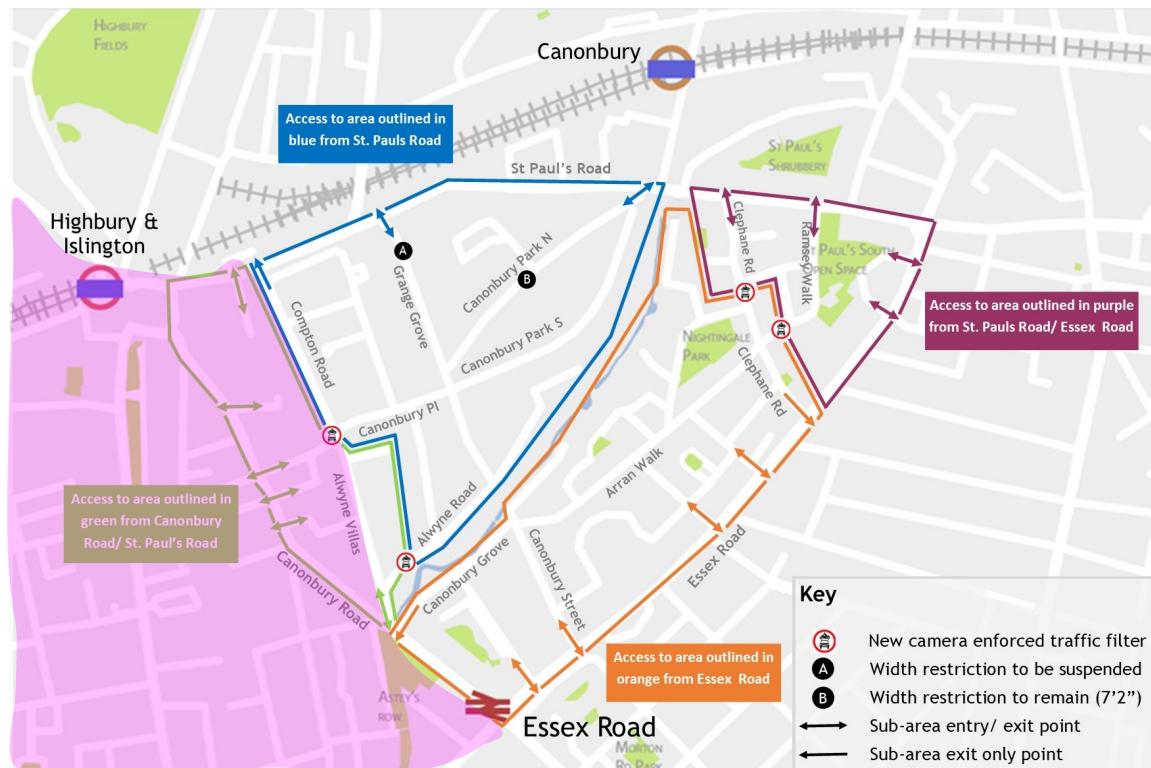
# People-friendly streets: 'Canonbury West area'

## Key issues raised post implementation

- Potential impact of reduced passing trade on Canonbury Place shops
- Increase in traffic using Canonbury Park/ Compton Road cut through
- Initial perception of an increase in crime due to quieter streets



Canonbury Place traffic filter





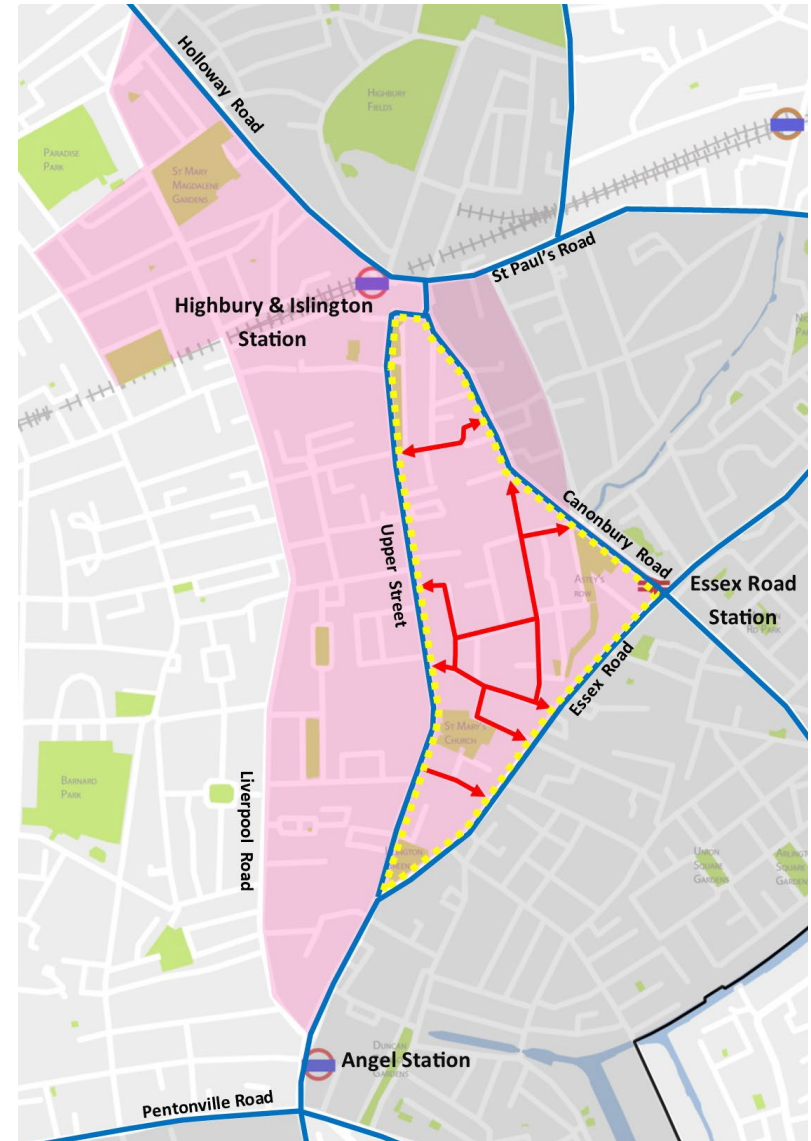
# People-friendly streets: 'St Mary's Church area'

## Map key

- **Red lines** Main local streets used by traffic cutting through the neighbourhood
- **Blue lines** Main roads (strategic road network)
- **Pink area** St Mary's Ward
- **Yellow area** St Mary's Church neighbourhood trial area
- **Grey areas** People-friendly streets neighbourhoods delivered in 2020/21

## Early considerations


- Access to and from area from surrounding main roads
- Business engagement and support
- Locations of camera filters



## **Top 4 problems in the area:**

- 120 mentions of high traffic volumes (13% of comments).
- 96 mentions of short-cutting traffic (10% of comments).
- 86 mentions of speeding traffic in the area (9% of comments).
- 86 mentions of noisy traffic in the area (9% of comments).
- Next highest in order: idling vehicles; cycle safety; concerns about safety of crossing roads.

## **Top 3 solutions proposed:**

- 83 requests for making roads access only (20% of comments).
  - 61 requests for measures that will reduce traffic speeds (15% of comments).
  - 61 requests for road closures except for cycles and buses (15% of comments).
  - Next highest in order: more space for cycling; safer junctions; more space for walking.
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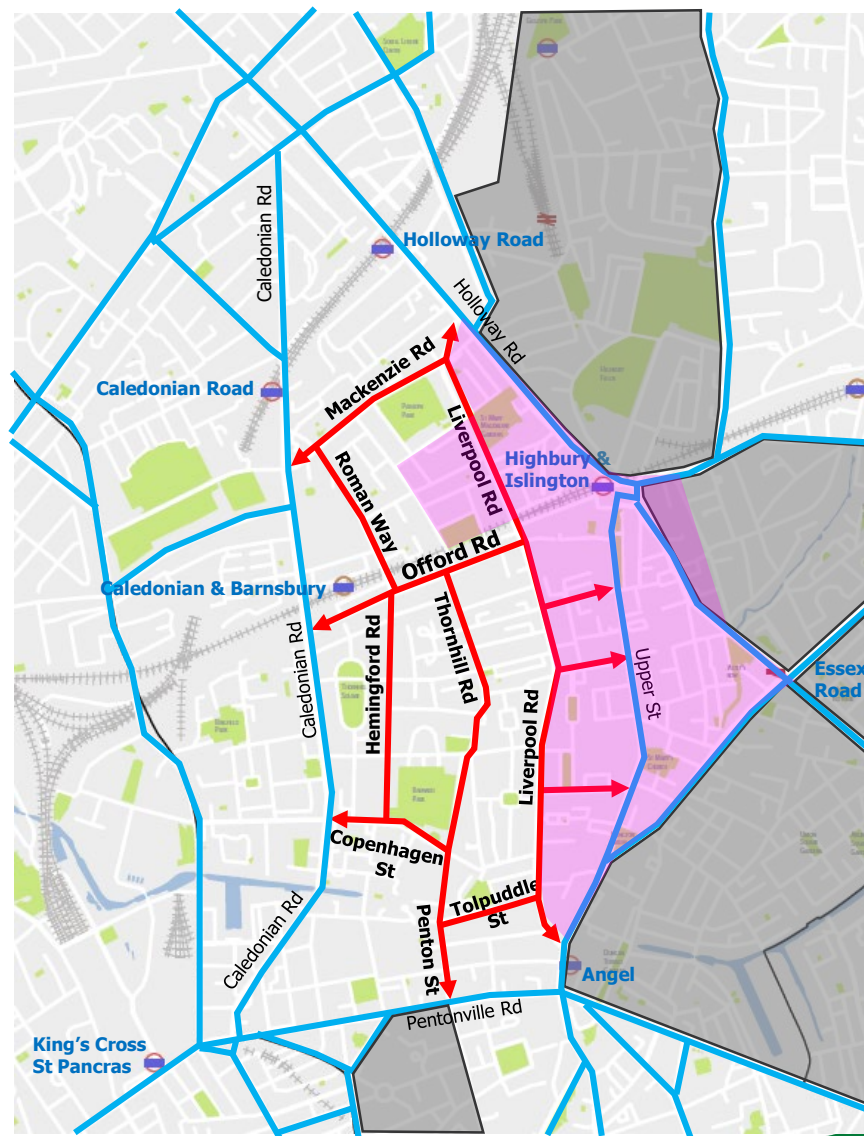
# People-friendly streets: 'Barnsbury and St Mary's area'

## Map key

- **Red lines** Main local streets used by traffic cutting through the neighbourhood
- **Blue lines** Main roads (strategic road network)
- **Pink area** St Mary's Ward
- **Grey areas** People-friendly streets neighbourhoods delivered to date

## Early considerations


- Large area
- Covers multiple wards
- Many local streets used as cut-throughs



## **Top 4 problems in the area:**

- 486 mentions of high traffic volumes (40% of comments).
- 408 mentions of short-cutting traffic (34% of comments).
- 385 mentions of speeding traffic in the area (32% of comments).
- 385 mentions of noisy traffic in the area (32% of comments).
- Next highest in order: road conditions unsafe for cycling; bad driving; unsafe environment for children.

## **Top 3 solutions proposed:**

- 348 mentions of making roads access only (29% of comments).
  - 302 mentions of slowing down traffic (25% of comments).
  - 291 mentions of closing roads to vehicles except for cycles or buses (24% of comments).
  - Next highest in order: more space for cycling; more space for walking; safer junctions.
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# Questions & Discussion

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February 2021