



ISLINGTON

People-friendly streets

Bunhill Ward public meeting

Traffic in Bunhill

22 October 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

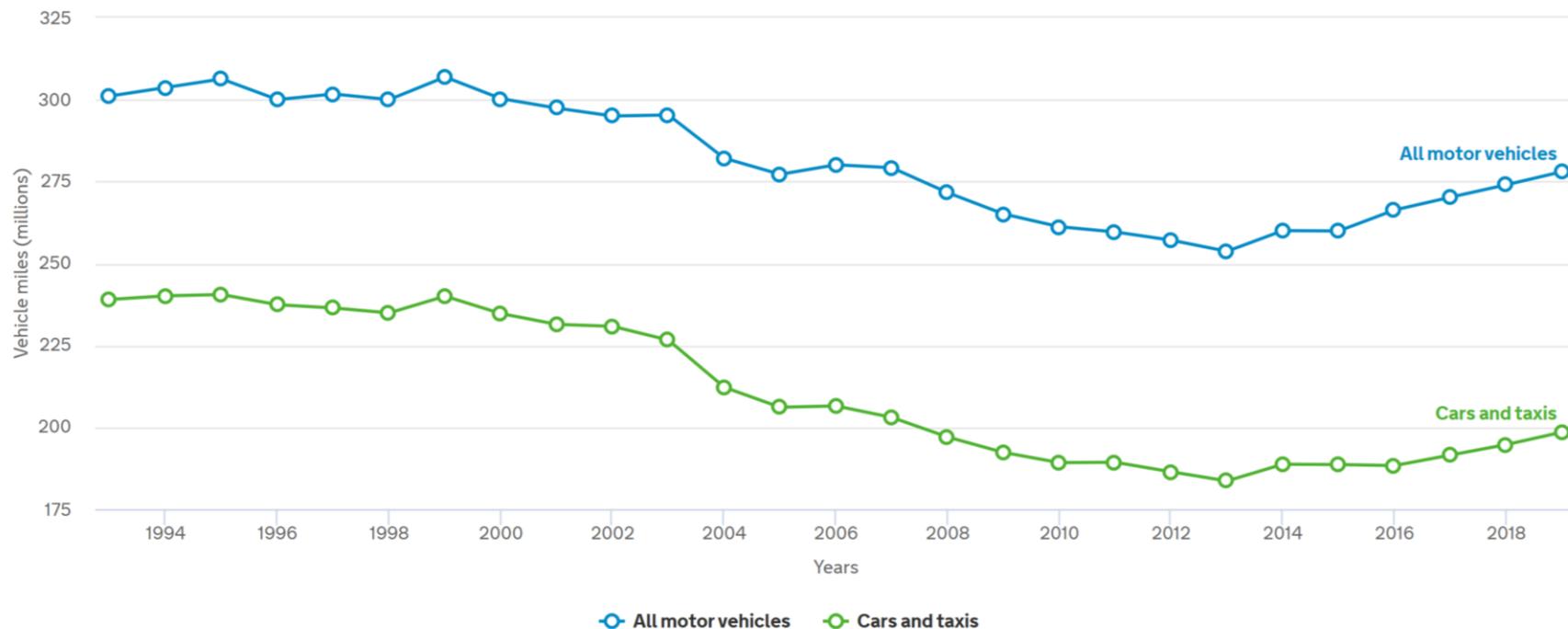
- 1/3 of journeys in London are less than 2km and can easily be walked by many people
- 2/3 of journeys in London are less than 5km and can be cycled
- Number of cars in the UK has increased by approximately 10m (approx. 25%) in the last two decades
- Increase in traffic on roads in Islington; approx. 10% increase in last 5 to 6 years

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>

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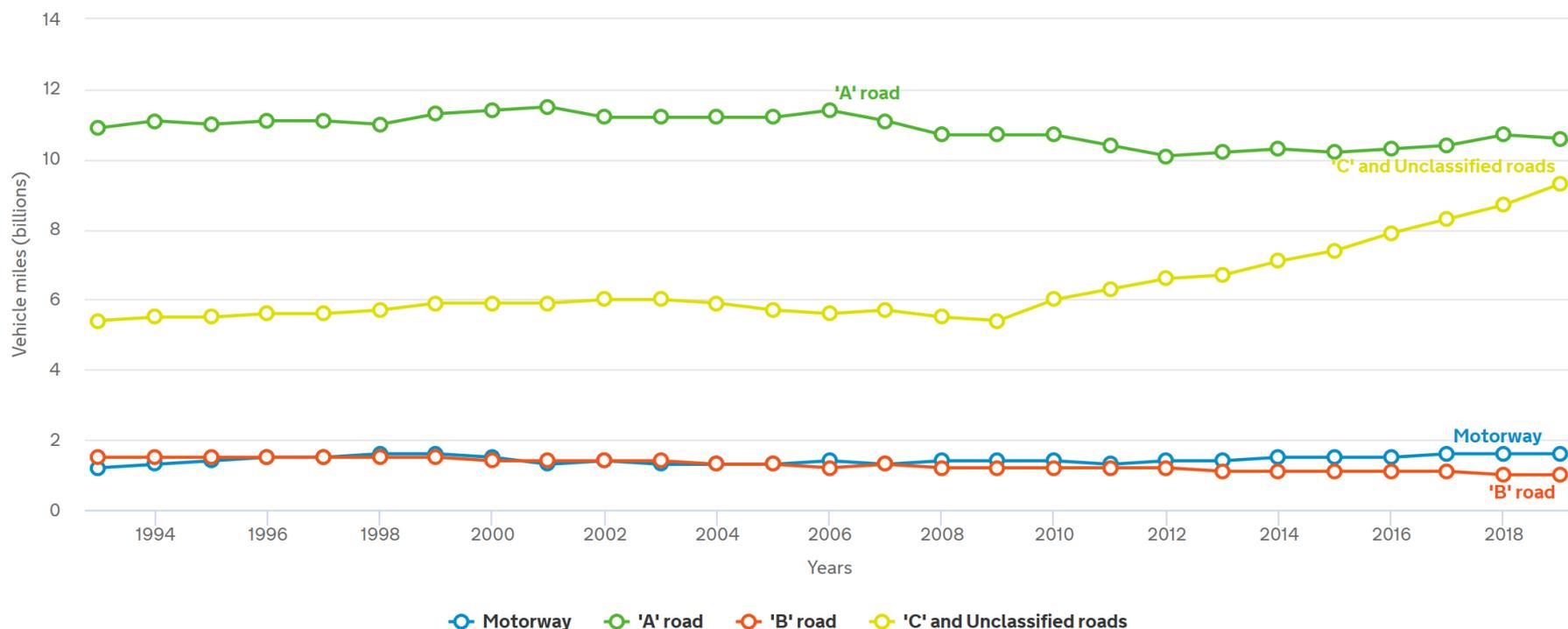
Satellite navigation

- Motorists are taking short cuts through neighbourhoods
 - More than 70% increase of motorised traffic on local streets in the last decade (DfT data)
 - Volume of traffic on main roads largely unchanged
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Traffic on local streets post mobile sat nav

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>

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)

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



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Draft Islington Transport Strategy

A healthy, fair, accessible and enjoyable
transport environment in Islington
Consultation closes Sunday 29 September 2019



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."*



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

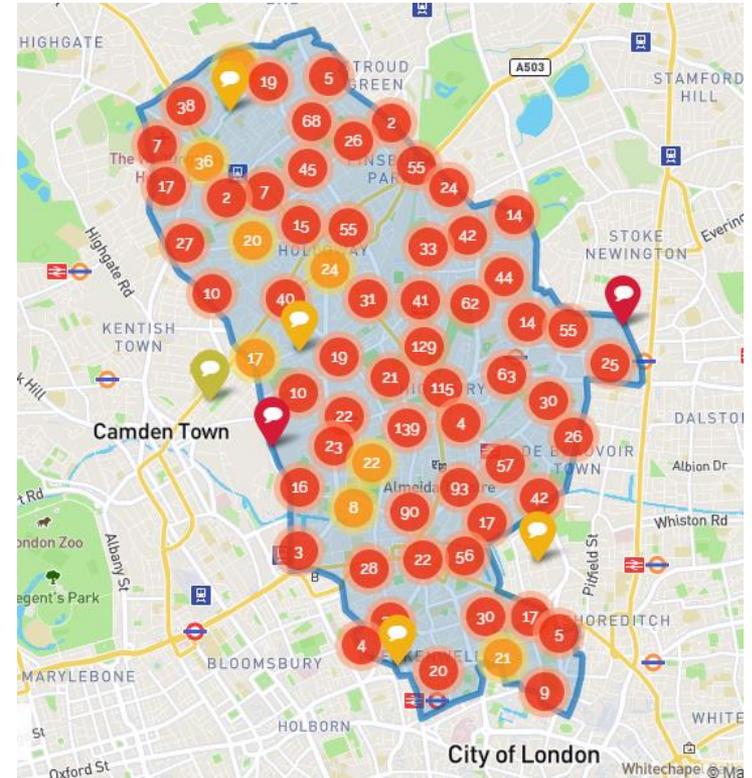
Impacts of doing nothing (i.e. increased motorised traffic)

- 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)
- 

People-friendly streets: early engagement

Commonplace platform

- Launched in May
- Asking for comments
- Map
- 5000 comments
- 25000 visitors



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)
 - Moreland Primary School
 - St Peter and St Pauls Primary School
- 16 delivered over the summer (August/September 2020)
- 10 more to be delivered by end of year (December 2020)



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
- Planters
- Cameras

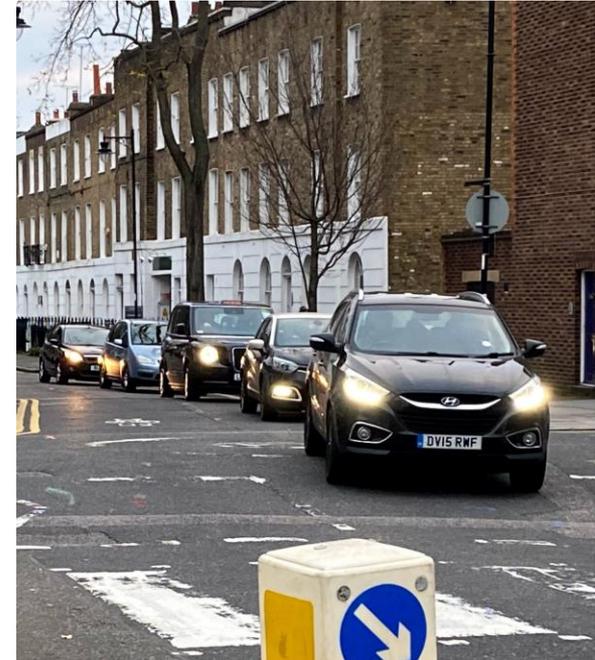
- **Access for emergency services and buses**

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



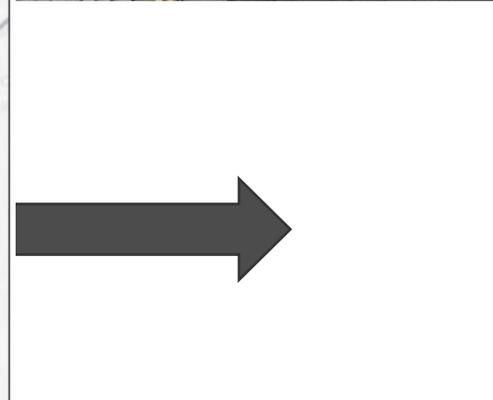
Example: St Peter's **before**

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

Example: St Peters after



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

People-friendly streets: Low Traffic Neighbourhoods (delivery)

Implemented:

- St Peter's (July)
- Canonbury East (August)
- Clerkenwell Green (September)
- Canonbury West (October)
- Amwell (October)



People-friendly streets: Cycleways

Cycle routes with segregated cycle lanes:

- Permanent cycle lanes under construction:
 - Highbury Fields to Finsbury Park (Cycleway 38 northern section)
 - Balls Pond Road section of Cycle Superhighway 1 (working with Hackney)
- Pop-up cycle lanes under construction:
 - York Way (working with Camden)
 - Pentonville Road to Holloway Road (Cycleway 38 southern section)



(One 'quietway' (without cycle segregation) being completed through delivery of a series of LTNs)



- **Delivered as trials (with '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**

- Traffic analysis
- Displacement and congestion
- Cycling Flow
- Air Quality
- ASB

- **Public consultation**

- For each people-friendly streets area, school street or pop-up cycleway
- After 12 months
- First six months objection period

- **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.
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People-friendly streets: better places for everyone





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Questions & Discussion

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