

# Barnsbury and Laycock Liveable Neighbourhood

Online presentation

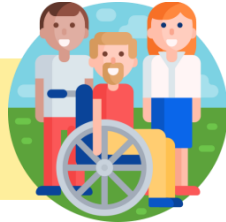
22 February 2023

# What is a liveable neighbourhood?





Community spaces



Walking, cycling and wheeling friendly

# What is a liveable neighbourhood?

Trees and planting



Clean and quiet streets



# Why are we creating liveable neighbourhoods?

# Why are we creating liveable neighbourhoods? (1)



## Air pollution

- Islington suffers from worse air quality than the London average, leading a range of health impacts:
  - respiratory problems (including early onset asthma in adults and children)
  - cognitive decline in adults
  - premature deaths
- 40% of Nitrogen Dioxide emissions are from road transport, mainly from exhaust fumes
- 25% of particulate emissions are from road transport, mainly from brake and tyre dust

### Islington transport strategy 2020 – 2041

Towards a fairer, healthier and greener transport environment



[www.islington.gov.uk/airquality](http://www.islington.gov.uk/airquality)



### Islington Air Quality Strategy 2019 - 2023

Part IV of the Environment Act 1995:  
Local Air Quality Management



For a more equitable future

# Why are we creating liveable neighbourhoods? (2)

## Climate emergency

- Islington is one of the six most exposed boroughs to climate change impacts (heat and surface water) due to density of buildings and tarmac, and lack of large green spaces
- Trees and green infrastructure increase shade and improve drainage
- Transport is the largest single source of carbon emissions in Islington
- Need to prioritise low-carbon transport to achieve net zero carbon by 2030



ISLINGTON

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



# Why are we creating liveable neighbourhoods? (3)

## Public space equity

- Motor traffic is currently allocated the vast majority of Islington's road space
- Most trips are made by walking, cycling and public transport, although these modes have far less dedicated road space
- The poorest households being least likely to have access to a car
- Road space can be repurposed for non-transport uses e.g. community space, play space, green infrastructure



# Why are we creating liveable neighbourhoods? (4)

## Traffic dominance

- 69% of Islington households do not have access to a car
- Motor traffic is the main cause of road danger
- Road danger acts as a barrier to people from walking and cycling more local journeys
- Motor traffic causes noise and vibrations for residents





# Why are we creating liveable neighbourhoods? (5)

## Health and wellbeing

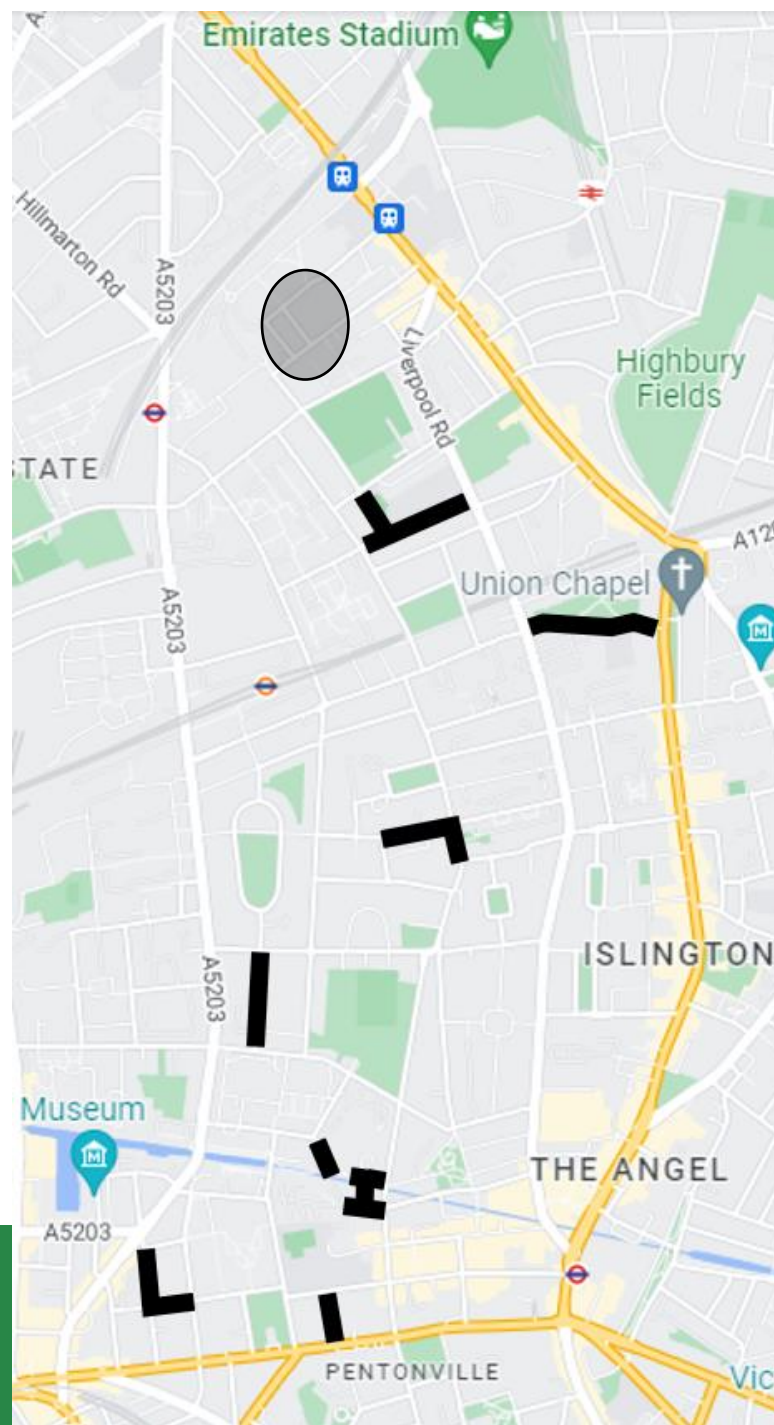
- 22% - overweight/obesity levels among Reception-aged children in Islington
- 41% - overweight/obesity levels among Year 6 children in Islington
- Walking and cycling has a beneficial impact on health for people of all ages
- Reducing motor traffic increases accessibility for wheelchairs, mobility scooters, pushchairs
- Reducing motor traffic can deepen social connections between neighbours, which helps to reduce loneliness



# Recent people-friendly streets projects in the area

# School Streets

- Increasing safe space for people walking and cycling around schools at pick up and drop off times by restricting motor traffic.
- Seven School Streets delivered in Barnsbury & Laycock area
- Enables increased greening and play space
- Jan 2023 Sacred Heart School Street consultation



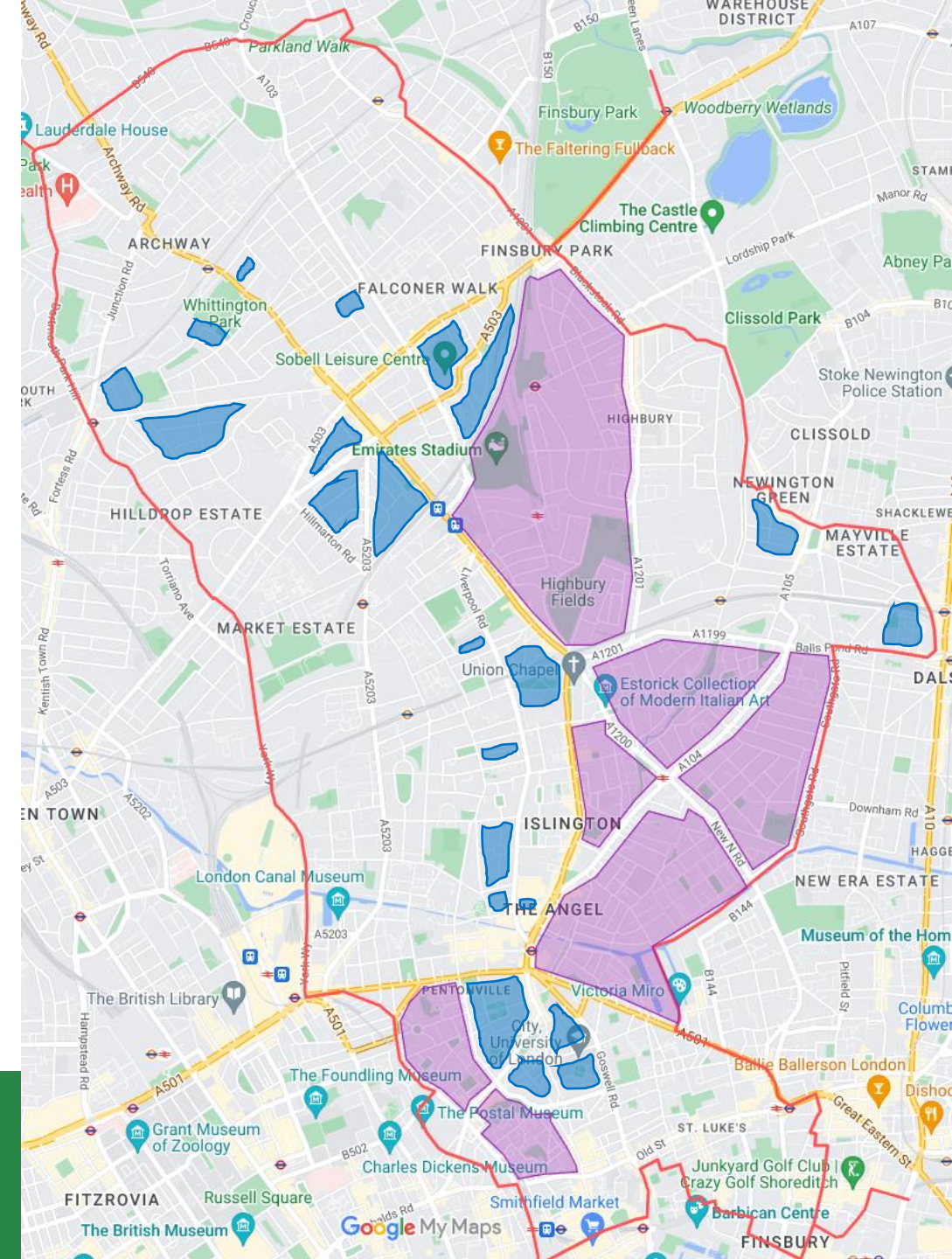
# Safe cycle routes

- Safe, comfortable provision to enable people to cycle
- **Cycleway 38:**
  - Made permanent in March 2022 after trial and consultation
  - Further improvements to pedestrian crossings have recently started construction



# Low traffic neighbourhoods

- Quieter, healthier, safer neighbourhoods
- Seven LTNs delivered as trials in Islington since 2020 (purple) - covering 25% of the borough
- Exemptions for blue badge holders within the LTN they live in
- Many smaller low traffic schemes delivered in past decades across the borough (blue)



# Monitoring our people-friendly streets schemes



Traffic volumes



Traffic speeds



Cycle volumes



Journey times



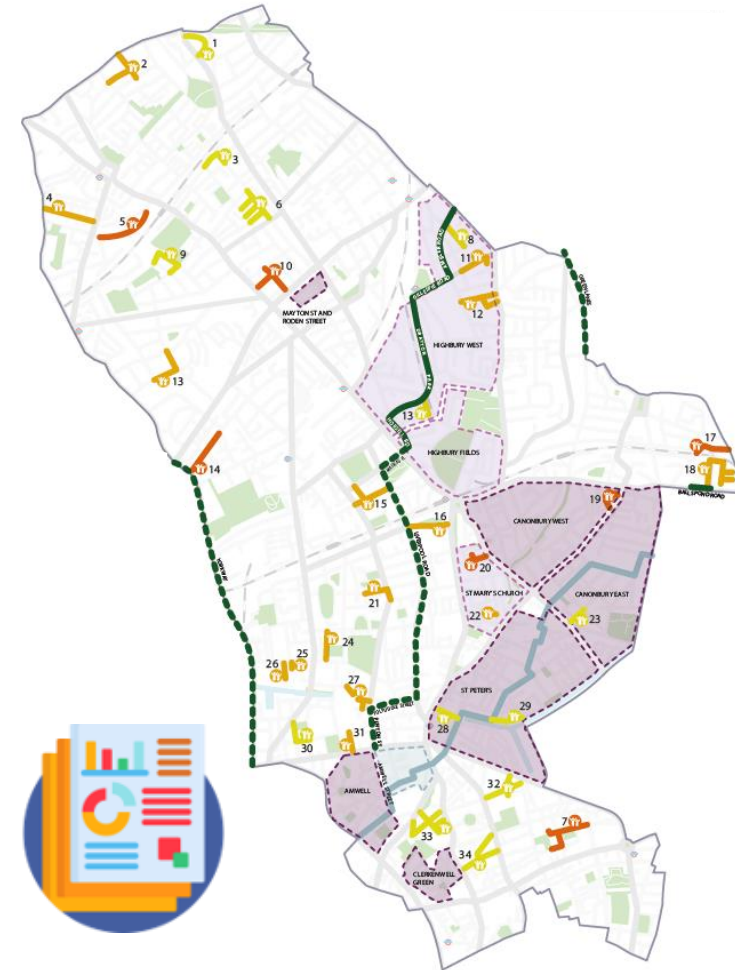
Air quality (NO<sub>2</sub>)



Crime and ASB /  
Emergency services  
response times

- Significant reduction in traffic volumes (-64%) and speeds (-79%) on internal roads
- Internal roads cycling volumes increased average of 49%
- Boundary road traffic volumes fluctuate per site, but average decrease of -3% overall
- Boundary roads cycling volumes increase by average of 10%
- No significant impact on main road air pollution or emergency access journey times

All pandemic-era LTNs have monitoring reports assessing their impacts 12 months after implementation

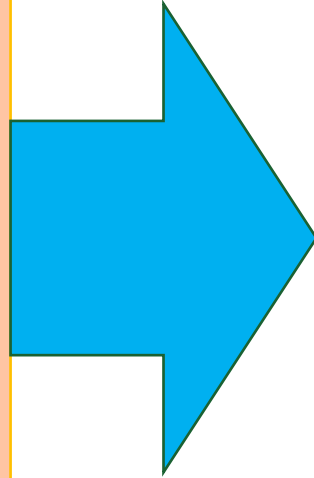


# A liveable neighbourhood for Barnsbury and Laycock

# Delivering liveable neighbourhoods

## Summer 2020 to Spring 2022: low traffic neighbourhoods

- Covid-19 emergency measures
- National government guidance
- Rapid delivery
- Trials with monitoring, and consultations after 12 months of trial



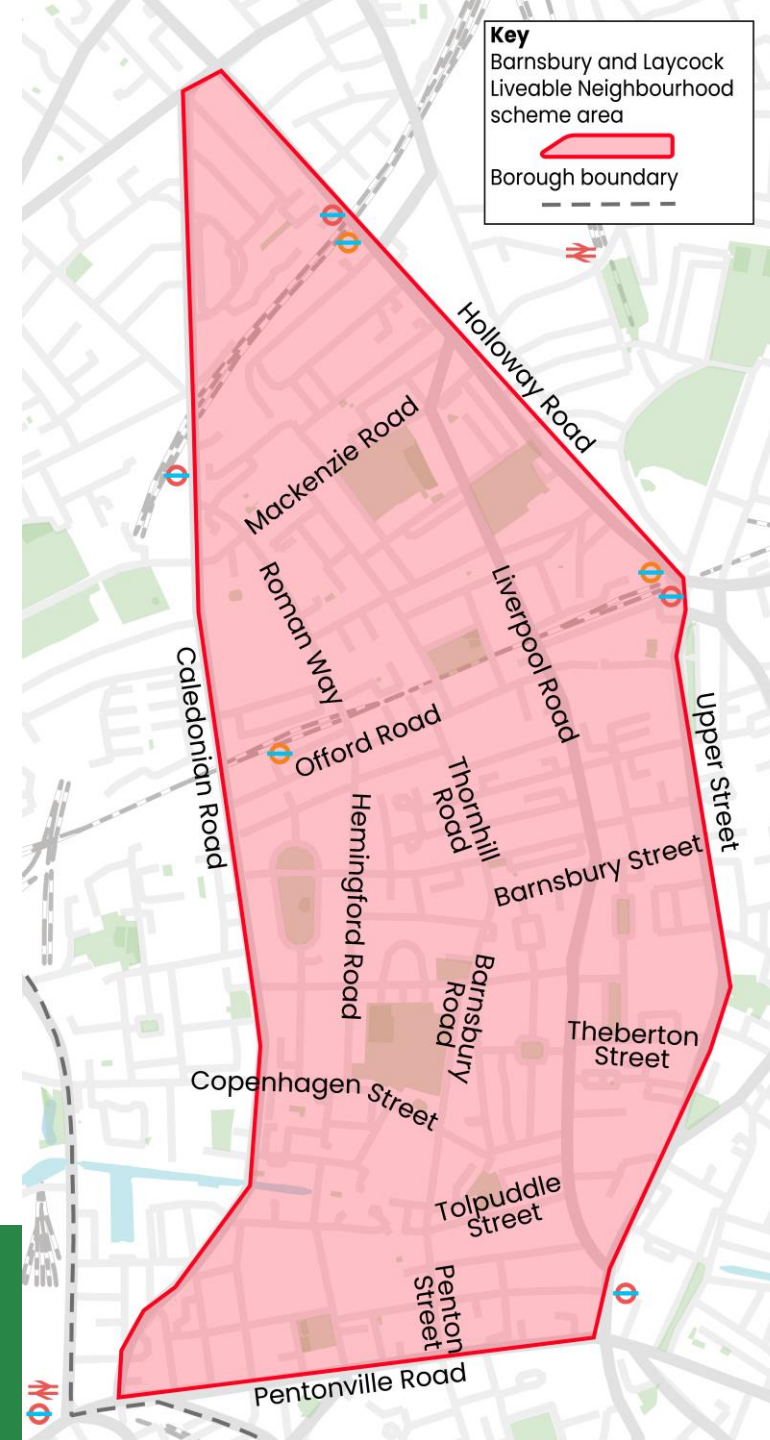
## Summer 2022 onwards: liveable neighbourhoods

- Includes new trees and greening, and new and improved community spaces
- Pre-engagement will shape measures – *this project is currently at this stage*
- Formal public consultation before scheme implementation
- Decisions on going ahead are made post-consultation
- Monitoring post-implementation



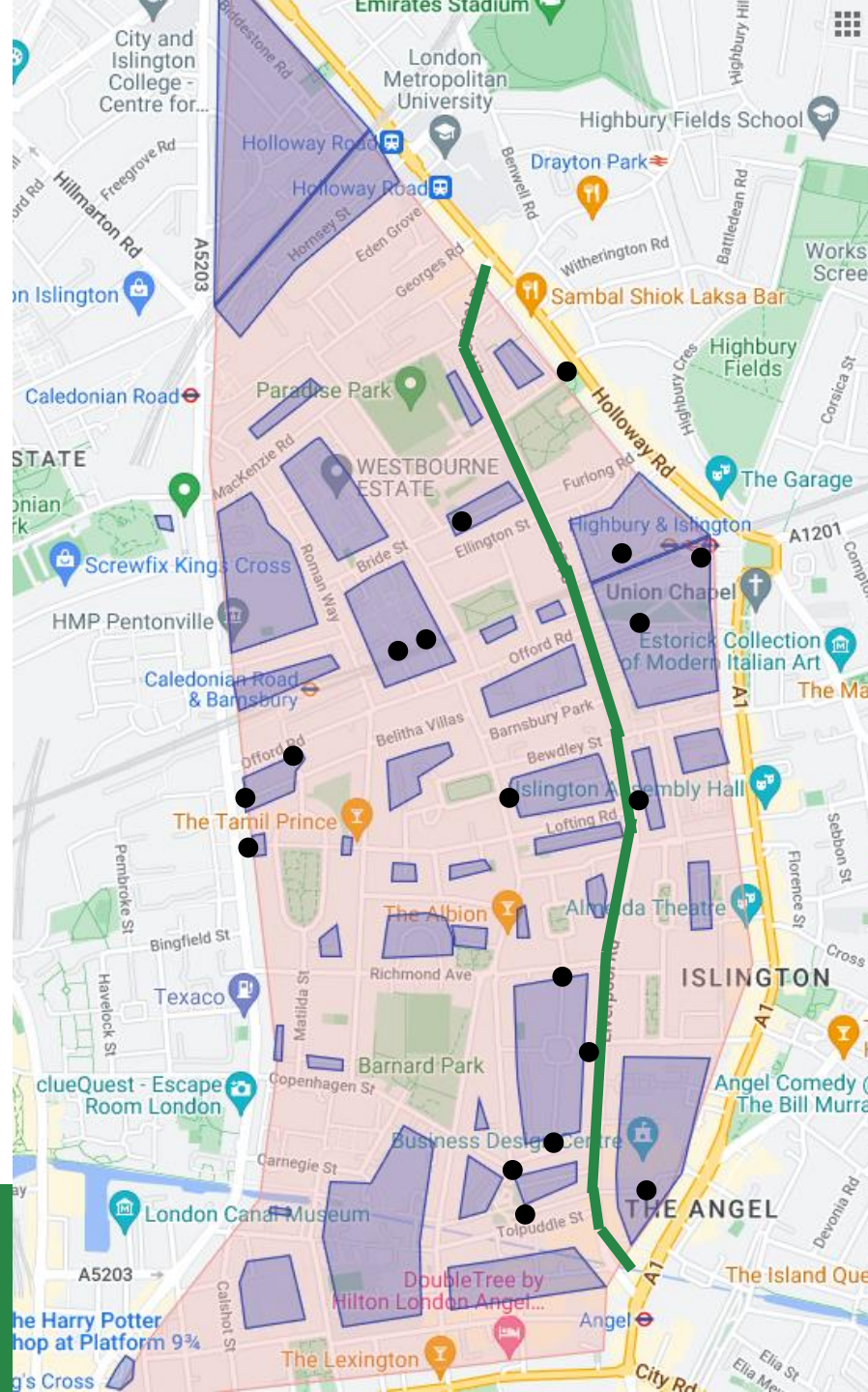
# A liveable neighbourhood for Barnsbury and Laycock

- We have no designs or proposals at this early stage
- We want to hear your ideas about how to improve streets and public spaces in this area



# Key Challenges

- Large area; scheme likely to be phased
- Area contains many existing disjointed low traffic streets
- Liverpool Road



**Blue shapes:** existing low traffic areas within the scheme area

**Black dots:** existing traffic filters and fire gates within the scheme area

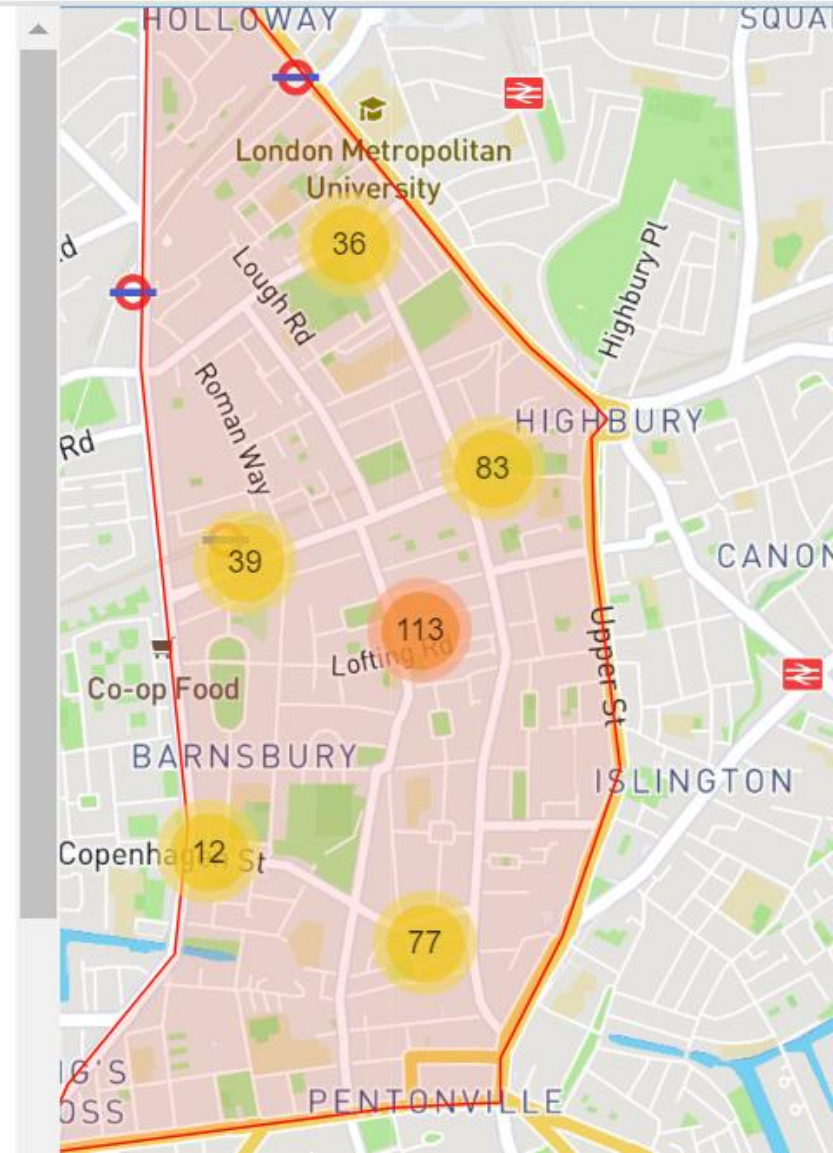
**Green line:** Liverpool Road B515

# Tell us your ideas to improve streets and public spaces in the area using our interactive map

- Where is it difficult to cross roads on foot?
- Where are pavements narrow or broken?
- Which streets feel unsafe to cycle on?
- Which streets feel noisy and polluted?
- What public spaces need investment?
- Which streets need more trees / greenery?

Barnsbury and Laycock Liveable Neighbourhood: comments and ideas interactive map

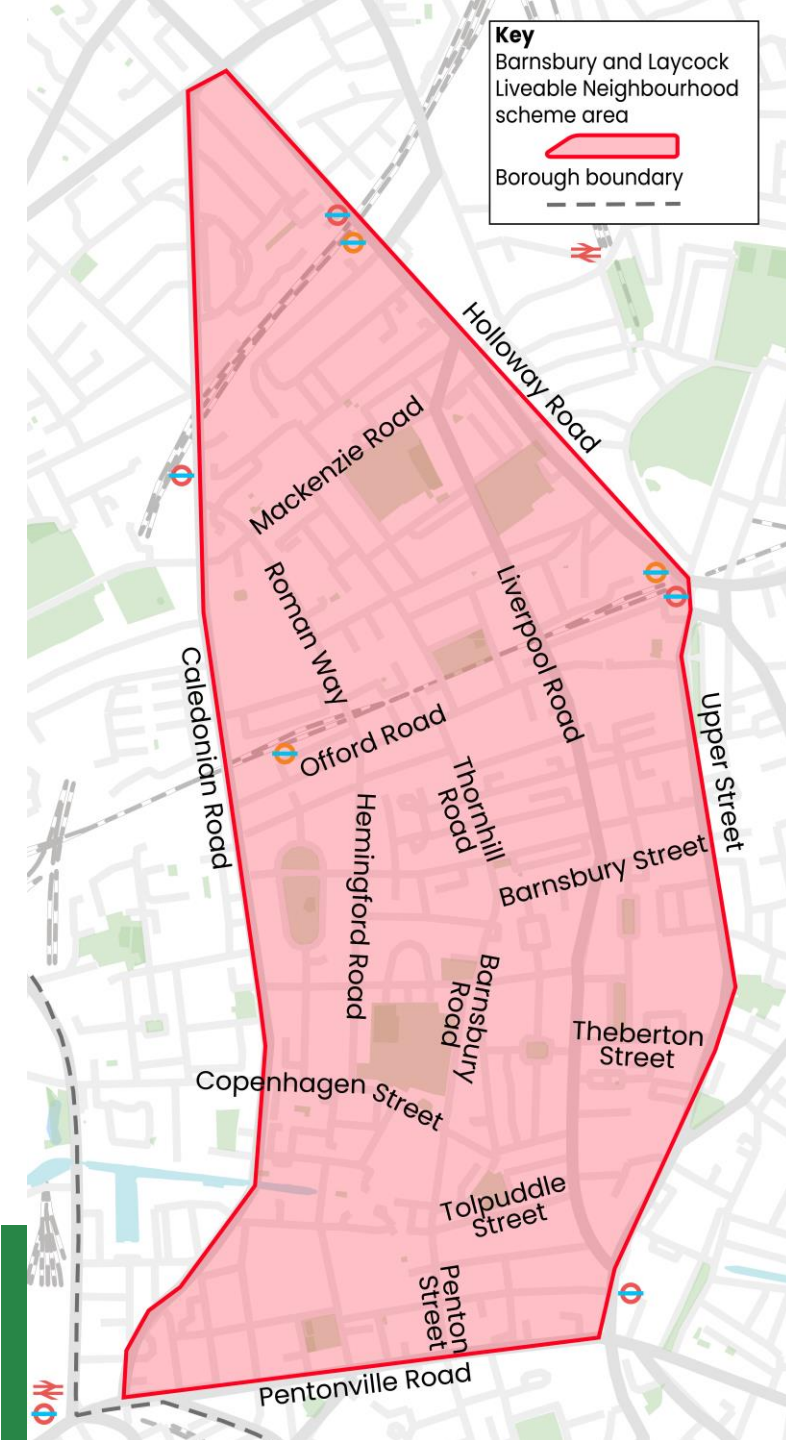
Please **click on the plus symbol** to drag pins to the map and leave your comments.



# In-person workshop event Tuesday 7 and Monday 13 March

- Attendees will take part in an exercise in small groups to discuss and record their ideas to improve streets and public spaces in the area on paper maps (also available to do on our website)
- The project team will be on hand to facilitate discussions and to log people's ideas about how to improve streets and public spaces in the area
- These events will not feature a presentation
- These events will not feature a general question & answer session
- The format, purpose, venue, and timings for both events are identical
- Ideas discussed (and feedback received) at both events will be treated identically

**Please note:** priority at the second event is being given to people who attempted to secure a place at the first event but were unable to. We are currently contacting people on the waiting list.



# Next steps

- Have your say on improving streets and public spaces, on our [interactive map](#) by Sunday 9 April
- Tell us your feedback and ideas by email
- Summer-Autumn 2023: further engagement as we develop initial designs
- Later in 2023: formal consultation on final proposals
- Early 2024: decision on implementation

---Ends---