



People-Friendly Streets
Better places for everyone

Amwell people-friendly streets trial

Consultation results and next steps



ISLINGTON
For a more equal future

Dear resident,

In November 2020, as part of our people-friendly streets (PFS) scheme, we introduced a low traffic neighbourhood (LTN) trial in the Amwell area. The Amwell people-friendly streets neighbourhood creates cleaner, greener and healthier streets. We introduced this trial under an experimental traffic order (ETO).

The objectives of the Amwell PFS neighbourhood were:

- To make it easier and safer to walk and cycle as a first choice for local travel
- To clean up the air we breathe and protect and improve the environment
- To reduce danger, eliminate deaths and serious injuries on Islington's streets

To help measure the success of the Amwell PFS neighbourhood we collected feedback throughout the trial period, published monitoring data and held a public consultation from 15 December 2021– 31 January 2022.

We are now publishing the consultation report and announcing the next steps for the Amwell PFS neighbourhood.

We have carefully considered the wide range of feedback received. To view the full consultation report, visit our website: www.islington.gov.uk/peoplefriendlystreets/amwell

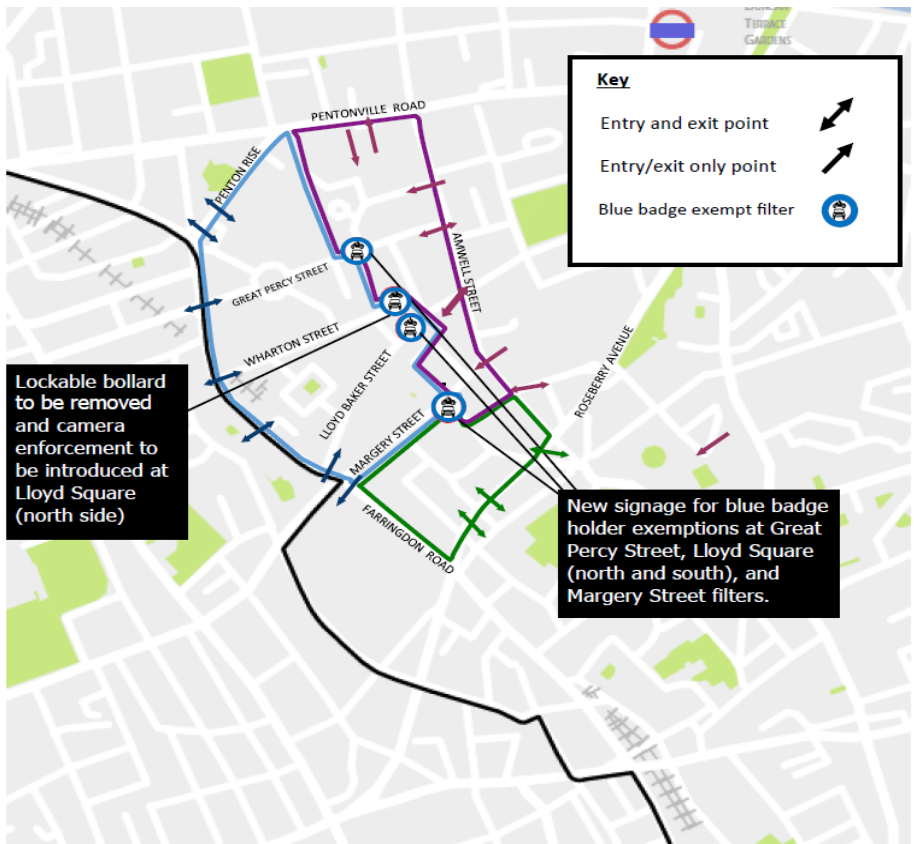
The feedback from the consultation and monitoring results show that the trial has had largely positive impacts on the Amwell PFS neighbourhood and achieved the trial's objectives. **We have decided to continue the Amwell PFS neighbourhood.**

However, we need to make some changes to make it easier for disabled people to travel within the Amwell PFS neighbourhood.

Next steps for Amwell

As part of the consultation, we have been listening to feedback from local people including disabled residents, and groups representing disabled people. We will be introducing an exemption for Blue Badge holders who live inside the Amwell PFS neighbourhood from the traffic filters in the Amwell PFS neighbourhood.

Blue Badge holders who live in the Amwell PFS neighbourhood will be sent a letter with details of the permit which allows holders to register a single vehicle to



pass through the Amwell PFS traffic filters at Great Percy Street, Lloyd Square (south and north sides) and Margery Street without receiving a penalty charge. More details on the exemption policy can be found at www.islington.gov.uk/PFS-blue-badge-exemption

We are also developing an exceptional circumstance Blue Badge dispensation for people who do not meet the current criteria, for example people who need to travel outside their home people-friendly streets neighbourhood. Further

information will follow this year.

We will also be changing the traffic filter at Lloyd Square (north side) from a lockable bollard enforced filter to a camera-enforced filter to address the repeated unauthorised removal of the lockable bollard at this location.

Works to enable the changes

In order to implement the changes at filters to allow Blue Badge holders to travel through the restrictions, we need to make some changes to the Amwell PFS neighbourhood. We will be:

- adding new signs to make the exemptions at all filters clear
- installing a traffic camera at Lloyd Square (north side)

Until these works take place in early April 2022, the existing traffic filters in the Amwell PFS neighbourhood will remain operational.

The works will start on 11 April 2022 and will take up to 4 days to complete. Access routes will be unchanged during the duration of these works. The new exemption is expected to be active from 14 April 2022.

After the exemption scheme has been introduced, the council will monitor its impact and resident feedback before taking a decision on making the Amwell PFS neighbourhood permanent.

Get in touch

You can reach out to us if you have further questions, drop us a line at amwellpfs@islington.gov.uk or by post:

Public Realm, 1 Cottage Road,
London, N7 8TP.

To find out more about our people-friendly streets programme please visit: www.islington.gov.uk/peoplefriendlystreets

Do you need this information in another language, or reading format such as Braille, large print, or Easy Read? Please contact us at amwellpfs@islington.gov.uk

Yours sincerely,



Keith Townsend
Corporate Director of
Environment and Regeneration

Consultation key findings



Feedback received

128 Commonplace comments
109 emails
260 Trial feedback surveys
440 consultation questionnaires



Commonplace feedback*

Top 3 problems

37% - Traffic rat running
37% - Not safe to cycle
35% - Volume of traffic

Top 3 ways to make it better

32% - More space for cycling
29% - Make the road access only
27% - Road closure except for
cycles and buses

Trial feedback survey

percentage of respondents



Top 3 things people like about the trial

19% - Reduces traffic
17% - Reduces air pollution
16% - Makes the area more pleasant



Top 3 things people dislike about the trial

52% - More traffic on main roads
39% - Concerns of delays to emergency services
36% Car trips inconvenient

Public consultation

Agree

45% Easier to cross the street 17%

43% The streets look nicer 20%

43% The air is cleaner 10%

44% There is less noise from traffic 19%

34% I spend more time in the area 13%

42% Easier to walk and cycle for short trips 17%


Disagree


Agree


42% I feel safe on the streets during the day 20%

36% I feel safe on the streets at night 27%

Disagree

 49% of participants have a car, versus 29% of households in Islington

 16% of participants who have cars say they walk and cycle more for shorter trips instead of driving

 16% of participants mentioned LTNs increasing traffic on boundary roads

Find more information and detailed figures in the Consultation report.

* The Commonplace figures refer to comments received before the trial was advertised. The figures provided for Commonplace and trial feedback surveys are for the percentage of respondents. The Commonplace platform was open between May 2020 and March 2021, the trial feedback survey was open between March 2021 and December 2021.

Monitoring key findings



On local streets within the neighbourhood traffic has **decreased by 48% overall**.

Traffic on Lloyd Baker Street has **decreased by 71%**, from 1,179 to 340 vehicles a day, the greatest volume decrease of any street.



On local streets within the neighbourhood, the number of vehicles speeding **fell by 70%**.



No significant impact on London Fire Brigade response times.



Cycling has **increased by 65%** on the internal roads overall.

Cycling has **increased 196%** on Margery Street (westbound), from 261 to 771 cycling trips a day.



Overall, the changes in **levels of nitrogen dioxide are slightly better than borough trends**.



No significant impact on anti-social behaviour and crime rates.



On boundary roads traffic showed a **negligible change (up 5%)** overall across three sites, namely **Farringdon Road (up 30%)**, **Pentonville Road (up 3%)** and **Rosebery Avenue (down 5%)**. Traffic was down 56% on Amwell Street and down 30% on Claremont Square, however these results were likely affected by unplanned utilities works during traffic surveys.

The above figures are taken from the pre-consultation monitoring report and reflect before and after comparisons between September 2020 and October 2021. The traffic figures have been normalised to account for the impacts of Covid-19 lockdowns. More information on this process is available in the main report.

The council will continue to closely monitor all boundary roads and introduce mitigating measures as appropriate.