



People-Friendly Streets
Better places for everyone

Highbury people-friendly streets trials

Consultation results and next steps



ISLINGTON

For a more equal future

Monitoring key findings



On local streets within the neighbourhood traffic has **decreased by 72% overall**.

Traffic on Benwell Road has **decreased by 95%**, from 11,774 to 587 vehicles a day, the greatest volume decrease of any street.



On local streets within the neighbourhood, the number of vehicles speeding **fell by 83%**.



The average London Fire Brigade attendance times for first and second appliances **remains within target times**.



Cycling has **increased on some of the internal roads**, where monitored. Cycling on the segregated route at Drayton Park was not monitored.

Cycling has **increased 49%** on Horsell Road, from 548 to 819 cycling trips a day.



Overall, the changes in **levels of nitrogen dioxide reflect those in the borough more widely**. This suggests the trial has not had an adverse impact on air quality.



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



Total vehicle flows on boundary roads **remained similar to those recorded before the scheme began**, although with some variation between sites. Flows on Hornsey Road dropped by 28%, and flows on Highbury Grove and Seven Sisters Road both dropped by 18%. Holloway Road flows remained at the same level. However, flows at the northern end of Blackstock Road increased by 58%, and by 15% at the western end of St. Paul's Road. **Full results from all of these sites can be found in the pre-consultation monitoring report.**

The above figures reflect before and after comparisons between **November 2020 and December 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 pre-consultation monitoring report on our website. **The council will continue to closely monitor all internal and boundary roads and introduce mitigating measures as appropriate.**

Dear resident,

In January 2021, as part of our people-friendly streets (PFS) programme, we introduced low traffic neighbourhood (LTN) trials to Highbury Fields and Highbury West. The Highbury people-friendly streets neighbourhoods create cleaner, greener and healthier streets. We introduced the trials under an experimental traffic order (ETO).

The objectives of the Highbury PFS neighbourhoods were:

- To make it easier and safer to walk, wheel 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 Highbury PFS neighbourhoods we collected feedback throughout the trial period, published monitoring data and held a public consultation from Monday 7 February – Monday 14 March 2022.

We are publishing the consultation reports and announcing the next steps for the Highbury PFS neighbourhoods. To view the full consultation reports, visit our website www.islington.gov.uk/peoplefriendlystreets/highbury

The feedback from the consultation and monitoring results show that the trial has had largely positive impacts on the Highbury PFS neighbourhoods and generally achieved the trials objectives. **We have decided to continue the Highbury PFS neighbourhoods.**

We have carefully considered the wide range of feedback received and we will be making three important changes to improve the Highbury PFS neighbourhood.

Next steps for Highbury

- We will be combining the Highbury Fields and Highbury West PFS neighbourhoods into one neighbourhood which will be referred to as the Highbury PFS neighbourhood. The map on the back page of the leaflet shows the location of the traffic filters in the Highbury PFS neighbourhood.
- Blue Badge holders with an exemption for either Highbury Fields PFS neighbourhood or Highbury West PFS neighbourhood will now be exempt from traffic filters across the Highbury PFS neighbourhood. More information on the change can be found overleaf.

- We will trial the removal of three resident permit parking spaces on Highbury Crescent (at the junction with Fieldway Crescent) to improve visibility for people walking and cycling, and make it easier for large vehicles to turn.
- We will be installing advisory signage at entry points leading to Fieldway Crescent and Highbury Crescent to encourage larger vehicles to take alternate routes.



These changes will be introduced through a new Experimental Traffic Order (ETO) for the Highbury PFS neighbourhood.

As this is a new trial, a new objection window will open and objections can be submitted within the first six months of the trial.

Works to enable the changes

We will be:

- Updating signage at traffic filters with the new exemption code **XM7** to allow Blue Badge holders with an exemption permit to travel through the Highbury PFS neighbourhood traffic filters

- Removing three resident permit parking bays at Highbury Crescent
- Installing advisory signage on approaches to Fieldway Crescent and Highbury Crescent

Until these works take place in June 2022, the existing traffic filters in the Highbury Fields and Highbury West PFS neighbourhoods remain operational.

The works will start from 8 June 2022 and will take up to three days to complete. Access routes will be unchanged during the duration of these works. The new exemptions will be active from 13 June 2022.

The council will continue to monitor the Highbury PFS neighbourhood and listen to feedback before taking a decision whether to make it permanent.

Yours sincerely,

Councillor Rowena Champion

Executive Member for Environment, Air Quality and Transport

Blue Badge exemptions permit change

Since December 2021, Blue Badge holders living in Highbury Fields and Highbury West low traffic neighbourhoods, with a vehicle registered to their home address, have been entitled to an exemption to drive or be driven through traffic filters in the LTN in which they live. There were unique codes for both Highbury LTNs.

We will be creating one exemption area by combining the Highbury Fields and Highbury West low traffic neighbourhoods into one neighbourhood, known as the Highbury neighbourhood.

Exemptions for this new area will be covered by a new, single permit with the code **XM7**.

You will see new plates being installed on the signage at camera enforced traffic filters across the Highbury PFS neighbourhood, which will indicate that the exemptions have been updated. These plates will appear below the 'No Motor Vehicles' sign and look like this:



Residents without this Blue Badge exemption will not be permitted to travel through the camera-enforced filters. Residents can still access the neighbourhood via alternate routes. See the map on the back page which details access routes to the neighbourhood.

If you are an eligible Blue Badge holder who lives in the Highbury PFS neighbourhood, you will be sent a letter with details of these changes. Please visit www.islington.gov.uk/PFSbluebadgeexemption for more details.

Get in touch

If you have further questions, drop us a line at HighburyLTN@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 HighburyLTN@islington.gov.uk or by post at Public Realm, 1 Cottage Road, London, N7 8TP.

Highbury Fields consultation key findings

Feedback received

233 Commonplace comments
209 Emails
1704 Trial feedback surveys
1938 Consultation questionnaires

Commonplace feedback*

Top 3 problems

39% - Traffic rat running
35% - Volume of traffic
27% - Fast traffic

Top 3 ways to make it better

34% - Make roads access only
14% - More space for walking
14% - Road closure except for
cycles and buses

Trial feedback survey

percentage of respondents



Top 3 things people like about the trial

22% - Reduces air pollution
21% - Reduces traffic
19% - The area is more pleasant



Top 3 things people dislike about the trial

58% - More traffic on main roads
36% - Increases air pollution
33% - Car trips inconvenient

Agree

Disagree

37%

Easier to cross the street

26%

34%

The streets look nicer

25%

32%

The air is cleaner

27%

33%

There is less noise from traffic

32%

28%

I spend more time in the area

23%

30%

Easier to walk and cycle to local shops and businesses

14%



61% of participants have a car, versus 29% of households in Islington



21% of participants who have cars say they walk and cycle more for shorter trips instead of driving



29% 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 started. 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 November 2020 and February 2022.

Highbury West consultation key findings

Feedback received

760 Commonplace comments
1276 Emails
2771 Trial feedback surveys
1973 Consultation questionnaires

Commonplace feedback*

Top 3 problems

50% - Volume of traffic
49% - Traffic rat running
46% - Fast traffic

Top 3 ways to make it better

44% - Make roads access only
39% - Slow down traffic
27% - Road closure except for
cycles and buses

Trial feedback survey percentage of respondents



Top 3 things people like about the trial

25% - Reduces traffic
22% - Reduces air pollution
18% - It is easier and safer to
cross the road



Top 3 things people dislike about the trial

57% - More traffic on main
roads
40% - Car trips inconvenient
33% - I was not asked for my
views

Public consultation

Agree

Disagree

42%

Easier to cross the
street

23%

38%

The streets look nicer

23%

37%

The air is cleaner

24%

42%

There is less noise
from traffic

29%

30%

I spend more time in
the area

16%

34%

Easier to walk and
cycle to local shops
and businesses

10%



63% of participants have
a car, versus 29% of
households in Islington



24% of participants who
have cars say they walk
and cycle more for shorter
trips instead of driving



34% of participants
mentioned LTNs
increasing traffic on
boundary roads

Find more information and detailed figures in the Consultation report.

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Highbury LTN

