

# People-friendly streets in Islington

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# Our context



# Why are we creating healthier neighbourhoods?

## Climate emergency

- Net zero carbon by 2030

## Public space equity

- 70% of Islington households do not have access to a car
- The poorest fifth of households are the least likely to have a car
- Motor traffic is currently allocated the vast majority of Islington's road space



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

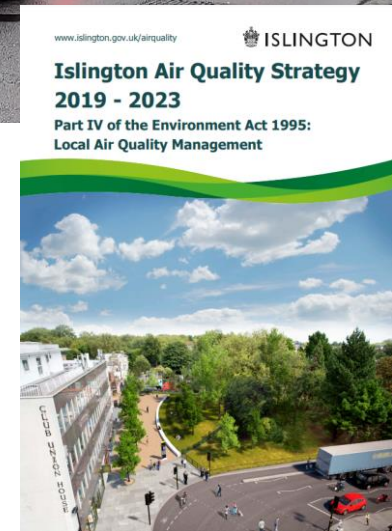
# Why are we creating healthier neighbourhoods?

## Traffic dominance

- Most common non-natural cause of death for children 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

## Air pollution

- 50% of Nitrogen Dioxide emissions are from transport sources
- Respiratory problems and premature deaths as a result of air pollution



# Why are we creating healthier neighbourhoods?

## Health and wellbeing

- 22% - overweight/obesity levels of children at Reception, and 38% at Year 6 in Islington
- Walking and cycling has a beneficial impact on health for people of all ages

## Walking and Cycling Action Plan

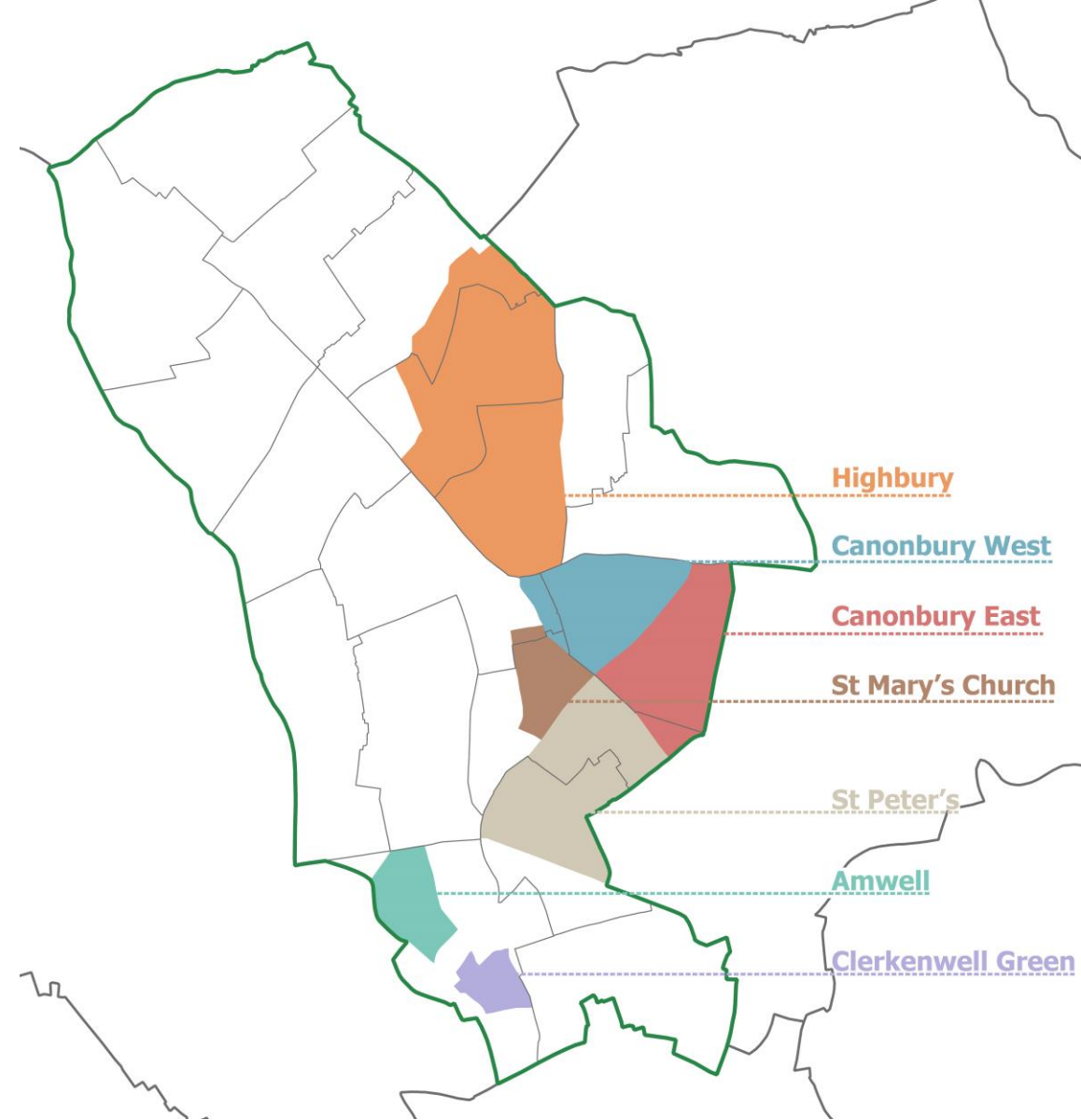
- The Islington Transport Strategy (ITS) has a target for 90% of trips to be made by walking, cycling and public transport by 2041.
- Walking accounts for 44.9% of all trips in Islington (2017-2020 data), 5.2% above the average for Inner London
- The ITS also has target to increase the number of Islington residents doing at least 20 minutes of daily active travel (walking and/or cycling) to 70% by 2041.



# Progress so far: People-friendly streets

# Low traffic neighbourhoods

- Seven LTNs delivered as trials in Islington since 2020
- Implemented as 18-month Experimental Traffic Order (ETO) trials
- Covering 25% of the borough
- Exemptions introduced for blue badge holders within the LTN they live in
- Two LTNs (St. Peter's and Canonbury East) now made fully permanent



# Islington School Streets programme

- **School Streets:** 34 School Streets covering 35 Schools
- **Main road School Streets:** environmental improvements outside primary schools on main roads. By implementing public realm and greening improvements, traffic pollution is moved further from the school gate:
  - ✓ 2 main road school streets implemented in 2021
  - ✓ 3 more in development 2022/2023
- We have created our own LTN booster pack that TfL like so much they have rolled it out across London
- As a result of this work and other improvements, Islington now has the 3rd highest percentage of STARS accredited schools in London

## Aims of the School Streets Programme:

- Improved air quality
- Reduced traffic on nearby roads
- Promotion of active travel modes amongst pupils, parents and school staff





# Consultation and monitoring

# How we consult



Doctor Bike & Islington cargo bikes at St Peter's LTN – August 2021

## Activities

- Online questionnaires.
- Emails & correspondences.
- Workshops and focus groups with disabled people, socially isolated and elderly people.
- Pop-up and street interceptions.
- Town Hall style debates.
- Door knocking and business visiting.



## Commonplace

The council invited feedback on the PFS programme through a number of channels.

A Commonplace portal was open between May 2020 and March 2021.



**6,447 respondents** left thousands of comments.



School Street Consultation – interactive foldable stand



Street interception – Autumn 2021



Adapted cycle session – Autumn 2021

**Most voted: Problem**

36%



volume of traffic

**Solution**



27%

make the road access only

# How we monitor and consult

## Our Objectives



**Healthy:** To encourage and enable residents to walk and cycle as a first choice for local travel.



**Safe:** Achieve the Mayor of London's "Vision Zero" by 2041.



**Cleaner and greener:** Contribute to build a Net Zero Carbon Islington by 2030.

## Indicators



Traffic volumes



Traffic speeds



Cycle volumes



Journey times



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



Crime and ASB /  
Emergency services  
response times

## Results and reports



- Categorising the data.
- Cross tabulation: positive and negative perceptions and how they correspond.

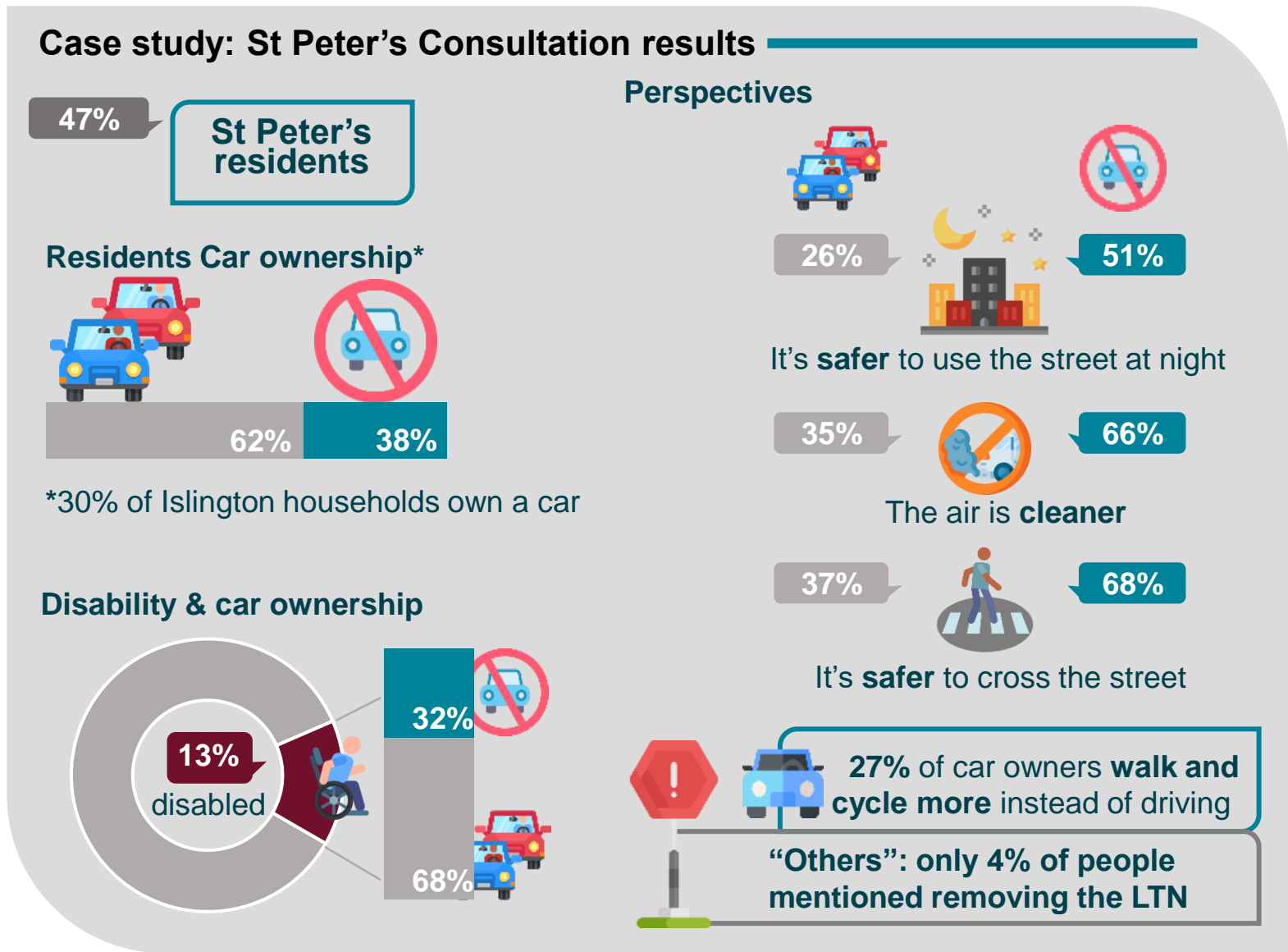
Car ownership  
Transport modes



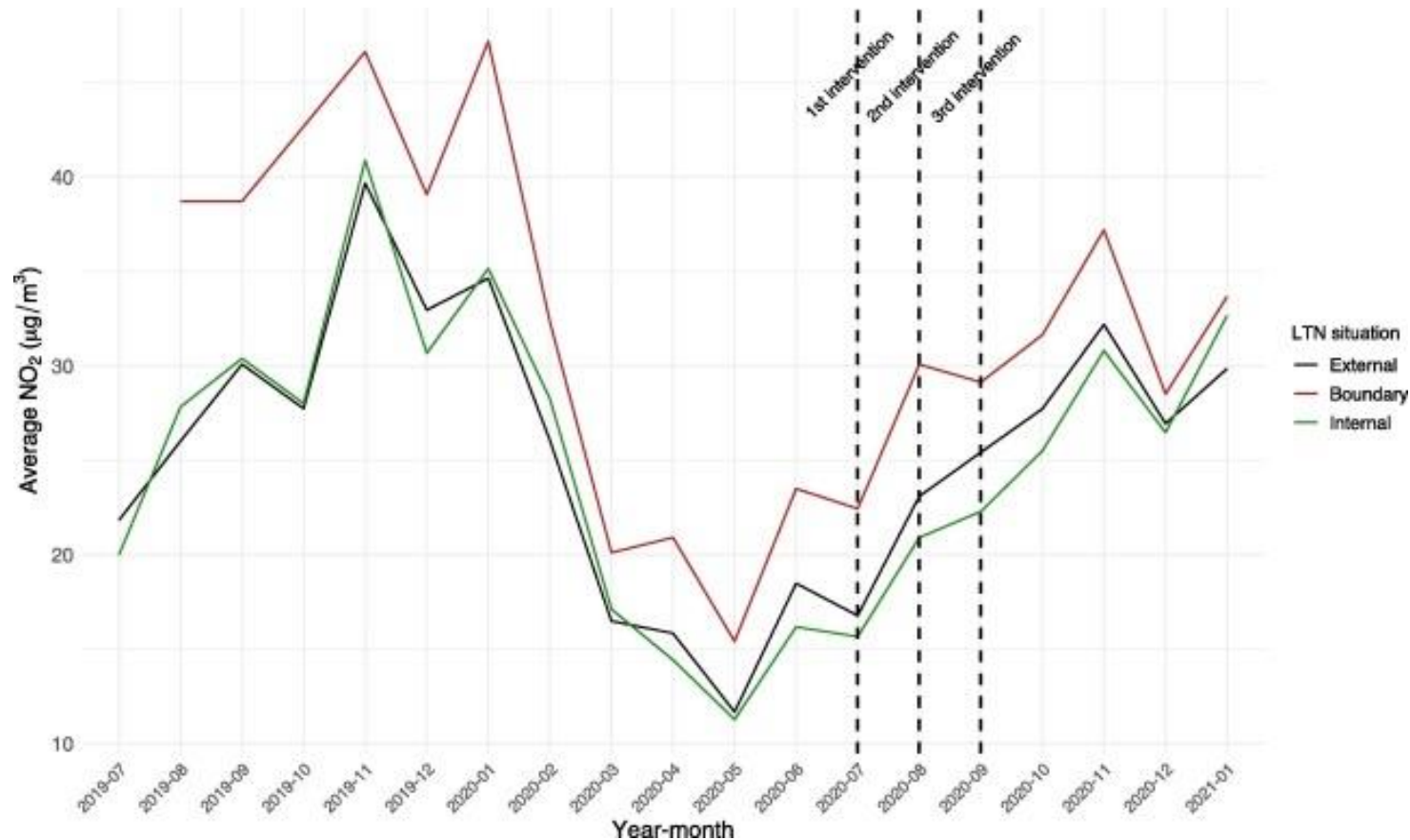
**Where is home?**  
In or  
outside of  
the LTN

# Consultation highlights

- 26% of respondents stated that they walk or cycle more for shorter journeys instead of driving since the trial has started
- 32% of respondents stated that they walk or cycle to local shops and businesses more
- 38% of respondents stated that the streets look nicer
- 43% of respondents reported less noise from motor traffic



# Monitoring highlights



- Independent analysis on Air Quality impacts by Imperial College London:

<https://www.sciencedirect.com/science/article/pii/S1361920922003625>

Also:

- 64% decrease in traffic volumes on internal roads
- 79% decrease in speeding traffic on internal roads
- 49% increase in cycling volumes on internal roads
- 3% decrease of traffic volumes on boundary roads
- Reductions in collisions post-implementation

# Next steps and the liveable neighbourhood approach

# What is a liveable neighbourhood?

A combination of people-friendly streets and public realm improvements to make areas more friendly for:

- walking, wheelchairs, buggies, children
- cycling
- green space and biodiversity
- outdoor community space
- main roads and access to local shops and services.

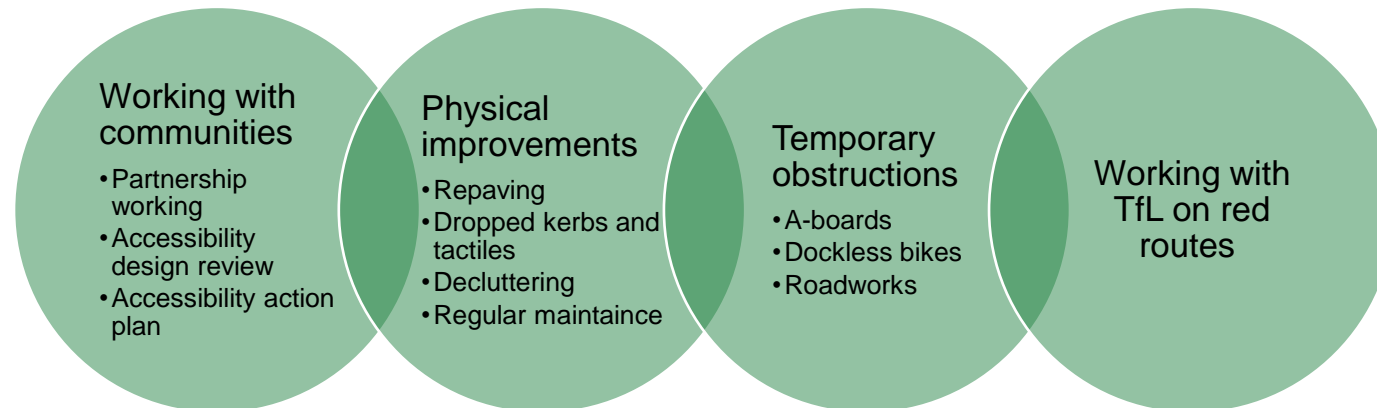
## **New approach to engagement**

- Pre-engagement will shape measures
- New greening and public space
- Formal public consultation before scheme implementation
- Decisions on going ahead are made post-consultation
- Monitoring post-implementation.



# People-friendly pavements

- **Aims:** The people-friendly pavements programme aims to make pavements more accessible, improve local connectivity and enable sustainable modes of travel by delivering pavement and footway improvements such as:
  - Footway repairs
  - Pavement relaying
  - Foliage maintenance
  - Additional dropped kerbs
  - Tactile paving
  - Street clutter removal





# Cycleways

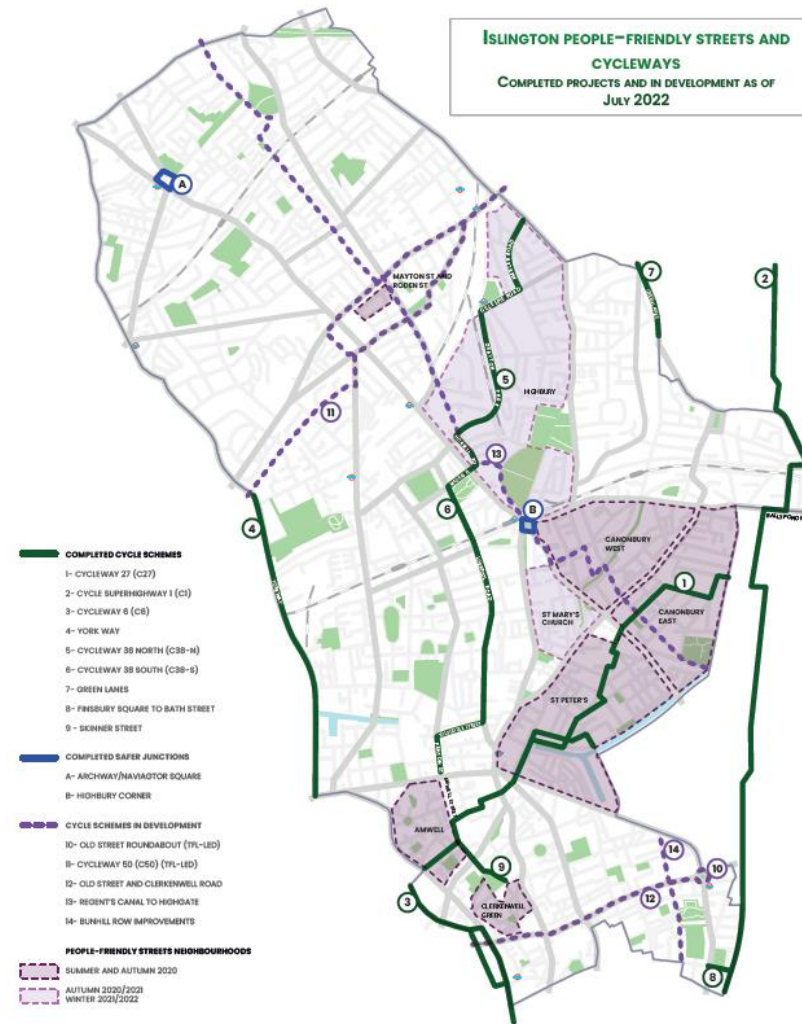
- 93% of residents living within 400 metres of the cycle network by 2041.

# School streets

- Ten primary schools on main roads
- Ten secondary schools

# Greening

- Increased tree canopy cover, habitat-creation and permeable surfaces
- Community-led green spaces and direct action



# Questions