

Canonbury East people-friendly streets: more details about the trial measures



ISLINGTON

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Introduction

As part of Islington Council's people-friendly streets programme and the need for an urgent transport response to COVID-19, **Canonbury East** is the second people-friendly streets neighbourhood in the borough. It has been created to allow more space for people to walk and cross the road safely, use buggies and wheelchairs, and cycle as part of everyday life. The scheme went live on 3 August 2020.

Why we are installing these trial measures

In May 2020 the Council launched a website called [Commonplace](#) in response to the COVID-19 health crisis. This allowed local people to raise issues in their area and suggest ideas to help us to create people-friendly streets. In Canonbury East around half of all comments were about drivers taking short cuts across residential areas and concerns about the safety of children, and people walking and cycling.

The council is listening to local people and working hard to make our streets friendlier for everyone, particularly children, young people and vulnerable adults.

Social distancing will be in place for some time and it is likely that people will avoid using public transport. Without action, motorised traffic is likely to increase and our streets will become less safe and less healthy. We are acting now to make sure our streets are people-friendly and to encourage other, healthier means of getting about.

What we are installing

A number of inexpensive measures called '**traffic filters**' stop drivers from taking short cuts through the area's residential streets.

However, every street remains open to motor vehicles so you can still drive to your home and receive deliveries, but that may be via a different route. Access for emergency services is also maintained. **Please see below for more details on access.**

A **traffic filter** is a physical restriction in the road to prevent motor vehicles from passing through. In some cases, filters are enforced by traffic cameras.

Traffic filters with bollards have been placed on Henshall Street, Cleveland Road, Elmore Street and Shepperton Road.

Traffic filters enforced by cameras have been placed on Ockendon Road, Englefield Road, Northchurch Road and Halliford Street.

Traffic filters enforced by cameras whilst allowing access for bus services have been placed on Dove Road and Downham Road.

Shepperton Road has become two-way and there is now a new access from Rotherfield Street to New North Road via Shepperton Road to improve access for residents within the local area. The bollards at the east end of Shepperton Road mean there will be a significant reduction in traffic on Shepperton Road.

The combined effect of these traffic filters is to reduce traffic on every local street in the area as drivers will no longer be able to use the area as a cut-through.

For more details about our people-friendly streets plan and our Frequently Asked Questions about the programme, please click on this [link](#).

Installing the measures as an 18-month trial

To ensure that local people have a say in how the measures are working and whether they should be made permanent we have chosen to install them as an **18-month trial** using an **Experimental Traffic Order** (ETO). The 18-month ETO for the Low Traffic Neighbourhood in Canonbury East began on 31 July 2020 and will run until 31 January 2022. The ETO process allows us to make changes to the scheme during the first 12 months so that we can take into account local people's suggestions and our own monitoring.

You can submit suggestions for changes during the first six months of the scheme's operation and if you want to make a **formal objection** to any aspect of this scheme you must do so within the **first six months**. This is between 27 July 2020 and 27 January 2021.

Any formal objection must be in writing, must refer to the relevant area, and must state the grounds on which it is made. Objections should be sent to:

Email: PublicRealm@islington.gov.uk

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

Please note that that any formal objection that is submitted may become a public document and could be published.

A full **public consultation** will take place approximately **12 months** into the 18-month trial to find out what residents think of the people-friendly measures. This process will allow enough time for residents to experience the changes and for traffic patterns to settle down before deciding whether to keep the measures or remove them. Full details of how to contribute to the consultation will be published ahead of time and letters will be sent to residents. Based on feedback and monitoring data,

we will decide whether the measures will be changed, made permanent or removed.

You can continue to comment or add your ideas about the measures on the [Commonplace website](#).

Parking

The local streets where the council is installing the people-friendly measures have a total of 1,131 parking spaces – with many more parking spaces available on other streets in Canonbury East. There are 703 permit holders in the local area. The people-friendly streets measures require the removal of 32 spaces in total. This means that the restrictions do not have a significant adverse impact on the availability of parking in Canonbury East, including for visitors. No disabled parking bays are affected.

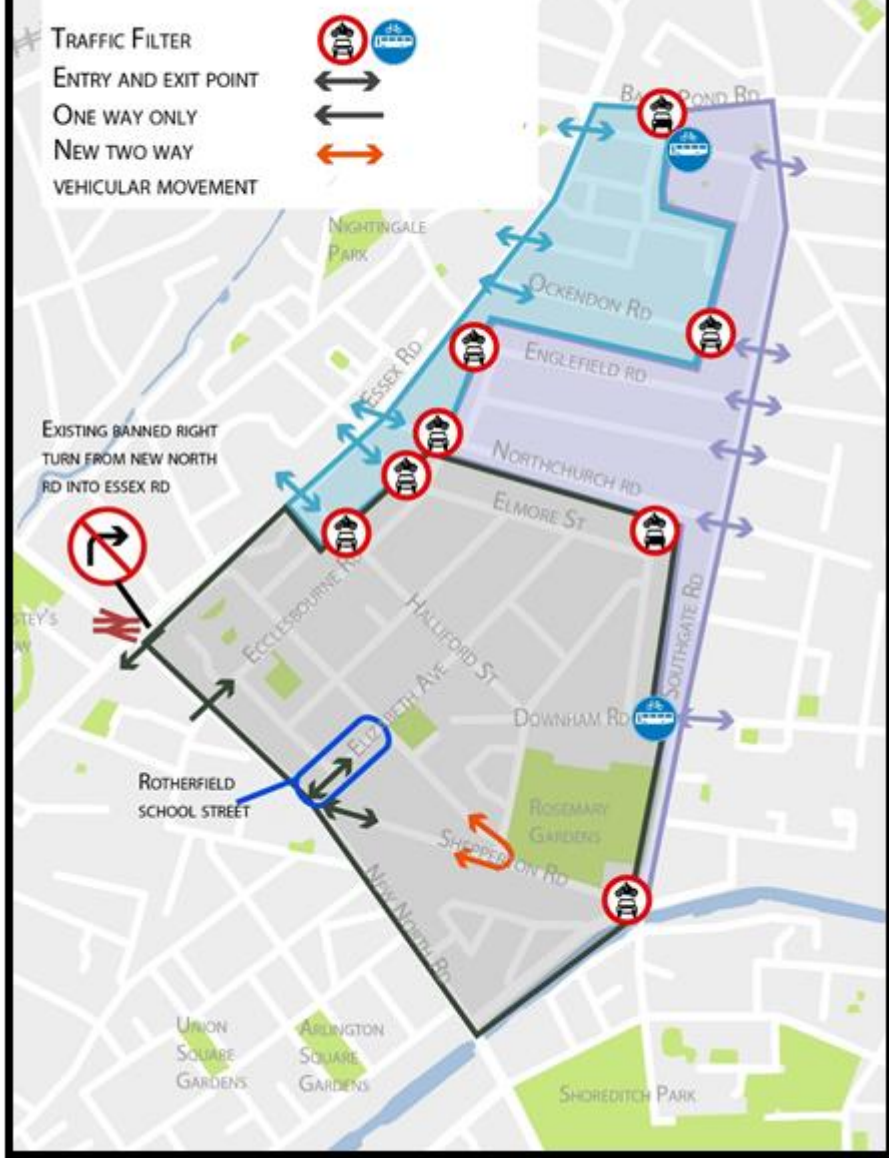
Access to and from the area

Access for motor vehicles into and out of the area marked grey on the map below is from New North Road. For the purple area, access is from Southgate Road. For the blue area, access is from Essex Road. Motor traffic - except buses and emergency services vehicles - cannot pass directly from one area to the next (although they can do so via the main road network). People walking, cycling, scooting, or wheeling will benefit from much quieter streets and will continue to be able to move freely between areas.

In the case of any roadworks, a traffic management plan would be put in place to maintain motor access. In some cases this may involve the temporary suspension of specific traffic filters.

MAP SHOWING ALL VEHICULAR ENTRY AND EXIT POINTS FOR THE CANONBURY EAST PFS SUB CELLS

- TRAFFIC FILTER 
- ENTRY AND EXIT POINT 
- ONE WAY ONLY 
- NEW TWO WAY VEHICULAR MOVEMENT 



Explanation of each traffic filter

1. Henshall Street



The filter on Henshall Street stops through-traffic from using Wakeham Street, Dove Road and Henshall Street as a cut-through between Balls Pond Road and Essex Road.

The filter uses bollards to stop people driving through and has a central removable bollard to allow emergency services through.

Signs indicating that motor vehicles are prohibited from passing through are located on both sides of the filter.

2. Dove Road



The traffic filter on Dove Road stops through-traffic from using Dove Road as a short cut between Essex Road and Southgate Road.

The restrictions apply to all traffic in both directions meaning that no motor vehicles, apart from the emergency services and buses, are allowed through the filter.

This filter is camera-enforced and features bollards to draw attention to the restriction. Emergency vehicles can drive through.

Signs indicating that motor vehicles are prohibited are on both sides of the filter.

3. Ockendon Road



The traffic filter on Ockendon Road stops through-traffic from using Ockendon Road as a short cut between Essex Road and Southgate Road.

The restrictions apply to all traffic in both directions meaning that no motor vehicles, apart from the emergency services, are allowed through the filter.

This filter features bollards in the carriageway. Access for emergency vehicles is provided via the central by-pass which is enforced by cameras.

Signs indicating that motor vehicles are prohibited are on both sides of the filter.

To provide a turning head for vehicles on each side of the filter, two parking bays are removed to the west of the filter, and three parking bays are removed to the east of the filter.

4. Englefield Road



The traffic filter on Englefield Road stops through-traffic from using Englefield Road as a short cut between Essex Road and Southgate Road.

The restrictions apply to all traffic in both directions meaning that no motor vehicles, apart from the emergency services, are allowed through the filter.

This filter features bollards. Access for emergency vehicles is provided via the central by-pass which is enforced by cameras.

Signs indicating that motor vehicles are prohibited are on both sides of the filter.

5. Northchurch Road



The traffic filter on Northchurch Road stops through-traffic from using Northchurch Road, Oakley Road, Englefield Road and Crowland Terrace as a short cut between Essex Road and Southgate Road.

The restrictions apply to all traffic in both directions meaning that no motor vehicles, apart from the emergency services, are allowed through the filter.

Access for emergency vehicles is provided on the carriageway and is enforced by cameras.

Signs indicating that motor vehicles are prohibited are on both sides of the filter.

No parking suspensions are proposed at this location.

6. Elmore Street



The traffic filter on Elmore Street stops through-traffic from using Ecclesbourne Road, Elizabeth Avenue and Elmore Street as a short cut between Essex Road and New North Road.

The restrictions apply to all traffic in both directions meaning that no motor vehicles, apart from the emergency services, are allowed through the filter.

The filter uses bollards to stop people driving through and has a central removable bollard to allow emergency services through.

Signs indicating that motor vehicles are prohibited are on both sides of the filter.

To provide a turning head for vehicles on each side of the filter, three parking bays are removed to the west of the filter.

7. Cleveland Road



The filter on Cleveland Road stops through-traffic from using Northchurch Road, Elmore Street, Elizabeth Avenue and Ecclesbourne Road as a cut-through between New North Road and Southgate Road.

The filter uses bollards to stop people driving through and has a central removable bollard to allow emergency services through.

Signs indicating that motor vehicles are prohibited from passing through are located on both sides of the filter.

To provide a turning head for vehicles on each side of the filter, three parking bays are removed to the north of the filter, and three parking bays are removed to the south of the filter.

8. Halliford Street



The filter on Halliford Street stops through-traffic from using Halliford Street, Ecclesbourne Road and Elizabeth Avenue as a cut-through between New North Road and Essex Road.

The restriction is camera-enforced and features bollards to draw attention to the restriction. Emergency vehicles can drive through.

Signs indicating that motor vehicles are prohibited from passing through are located on both sides of the filter.

To allow vehicles to turn at the filter, five parking spaces are removed on the south of the filter, opposite no.62 Halliford Street.

9. Downham Road



The traffic filter on Downham Road stops through-traffic from using Downham Road, Halliford Street, Sherborne Street, Shepperton Road, Elizabeth Avenue and Ecclesbourne Road as a short cut between Southgate Road and New North Road.

The restrictions apply to all traffic in both directions meaning that no motor vehicles, apart from the 812 bus on Downham Road and emergency services, are allowed through the filter.

This filter is camera-enforced and uses bollards to draw attention to the restriction.

Signs on both sides of the filter indicate that only buses and cycles are allowed through. Emergency services can also pass through this filter.

This location serves as the emergency entry and exit point for the southern section of the area should Elizabeth Avenue or Shepperton Road be closed for any emergency or utility works at any point. In this instance the Council will publish a temporary suspension of the traffic order to lift restrictions.

10. Shepperton Road



The filter on Shepperton Road stops through-traffic from using Shepperton Road and Rotherfield Street as a cut-through between Southgate Road and New North Road.

The filter uses bollards to stop people driving through and has a central removable bollard to allow emergency services through.

Signs indicating that motor vehicles are prohibited from passing through are located on both sides of the filter.

To improve vehicular access, the existing one-way system at Shepperton Road and Rotherfield Street will be made two-way. To make space for this and for vehicles to turn, six parking spaces will be removed to the west of the filter on Shepperton Road, and three spaces will be removed on Rotherfield Street at the junction with Shepperton Road.

Additional changes

Shepperton Road – Rotherfield Street new two way movement



Since Monday 1 September 2020 a new two way movement between Shepperton Road and Rotherfield Street has been in place. This is designed to accommodate a right turn from Rotherfield Street into Shepperton Road, providing an additional exit point via New North Road for residents living in the 'southern cell' during the operation times of the Elizabeth Avenue School Street (Monday to Friday, 8:30am - 9:15am and 3:15 - 4:00pm, during term times only). Cars can use this new two way layout 24/7.

Removal of the right turn ban at Balls Pond Road – Southgate Road.

From Monday 14 September 2020 vehicles travelling east along Balls Pond Road will be allowed to turn right onto Southgate Road.

Cycle Superhighway 1 (CS1) is a Transport for London-sponsored strategic cycle route running from Liverpool Street to Tottenham. Public consultation on the route was carried out in 2015 with construction taking place in 2016, including sections within Islington and on boundary roads with Hackney.

However, the section of the route on Balls Pond Road between Culford Road (Hackney) and Kingsbury Road was not implemented at the time due to technical complications.

Further work has been carried out since, and Islington Council can now go ahead with an Experimental Traffic Order for the cancelling of the banned right turn from Balls Pond Road into Southgate Road. This is needed because Hackney Council are

enforcing a new right turn ban from Balls Pond Road into Culford Mews as part of CS1. This new arrangement will go live on 11 September 2020 and means vehicles will be able to turn right from Balls Pond Road into Southgate Road. The right turn became operational on Monday 14 September 2020.

Hackney Council, which is leading on the project, will begin construction of the cycle way on Balls Pond Road on 21 September 2020. The works are due to complete by 21 December 2020.

We realise that some residents might have concerns about traffic increasing on Southgate Road which is why Islington Council has requested that traffic counters are installed on Southgate Road for a 12-month period between September 2020 and September 2021 to monitor the situation. The results will also inform any changes to the people-friendly streets scheme in Canonbury East.

The revocation of the right turn ban on Balls Pond Road will make it easier for local residents to use main roads and improve local access for motorists, while keeping the residential streets of Canonbury East quiet. Any increase in traffic will be closely monitored and might result in mitigating interventions.