

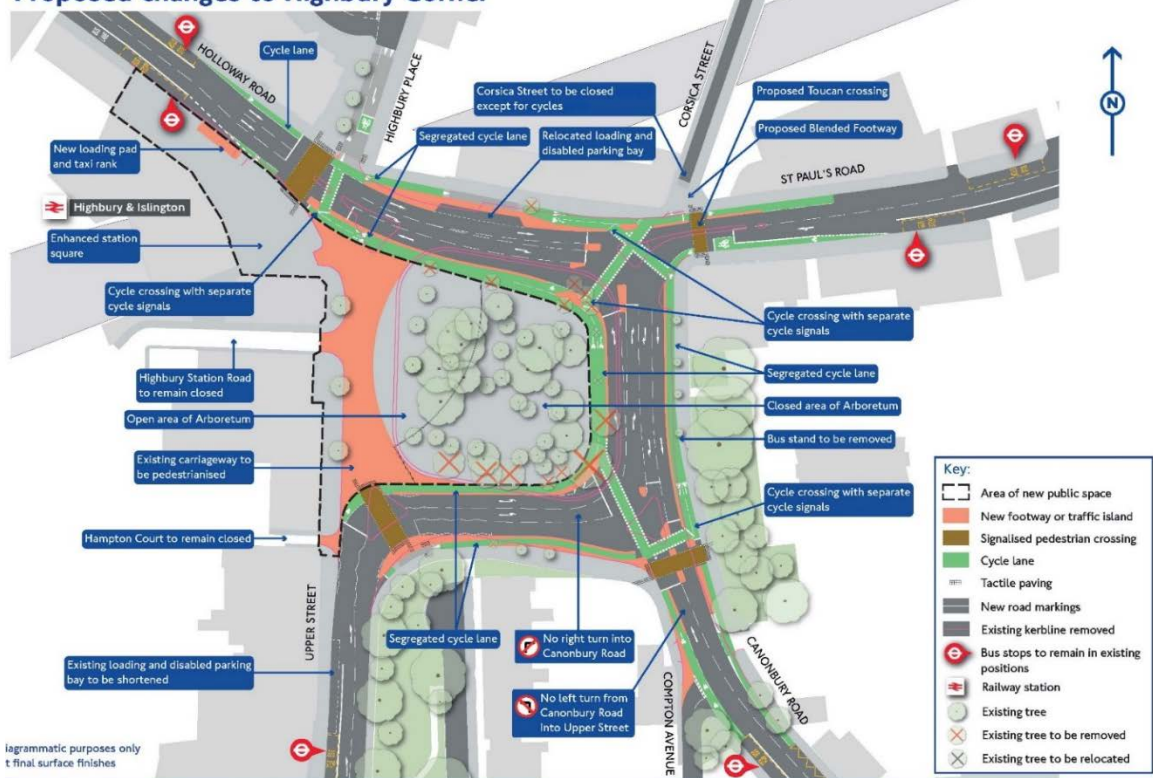
## Highbury Corner Roundabout

### Frequently Asked Questions: June 2018

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| <b>1</b>   | <b>Purpose and benefits of the scheme</b>  |
| <b>1.1</b> | <p><b>Why are you making changes at Highbury Corner?</b></p> <p>The <a href="#">Mayor's Transport Strategy</a> (March 2018) wants to create a step change in the way people move around London by prioritising walking, cycling and public transport to create a 'Healthy Streets Approach' that increases active and sustainable travel and decreases private car use.</p> <p>The prime focus of the Mayor's approach, which the Council strongly supports, is getting Londoners to use cars less and walk, cycle and use public transport more, to help tackle the health and environmental problems that reliance on cars creates.</p> <p>It is to achieve these aims that the Mayor of London and Islington Council have worked together to develop and progress the <a href="#">Highbury Corner Roundabout transformation</a> to contribute to our shared objectives, whilst maintaining traffic movement at the junction.</p> <p>Highbury Corner Roundabout is currently dominated by motor vehicles and can be difficult to navigate for pedestrians and cyclists. Large numbers of pedestrians pass through Highbury Corner each day resulting in crowded footways around Highbury &amp; Islington Station, and the existing crossings do not always cater for the most direct or popular routes.</p> <p>Pedestrian numbers have increased in recent years following the opening of London Overground in 2007 and the East London Line extension in 2010. The footway along the western side of the roundabout has the heaviest footfall and is currently overcrowded due to the numbers of people now using it for access to and from Highbury &amp; Islington Station.</p> <p>The Highbury Corner roundabout can be difficult for cyclists to navigate and has been identified as a key barrier to cycle movement in the area. The junction has one of the poorest safety records in London; there were 13 collisions involving injury to cyclists in the 36 months leading up to March 2017.</p> <p>We are constantly working to improve Islington for everyone, doing all that we can to make streets and transport services accessible to all. We see the Highbury Corner Roundabout transformation as part of meeting the changing needs of people travelling in the borough. When the work is finished the Highbury Corner junction will support the movement of more people by making walking, cycling and using Highbury &amp; Islington Station easier. It will also create a brand new public space and safely opening up a pocket of greenery in the heart of the borough.</p> |
| <b>1.2</b> | <p><b>Are the recent works at Highbury Corner part of the Highbury Corner roundabout scheme?</b></p> <p>The work at Highbury Corner since 2015 has been to replace the Victorian railway bridge running under Highbury &amp; Islington Station, the forecourt and the north western corner of the roundabout. Work is now complete on the Highbury Corner bridge replacement. The bridge replacement works were necessary to restore the decaying structure regardless of the current proposals to transform the roundabout. We will make improvements to the station forecourt when we carry out the roundabout transformation, which will carry on from the completion of the bridge works to minimise disruption for all users.</p>   |
| <b>1.3</b> | <p><b>What are the key benefits of the Highbury Corner Roundabout scheme?</b></p> <p>The Highbury Corner roundabout transformation (see map and images below) will have major benefits for pedestrians, cyclists and Highbury &amp; Islington Station users and will make Highbury Corner a safer and more attractive place.</p>   |

## Proposed changes to Highbury Corner



The plans include pedestrianising the western arm of the roundabout along Upper Street to reduce pedestrian crowding on the busy station approach, and create a **brand new public space**. This freshly paved public space will extend from the entrance of Highbury & Islington Station to the central island greenspace with the public having access to part of the greenspace.

Improved pedestrian crossings will allow **pedestrians** to move around Highbury Corner more safely and directly, without having to use staggered crossings (two separate crossings with an island in the middle). Where possible, the crossings will also incorporate pedestrian countdown at traffic signals (PCaTS) indicating the amount of time left to cross.

Legible London wayfinding signage, will be included to provide pedestrians with maps of the surrounding areas.

**Rail and tube passengers** will be able to leave Highbury & Islington station and walk directly into a new public space, from the new station square to the junction of Upper Street and Canonbury Road. The new public space will include some of the green space that has previously been closed off from the public by the roundabout system and extra trees will be planted on the current western arm. These changes will make an attractive green space at the heart of Islington.

**Cyclists** will have dedicated, segregated cycle lanes, reducing the risk of conflicts with vehicles and making cycling more enjoyable, including for children cycling to Canonbury School.

## 2 Consultation

### 2.1 How was the local community consulted on the proposals?

The transformation of Highbury Corner, a key transport intersection in Islington, has been discussed and consulted upon thoroughly over several years. The decision by Mayor of London and the Council to proceed with the scheme following an extensive public consultation between 5 February and 20 March 2016. The consultation was publicised via a number of channels including:

- a leaflet sent to more than 35,000 addresses within approximately 0.5 miles of the Highbury Corner roundabout and stocked at Islington Council offices and local libraries in Islington and Hackney;
- emails to around 128,000 people on the Mayor of London database who are known to cycle, drive or use public transport in the area;
- personal visits by the project team to nearby businesses;
- press coverage in a variety of publication including the Islington Gazette and Islington Tribune, Metro and Evening Standard; and
- paid advertisements in a variety of publications including Islington Gazette and Islington Tribune, Hackney Gazette and Guardian (online).

In addition, three public events were held at the Union Chapel where people could discuss the proposals for Highbury Corner with members of the project team and view printed material, and the proposals were presented at three Ward Partnership meetings.

## 2.2

### What were the results of the consultation?

We received 2,823 responses in total, 2,782 of which were individual responses with the remaining 41 being on behalf of an organisation. The responses demonstrated overall support for the scheme, though there were concerns about potential bus and traffic impacts.

Overall, respondents believed the new road layout proposals would:

- Improve conditions for pedestrians (71%);
- Improve conditions for cyclists (67%);
- Improve conditions for tube / rail passengers (59%);
- Make conditions worse for motorists (35%); and
- Make conditions worse for bus passengers (33%).

When asked to select a preference for the proposed new public space:

- 14% chose Option 1 (keep the arboretum closed to the public);
- 56% chose Option 2 (open up the arboretum for public use);
- 17% didn't want either option; and
- 13% did not answer the question.

Information including the consultation documents, an initial report (2016) summarising the consultation process and feedback and a second report setting out Mayor of London / Council responses to the issues commonly raised, including proposed changes to the scheme as a result, is available on the [consultation website](#).

In March 2018 following careful consideration of the 2016 consultation responses, TfL and the Council jointly announced the intention to modify the scheme in response to some of the issues raised and proceed with this revised scheme, subject to approvals. At the same time, a second report setting out responses to the main issues raised was published on the [consultation website](#).

## 2.3

### What changes have been made to the scheme design as a result of the consultation?

The arboretum is proposed to be partially open to public access so the most vulnerable existing trees are protected. The current intention is to partially open the arboretum on the western side with the eastern portion of the arboretum remaining closed off to public access.

The proposed path through the greenspace from the south-eastern corner and the pedestrian crossing at the junction of Upper Street with Canonbury Road will not happen.

Other changes since the consultation are:

- a shared pedestrian/cycle 'toucan' crossing will be included across St Paul's Road to allow two-way cycling to and from Corsica Street;
- the entrance to Corsica Street has been made a 'blended footway' which provides a continuous footway over the junction to give pedestrians priority; and
- the cycle lane on Canonbury Road will be extended to Canonbury School.

An amended scheme diagram is available on the [Highbury Corner webpage](#).

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| <b>3</b>   | <b>Trees and public space</b>   |
| <b>3.1</b> | <p><b>How many trees will be removed and how many new trees will be planted?</b></p> <p>The new road layout would result in the removal of 15 trees from the area including 13 trees from the edge of the central green space (arboretum), one from the northern footway and one from the southern footway. A further two trees from the eastern fringe are proposed to be transplanted elsewhere within the scheme. A tree planted in the arboretum in 1993 to honour child sex abuse victims from Islington children’s homes and the mature plane tree on the corner of Compton Terrace will both be kept.</p> <p>The loss of trees would be offset by new tree planting, with the current intention being to plant 22. The new trees will be planted within the boundary of the arboretum, on the surrounding footways and in the newly pedestrianised area. The trees to be removed are shown on the road layout diagram on the <a href="#">Highbury Corner webpage</a>.</p> <p>The exact location and size of trees to be planted is currently being explored and will depend on the suitability of underground conditions including location of utilities and the depth available for the tree pits.</p>  |
| <b>4</b>   | <b>Pedestrian measures</b>  |
| <b>4.1</b> | <p><b>Will pedestrians have to wait longer to cross at the various junctions?</b></p> <p>We have assessed the impact of the scheme using traffic modelling analysis looking at average wait times for pedestrians.</p> <p>There would be changes in the pedestrian wait times with the majority being longer. The <a href="#">Highbury Corner webpage</a> provides a <a href="#">table</a> setting out the impacts, alongside an <a href="#">explanatory note</a>.</p> <p>All modelling data is based on fixed signal timing however TfL will utilise SCOOT technology to manage the traffic signals at Highbury Corner, which will include pedestrian crossing cycle times as opposed to fixed time systems which does not include this kind of traffic management.</p> <p>While the scheme will result in longer waiting times for pedestrians crossing at the various junctions, the predicted length of pedestrian wait times throughout the scheme are not considered particularly unusual for an urban environment.</p> <p>In addition, the impact on pedestrian wait times need to be balanced against the wider benefits for pedestrians of the scheme including:</p> <ul style="list-style-type: none"> <li>- a much improved approach to Highbury &amp; Islington Station</li> <li>- a brand new public space; ‘straight-across’ road crossings (replacing existing staggered crossings near the junction of Canonbury Road and Upper Street</li> <li>- a widened crossing over Holloway Road to cater for high demand and</li> <li>- new tactile paving, level paving and drop kerbs.</li> </ul> <p>People who responded to the 2016 consultation expressed overwhelming support for the impact of the scheme for pedestrians (71%).</p> |
| <b>4.2</b> | <p><b>Will the pedestrian crossing on Holloway Road be moved back to the original position closer to Highbury &amp; Islington Station?</b></p> <p>The pedestrian crossing was moved further north on Holloway Road to enable the Highbury Corner bridge replacement works to take place. It will be moved south to opposite Highbury Place when works are completed, if not before, as shown on the Highbury Corner scheme diagram on the <a href="#">consultation website</a>.</p>   |

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| <b>5</b>   | <b>Buses</b>   |
| <b>5.1</b> | <p><b>Why is the Route 277 daytime bus being stopped at Dalston Junction instead of running to Highbury Corner, and when will this start?</b></p> <p>From 30 June 2018, route 277 will no longer serve stops between Highbury Corner and Dalston Junction. Route 277 will operate between Leamouth and Dalston Junction. The route will no longer serve stops on St Paul's Road and Balls Pond Road.</p> <p>The withdrawal of 277 daytime bus service between Highbury Corner and Dalston Junction is due to the proposed pedestrianisation of the western arm of the Highbury Corner roundabout, which means that the 277 would no longer be able to turn at the roundabout.</p> <p>Throughout the development of the proposal, various options were investigated to extend route 277 beyond its current terminus at Highbury Corner in order to retain a direct link between the Docklands area and Highbury Corner. However, these could not be taken forward due to significant financial burden of a longer bus route, unacceptable impact on bus reliability due to the length of the route and/or insurmountable physical constraints in finding an appropriate location for the bus to terminate and turn around.</p> <p>The majority of route 277 passengers making onwards journeys to Highbury &amp; Islington Station would be able to transfer to route 30 at no extra cost using the Hopper ticket (introduced in September 2016), which now allows unlimited transfers within one hour.</p> <p>The change will not apply to the 277 night time service which will be re-named N277 and extended to the Angel, providing new links to and from Upper Street and an increase in overall bus frequency for Upper Street itself at night.</p> |
| <b>5.2</b> | <p><b>How will Mayor of London compensate for the shortening of 277 daytime bus service?</b></p> <p>Route 30 will provide links to passengers starting or continuing their journeys at Highbury Corner and Dalston Junction. Additional buses will be added on route 30 at the busiest times to meet passenger demand from 23 June 2018. Based on the most recent review of passenger load data there will be:</p> <ul style="list-style-type: none"> <li>- three additional route 30 westbound buses running from Hackney Wick to Marble Arch in the morning peak and</li> <li>- one in the eastbound direction in evening peak (timed to pass through Highbury Corner between 08:00 and 09:00 westbound and between 17.45 and 18.45 eastbound)</li> </ul> <p>This will ensure sufficient capacity on buses between Highbury Corner and Dalston Junction. The Mayor of London has also committed to updating the passenger load data and keeping the routes under review following the service change.</p>  |
| <b>5.3</b> | <p><b>Has accessibility of bus stops been considered?</b></p> <p>The Mayor of London has committed in his new Transport Strategy to making bus services more accessible and inclusive, including improving bus interchanges throughout London. Consistent with this, all bus stops around Highbury Corner roundabout will be accessible. In addition, the bus stops east of Kingsland Road at which passengers would change between the 30 and 277 routes are among the 95% of bus stops in London that are now accessible.</p>  |

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| <b>6</b>   | <b>Cycling measures</b>  |
| <b>6.1</b> | <p><b>Why is there no cycle lane planned to run through the new public space?</b></p> <p>Not including a cycle lane in the western arm will enable full pedestrianisation of the western arm and the public space to improve the experience for pedestrians.</p> <p>There will be a convenient northbound alternative for cyclists from Upper Street to Holloway Road via a fully segregated cycle lane along the eastern side of the greenspace. As there will be no traffic signals for cyclists along this section of the cycle lane, it will be a quick route for cyclists, despite being somewhat longer in distance.</p> <p>As part of the development of detailed proposals for the new public spaces, we are looking at ways to deter cyclists from unlawful cycling through the pedestrianised spaces.</p>  |
| <b>7</b>   | <b>Traffic movement and access</b>   |
| <b>7.1</b> | <p><b>Will the scheme cause traffic delays and congestion in the area?</b></p> <p>We do not expect this scheme to cause significant traffic congestion. Traffic modelling has been carried out which predicts that the Highbury Corner Roundabout scheme would mean longer journey times for some road users at the busiest times. The <a href="#">Highbury Corner webpage</a> provides a <a href="#">table</a> showing the journey time impacts, alongside an <a href="#">explanatory note</a>.</p> <p>Traffic impact has been assessed looking at average journey time changes at the busiest hours in the morning and evening peaks. All data is based on fixed signal timing however TfL will utilise SCOOT technology to manage the traffic signals at Highbury Corner. This technology uses sensors buried in the carriageway to detect real-time traffic conditions and make real time changes to traffic light timings to optimise traffic movement and reduce delays.</p> <p>These impacts are fairly modest in scale and would not be particularly unusual even for regular traffic management measures in an already heavily trafficked urban environment.</p>  |
| <b>7.2</b> | <p><b>Why are you closing part of Corsica Street?</b></p> <p>To make sure that the scheme improves safely for cyclists we had to make the difficult decision to close the southern end of Corsica Street (to the north of Highbury Corner) to motorists. Closing off the access into Corsica Street from Highbury Corner is essential to for the safe movement of cyclists via the new cycle lane eastbound towards St Paul's Road. This will remove any potential conflict between eastbound cyclists and traffic turning northbound into Corsica Street.</p> <p>Allowing motor vehicle access into Corsica Street whilst ensuring the safety of cyclists would require an extra signal stage at this key junction of the new road layout, causing all traffic to be delayed, leading to unacceptable delays and congestion in the area.</p> <p>We acknowledge that the closure will inconvenience motorists who use this route, and that journey times to some of the residential streets within the Highbury Fields area may increase. However, in taking the decision to proceed with the scheme we have balanced this against the wider benefits that the transformation will deliver, such as the new public space and improvements for pedestrians and cyclists, and greater safety for cyclists.</p> |
| <b>7.3</b> | <p><b>Will emergency vehicles have access to Corsica Street?</b></p> <p>Yes, emergency vehicular access will be possible on Corsica Street.</p>  |



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| 7.4 | <p><b>Can a right turn be provided into Fieldway Crescent from Holloway Road to provide more access to Highbury Fields when Corsica Street is closed?</b></p> <p>We explored the feasibility of providing a right turn into Fieldway Crescent from Holloway Road during the development of the proposals. Unfortunately providing a right turn into Fieldway Crescent was considered infeasible because there is insufficient road space to cater for this movement without causing delays and congestion on the road network.</p>   |
| 7.5 | <p><b>Will the section of Highbury Crescent across Highbury Fields remain closed?</b></p> <p>The section of Highbury Crescent between Highbury Place and Highbury Terrace was initially closed so that a site compound for Highbury Corner bridge replacement works could be accommodated at the location.</p> <p>The intention is to keep the section of road closed so that the site compound can now be used to store essential equipment and provide work cabins for the roundabout works.</p> <p>Following completion of the roundabout works, the area will be thoroughly inspected to ensure that the road is returned to its original condition. No decision has been made about the longer term future of the section of road beyond the roundabout works.</p>  |
| 7.6 | <p><b>Will Highbury Station Road and Hampton Court remain closed to traffic?</b></p> <p>Highbury Station Road and Hampton Court (both to the west of Highbury Corner) were temporarily closed in 2015 so that the bridge replacement works could take place. The pedestrianisation of the western side of the roundabout, and the re-direction of the main road to the other side of the arboretum (green space), mean that both Highbury Station Road and Hampton Court will be permanently closed to traffic.</p>  |
| 7.7 | <p><b>Will there be traffic displacement to local roads and what will be done about it?</b></p> <p>We expect there to be some extra traffic using some residential roads but we believe that this will be manageable, and would aim to reduce any problematic traffic movements that occurs as a result of implementation.</p> <p>The Mayor of London and the Council have made a commitment to monitor the situation before and after the implementation of the scheme. The Council undertook traffic counts in a number of local streets surrounding Highbury Corner before the start of the Highbury Corner bridge replacement works, as well as when Highbury Station Road and Hampton Court were closed for the bridge replacement works. The traffic data collected to date is available on the <a href="#">Council website</a>.</p> <p>These counts will be repeated at the end of June 2018 to understand the current flow of traffic before the start of the roundabout construction works. These counts will be repeated again for all previously surveyed streets once the highway changes have been made at Highbury Corner, and the network has a settled, to identify any changes in the volumes of traffic on local streets.</p> <p>Mitigating measures will be considered (subject to consultation), if the monitoring shows significant or problematic increases in traffic on local streets.</p> |

**End**