

Highbury Corner Transformation:

Traffic impacts on local streets

TfL and Islington Council are consulting on proposals to transform Highbury Corner by changing the one-way roundabout into a two-way traffic system and pedestrianise the western side of the roundabout.

Observed traffic displacement

- Traffic counts on borough roads surrounding Highbury Corner were undertaken in 2014.
- Traffic counts measure the number of vehicles on a particular road and are often broken down by vehicle type.
- The counts were repeated in 2015 following the closure of Highbury Station Road/Hampton Court during the bridge replacement works.
- Highbury Station Road and Hampton Court would remain closed with the proposed changes to Highbury Corner.
- The information in the tables shows the observed change in traffic flow between the 2014 and 2015 traffic counts.
- The table shows the observed flow in number of vehicles per hour (during the busiest hour of the three-hour AM and PM peak period) as well as the percentage change during the morning and evening peak periods (average of three-hour peak periods) compared to 2014.
- The information in the table only includes motorised vehicles.
- The traffic counts were undertaken on a single weekday outside school holidays.
- Please note that traffic flows fluctuate by up to 10% on a daily basis.

Potential impacts of proposed changes to Highbury Corner

As a result of the proposed changes it is anticipated that some traffic movement through the area may change. The reasons for these changes could include:

Banned turns

Banned turns may be required to ensure that the new road layout operates as effectively as possible. Also, to install separate pedestrian and cyclist crossings, vehicles would no longer be able to turn right from Upper Street into Canonbury Road, or to turn left from Canonbury Road into Upper Street.

In the busiest AM and PM peak hours, approximately 10 vehicles per hour currently turn right from Upper Street into Canonbury Road.

In the busiest AM and PM peak hour, approximately 15 vehicles per hour currently turn left from Canonbury Road into Upper Street.

If these turns were to be banned, this traffic will either have to seek other routes through the area, change their mode of transport, or choose not to travel through the area altogether.

Closure of Corsica Street

Corsica Street will have to be closed to traffic. This is to allow cyclists to move through the junction safely and to remove any potential conflict between cyclists and traffic turning into Corsica Street.

The closure would also create a safer route for pedestrians crossing the junction, in particular for the people interchanging between Highbury and Islington station and the busy bus stops on St Paul's Road. It will also improve safety for pedestrians crossing St Paul's Road to Canonbury Road, including children accessing Canonbury Primary School. It may also be possible for Corsica Street to become a two-way cycle route.

In the busiest AM peak hour approximately 60 vehicles currently enter Corsica Street. In the busiest PM peak hour 90 vehicles make the movement.

Previous traffic counts show that some traffic currently uses Corsica Street as a short cut between Highbury Corner and Highbury Grove.

If Corsica Street were to be closed, access to the Highbury Fields area by car would be restricted to Baalbec Road and Fieldway Crescent.

Delays on the main roads

The closure of the western side of the roundabout to create a new public space, together with the implementation of segregated cycling facilities, would reduce the capacity for motorised vehicles around Highbury Corner. This could potentially lead to re-routing of some traffic onto other roads.

Whilst some traffic may seek other routes through the area or change the time at which they travel, others may choose not to travel through the area altogether or change their mode of transport.

Monitoring and mitigating measures

The Council undertook traffic counts on the potentially affected side streets in 2014, to understand what the current volume of traffic on these streets is. These counts were repeated in 2015 following the closure of Highbury Station Road/Hampton Court to understand the impact of these closures. The data from these counts is summarised in the tables also available on this webpage.

The level of traffic change that any road might see depends on whether drivers continue to use the Highbury Corner area, or whether they choose an alternative route, time or method of transport. These factors are uncertain, so we cannot provide this level of detail.

The Council and TfL are committed to monitoring the traffic levels following construction by repeating the traffic counts after the construction has been completed. Mitigating measures will be considered if the monitoring shows significant increases in traffic on local streets.

Note: Transport for London's (TfL) traffic modelling analysis, including predicted journey time changes for different road users, is available on the TfL Highbury Corner consultation page: tfl.gov.uk/highbury-corner-roundabout.

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