

Appendix 1

Highbury Crescent Road Closure

Consultation Report



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1 Summary

- 1.01 The Council intends to introduce a permanent closure of the north section of Highbury Crescent, between Highbury Terrace and Highbury Place, removing motorised traffic on a road that divides the northern and southern segments of Highbury Fields. The section of road in question has been closed to traffic since 2014, and used as a storage space by Transport for London (TfL) during the Highbury Corner bridgeworks and Highbury Corner roundabout redevelopment. The project area and location are shown at Appendix A.
- 1.02 An Experimental Traffic Order was made in December 2019 to keep the road closed after TfL vacated the site. The consultation gave people the opportunity to provide comments on a proposal before the Council would take a decision on whether or not to make the closure permanent. The public consultation on the proposal took place over eight weeks between Monday 16 December 2019 and Friday 7 February 2020.
- 1.03 A total of 996 responses from individuals were received by the Council; these comprised 979 online survey responses, and 17 email and letter responses, including from two local councillors.
- 1.04 Furthermore, three email responses were received from stakeholder groups.
- 1.05 Of the 979 individuals that responded via survey:
- 67% indicated support for the proposals;
 - 28% indicated objection to the proposals; and
 - 5% indicated mixed views toward the proposals.
- 1.06 Of the 17 email and letter responses from individuals, five were in support of the proposal and 12 were opposed.
- 1.07 The three responding stakeholder groups were the Highbury Fields Association (HFA), London Cycle Campaign (LCC), and Cycle Islington (CI). Overall these groups held mixed to positive opinions toward the proposal, specifically seeking for this to be part of a more holistic approach to traffic management around Highbury Fields.
- 1.08 The following key themes have been identified as recurring across responses:
- **Support for placemaking;** maximising green space; reducing vehicular traffic through the park and the consequent emissions, noise, and safety concerns; discouraging drivers from rat-running through the area; and promoting and prioritising more sustainable transport options over motorised private vehicles.
 - **Concerns relating to changes at Highbury Corner:** increased traffic through the area; safety concerns relating to volumes of traffic and the existing layout at junctions; noise and air pollution; longer journeys due to congestion; and associated

concerns for those who rely on vehicular transport, particularly elderly and disabled residents and the emergency services.

- **Low Traffic Neighbourhood:** there was support for the scheme being looked at in conjunction with making the wider area a Low Traffic Neighbourhood, restricting through traffic to create more space for pedestrians and cyclists on local streets.
- **Safety concern related to mopeds and fast cyclists:** respondents were concerned that should the road be closed and replaced with a footway or cycle track, mopeds, motorbikes, and electric scooters could still access and use it. Some expressed concern about allowing bicycles to continue using the closed road.

2 Background

- 2.01 Islington Council is committed to making walking and cycling more attractive to residents and visitors. Rebalancing our roads in favour of pedestrians and cyclists will help to make Islington greener, healthier and a more attractive place to live.
- 2.02 Open spaces provide an important ecological function and support climate change adaptation such as by preventing surface water flooding through sustainable drainage. Mitigating pollution and its impacts also creates healthier and more pleasant environments in which to live and work. Thus the enhancement of green space is a priority for the Council.
- 2.03 Highbury Fields is Islington's largest green space and is designated a Site of Local Importance to Nature Conservation. The space also accommodates an adventure playground, the Highbury Pool and Fitness Centre, a nursery and other sports facilities. Highbury Fields Secondary School occupies a site adjacent to the northern boundary of the fields.
- 2.04 The part of Highbury Crescent in question has been closed since 2014 and used by Transport for London as a construction compound for the work to transform Highbury Corner. The Council introduced an Experimental Traffic Order to keep this section of road closed to motorised traffic. The experimental closure will give the Council and local people a chance to understand fully the effects of the road closure before a final decision is made on whether to close the road permanently and join the two sections of park.
- 2.05 The aim of this project is to link the north and south sections of Highbury Fields by closing part of Highbury Crescent to motorised traffic. This will help improve the park experience for users and create a larger communal space for leisure, exercise and general wellbeing, which can be enjoyed without the risks to safety associated with an intersecting road. Furthermore, the continued closure of the road to private vehicles will contribute to Islington's aim to reduce through traffic. The road is currently closed to motorised traffic with planter boxes that provide access for pedestrians and cyclists.

3 Methodology

- 3.01 The trial period will operate for up to 18 months under an Experimental Traffic Order (December 2019 to June 2021), allowing the Council to monitor traffic data and feedback from the public during the course of the trial, before any decision is made to make the changes permanent.
- 3.02 A public consultation was undertaken for a period of eight weeks to gather and understand local residents' views on the aspiration to transform Highbury Fields by joining the North and South sections by closing the section of Highbury Crescent that passes through the park.
- 3.03 The online consultation survey was carried out between Monday 16 December 2019 and Friday 7 February 2020. Comments submitted up to 7 February 2020 are summarised in this report. The consultation included a web page, letters delivered to local residents (Appendices B and C), an online survey and information circulated on social media.
- 3.04 The online survey asked the following questions:
- What do you like about the proposal to permanently close this section of Highbury Crescent to vehicular traffic?
 - Is there anything that you do not like about the proposal?
 - How do you want the physical design of any permanent road closure to look?
- 3.05 The letter announcing the consultation period and details of the proposal was distributed to properties that fall within the catchment area shown in Appendix C. The letter was also emailed to ward councillors, the local MP, and GLA member. A total of 2,497 letters were circulated.
- 3.06 The letter included:
- an explanation of the purpose of the consultation;
 - a summary of the Council's ambition for the area;
 - a plan showing the project area;
 - details of where to find the plans on the Council's website;
 - details of a link to an online survey; and
 - a request for comments on the plans (responses by survey, freepost address, or email).
- 3.07 During the public consultation information was available:
- to download on the Council's website; and
 - on request in other languages, audio, large print and Braille.
- 3.08 Information about the consultation posted on the Council's Highbury Crescent webpage

(<https://www.islington.gov.uk/consultations/2019/consultation-on-the-proposed-highbury-crescent-road-closure>) included:

- background information on the project;
- links to respond to the consultation via the online survey;
- an explanation of an Experimental Traffic Order; and
- information about the possible benefits and outcomes of the closure.

4 Response to public consultation

4.01 There were 1,594 visits to the online survey site, and 979 completed responses; the project has also received some coverage in the local press.

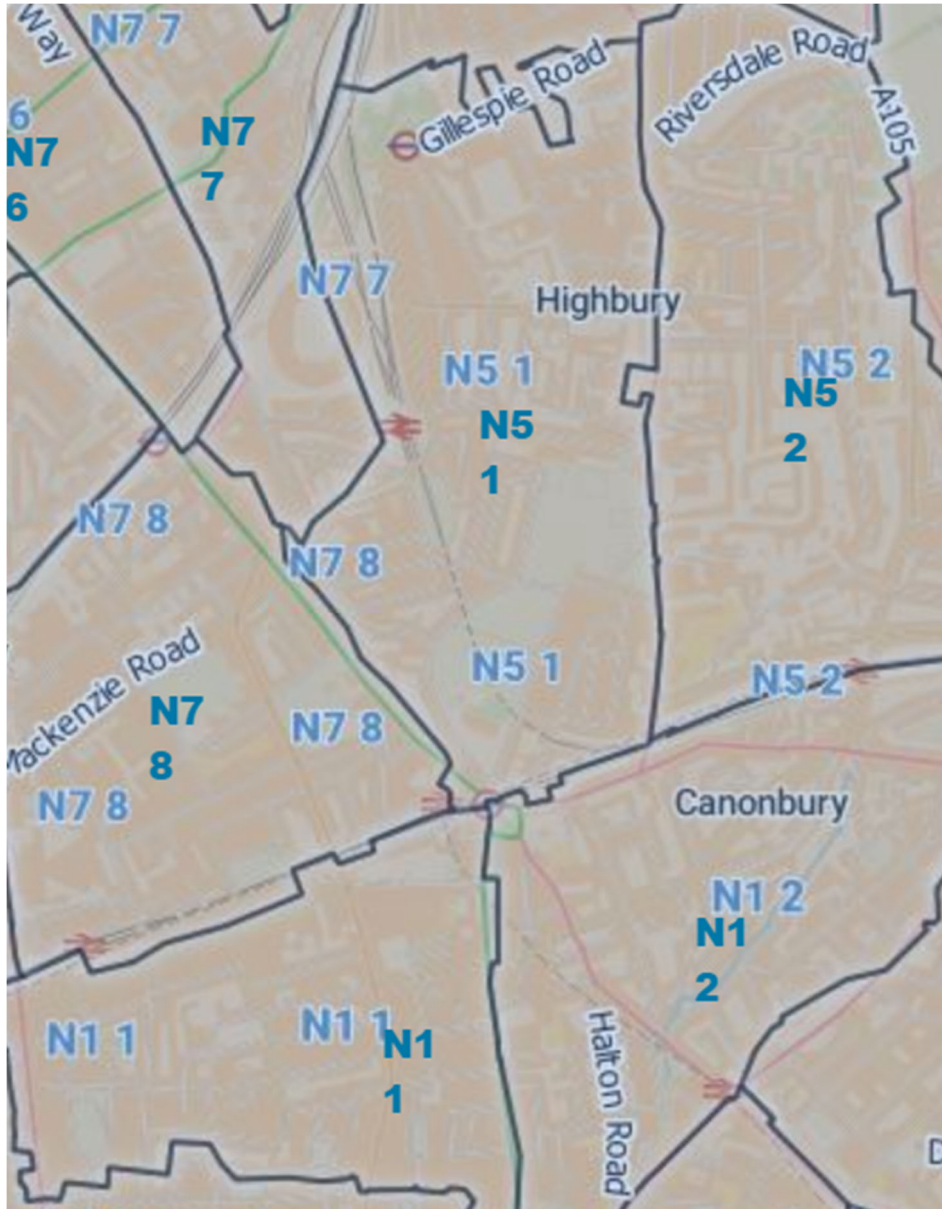
4.02 Based on the answers to the questions in the survey, a judgement was made as to whether each respondent's view was positive, negative, or mixed toward the proposal. The breakdown of this analysis is shown in the table below:

Response Type	Count	%
Positive	654	67%
Negative	275	28%
Mixed	50	5%
Total	979	100%

4.03 The table above shows an overall positive response rate of 67%, average negative response rate of 28%, and average mixed response rate of 5%.

4.04 A breakdown of responses based on local postal codes is shown below. This demonstrates a majority positive response to the proposals in all local postal codes. Nonetheless, it should be noted that the lowest frequency of positive responses, 60%, is from the postal code N5 1 within which the road closure is located. The negative response in this postal code is 3% higher than the average negative response rate, at 31%. The higher proportion of mixed responses in N5 1 and N5 2 may be explained by the proximity of these postcodes to the proposed closure, and the residents' support of the aims but uncertainty regarding the outcomes of the scheme.

Postal Code	Count	Positive	%	Negative	%	Mixed	%
N5 1	495	299	60%	155	31%	38	8%
N5 2	128	94	73%	28	22%	6	5%
N7 7	16	13	81%	3	19%	0	0%
N7 8	44	32	73%	11	25%	1	2%
N1 1	32	28	88%	4	13%	0	0%
N1 2	41	37	90%	3	7%	1	2%
Total	756	503	67%	204	27%	46	6%



4.05 In addition, three responses were received from the following stakeholders:

- The Highbury Fields Association (HFA)
- London Cycle Campaign (LCC)
- Cycle Islington (CI)

4.06 The stakeholders held a mixed response to the proposal to permanently close the road; this was mainly in relation to the closure of the road in isolation from considerations of wider traffic management or filtering options. Stakeholder groups highlighted issues of increased traffic flow along certain residential streets and the perimeter of Highbury Fields, including large delivery and waste collection vehicles and school buses. There were also comments regarding safety concerns associated with the interactions of pedestrians and cyclists with this increased vehicular traffic. Suggestions were made for a larger scale traffic management in the form of a Low Traffic Neighbourhood.

5 Profile of respondents

5.01 Respondents to the consultation were asked to provide demographic information.

Category	% of Respondents
Age Profile	
Age: Under 16	0.3%
Age: 16-24	2.6%
Age: 25-44	41.5%
Age: 45-64	38.4%
Age: 65+	12.4%
Age: Prefer not to say	4.8%
Gender Profile	
Gender: Male	49.6%
Gender: Female	41.5%
Gender: Transgender	0.8%
Gender: Prefer not to say	8.1%
Ethnic Profile	
Ethnicity: White	82.3%
Ethnicity: Mixed	4.7%
Ethnicity: Asian or Asian British	2.2%
Ethnicity: Black or Black British	1.6%
Ethnicity: Other	9.3%
Disability Profile	
Disability: Yes	6.9%
Disability: No	83.5%
Disability: Prefer not to say	9.7%

5.02 Respondents to the consultation survey generally reflected the age-structure of the population in Highbury East. However, compared to the ward profile, there was an overrepresentation of the working-age (16 – 64) and 65+ respondents. Correspondingly, the population under 16 is underrepresented in the survey, at 0.3% compared to a ward proportion of 17.5% of total population.

5.03 Eight percent of respondents did not provide a response regarding gender. Of those that did respond only 41.5% were women and 49.6% were men. It is therefore likely that women were underrepresented as they comprise 50.5% of the total population. The male response is similar to the male proportion of the ward population, which is 49.5%.

5.04 The ethnicity profile of respondents illustrates an underrepresentation of all ethnic groups other than 'White', although 'White' is not exclusively white British, thus may include other ethnicities. The ward ethnic profile breakdown overall is as follows: 47.7% white British; 20.5% white non-British; 5.7% mixed; 9.2% Asian; 9.7% black; non-white 23.5%.

5.05 As of 2018, 12.8% of Highbury East residents claim Attendance Allowance, 3.4% claim

Personal Independence Payments, and 2.7% claim Disability Living Allowance. 6.9% of survey respondents said they had a disability; this suggests that amongst survey respondents disabled people are underrepresented, although 9.7% selected 'prefer not to say', which introduces some uncertainty.

6 Summary of comments received

6.01 The ten most common themes (in order of popularity) that emerged from the survey responses are set out below:

- **Reduced traffic and pollution in the park:** The benefits of reducing traffic flow through the park and the associated results, including reduced pollution and traffic noise levels in the park.
- **Placemaking:** Support for the placemaking objectives displayed by the Council through the proposal to permanently close the road. These responses referred to the benefits of creating a larger continuous green space for recreational, communal, and creative use, as well as making the area more attractive overall. Some of these respondents also refer to environmental benefits and the Council's declaration of a climate emergency.
- **Increased traffic and pollution at other places in the area:** This appeared mainly in negative responses expressing dissatisfaction with the increases in traffic-flow and congestion at other points around the park and in nearby residential streets, and the resultant exhaust pollution. Many referred to the new Highbury Corner layout resulting in rat running through the area and the increases in congestion this causes at the southern end of Highbury Fields. Some respondents citing traffic increases were in favour of the proposal as part of a wider Low Traffic Neighbourhood.
- **Safety benefits:** Safety benefits of eliminating motorised vehicular flow through the park. This was often mentioned with reference to children, dogs, cyclists, joggers, and the elderly or disabled. Moreover, some respondents raised concerns about reintroducing vehicular traffic in a place that many children have become accustomed to being traffic-free.
- **Diversions inconvenient:** Some responses referenced the increased length of routes that now must be followed to get around the park, or to access homes in the area northwest of the park. This theme often appeared in conjunction with concerns about increased overall traffic congestion and pollution.
- **Sustainable transport:** These respondents approved of the vision to promote more sustainable modes of transport over motorised private vehicles.
- **Closure normalised:** Some respondents suggested that the road closure over the past five years has allowed local residents and road users to adapt their behaviour, and that this has not had any negative consequences.
- **Disability/Access:** This includes concerns about the needs of disabled or elderly people who depend on driving or being given lifts to access the area, and also concerns about the ability for emergency service vehicles to access certain neighbourhoods as quickly were the road to be permanently closed.
- **Safety concerns:** Some respondents raised concerns that due to increased traffic flows in residential streets around the park and around the perimeter of the park, safety in these places would be compromised; specific issues included frustrated

drivers making poor decisions, difficult turning manoeuvres at various points, children crossing busy roads to reach the park, and pedestrian/cyclist/vehicle conflicts at the new Highbury Corner layout.

- **Crime:** A small number of respondents raised concerns that a permanent road closure would increase the frequency and likelihood of crime/antisocial behaviour in the park and roads nearby, due to a reduced through-flow of traffic, increased seclusion and less direct access for police vehicles.

6.02 The table below shows the number of instances each theme appeared in the 979 online survey responses. It also shows a breakdown of the number of instances each theme appeared in responses judged as positive, negative, or mixed toward the proposal to permanently close the road.

Theme	Instances	%	Positive	Negative	Mixed
Reduced traffic/pollution and noise	403	41%	387	0	16
Placemaking	347	36%	327	0	20
Increased traffic/pollution elsewhere	308	32%	32	6	36
Safety benefits	256	26%	247	2	7
Diversions inconvenient	104	11%	3	89	12
Sustainable transport	69	7%	67	0	2
Closure normalised	55	6%	55	0	0
Disability/access	44	5%	4	39	1
Safety concerns	34	3%	0	32	2
Crime	12	1%	0	13	0

6.03 These themes were also apparent in the seventeen email and letter responses, with respondents using this medium citing inconvenient diversions, increased traffic and rat-running in residential streets, and the congestion caused by the changes at Highbury Corner. Suggestions were made regarding a wider Low Traffic Neighbourhood or residents' access only scheme, and an attachment was provided showing a NEXTDOOR local residents' online discussion on this topic.

7 Response to comments

7.01 A summary of the themes appearing in responses, and the Council's response to these is set out below.

1. Reduced traffic, pollution and noise (positive)

408 instances, appearing in 41% of responses

- 96% positive
- 0% negative
- 4% mixed

Discussion

Responses clustering around this theme highlighted the benefits of reducing traffic flow through the park and the related positive consequences, including reduced pollution and traffic noise levels in the park. This is seen as positive in conjunction with aims to boost the amenity of, and pedestrian safety in, Islington's largest green space.

Council position

Islington Council is committed to making public spaces more pleasant for walking, cycling, and recreation.

The Islington Transport Strategy 2020-2041 includes Policy 1A: *The Council will reduce barriers to walking, cycling and outdoor play and relaxation by creating People Friendly Streets in local neighbourhoods. Through traffic will be reduced to ensure that local neighbourhoods are more enjoyable places to live, and walk or cycle through.*

The Council's declaration of a climate emergency in 2019 strengthens the impetus to reduce the number of trips made by private vehicle. The proposal supports this aim.

Proposed action

The Council will continue to monitor traffic flows in the area.

2. Placemaking (positive)

347 instances, appearing in 36% of responses

- 94% positive
- 0% negative
- 6% mixed

Discussion

These responses expressed support for the Council's placemaking objectives incorporated in proposal to permanently close the road. These responses referred to the benefits of creating a larger continuous green space for recreational, communal, and creative use, as well as making the area more attractive overall. Some of these respondents also made reference to environmental benefits and the Council's declaration of a climate emergency.

Many respondents also made reference to Islington's relative lack of green spaces, and the need to protect and promote existing parks.

Council position

As Islington's largest green space, Highbury Fields is very important to the wellbeing of residents and others who use the park for recreation. The Council aims to optimise the amenability and benefits offered by Highbury Fields by permanently closing the road through the middle to traffic.

The Islington Transport Strategy 2020-2041 includes Policy 3I: *The Council will ensure that Islington has a durable and resilient network of streets*. It will improve and extend green infrastructure, using improvements to the transport environment to provide planting to: make the borough's public realm and streets more enjoyable places to walk, cycle and relax; protect and increase biodiversity; and mitigate and off-set the impacts of pollution and climate change.

Proposed action

The Council will consider suggestions from members of the public when determining the future use of the repurposed road.

3. Increased traffic/pollution elsewhere (negative)

308 instances, appearing in 32% of responses

- 2% positive
- 86% negative
- 12% mixed

Discussion

This topic appeared mainly in negative responses that expressed dissatisfaction with the increases in traffic-flow and congestion at other points around the park and in nearby residential streets. This was also highlighted in relation to concerns about displaced traffic causing increased exhaust pollution and danger to pedestrians and cyclists. Many made reference to the new Highbury Corner layout resulting in rat running through the area and the increases in congestion this causes at the southern end of Highbury Fields.

It should be noted that some of the 'mixed' responses that cited issues falling within this theme were generally in favour of the proposal, so long as its potential displacement effects elsewhere are monitored and mitigated through further traffic management and restrictions.

This is the most frequently made opposing argument.

Council position

The Islington Transport Strategy 2020-2041 contains Policy 1B: *The Council will reduce the volume and proportion of trips made by motor vehicles in Islington.*

It also contains Policy 3B: *The Council will reduce carbon emissions by encouraging walking and cycling and transforming the borough's streets.*

This project works toward achieving these overall policy aims to encourage individuals to make more sustainable transport choices. As part of the overall transport strategy, and with a longer-term view, this road closure will help encourage modal-shift and reduce the number of private vehicles on Islington's roads, especially residential streets, and therefore help reduce air and noise pollution.

Proposed action

The Council will monitor traffic flows around the Fields area as part of the Highbury Fields LTN with a view to implement further measures to reduce through traffic.

4. Safety at the closure (positive)

256 instances, appearing in 26% of responses

- 96% positive
- 1% negative
- 3% mixed

Discussion

Responses deemed to fall within the bounds of this theme mentioned the safety benefits of eliminating motorised vehicular traffic through the park, often with reference to children, dogs, cyclists, joggers, and the elderly or disabled. Moreover, some respondents raised concerns about reintroducing vehicular traffic in a place that many children have become accustomed to being traffic-free.

Council position

The Islington Transport Strategy 2020-2041 contains Policy 2A: *The Council will achieve Vision Zero by 2041, by eliminating all transport related deaths and serious injuries in Islington.* The Council will also work to reduce the incidence of minor traffic collisions and other incidents.

The permanent closure of this road will reduce the risk of injury or death to park users, especially as many will have become accustomed to the continuity of both sections of the park without an intervening road.

Proposed action

The Council will take suggestions from residents whilst deciding the safest and most beneficial repurposing of the closed road.

5. Diversions inconvenient (negative)

308 instances, appearing in 32% of responses

- 3% positive
- 86% negative
- 11% mixed

Discussion

These responses referenced the increased length of routes that must be followed to get around the park, or to access homes in the area northwest of the park. This theme often appeared in conjunction with concerns about increased overall traffic congestion and pollution.

This point also links with concerns regarding potential delays to emergency service vehicles accessing certain parts of the neighbourhoods to the west and north of Highbury Fields.

Council position

The Islington Transport Strategy 2020-2041 contains Policy 1B: *The Council will reduce the volume and proportion of trips made by motor vehicles in Islington.*

The Strategy includes a target of 90% of all trips by Islington residents to be made by walking, cycling, or public transport by 2041.

The closure of this road will encourage individuals to move away from private vehicle use in favour of more sustainable transport options. A reduction in traffic within the area would reduce congestion and improve journey time for those accessing the area.

Proposed action

The Council will ensure that all residents can still access their homes, and that adequate vehicular access is maintained for emergency services.

6. Sustainable transport (positive)

69 instances, appearing in 7% of responses

- 97% positive
- 0% negative
- 3% mixed

Discussion

These respondents approved of the vision to promote more sustainable modes of transport over motorised private vehicles, feeling that this aligned well with the Council's pledge to tackle the climate emergency. Furthermore, the notion of behavioural change and shift toward sustainable modes of transport is seen as appropriate in the urban environment and current environmental and policy context.

Council position

The Islington Transport Strategy 2020-2041 contains Policy 1B: *The Council will reduce the volume and proportion of trips made by motor vehicles in Islington.*

The Strategy includes a target of 90% of all trips by Islington residents to be made by walking, cycling, or public transport by 2041.

The Council also set out its ambitions to reduce transport emissions in its Vision 2030: Building a Net Zero Carbon Strategy.

The closure of this road will encourage individuals to move away from private vehicle use in favour of more sustainable transport options. A reduction in traffic within the area would reduce congestion and improve journey time for those accessing the area.

Proposed action

The Council will pursue proposals that are consistent with the Islington Transport Strategy and that will help achieve commitments made in the Vision 2030: Net Zero Carbon Strategy in relation to the declaration of a climate emergency.

7. Closure normalised (positive)

55 instances, appearing in 6% of responses

- 100% positive
- 0% negative
- 0% mixed

Discussion

Some respondents suggested that the road closure over the past five years has allowed local residents and road users to adapt their behaviour, and that this has not had any negative consequences.

This view is in sharp contrast with the views given in relation to the 'diversions inconvenient' theme.

Council position

The Islington Transport Strategy 2020-2041 contains Policy 1E: *The Council will ensure that journeys on foot are easy, safe and enjoyable and that exercise and active outdoor play is*

encouraged, enabling residents of all abilities to get at least the 20 minutes of daily physical activity necessary for a healthy lifestyle.

It also contains Policy 3B: *The Council will reduce carbon emissions by encouraging walking and cycling and transforming the borough's streets.*

The road closure has removed traffic from the park for the past five years, and drivers have rerouted based on the closure. Reopening the road to motorised traffic would contradict the Council's transport aspirations to provide a network of accessible, safe, clean-air walking routes and to encourage more sustainable transport choices.

Proposed action

Traffic flows in the area will continue to be monitored as part of the wider Highbury Fields LTN.

8. Disability/access (negative)

44 instances, appearing in 5% of responses

- 9% positive
- 89% negative
- 2% mixed

Discussion

Concerns were raised about the needs of disabled or elderly people who depend on driving or being given lifts to access the area, and also concerns about the ability for emergency service vehicles to access certain neighbourhoods as quickly were the road to be permanently closed. Although the majority of responses raising this theme were negative, it is important to note that some positive respondents also raised this concern.

Council position

The Council's transport policies aim to encouraging walking, cycling, and use of public transport over private car use. The Council has policies to reduce car ownership and dependence, but the Council also recognises that there are residents who require vehicular access, particularly those with disabilities or mobility issues.

The Islington Transport Strategy 2020-2041 includes Policy 5D: *The Council will ensure that all streets, public spaces and transport services in Islington are accessible and make spontaneous, independent travel easier.*

It should also be noted that the dominance of motorised vehicles can make public space seem unsafe and less accessible for people with disabilities, those with learning difficulties, and the elderly. The permanent closure of the road will deliver considerable benefits in terms of park accessibility and local wellbeing.

Proposed action

The Council will ensure that all homes can be accessed by vehicle, including emergency vehicles, as has been the case with the temporary road closure since 2014. Emergency services

will be consulted in relation to the permanent closure and when determining the future use of the repurposed road.

9. Safety concerns in adjacent streets (negative)

34 instances, appearing in 3% of responses

- 0% positive
- 94% negative
- 6% mixed

Discussion

Some respondents raised concerns that, due to increased traffic flows in nearby residential streets and around the perimeter of the park, safety in these places would be compromised; specific issues included frustrated drivers making poor decisions, difficult turning manoeuvres at various points, children crossing busy roads to reach the park, and pedestrian/cyclist/vehicle conflicts at the new Highbury Corner layout by Highbury Place.

Council position

The Islington Transport Strategy 2020-2041 contains Policy 2A: *The Council will achieve Vision Zero by 2041, by eliminating all transport related deaths and serious injuries in Islington. The Council will also work to reduce the incidence of minor traffic collisions and other incidents.*

The permanent closure of this road will reduce the risk of injury or death to park users, especially as many will have become accustomed to the continuity of both sections of the park without an intervening road.

Over time, the reduction in use of private vehicles will make the entire area more pleasant and safe for people walking and cycling, especially vulnerable people such as those with disabilities, the elderly and children.

Proposed action

Traffic flows and issues in the area will be monitored as part of the wider LTN and Highbury Corner post-implementation monitoring, and mitigation considered if necessary.

10. Crime (negative)

13 instances, appearing in 1% of responses

- 0% positive
- 100% negative
- 0% mixed

Discussion

A small number of respondents raised concerns that a permanent road closure would increase the frequency and likelihood of crime/antisocial behaviour in the park and roads nearby, due to a reduced through-flow of traffic, increased seclusion, and less direct access for police vehicles.

Council position


Ward-level data does not indicate any increase in overall crime in the area since December 2019.


Proposed action


Any future design for the space will be developed with input from the Council's Community Safety team and local residents, and in consultation with police advisers.

Appendix A - Project area

KEY:

 Extents of road closure

 Planters

 Highbury Fields



Appendix B – Letter to residents



Strategic Projects & Transport
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Environment & Regeneration
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16 December 2019

Consultation on the partial closure of Highbury Crescent to connect the north and south sections of Highbury Fields Park

Closes: 7 February 2020

Islington Council is committed to making walking and cycling more attractive to residents and visitors. Rebalancing our roads in favour of pedestrians and cyclists will help to make Islington greener, healthier and a more attractive place to live.

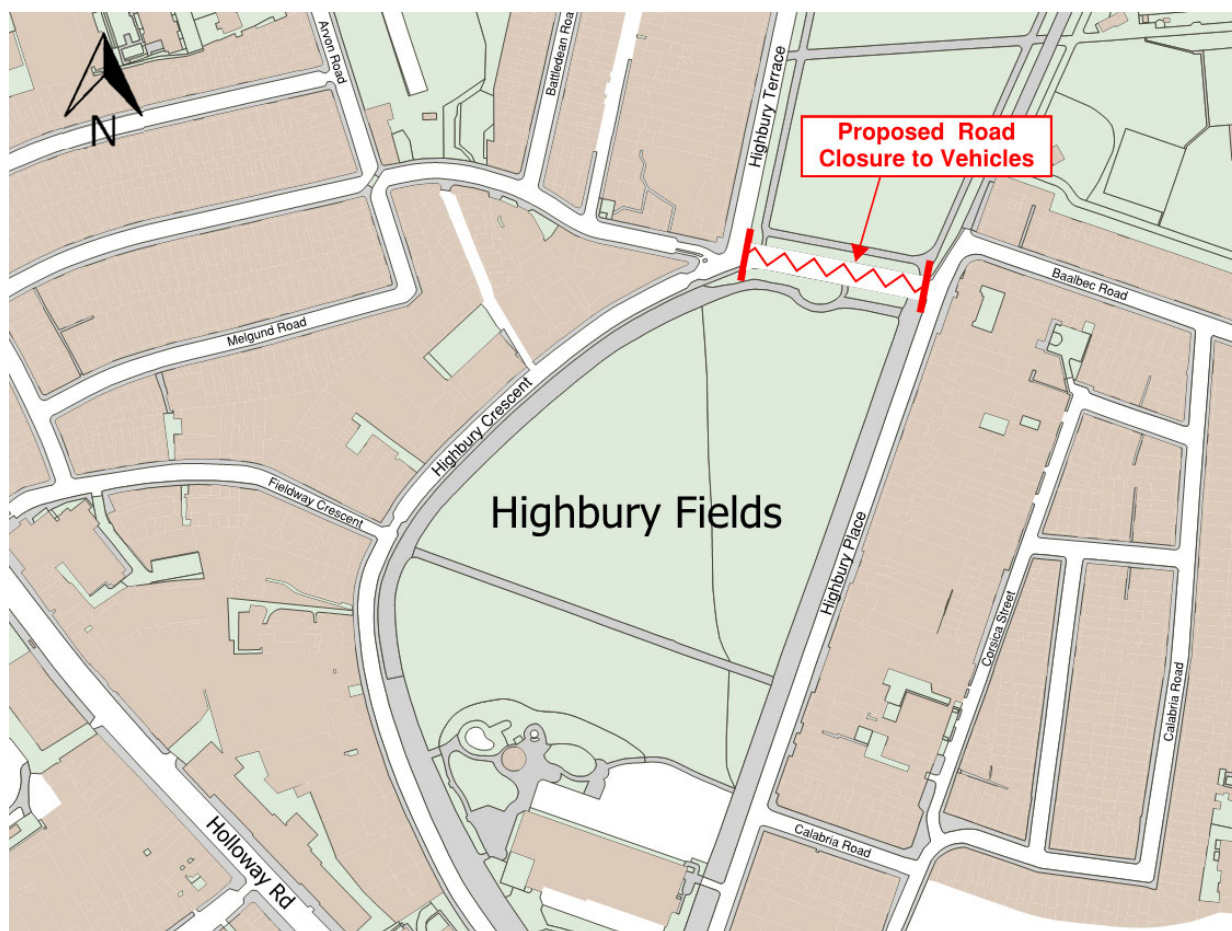
The aim of this project is to reconnect the north and south sections of Highbury Fields by closing part of Highbury Crescent to motorised traffic. This will help improve air quality and the park experience for users.

This part of Highbury Crescent has been closed since 2014 and used by Transport for London as a construction compound for the transformation of Highbury Corner. The Council has recently introduced an Experimental Traffic Order to keep this section of road closed to motorised traffic. The experimental closure will give the Council and local people a chance to understand fully the effects of the road closure before a final decision is made on whether to close the road permanently and join the two sections of park.

Our aspiration is to close this section of Highbury Crescent permanently to traffic and to transform it into a green space which will join the north and south sections of Highbury Fields. The road is currently closed off to motorised traffic with planter boxes that only allow pedestrians and cyclists to pass through.

We are seeking your views on making this road closure permanent.

Map of proposed road closure to a section of Highbury Crescent



You can respond to this consultation at: www.islington.gov.uk/HighburyCrescent or by sending your comments to Strategic Projects & Transport Planning, Environment & Regeneration, Islington Town Hall, Upper Street, London N1 2UD.

Additional information is available at the above website. If you have any further questions regarding the proposal, please contact Will Umney by email at Will.Umney@islington.gov.uk or by telephone on 020 7527 1845.

Please respond before **7 February 2020** when the survey will close.

Yours faithfully,

Martijn Cooijmans
Head of Strategic Projects & Transport Planning
Islington Council

Appendix C – Letter distribution area

