



Highbury Corner Consultation report

August 2016

MAYOR OF LONDON

 ISLINGTON



**TRANSPORT
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Executive summary

Jointly with Islington Council, we consulted on proposed improvements to Highbury Corner for pedestrians and cyclists, and changes to bus services, between 5 February and 20 March 2016.

On 5 February 2016, we published detailed information on the proposals on our website, which was publicised via a number of channels. We used various methods to alert local residents and members of the public who may be affected by, or interested in, the proposals, to the consultation. We also emailed around 400 stakeholder organisations with details of the proposals.

We received 2,823 responses to the consultation. The overall responses show that the majority of respondents believed the new road layout proposals for Highbury Corner would:

- Improve conditions for pedestrians (71 per cent)
- Improve conditions for cyclists (67 per cent)
- Improve conditions for tube/rail passengers (59 per cent)
- Make conditions worse for motorists (35 per cent), and
- Make conditions worse for bus passengers (33 per cent)

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

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

Respondents were also asked to comment on each aspect of the scheme as defined by 'road layout', 'bus services' and 'public space'. The main issues raised have been highlighted in this report.

Supportive comments suggested that the changes would create a safer environment for pedestrians and cyclists, and make the area easier to navigate. Negative comments included concerns about the potential for increased traffic congestion and longer journey times, as well as the impacts of the proposed withdrawal of route 277 between Highbury Corner and Dalston Junction.

We received responses from 41 stakeholders, including the London Boroughs of Hackney and Tower Hamlets, the London Cycling Campaign, Living Streets, the London Fire and Emergency Planning Authority, the Metropolitan Police and a number of local interest groups, residents associations, businesses and schools. These stakeholders had a similar mix of supportive comments, suggestions and concerns as other respondents. A summary of the feedback we received from stakeholders can be found in Chapter 5.

A fuller summary of responses and issues raised can be found in [Appendix A](#). This report presents the findings of the consultation, together with an analysis of the responses received.

Conclusion and next steps:

The recent consultation has been an extremely valuable exercise in understanding views on our proposals for Highbury Corner, and has demonstrated the high level of interest in the project. The majority of respondents felt the proposals would improve conditions for pedestrians and cyclists, although we acknowledge that some people expressed concerns about issues such as the potential traffic and bus impacts.

We will now spend time reviewing and considering all points raised in the consultation and will publish a second report this autumn, in which we will set out our response to issues that were commonly raised in the consultation, and explain the next steps for the project.

We are grateful to all those who took the time to give their views about the proposals.

1. Introduction

1.1 Purpose of the scheme

TfL and Islington Council are proposing to transform Highbury Corner by changing the one-way roundabout into a two-way traffic system. The current roundabout creates an environment heavily dominated by motor vehicles, which 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 & Islington station, and the existing crossings do not always cater for the most direct or popular routes. The roundabout can also be difficult for cyclists to navigate and has been identified as a key barrier to cycle movement.

The aim of the proposed changes is to make Highbury Corner more pleasant and accessible for all, and to balance the needs of all users more effectively.

1.2 Summary of the proposals

The proposed changes at Highbury Corner include:

- Removing the existing one-way system
- Closing the western side of the roundabout
- Improving pedestrian facilities
- Providing new cycling facilities
- Withdrawing the route 277 bus between Highbury Corner and Dalston, as the current bus stand at Highbury Corner could not be retained if the western side of the roundabout was closed
- Creating a new public space

The proposals would mean changes for all road users:

Motorists

The proposals would mean changes to journey times for road users. Some journey times for motorists are predicted to get longer at busy times, whereas others are predicted to get shorter or stay the same.

We would need to make changes to traffic movements and implement some local road closures. There would also be some loading and disabled parking changes, and provision for a taxi rank outside Highbury & Islington station.

Pedestrians

The proposals seek to improve space and facilities for pedestrians by relocating one existing crossing and upgrading others, as well as providing a new signalised crossing (if Option 2 for the new public space was implemented).

The closure of the western side of the roundabout would enable the provision of a new footway to help reduce existing pedestrian congestion in the area and 'Legible London' signs would be installed.

The proposals also include two options to incorporate the green space at the centre of the roundabout in the new public space. Option 2 would mean that pedestrians would be able to walk through the green space.

Cyclists

The proposals would provide segregated cycle lanes in both directions on all three remaining sides of the road layout and three new signalised cycle crossings.

There would be mandatory cycle lanes on the approach to the junction on Holloway Road and St Paul's Road, and a segregated cycle lane on Canonbury road. We are also proposing advanced stop lines on St Paul's Road and Highbury Place, with an early release signal for cyclists on St Paul's Road.

Bus passengers

The proposal to terminate route 277 at Dalston Junction would mean that bus passengers would need to continue their journey to and from Highbury Corner by another means. To ensure there is enough capacity on buses between Highbury Corner and Dalston, additional buses on route 30 are proposed.

The extension of the night time 277 service would enable passengers to travel to Angel.

Some journey times for bus passengers are predicted to get longer at busy times, whereas others are predicted to get shorter or stay the same.

2. The consultation

2.1 Purpose

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the proposals
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

2.2 Potential outcomes

The potential outcomes of the consultation were:

- Following careful consideration of the consultation responses, we decide to proceed with the scheme as set out in the consultation
- Following careful consideration of the consultation responses, we modify the scheme in response to the issues raised and proceed with a revised scheme
- Following careful consideration of the consultation responses, we decide not to proceed with the scheme

2.3 Consultation duration and structure

The consultation on the proposed changes to Highbury Corner ran from 5 February to 20 March 2016.

Information on the consultation and details of the proposals were made available online at <https://consultations.tfl.gov.uk/roads/highbury-corner-roundabout>. Respondents were asked to express their views on the proposals, broken down into sections on road layout, bus services and public space changes. They were given the opportunity to provide information and comments through the completion of a structured survey form.

In addition respondents were asked about the quality of the consultation and to provide their name, email address, and postcode. Respondents were also asked whether they represented the views of an organisation and were asked to state how they heard about the consultation. All questions were optional.

Other information, such as the respondent's IP address and the date and time of responding, was recorded automatically. All data is held under conditions that conform to the requirements of data protection legislation.

2.4 Consultation material, distribution and publicity

The consultation information was publicised via the following channels:

Consultation website: On 5 February 2016, detailed information on the proposals was published on TfL's website at <https://consultations.tfl.gov.uk/roads/highbury-corner-roundabout>. The consultation information included:

- Explanatory text
- A detailed design drawing of the proposed changes to the road layout
- Artist's impressions of how the area could look, and
- A design drawing of the proposed options for the public space

On 12 February, we added our traffic modelling analysis, including predicted journey time changes, to the website. Prior to this, the website carried a note saying that the modelling information would be added on 12 February.

Consultation leaflet: We sent a leaflet to over 35,000 addresses within approximately 0.5 miles of Highbury Corner roundabout. The leaflet contained an overview of the proposals along with a detailed design drawing and artist's impressions of the area.

The leaflet directed people to the consultation website and invited them to respond. The consultation leaflet and map of the distribution area are included in Appendix B and Appendix C

Copies of the leaflet were also stocked at Islington Council offices and provided to local libraries in Islington and Hackney.

Face-to-face leaflet distribution: On four separate days during the consultation period, we distributed copies of the leaflet to people passing through the Highbury Corner area on foot, including those entering and leaving Highbury & Islington station. Four members of staff distributed an average of 1000 leaflets each day, during the hours of 07.00 – 10.00 and 16.00 – 19.00.

On two of the four days, the leaflet distribution was targeted to bus passengers waiting at the stops on St Paul's Road (along the kilometre stretch that the 277 would no longer serve, if the proposals were implemented) and those alighting from buses on routes 277 and 30.

Emails to stakeholders: We emailed around 400 different stakeholder organisations to let them know about the consultation. Please see Appendix E for the list of recipients. The email contained a brief summary of the proposals and a link to the consultation website.

TfL bulletins: Details of the consultation were included in our freight and business bulletins, and our cycling newsletter, which are sent to relevant industry stakeholders.

Emails to individuals: We emailed around 128,000 people on the TfL database who are known to cycle, drive or use public transport in the area (see the email in Appendix D). The email briefly described the proposed scheme, and invited recipients to find out more and respond via the consultation website.

Non-web formats: Printed leaflets, plans, accompanying descriptions and response forms were available on request by telephone, email or writing to FREEPOST TFL CONSULTATIONS. The printed material was also available at the three public events held during the consultation period.

Visits to local businesses: Members of the project team visited the businesses situated around Highbury Corner roundabout and on the roads leading off the roundabout, to make them aware of the consultation, discuss the proposals and to understand their delivery and loading requirements.

Press and media: We issued a press release and there was some coverage and discussion of the scheme in London-wide media, including:

- Evening Standard (online)
- Islington Gazette (online)
- Islington Tribune (online)
- Metro (print)
- Time Out blog (online)

Advertisements for the consultation also appeared in:

- Guardian (online)
- Hackney Gazette (print)
- Islington Tribune (print)
- Metro (print)

Islington Council advertised the consultation on their website.

2.5 Public events

We held three public events at which people could discuss the proposals for Highbury Corner with members of the project team and Islington Council, and view printed material:

Union Chapel, Compton Terrace, London N1 2UN

- Wednesday, 24 February 15:00 - 19:00

- Saturday, 27 February 09:30 - 13:30
- Monday, 29 February 10:00 - 14:00

2.6 Stakeholder meetings

We presented the proposals to key local stakeholders at a meeting arranged by Councillor Webbe, Executive Member for Environment & Transport at Islington Council, and at three Islington Council Ward Partnership meetings, giving local residents the opportunity to discuss the proposals and ask any questions before submitting a response.

We met with representatives from the London Borough of Hackney, to discuss the proposals and understand the council's views and requirements.

We also presented the proposals to around 10 key freight industry stakeholders at a meeting to discuss a number of proposals that TfL was consulting on at the time.

A summary of these meetings is provided in Table 1.

Table 1: Stakeholder meetings

Meeting	Date of meeting	Main points of discussion / issues
Key stakeholder meeting	Monday 8 February 2016	<ul style="list-style-type: none"> • The potential for the displacement of traffic and congestion on local roads • The effect of the closure of Corsica Street • Concerns about the impact of the proposals on the arboretum and the loss of trees • Queries about why the proposals are needed
Highbury East Ward Partnership	Monday 22 February 2016	<ul style="list-style-type: none"> • The impact of the proposed closure of Corsica Street on local residents • The potential for traffic congestion on Fieldway Crescent and Baalbec Road • Phasing of traffic lights to balance the needs of all users • Scope for a new pedestrian crossing opposite Canonbury Primary School • Concerns about anti-social behaviour and crime in the public space and the arboretum
St Mary's Ward Partnership	Tuesday 1 March 2016	<ul style="list-style-type: none"> • The potential for the displacement of traffic and increase in congestion on local roads • The effect of the cutback of the 277 on bus interchange • The impact of the proposed banned turns • Impact of the proposals on noise and air quality for residents
TfL Freight Stakeholder presentation	Tuesday 8 March 2016	<ul style="list-style-type: none"> • Presented to the proposals to a number of freight industry stakeholders, including the Freight Transport Association and large businesses with freight requirements

Meeting with Hackney Council: Cllr Demirci and Dominic West	Wednesday 9 March 2016	<ul style="list-style-type: none"> • Discussion of the proposals, namely the changes to the 277 service • Expressed concerns over the impacts of the proposals on Hackney residents
Canonbury Ward Partnership	Wednesday 9 March 2016	<ul style="list-style-type: none"> • The potential increase in traffic and congestion on Canonbury Park North and South • The effect of the cutback of the 277 on bus interchange

2.7 Analysis of consultation responses

We commissioned JMP Consultants to analyse the consultation responses. All closed questions were reviewed and the results tabulated and reported. All open questions, where respondents provided comments on the overall scheme or parts of it, were analysed in detail. Comments were attributed codes to record recurring issues and themes. All results are reported in Chapter 4 and Appendix A of this report.

Throughout this process we were mindful of our responsibilities under the Data Protection Act.

3. About the respondents

3.1 Number of respondents

A total of 2,823 respondents replied to the consultation survey, of these 2,525 replied via the online consultation portal and a further 298 supplied a written response.

Of the 2,823 respondents 2,782 (99 per cent) were individual responses and 41 (1 per cent) were from responses submitted on behalf of an organisation.

Table 2: Type of respondent

Respondents	Total	%
Public responses	2782	99
Stakeholder responses	41	1
Total	2823	100

3.2 Postcodes of respondents

Of the 2,823 respondents a total of 2,269 (80 per cent) of respondents supplied a postcode.

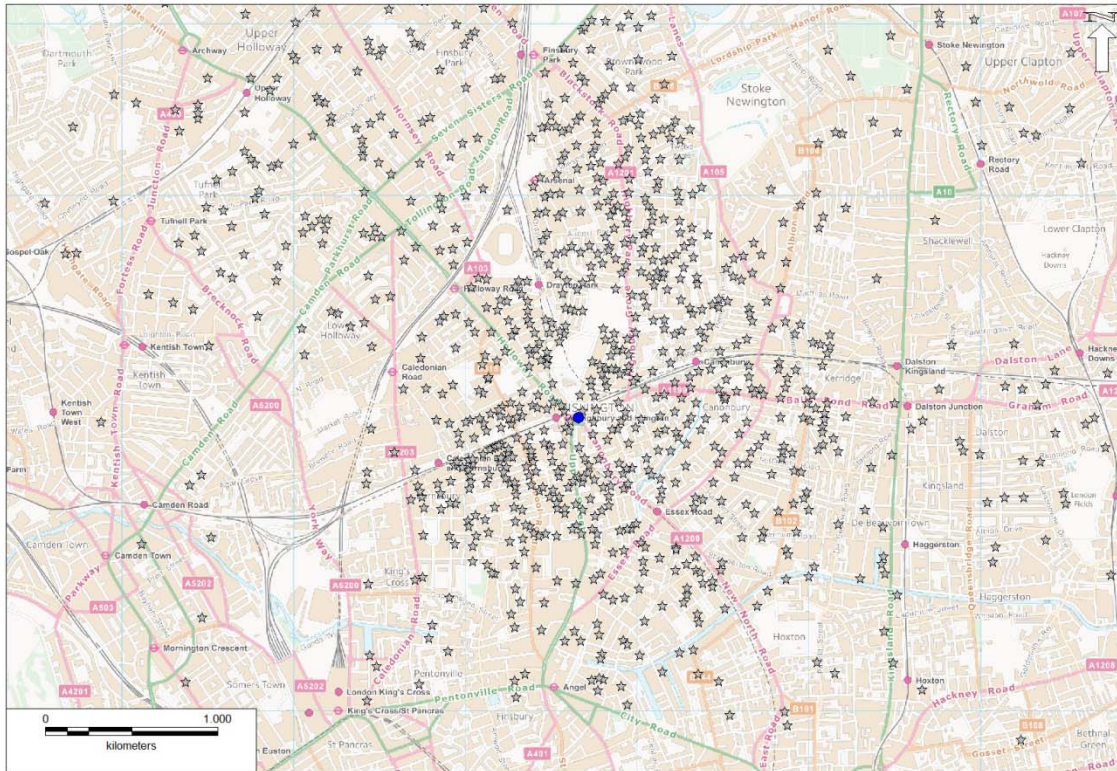
The 5 most popular postcode districts comprised 77 per cent of all postcodes supplied, with the remaining 23 per cent located in other parts of London and the UK.

Table 3: Most popular postcode districts

Postcode	Total	%
N5	640	28
N1	629	28
N7	263	12
N4	137	6
E9	79	3

Figure 1 shows the distribution of postcodes, in relation to the location of the scheme.

Figure 1: Distribution of all respondents around the scheme area



3.3 How respondents heard about the consultation

The 2,525 respondents who completed the online consultation were asked how they heard about the consultation. A total of 2,455 (97 per cent) out of 2,525 respondents answered this question.

Table 4: How respondents heard about the consultation

How respondents heard	Total	%
Received an email from TfL	751	30
Social media	499	20
Received a leaflet from TfL	299	12
Read about it in the press	212	8
Saw it on the TfL website	102	4
Received a news feed	75	3
At a public event	21	1
'Other'	496	20
Not answered	70	3

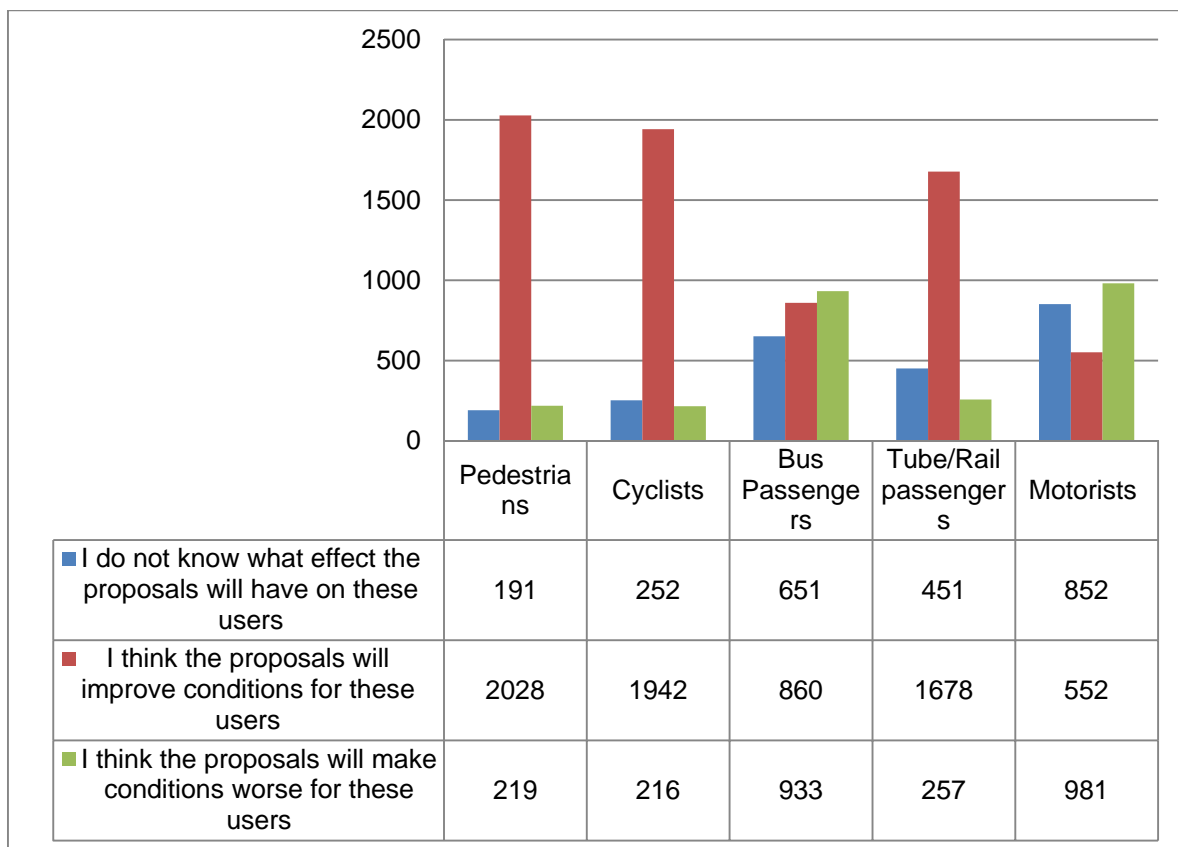
4. Summary of consultation responses

4.1 Question 1. Impact on road users

We asked all online respondents to tell us what effect the proposals might have on other road users (pedestrians, cyclists, bus passengers, tube/rail passengers and motorists). s a summary of these responses.

Figure 2 provides a summary of these responses.

Figure 2: Impact on road users



2,531 respondents answered the question on how they felt the proposals would impact on road users. Respondents suggested that the proposals would improve conditions for pedestrians, cyclists and tube/rail passengers, but there was concern that the proposals would make conditions worse for bus passengers and motorists.

The following figures show the geographical distribution of responses for Question 1.

Figure 3: What effect do you believe the road layout proposals will have on pedestrians?

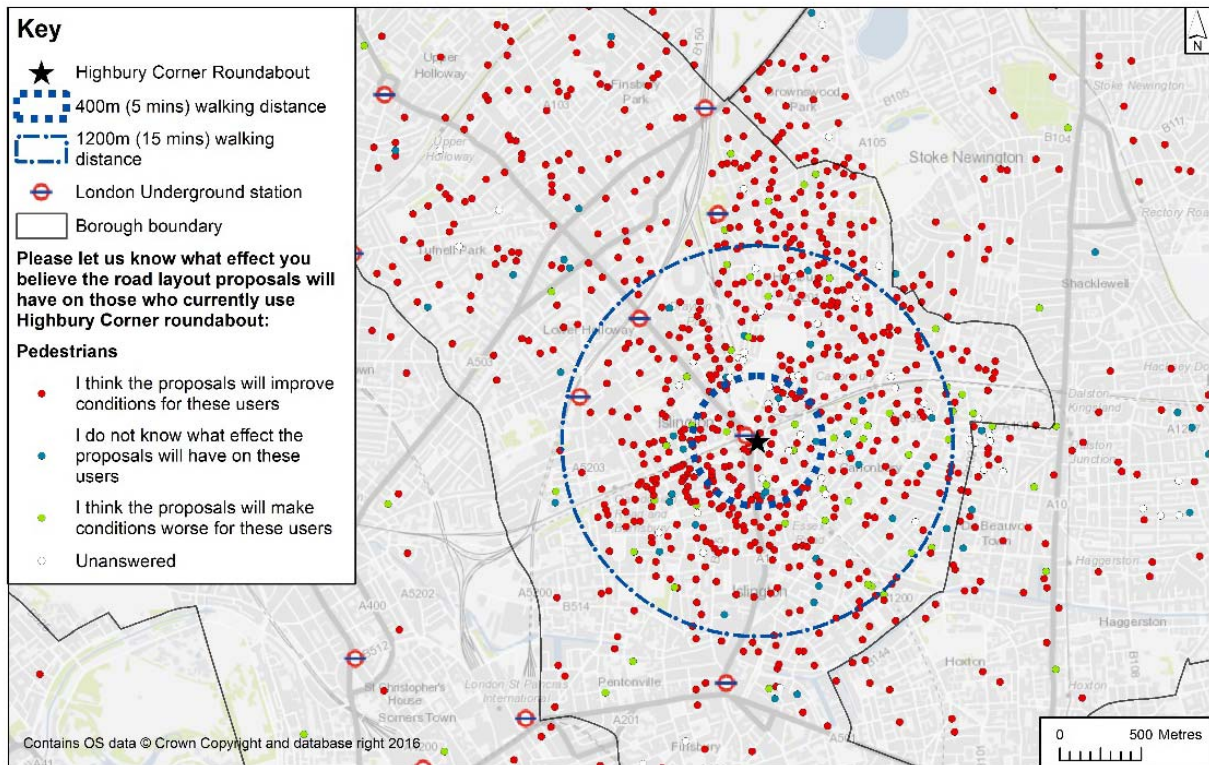


Figure 4: What effect do you believe the road layout proposals will have on cyclists?

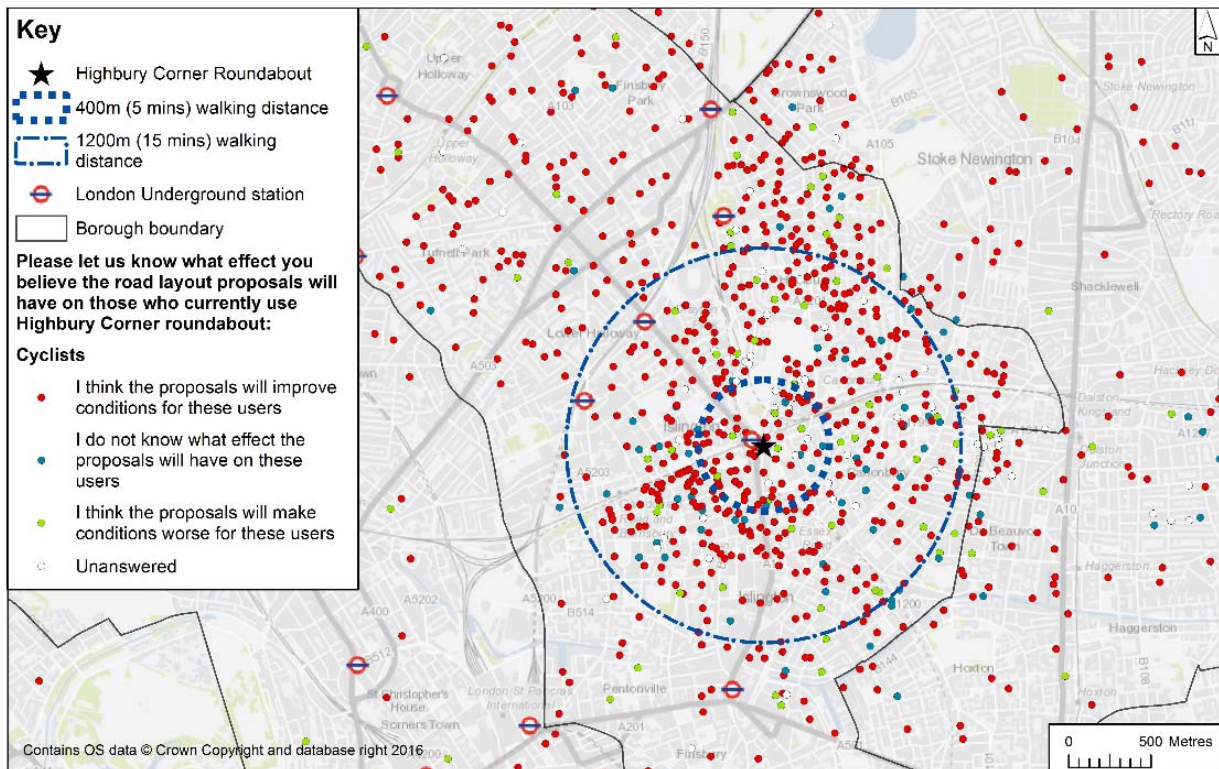


Figure 5: What effect do you believe the road layout proposals will have on bus passengers?

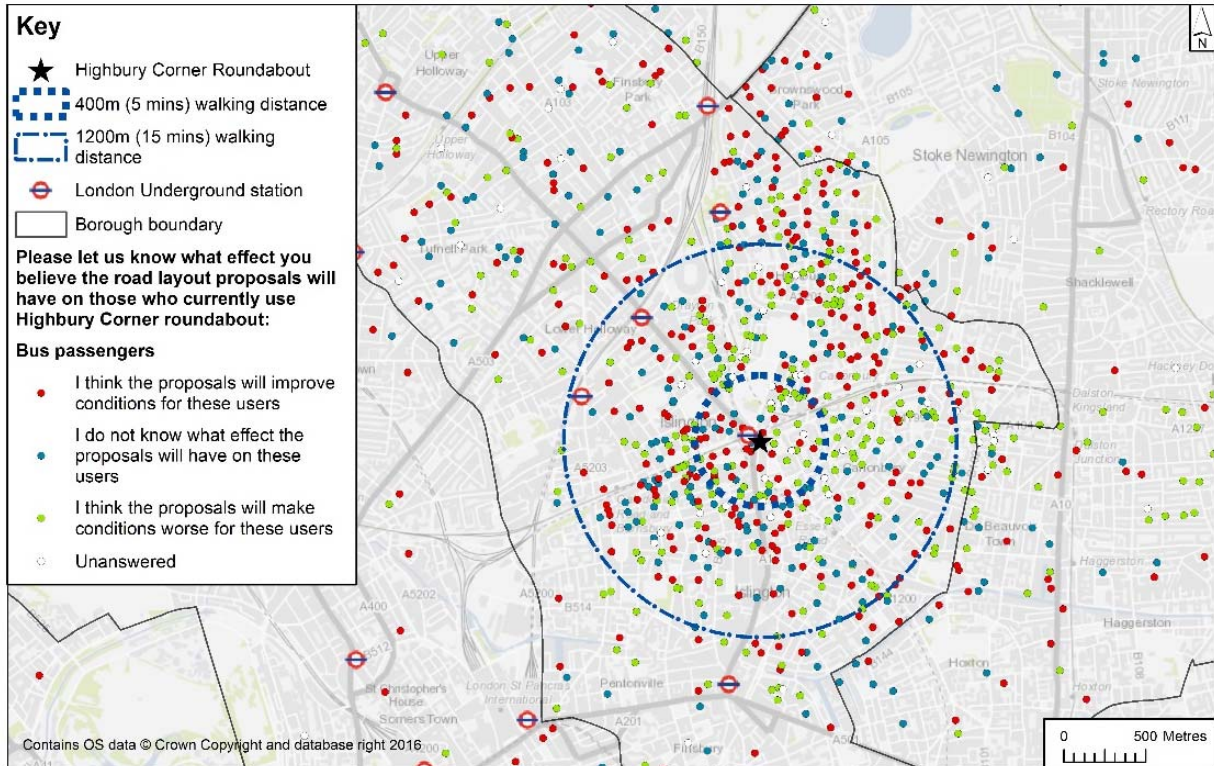


Figure 6: What effect do you believe the road layout proposals will have on tube/rail passengers?

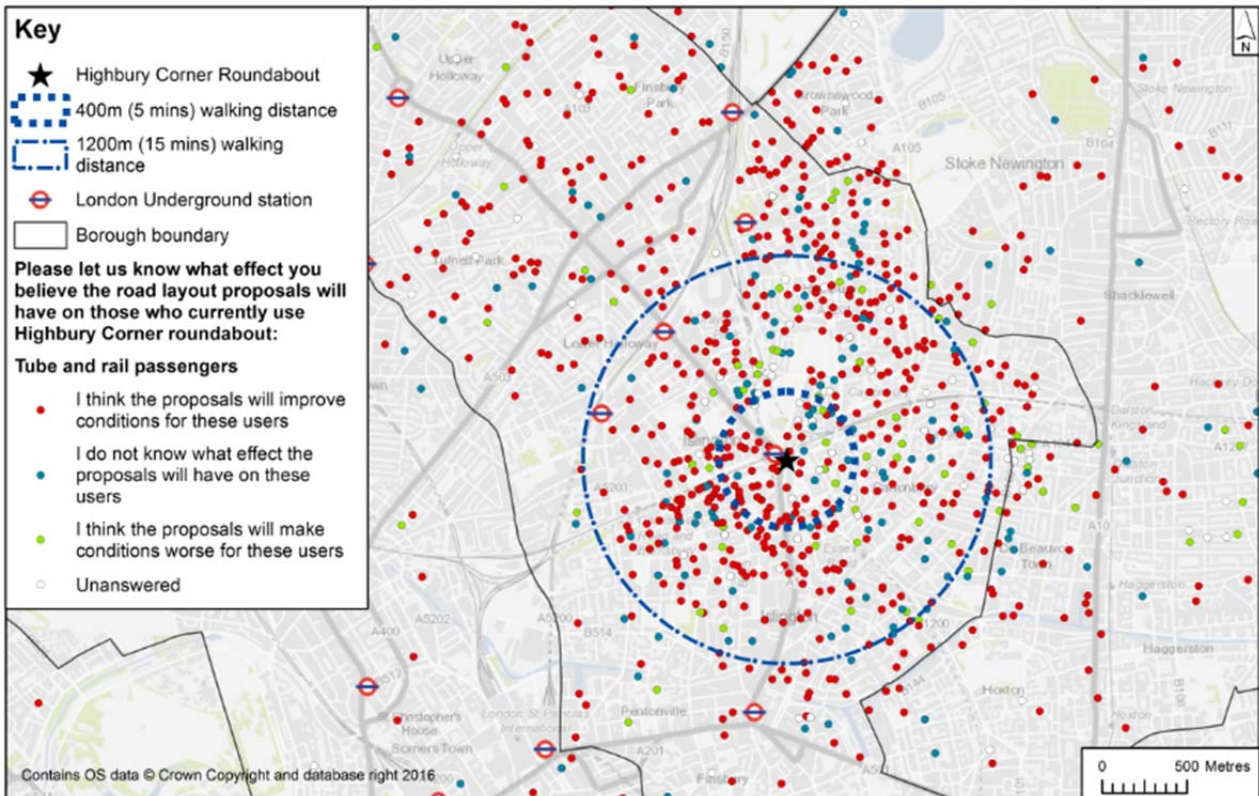
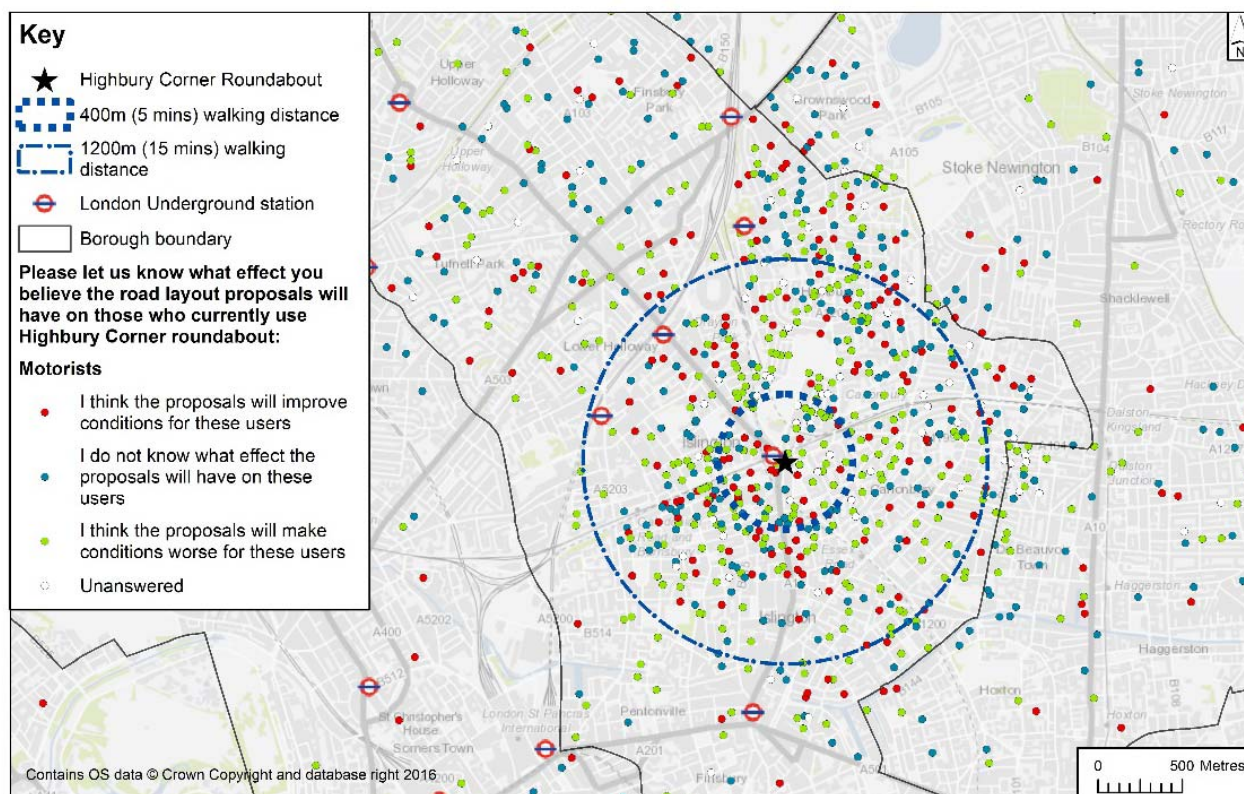


Figure 7: What effect do you believe the road layout proposals will have on motorists?



4.2 Question 2. Comments about the road layout

We asked all respondents to provide a comment about the road layout proposals, if applicable.

Of the 2,823 people who responded to the consultation, 1,805 respondents (64 per cent) provided a comment in the open text field. Percentages given are from the total 2,823 consultation respondents. Some respondents provided comments on more than one issue.

- 849 (30 per cent) of comments received from respondents were interpreted as being negative towards the road layout proposals
- 714 (25 per cent) of comments provided by respondents were interpreted as being positive towards the road layout proposals
- 242 (9 per cent) of comments were considered to be neither negative nor positive and classified as a general comment or statement

Table 5 summarises the key issues raised by all respondents. A detailed analysis of comments is available in [Appendix A](#).

Table 5: Issues raised by all respondents

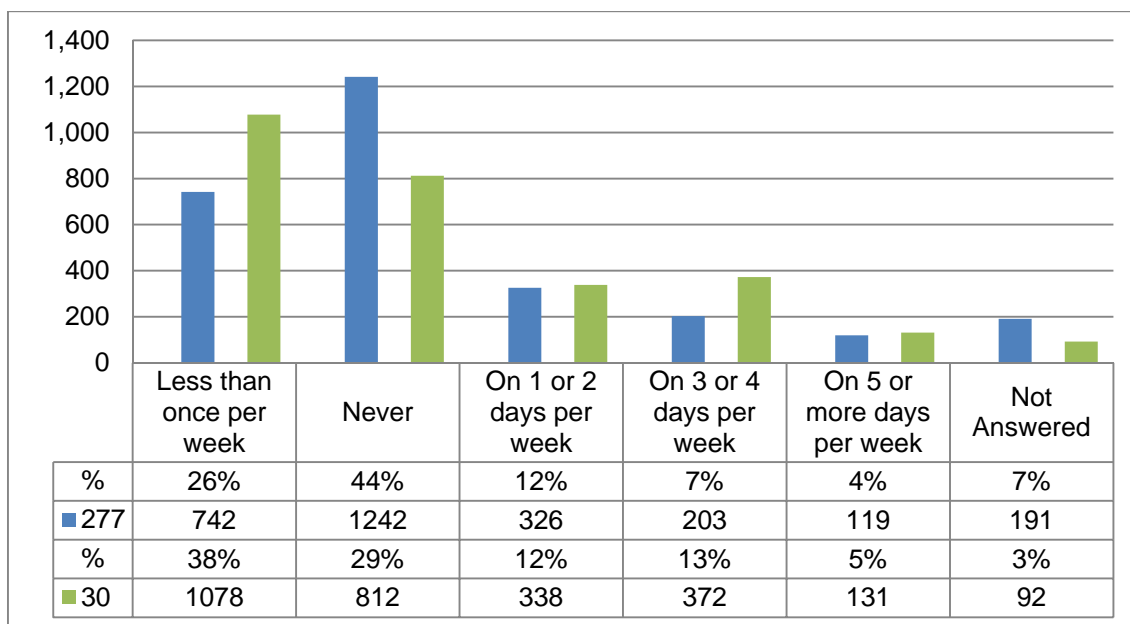
Issue	Total	%
Negative impact on motor traffic: Including the impact of congestion and increase in motor vehicle journey times	635	22
Positive impact on pedestrians: Including views that the proposals will create a safer environment, make the area more pleasant and cleaner for walking, and easier to navigate	271	17
Negative impact on public transport users: Including objections to the early curtailment of the 277 bus route and the view that the proposals will make it harder to use public transport due to the reduction in road space and access	262	9
Negative impact of Corsica Street closure: Including the increase in journey times for residents to reach their properties and the effects of traffic reassignment on adjacent streets and other local roads	259	9
Positive impact on cycling: Including views that the proposals will make cycling safer as well as encourage and improve cycling journeys	211	7
Cycling infrastructure and facilities: Including requests for a cycle lane on the western side of the roundabout and for the proposed cycle lanes to be even wider	210	7
General comments on the design: Including the view that the area should be left as it is and requests for more traffic calming measures in the area	148	5
Negative impact on pedestrians: Including the view that cyclists' behaviour will negatively impact pedestrians and that the proposals will increase pedestrian danger by bringing them into conflict with cyclists	138	5
Negative impact on the arboretum: Including objections to the removal of trees and the view that the proposals should include more trees	130	5
Negative impact on air quality: Including the view that increase in traffic as a results of the proposals will result in worsened air quality	109	4

4.3 Questions 3 & 4- Bus usage

All respondents were asked how frequently they use bus services 277 and 30.

Figure 8 shows a summary of how frequently the bus service 277 and 30 is used by all respondents.

Figure 8: Bus usage of services 277 and 30 from all respondents



Of the 2,823 responses to the consultation, 1,390 respondents used route 277 and 1,919 respondents used route 30. For those that did use the bus services, the most common usage was less than once per week.

4.4 Question 5. Comments on the proposed bus service changes

Respondents could provide comments about the proposed service changes to route 277 and 30.

Of the 2,823 respondents, 889 respondents (31 per cent) left comments in the open text field. Percentages given are from the total 2,823 consultation respondents. Some respondents provided comments on more than one issue.

Table 6 summaries the key issues raised by all respondents and a detailed analysis of comments is available in [Appendix A](#).

Table 6: Issues raised by all respondents

Issue	Total	%
Negative impact on route 277 users: Including: <ul style="list-style-type: none"> • General objections to the proposals for the route • Objections to any increase in bus journeys • The proposal will result in a loss of connectivity with other modes • The proposal would make journeys more inconvenient • The proposal would increase travel costs 	735	26
Route 30 service: Including general negative comments on the proposal to change the level of service provision on route 30 to compensate for the reduction of the 277 service and, conversely, contentment with the proposals if the level of service provision across the two routes is maintained	258	9

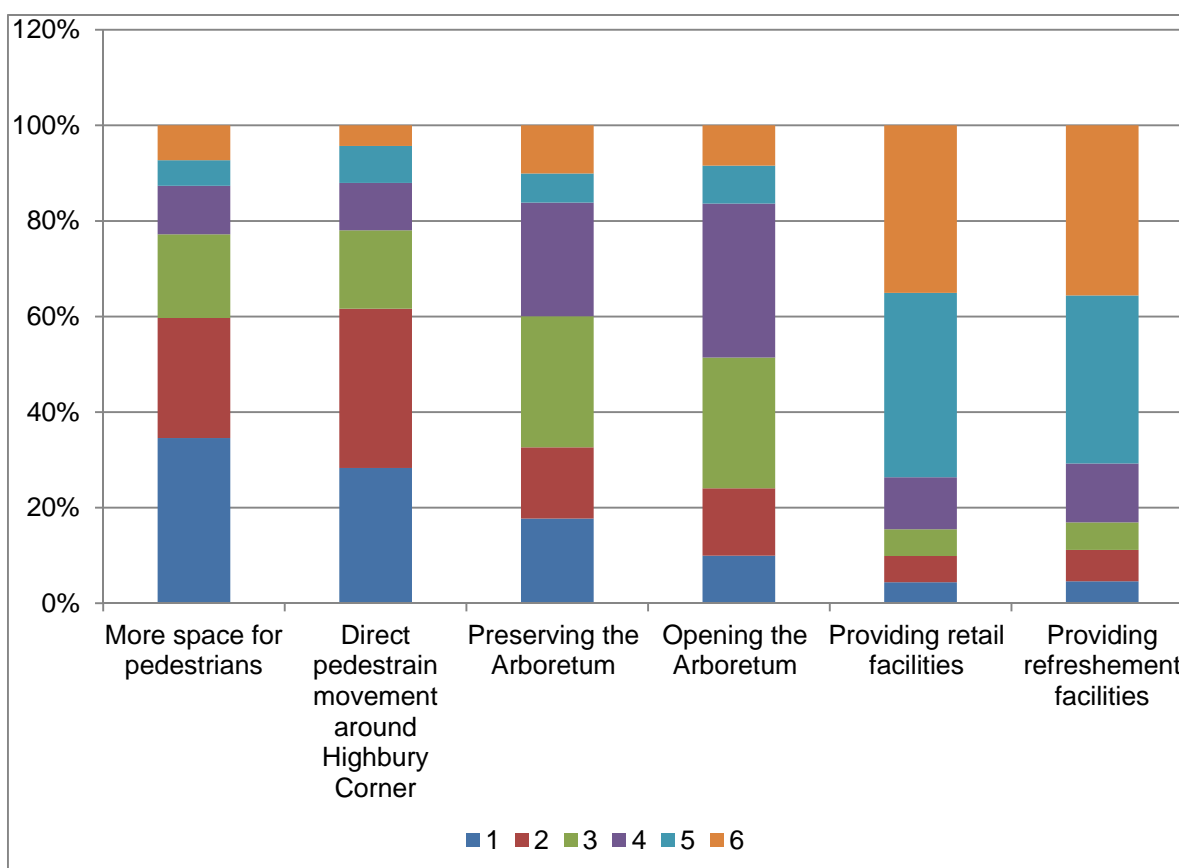
Positive impact on 277 and 30 services: Including views that the extended 277 night service and more frequent service on route 30 would be beneficial	151	5
Suggested alternative routes for 277 service: Including that the route should be extended to, or include: <ul style="list-style-type: none"> • Angel • Holloway Road • Essex Road • Canonbury Road 	99	4
Impact on different user groups: Concerns that the proposal will negatively impacts different user groups who rely on the current 277 route, including: <ul style="list-style-type: none"> • School children • Older people • Disabled people • People using pushchairs/buggies • Shift workers 	30	1

4.5 Question 6. Considerations for the new public space

All respondents were asked what provisions they would like for the new public space, ranking 1 as the most important and 6 as the least important.

Figure 9 shows a percentage summary of all the responses received.

Figure 9: Considerations for the new public space



The most preferred option was for more space for pedestrians with 825 respondents ranking this as the most important (number 1) option. This was followed by direct pedestrian movement around Highbury Corner (669 respondents ranking number 1 on this option).

The least popular important considerations were providing refreshment (803 respondents - ranked number 6) and retail facilities (802 respondents - ranked number 5).

4.6 Question 7. Options for the new public space

Respondents were asked to select which option they preferred:

Option 1: We would pedestrianise the western side of the roundabout, linking it to the station forecourt, and plant a number of new trees in the pedestrianised area

Option 2: This option would include the changes proposed in Option 1, but would also open up access through the arboretum

Of the 2,823 responses a total of 2,468 responses (87 per cent) respondents gave an opinion on which option they preferred.

Table provides a summary of these responses. Percentages given are from the total 2,823 consultation respondents.

Table 7: Options for the new public space

Option	No.	%
Neither	484	17
Option 1	404	14
Option 2	1580	56
Not answered	355	13
Total	2,823	100

Option 2 was the most preferred option, with 56 per cent of all consultation respondents choosing this option.

4.7 Question 8. Reasons for choosing an option for the new public space

Respondents were asked to provide a comment about their choice of option if applicable.

Of the 2,823 respondents, 1,904 respondents (67 per cent) left comments in the open text field. Percentages given are from the total 2,823 consultation respondents.

Table summarises the key issues raised by all respondents and a detailed analysis of comments is available in [Appendix A](#).

Table 8: Issues raised by all respondents

Issue	Total	%
Opening up the arboretum: Welcomed the prospect of opening up the arboretum as proposed in Option 2	1331	47
Positive impact on pedestrians: Including: <ul style="list-style-type: none"> Views that the proposed pathway through the centre of the arboretum will make pedestrian access more direct (Option 2) Views that both options for the public space will have a positive impact on pedestrians Views that both options will improve the local area and result in cleaner air 	827	29
Keeping the arboretum closed: Generally objected to opening up the arboretum as proposed in Option 2	459	16
Arboretum generally: Including: <ul style="list-style-type: none"> Objections to any removal of trees Requests for more trees to be planted 	390	14
Negative impact on pedestrians: Including views that either option will increase antisocial behaviour and litter	92	3
General design: Including the view that the area should be left as it is and general suggestions that the scheme should be redesigned	41	1
Public transport users: Including the view that the need to curtail route 277 to provide the new public space will negatively impact bus users	38	1

4.8 Question 9. Any other comments on the public space proposals

All respondents were asked to provide further comments about the public space proposals if applicable.

Of the 2,823 respondents, 1,038 respondents (37 per cent) left comments in the open text field. Percentages given are from the total 2,823 consultation respondents.

Table 9 summarises the key issues raised by all respondents and a detailed analysis of comments is available in [Appendix A](#).

Table 9: Issues raised by all respondents

Issue	Total	%
Negative comments on the public space proposals: Including concerns about antisocial behaviour and objections to the suggestion of a café or retail space	239	8
Arboretum: Including requests for more tree plant and objections to the removal of trees	219	8
Positive comments on the public space proposals: Including views that the proposals will improve the local environment and requests that any café or retail unit is independent and not a chain	127	4

Suggestions for the local area: Including request to improve the façade of Highbury & Islington station and suggestions to include local artwork, fountains and other improvements to enhance the look of the area generally	95	3
Pedestrians: Including suggestions that more, and more direct, pedestrian provision is still required	86	3
Cyclists: Including requests for a more direct cycle link between Upper Street and Holloway Road, through the pedestrianised area	28	1

4.9 Comments on the consultation process and materials

Of the 2,823 respondents to the consultation 1,410 (50 per cent) answered the question asking for comments on the consultation material (for example, printed materials, website, events, etc). The main themes arising from the comments included:

General Positive

- 704 respondents (28 per cent) made general comments that the consultation materials were of a good quality
- 423 respondents (17 per cent) generally thought the consultation was ‘clear,’ ‘concise’ and ‘informative’
- 111 respondents (4 per cent) stated that the maps and illustrations were good

General Negative:

- 125 respondents (5 per cent) found the online consultation tool difficult to use
- 115 respondents (5 per cent) expressed a view that their opinions will not be listened as they perceive the consultation to be biased or prejudged
- 110 respondents (4 per cent) felt there was insufficient information on the proposals to make an informed decision on the scheme
- 34 respondents (1 per cent) had problems with answering Questions 6 and/or 13
- 28 respondents (1 per cent) called for clearer and larger maps
- 17 respondents (1 per cent) felt the consultation was a waste of time
- 9 respondents (<1 per cent) believed they should have received printed material directly to their address
- 3 respondents (<1 per cent) had difficulty accessing the consultation tool on their mobile phones

5. Summary of stakeholder responses

This chapter provides summaries of the feedback we received from stakeholders. We draw particular attention to the comments here, as the questions and issues raised may be of interest to other consultees. Please note that comments have been summarised.

As well as being summarised here, the stakeholder responses are included in the analysis of overall responses covered in the previous chapter and in Appendix A.

Local Authority / Assembly Member / Political:

Jennette Arnold - London Assembly Member for the boroughs of Hackney, Islington & Waltham Forest

- Asks on behalf of constituents to find an alternative to the service changes to the 277
- Suggests that the consultation was flawed and did not seek the views of regular bus users or Hackney Council
- Notes that changing onto another bus service can make a journey more expensive, time consuming and inconvenient
- Queries why the daytime 277 service can also terminate near the Angel, as is proposed for the night time service

London Borough of Hackney

Recognises that the scheme brings in terms of improving the public realm and reducing traffic domination in the area, but wants to re-iterate concerns around bus services and interchange.

- Notes that route 277 provides the only direct bus service from the Well Street and lower Mare Street part of Hackney to Highbury & Islington
- Notes that route 30 serves Dalston Lane and Amhurst Road
- Concerned that the proposals to terminate the service at Dalston junction would have a detrimental impact on a number of Hackney residents.
- Suggests that the provision and terminus of bus services needs to be reconsidered.

Islington Liberal Democrats

- Believes the proposed scheme is a recipe for more congestion, more pollution and more crime.
- Suggests re-consulting with the local community to produce a different scheme
- Concerned that the closure of Corsica Street will lead to traffic congestion, increased journey times and more pollution
- Believes that cyclists may seek to cut across the "Arboretum", coming into conflict with pedestrians using the space

- Notes that the proposed road closures, which would lead to traffic being displaced into neighbouring residential areas
- Opposes the removal of the 277 bus services and suggestion for it to be extended to the Angel in a similar manner to the night service
- Notes that the arboretum will not be an attractive public space, given the high levels of pollution and traffic noise nearby
- Questions how the safety of pedestrians walking through the space will be maintained, particularly at night
- Concerned about management of the space during match days, particularly given its proximity to a number of local pubs
- Thinks the public space is likely to become a crime hot spot

London Borough of Tower Hamlets

- Objects to the proposal to terminate the 277 bus at Dalston Junction instead of Highbury Corner
- Notes that residents often use the 277 to access the Highbury and Islington Station to interchange with the London Overground, Victoria Line and National Rail lines
- Concerned that residents would now be required to take an additional bus which will also cost more

Motoring organisations:

Licensed Taxi Drivers Association

Queries whether taxis would be able to stop to pick up or set down mobility impaired passengers, including those in wheelchairs, where segregated cycle lanes are proposed.

Public transport organisations:

Campaign for Better Transport (London)

Believes that any change should be planned meet the needs of the next 50 years, and raised the following concerns and suggestions about the proposals:

- Does not believe that the scheme can be described as more accessible for all users, given the negative impact on bus users
- Believes that the pedestrian crossings do not permit safer and more direct pedestrian routes
- Notes that most rail and tube passengers want the bus stops, not a new public space
- Suggests that closure of the eastern arm would be preferable to the western arm and that creating a pedestrian route along the eastern arm would take advantage of the trees in front of Dixon Clark Court

- Concerned about the loss of interchange and notes that Highbury Corner needs to be able to accommodate increased bus use as well as a doubling in the number of cyclists
- Notes that the 277 makes an enormous difference to the bus route from Dalston and that having a choice of two routes is an insurance against delays on one route. The 277 serves important destinations for Islington residents: St. Joseph's Hospice, Mile End and Canary Wharf
- Notes that the rail service alternative is not an option for those who cannot afford the Zone 1 fare. Believes that, with severe overcrowding, the bus is a necessary adjunct to the rail service
- Notes that Highbury Corner is one of the most successful terminal points in London. Suggests that TfL acknowledge the desirability of reaching Highbury Corner with the proposed extension of the N277 to Islington (Angel)
- Deplores the loss of 19 trees

Campaign for Better Transport London Group

- Believes it is good to provide a direct route from the station to Canonbury via the arboretum and maximise the use of the arboretum.
- Suggests a better interchange between rail and bus stops is required. If the closed arm was buses only, it would improve the interchange.

The Confederation of Passenger Transport

Believes that the scheme will lead to more congestion on the road network and raised the following concerns:

- Believes that the removal of the one way system will eliminate the relative free flow of traffic through the junction from and to all the through routes it serves. It will introduce conflicting movements and will significantly increase the time spent standing at traffic signals
- Concerned that cyclists would be tempted to use the pedestrianised area as a short-cut from Upper St to Holloway Rd, presenting an obvious safety concern, which would be almost impossible to prevent

Would welcome confirmation that:

- There are no plans to exclude coaches and non-TfL services from any of the bus stops in this proposal, noting the significance for home to school transport services
- Coaches and non-TfL buses would continue to be allowed access to the bus lanes and any additional priority measures for buses which will be implemented as a result

London TravelWatch

- Disappointed by the proposal to shorten route 277
- Suggests that ideally the route should have been retained to this location and alternative bus stand and turning point found
- Notes that users of 277 are more likely to transfer to London Overground services rather than using buses

Cycling / pedestrian organisations:

Cycling UK (formerly CTC) in Islington

Believes that such a scheme is long overdue and will help to undo the blight caused by the poor design of the existing roundabout and the severe road danger it poses to pedestrians and cyclists alike. Suggests a number of improvements to the proposals:

- Two way cycling on Corsica Street should be permitted and a safe crossing point provided
- The scheme should link up to Canonbury School, to encourage active travel to the school and provide a safe cycling link to the school
- Notes that journey times for cyclists could be delayed by the number of signals required. Suggests creating shared pedestrian/cycle links and / or permitting two way cycling in the cycle track that runs from Upper St to Holloway Road

Islington Cyclists Action Group (ICAG)

Fully supports the proposed changes to Highbury Corner as they meet the organisation's aims to create protected space for cycling and will help to prioritise cycling around Highbury Corner.

- Believes the proposals will bring a number of key benefits to the area, making the area safer for pedestrians and cyclists.
- Welcomes the closure of Corsica Street as this will reduce the risk of conflict with cyclists and motor vehicles entering northbound.

Makes a number of suggestions, including:

- Extend the scheme to include measures to create safe pedestrian and cycling access to Canonbury Primary School
- Provide measures to deter rat running along residential streets
- Future-proof the scheme, including considering the impacts of stopping right turns on to Canonbury Road or left turns from Canonbury Road into Upper Street will negatively impact any future plans for an east-west cycling route
- Remove loading bays to reduce conflict with cyclists and motorists
- Allow cyclists to pass around pedestrian crossings
- Increase the width of the cycle lanes and cycle parking provision

- Add cycle lanes between the arboretum and the station, if option 2 is selected

Islington Living Streets

Welcomes the proposals for Highbury roundabout and notes that it is marvellous to see the creation of a new pedestrian space to replace a roundabout. Makes the following points:

- Recognises that some local car trips may take marginally longer but the huge improvement to the public realm and the convenience and safety of people walking, cycling and accessing public transport must outweigh any inconvenience to the minority who make trips by car.
- Believes the scheme delivers huge improvements for all families walking and cycling with their children to Canonbury and School. Both Canonbury and Laycock Schools have a much improved route both to the station for trips and to Highbury Fields for swimming and sports.
- Concerned that the scheme may lead to conflict between pedestrians (especially children attending the nursery school) and cyclists on church path as well as through the arboretum.
- Suggests that It is important that the additional number of 30 buses fully compensate for the loss of 277s

London Cycling Campaign

Strongly supports the plans overall to pedestrianise the western arm of the gyratory; to remove the gyratory; and to include protected space for cycling and signals that separate cyclists from motor vehicles in time and/or space.

Notes the following concerns/suggestions:

- There will be traffic reassignment to other nearby streets
- There is a lack of cycle parking provision
- There is the potential for links to schools to be considered as part of the scheme
- Two way cycling should be allowed in Corsica Street and Upper Street
- Consideration should be given to interplay between parking/loading bays and cycle lanes.

Stop Killing Cyclists

- Suggests keeping the arboretum closed as no trees should be destroyed - existing mature trees are needed to help tackle climate change
- Notes that anything to make routes safer for people walking and cycling is important
- Suggests that the space which is marked as being "pedestrianised" is accessible to people on their bikes as well

Sustrans

- Strongly supports the proposals for Highbury Corner, particularly the new public space.
- Believes the roundabout is currently a major point of severance for north London – reducing accessibility and connectivity for those travelling on foot or on bike, and is a particularly dangerous place for people on bikes
- Would welcome permitted cycling through the pedestrian space on the western side of the roundabout, designed appropriately to minimise conflicts
- Notes that, whilst supportive of the overall proposals, has a number of reservations about the design detail presented in the consultation and hope TfL can resolve these before commencing with construction

Local Interest Groups:

Chairs of the local amenity societies

Makes the following observations about the differences between the current proposals and those consulted on in 2007:

- The option chosen in 2007 featured a bus interchange immediately outside Highbury and Islington station and bus priority lanes passing through the pedestrianised area
- The road layout now provides extensive cycle lanes which require land to be taken from the central island with the loss of several important trees
- Suggests all three options need to be revisited in light of current and developing conditions and long term detailed proposals produced for a fresh consultation

Makes the following comments on the proposals:

- The proposed road layout is complicated and gargantuan
- The increase in road width is provided at the expense of the loss of 26 per cent of the arboretum. The loss of nineteen mature trees and a quarter of the green area to road surface is not acceptable
- Slower journey times will cause traffic to divert to other roads. Estimates of the likely diversions to other roads in the area (including Canonbury Park North, Canonbury Square and Canonbury Lane) are required
- A further effect of slower journey times will be increased air pollution levels
- The loss of the 277 bus route is unacceptable. The proposed increase in the frequency of buses on the 30 bus route does not compensate for this loss
- The predicted delays to the 271 bus and other bus services are a major disadvantage and do not encourage people to use public transport instead of the car
- The number of people delayed on buses is much greater than the number of cyclists using Highbury Corner. The plans give precedence to cyclists but make no improvements for bus passengers
- The proposed cycle lanes are over-elaborate and unworkable

- It is likely that will simply cycle through the proposed pedestrian route on the west side. If the scheme does go ahead in its present form, it would be better to design the pedestrianised area to accommodate a segregated cycle lane
- The cycle lanes peter out on all ingoing and outgoing roads including Holloway Road and St Paul's Road. Believes that it would be better to encourage cyclists to use routes avoiding Highbury Corner
- The proposed closure of Corsica Street is not acceptable because it will force traffic onto St Paul's Road and Baalbec Road to gain access to Highbury Fields
- It is disappointing that since Highbury Station is a major transport hub and more heavily used by pedestrians and bus passengers than ever, there is no proper interchange between buses and the station

The Canonbury Society

Believes that the current consultation is flawed and a fresh consultation should be launched.

Makes the following comments:

- There are no detailed forecasts of predicted traffic flows and air pollution levels
- The proposals will result in delays to bus services
- The closure of Corsica Street is not acceptable, as it will mean traffic rat running in local roads
- No interchange between buses and Highbury Station is proposed and this is a missed opportunity
- The loss of the 277 is unacceptable Increasing the frequency of buses on the 30 bus route does not compensate for this
- The proposals give precedence to cyclists, but offer no benefit to bus passengers, or pedestrians, as they will now have to wait much longer to cross the road and avoid potential conflicts with cyclists

Does not believe that the additional amenity space is worth the potential downsides, (displaced traffic, longer journey times, additional pollution) none of which seems to have been properly quantified.

Highbury Community Association

- Believes that closing the St Paul's Road - Corsica Street junction will be a real problem for the 2000 households living immediately north of the junction
- Does not believe that cyclists will follow the loop round from Upper Street to Holloway Road (and vice versa) but will cut across the desire line in what is supposed to be the pedestrian area on the west of the arboretum
- Marginally prefers Option 2, but we note that this involves the loss of 23 trees. Would like to see serious proposals for how trees which will reach similar heights will be built in to replace them.

- Notes with dismay that the layout reduces the 277 bus service, and makes interchange between buses and the tube more difficult
- Suggests that, if there is to be any access to the arboretum from the pedestrian area, it would be nice to have a pathway through the trees - a more curved pathway would be better than the one currently proposed

Upper Street Association

Notes that traffic, congestion, pollution and noise are at deplorable levels; however, questions several aspects of the proposed scheme, and believes that adequate questions have not been asked to make it acceptable to pedestrians, residents or the vast majority of road users:

- Suggests that traffic problems in north London need to be looked at as a whole, not piecemeal
- Favours an extension of the congestion charging zone northwards from the Angel
- Concerned that there is no planned reduction in traffic, but traffic will slow further causing an increase in congestion and air pollution
- Believes that the scheme is over dominated by cycle routes and facilities, at some points causing potential conflict with pedestrians, for example, through the western arm
- Notes that both Option 1 and 2 reduce the central green space, and require the felling of mature trees, which is not acceptable.
- Concludes that there is no need for this particular scheme

Local schools:

Head Teacher of Canonbury Primary School

- Concerned that traffic will back up and increase pollution on Canonbury Road
- Notes that the pavement outside the school is narrow and the cycle lane suddenly stops - potentially projecting speeding cyclists into children/families as they walk to school
- Welcomes any improvements to the current crossings on the Corner which have small islands and are currently unsuitable for large groups of children and adults, as this provides a safer and more direct route
- Raises concerns about cyclists cutting across the area rather than using the roads
- Has concerns that the area of public space will become overspill for the existing pubs

Chair of Governors, Canonbury Primary School

- Has grave concerns about the impact of traffic build up and air pollution along Canonbury Road

- Notes that the cycle lane coming into Canonbury Road ends abruptly, forcing cyclists at speed into the path of young children and families on their way to and from school at the busy rush hour time
- Notes that the pavement on Canonbury Road is currently too narrow for the amount of pedestrians using it and is in poor condition
- Believes that making use of the green space is welcome so long as it is well managed
- Believes the pedestrian crossings are an improvement on the existing situation, although the west side closure should have been considered

Residents' Associations:

Belitha Villas Residents' Association Deputy Chairman

- Notes that the proposals make little mention of the fact that the plan disrupts a major A-road out of the city and east London, for large vehicles and commercial traffic as well as buses
- Believes the proposals will increase vehicular journey times and congestion
- Hopes that the scheme will not be progressed as it delays traffic, creates pollution with little value, therefore a low benefit/cost ratio
- Suggests leaving the area as it is
- Suggests that the space provided by the removal of the post office is more than adequate
- Believes that pedestrians will not want to stay in what will be a highly diesel polluted area for any longer than necessary.

Ellington Street Residents' Association

- Believes that local residents and interest groups are not in favour of this scheme due to dispersed traffic and associated pollution
- Notes that Highbury Station is a major transport hub and a proper transport interchange is required which is not proposed within this scheme
- Believes that the plans give precedence to cyclists but make no improvements for bus passengers or pedestrians. Pedestrians will have to wait much longer to cross the road than now and at several points their route crosses a cycle lane
- Believes the loss of the 277 bus route is unacceptable and that the proposed increase in the frequency of buses on the 30 bus route does not compensate for this loss. Also not happy with the predicted delays on the 271 service
- Thinks that additional amenity space is a welcome aspiration, but the one provided is not worth the disadvantages, including the loss of nineteen mature trees

Highbury Terrace Mews Residents' Association

Objects to the proposals and makes the following comments

- Believes that the current proposal will make the existing traffic congestion in Upper St and Canonbury Road worse
- Believes there is little desire to connect the arboretum to the area in front of the two pubs
- Suggests it would make more sense to connect the arboretum to Compton Terrace and retain vehicular access from Upper St to Holloway Rd
- Concerned that closing Corsica Street will make vehicular access for residents in the area very difficult and will create congestion and 'rat running' through side streets, as vehicles try to negotiate their way through the area.

Co-Chair Highbury Terrace Mews Residents' Association, Director/Co-Treasurer 7-10 Highbury Crescent Residents' Association

- Doesn't believe people will choose to sit among the noise and petrol fumes within Highbury Corner when other nearby space is available
- Believes the additional space will not become anything other than extended drinking space for the existing pubs
- Doesn't believe that pedestrian safety can be managed between the trees, especially at night, given the existing levels of criminal behaviour in the area

Business representative organisations:

Angel.London (Business Improvement District)

- Concerned about the loss of green space to accommodate cyclists
- Welcomes the pedestrian crossings, but concerned that this will possibly delay road traffic
- Asks for TfL make provision for the 277 to continue to the end of its current route, particularly for older people who depend on a reliable, continual bus service
- Believes the proposals for opening up the green space will make the area more vibrant and better for pedestrians
- Thinks it would be good if the public space be animated with not just market stalls but provision made for street performers/buskers

Local Businesses:

T101 Limited

- Believes that the arboretum is a great space that is currently unused and mostly unnoticed by passers by
- Thinks it would be great if pedestrians were able to use this space on a daily basis.

Angel Painters

- Believes that the only group that benefit from this change are cyclists
- Thinks that, for everyone other than cyclists, the proposals makes traffic flow worse
- Concerned that the scheme will move congestion from Highbury Corner to Highbury Fields and Canonbury Square

Alistair McGlone and Associates Ltd

Would like the public to have access to more green space

A View Opticians

Believes that Option 2 provides better access to move through Highbury Corner rather than Option 1 which channels pedestrian traffic rather than allowing it to flow naturally

J & L Gibbons

- Raises concern that works have gone ahead on the north east corner of the arboretum, before the consultation has run its course¹
- Believes that Highbury Corner is in danger of looking like a sea of tarmac and hardstanding, similar to the newly completed Elephant and Castle arrangement

Craniosacral Therapy Educational Trust

- Raises concerns about closing Corsica Street to incoming cars from Highbury Corner
- Notes that, as Highbury Place is already closed to incoming traffic from Holloway Road, the new proposal would involve a considerable detour, especially in rush hours, to get into Corsica Street and surrounding roads

Working Men's Club and Institute Union

- Believes that the proposed road layout will improve air quality and mobility for those using the west side of the roundabout
- Suggests that access to the Highbury & Islington Underground station will be less congested, which will allow cleaner air, more space and refreshment / relaxation options and allows for more pedestrian space

¹ The works currently taking place at Highbury Corner are part of the [bridge replacement project](#) and are not connected with the proposals detailed in this report.

Emergency Service organisations

Metropolitan Police Abnormal Loads Unit

- Queries whether consideration been given to the Road Haulage Industry for Abnormal Loads that are 18.65M in Length 2.9M in width and 80 tons in weight
- Notes it is getting increasingly more difficult to move heavy plant and other items into and out of London

London Fire and Emergency Planning Authority

- Welcomes and supports changes that will improve the environment and safety for all road users in respect of the proposed changes to Highbury Corner
- Request that the Station Manager at Islington Fire Station is kept updated to ensure emergency appliance access during the construction phase through to completion

Freight companies

Hemel Hempstead Transport

- Advises that they use the loading bay on Upper Street with a 16.5 metres vehicle, and do not want to have to replace it with 2 rigid vehicles
- Asks for the shared disabled parking at the front of the loading bay to be marked out in the direction of travel and that the signage on the bay makes clear that no disabled vehicles can use the rest of the loading bay

Delivery Kuehne + Nagel Drinks Logistics

- Notes that the side streets off of Upper Street all have width restrictions down to Liverpool Road so all HGV and bus routes have to use Highbury corner
- Believes that the roundabout currently works and to remove one side of the flow will increase congestion in Holloway Road, Balls Pond Road, Canonbury Road and Upper Street

Other:

The Prince's Regeneration Trust

In favour of the proposals and would like them to proceed:

- Thinks that the loss of termination of 277 interchange with the station is a shame, but if the benefits outweigh the loss it is a fair sacrifice to make
- Believes that investment in improving the station is needed to make this more attractive
- Suggests that, if TfL is going to change the road layout to create a new public space, it would be ridiculous to allow people to get close to the arboretum, without allowing them to enjoy the space inside

6. Conclusion and next steps

The recent consultation has been an extremely valuable exercise in understanding views on our proposals for Highbury Corner, and has demonstrated the high level of interest in the project. We will now spend time reviewing and considering all points raised in the consultation and will publish a second report this autumn, in which we will set out our response to issues that were commonly raised in the consultation, and explain the next steps for the project.

We are grateful to all those who took the time to give their views about the proposals.

Appendix A - Detailed analysis of comments

Question 2: If you have any other comments about the road layout proposals, please let us know in the space below

Of the 2,823 respondents, 1,810 respondents (64 per cent) left comments in the open text field for Question 2. We have summarised the significant themes below. Percentages given are from the total 2,823 consultation respondents.

Overview

General negative comments: 845 respondents (30 per cent) provided general negative comments about the scheme.

General positive comments: 711 respondents (25 per cent) provided general positive comments about the scheme.

Neither negative nor positive: 240 respondents (9 per cent) provided a neither negative nor positive comment about the scheme.

Detailed analysis

Impact on motor traffic: 658 respondents (23 per cent) expressed a view on the impact of the proposals on motor traffic:

Negative impact on motor traffic: 635 respondents (22 per cent) expressed concern that the proposal would negatively affect motor traffic:

- 235 respondents (8 per cent) commented on the impact of congestion:
 - 222 respondents (9 per cent) generally stated the proposal will increase traffic in the local area, highlighting present levels of congestion
 - 13 respondents (<1 per cent) highlighted the congestion issues already present on Canonbury Road and Upper Street
- 116 respondents (4 per cent) objected to any increase in motor vehicle journey times
- 107 respondents (4 per cent) made general negative comments on the proposed closure of Corsica Street to motor vehicles
- 59 respondents (2 per cent) commented that the banned movements south of Highbury Corner will reduce access to Upper Street and Canonbury Road
- 53 (<1 per cent) respondents stated this would limit the number of roads that residents could now drive down to access properties
- 28 respondents (1 per cent) believed that the proposal is an anti-car scheme and it does not consider the impact of car users, highlighting an increase in journey times

- 24 (<1 per cent) respondents stated motor vehicle journey times would increase for local residents wanting to access their properties
- 13 respondents (<1%) stated that the traffic signal timings for pedestrians should be minimised to ensure motor traffic is not unduly delayed

Positive impact on motor traffic: 23 respondents (1%) said that the proposal will be good for car journeys, highlighting less congestion and a better road layout

Cycling: 526 respondents (19 per cent) expressed a view on the cycling aspects of the proposals:

Positive impact on cycling: 211 respondents (7 per cent) thought that the proposals would have a positive impact on cycling or cyclists:

- 182 respondents (6 per cent) felt the proposals will make cycling safer, avoiding conflict with motorists and pedestrians:
 - 148 respondents (5 per cent) made general positive comments about providing segregated facilities for cyclists
 - 25 (<1 per cent) respondents supported the type of segregation proposed
 - 9 (<1 per cent) stated the proposals would improve safety for cyclists by having dedicated cycling lanes
- 29 respondents (1 per cent) said the proposals will encourage and improve cycle journeys:
 - 24 (<1 per cent) provided a general non-specific comment on how the proposal would be of benefit for cycling
 - 5 (<1 per cent) stated that segregated cycle lanes within the proposals would encourage children/those who don't currently cycle due to fear of safety to cycle in this area

Cycling infrastructure and facilities: 210 respondents (7 per cent) expressed a suggestion or concern about the proposed cycling infrastructure and facilities:

- 70 respondents (2 per cent) called for a cycle lane on the western arm of the roundabout
- 35 respondents (1 per cent) called for wider cycle lanes, some suggesting they should ideally be 2.2 metres,
- 31 respondents (1 per cent) made general comments on segregated cycle lanes
- 24 respondents (<1 per cent) thought that cyclists will still use the western arm of the roundabout, believing it to be the most direct route
- 11 respondents (<1 per cent) called for more cycle parking facilities as part of the proposals, as provision is currently inadequate around Highbury & Islington station
- 7 (<1 per cent) respondents wanted all cycle lanes leading up to Highbury Corner to be segregated
- 6 respondents (<1 per cent) called for better signage for cyclists to reduce confusion for all road users

- 6 respondents (<1 per cent) called for more local cycle routes in the area, highlighting connections to Dalston and Angel
- 5 respondents (<1 per cent) wanted to see the installation of cycle hire docking stations as part of the scheme
- 5 respondents (<1 per cent) called for the cycle lanes to be completely separated from the road
- 4 respondents (<1 per cent) called for separate cyclist signals to allow cycling through the pedestrian area
- 4 (<1 per cent) stated there were gaps in linkages with proposed and existing cycling routes, which meant cyclists could come into conflict with motorists
- 2 (<1 per cent) respondents wanted to know how parking restrictions on segregated cycle tracks would be enforced so as not to impede flow of cyclists

Negative impact on cycling: 47 respondents (2 per cent) thought that the proposals would have a negative impact on cycling or cyclists:

- 26 respondents (1 per cent) believed that the proposals will increase the danger for cyclists
- 17 (<1 per cent) made a general comment about the potential for conflict between motorists and cyclists
- 4 (<1 per cent) suggested motorists would be tempted to follow cyclists into Corsica Street not knowing it will now be closed, which could endanger cyclists

Impact on pedestrians: 479 respondents (17 per cent) commented on how the proposals might affect pedestrians:

Positive impact on pedestrians: 271 respondents (10 per cent) thought that the proposals would have a positive impact on pedestrians:

- 142 respondents (5 per cent) generally expressed the view that the proposals will create a safer environment for pedestrians
- 120 respondents (4 per cent) commented that the proposals will make the area more pleasant and cleaner for walking, highlighting easier navigation around Highbury Corner
- 9 respondents (<1 per cent) believed that the proposal will increase the footfall in the area due to the new public space

Negative impact on pedestrians: 138 respondents (5 per cent) thought that the proposals would have a negative impact on pedestrians:

- 61 respondents (2 per cent) made a general negative comment about cyclists' behaviour and its impact on pedestrians, with 2 (<1 per cent) respondents stating that cyclists won't stick to segregated cycle paths
- 40 respondents (2 per cent) expressed the view that the proposals would increase pedestrian danger

- 30 (1 per cent) respondents suggested that cyclists would use the pedestrianised western arm leading to conflict with pedestrians
- 4 (<1 per cent) respondents stated cyclists could come into conflict with pedestrians on crossings
- 3 (<1 per cent) respondents expressed concern that cyclists and pedestrians will come into conflict with each other at the end of the cycle lane on Canonbury Road

Pedestrian facilities: 48 respondents (2 per cent) commented on the pedestrian facilities:

- 14 respondents (1 per cent) suggested that the pedestrian route should be kept simple, limiting the number of crossings on St Pauls Road and Holloway Road
- 11 respondents (<1 per cent) expressed the view that the proposal should include more pedestrian facilities, highlighting seating in the arboretum
- 9 respondents (<1 per cent) expressed the view that an underpass should be included in the road layout to increase the pedestrian safety
- 6 respondents (<1 per cent) expressed concern that more pedestrian provision and linkages are needed especially towards Canonbury Primary School
- 4 respondents (<1 per cent) felt that zebra crossings should be used rather than signals, highlighting pedestrian priority
- 4 respondents (<1 per cent) believed that wider pavements are need to enhance pedestrian safety particularly along the southern arm of the road layout (Upper Street & Canonbury Road)

Impact on public transport users: 264 respondents (9 per cent) commented on how the proposals might affect public transport users:

- 163 respondents (6 per cent) objected the removal of the 277 bus, highlighting this as a key route to Dalston and Hackney
- 91 respondents (3 per cent) expressed the view that the proposal will make it harder to use public transport due to the reduction in road space and access
- 8 respondents (<1 per cent) commented on the public transport infrastructure:
 - 5 respondents (<1 per cent) called for a dedicated bus lane around the arboretum instead of a cycle lane
 - 3 respondents (<1 per cent) called for the bus stops to be closer to the station
- 2 respondents (<1 per cent) expressed the view that the proposal will improve public transport provision

Corsica Street closure: 259 respondents (9 per cent) provided an opinion on the closure of Corsica Street:

Negative: 233 respondents (8 per cent) expressed concerns over the closure of Corsica Street:

- 76 (3 per cent) respondents stated this would mean an increase in motor vehicle journey times to get to their properties

- 45 (2 per cent) respondents were concerned that the closure would lead to traffic reassignment on adjacent streets and other local roads
- 43 (2 per cent) respondents stated this would limit access options for motor traffic to the area
- 27 (1 per cent) respondents stated congestion would increase on local roads as a result of the closure
- 18 (1 per cent) respondents stated Corsica Street needs to remain open to motor traffic
- 11 (<1 per cent) respondents stated the closure was not justified due to the low volumes of motor traffic using this route.
- 10 (<1 per cent) respondents believed that there was no rationale behind the closure of Corsica Street to motor traffic
- 3 (<1 per cent) stated the closure was to the detriment of all motorists in the area

Positive: 26 respondents (1 per cent) provided general positive comments on the closure of Corsica Street commenting on the safety it will provide cyclists

Impact on the arboretum: 213 respondents (8 per cent) commented on how the proposals might affect the arboretum:

Negative impact on the arboretum: 130 respondents (5 per cent) expressed concern that the proposals would negatively affect the arboretum:

- 41 respondents (2 per cent) provided a negative comment over the removal of trees:
 - 23 (1 per cent) respondents objected to the overall net loss of trees within the proposals
 - 9 (<1 per cent) respondents objected to the removal of mature trees, stating these should be preserved
 - 9 (<1 per cent) respondents stated the loss of trees should be minimised
- 42 respondents (1 per cent) generally expressed the view that the proposal should include more trees to enhance the area
- 41 (1 per cent) of respondents wanted to see more trees planted that mitigate the loss of trees in the arboretum as part of the proposal
- 6 respondents (<1 per cent) expressed the view that the proposed path design doesn't need to go in a straight line as pedestrians can walk around trees, having a longer path may preserve more trees

Positive impact on the arboretum: 83 respondents (3 per cent) commented on how the proposals could affect the arboretum in a positive way:

- 73 respondents (3 per cent) supported option two of the proposal to open the arboretum to the public, highlighting a better environment for pedestrians

- 10 respondents (<1 per cent) commented that the benefits of the proposal outweigh the loss of trees, as the area will be opened up to the public and create a positive environment for pedestrians

General comments on the design: 148 respondents (5 per cent) commented generally on the road layout proposals:

- 77 respondents (3 per cent) generally commented on the proposal design:
 - 22 respondents (1 per cent) objected to the proposal and stated the area should be left as is
 - 22 respondents (1 per cent) believed that the proposal requires additional planning for motorists, highlighting phasing of lights to limit waiting times and congestion
 - 14 respondents (<1 per cent) felt that roundabouts are the way forward
 - 13 respondents (<1 per cent) expressed the view that the proposals are confusing for cyclists and pedestrians
 - 6 respondents (<1 per cent) raised concerns over the junction with St Paul's Road
- 71 respondents (3 per cent) called for more traffic calming measures in the area

Negative impact on air quality: 109 respondents (4 per cent) commented on the impacts of the proposals on air quality:

- 90 respondents (3 per cent) stated that the increase in traffic as a result of the proposals will result in worsened air quality
- 19 respondents (1 per cent) generally commented that the proposals will increase air pollution generally

Other comments: 130 respondents (5 per cent) made comments related to different aspects of the proposal for question 2:

- 58 respondents (2 per cent) generally commented on the current conditions of the local area:
 - 37 respondents (1 per cent) called for the old Highbury and Islington station entrance and exit to be opened
 - 11 respondents (<1 per cent) called for the station facade to be improved
 - 8 respondents (<1 per cent) raised general concern over Highbury & Islington station and the need for improvement of the station
 - 2 respondents (<1 per cent) stated the need for a local post box
- 50 respondents (2 per cent) believed that the proposal is a waste of public money, highlighting the poor cost and benefit ratio
- 18 respondents (1 per cent) provided an 'anti' TfL comment

- 4 respondents (<1 per cent) expressed concerns over what will happen to the WW2 memorial on the central green space

Question 5: If you have any comments about the proposed service changes to route 277 and/or route 30, please let us know in the space below

Of the 2,823 respondents, 889 respondents (31 per cent) left comments in the open text field for Question 5. We have summarised the significant themes below. Percentages given are from the total 2,823 consultation respondents.

Negative impact on route 277 users: 735 respondents (26 per cent) expressed concern that the proposal will negatively affect bus service 277:

- 370 respondents (13 per cent) generally objected to the removal of the 277
- 94 respondents (3 per cent) believed that the proposal will cause a loss of interchange and connection with other modes:
 - 41 (1 per cent) respondents stated they wanted the 277 route retained as they use this route to connect with tube services at Highbury & Islington
 - 40 (1 per cent) respondents stated the 277 was important connection for them to interchange with both mainline rail and tube services
 - 9 (<1 per cent) respondents stated they wanted the 277 route retained as they use this route to connect with other bus services
 - 4 (<1 per cent) respondents stated they wanted the 277 route retained as they use this route to connect with other mainline rail services at Highbury & Islington
- 66 (2 per cent) respondents objected to removal of route 277 as the revised provision would be less frequent, making their journey more inconvenient
- 49 (2 per cent) respondents commented that the curtailment of route 277 would increase their travel costs as they would need to pay for more than one bus journey
- 43 (2 per cent) respondents stated the loss of service would lead to a disconnection in services to Dalston
- 42 respondents (1 per cent) objected to any increase in bus journey times
- 25 (1 per cent) respondents noted the loss of connection to the Highbury Corner area
- 24 (1 per cent) respondents noted the loss of service provision towards Docklands/Canary Wharf Area
- 22 (1 per cent) respondents noted the loss of service provision towards Hackney

Route 30 service: 258 respondents (9 per cent) commented on the proposed service changes to route 30:

- 101 (4 per cent) respondents provided a general negative comment on the proposal to change the level of service provision on route 30 to compensate for the reduction of the 277 service
- 69 respondents (2 per cent) were content with the changes to route 277 and 30 if the level of services were maintained
- 40 respondents (1 per cent) felt that the proposal will cause crowding on bus service 30
- 28 (1 per cent) respondents did not support the service changes stating that the revised levels of service would not be sufficient to cope with existing passenger demand
- 20 respondents (2 per cent) suggested that an alternative route should be made for bus service 30

Positive impact on 277 and 30 services: 151 respondents (5 per cent) commented on how the proposal would positively impact bus service 277 and 30:

- 130 respondents (4 per cent) stated that the proposals are beneficial to the local area, highlighting the extended service of the 277 at night and a more frequent service of the bus route 30
- 18 respondents (1 per cent) commented that the proposal will have a positive impact on their journey
- 3 respondents (<1 per cent) made a general comment on how they currently prefer route 30 over 277

Suggested alternative routes for 277 service: 99 respondents (4 per cent) suggested an alternative route for the 277:

- 44 (2 per cent) respondents made a general non-specific comment that an alternative route for 277 should be investigated so not to disadvantage existing users of the service
- 31 (1 per cent) respondents suggested that the 277 should be extended to Angel
- 12 (<1 per cent) respondents suggested that the 277 should be extended to Holloway Road
- 8 (<1 per cent) respondents suggested that the 277 should be extended to include Essex Road
- 4 (<1 per cent) respondents suggested that the 277 should be extended to include Canonbury Road

Impact on different user groups: 30 respondents (1 per cent) commented that the proposal will negatively impact different user groups who rely on the level of service currently provided by the 277:

- 8 respondents (<1 per cent) felt that it will negatively impact school children
- 7 respondents (<1 per cent) felt that it will negatively impact older people
- 7 respondents (<1 per cent) felt that it will negatively impact the disabled

- 4 respondents (<1 per cent) felt that it will negatively impact persons using pushchairs
- 4 respondents (<1 per cent) felt that it will negatively impact shift workers

Question 8: Please provide your reasons for choosing that option (i.e. Option 1, Option 2 or neither option) in the space below

Of the 2,823 respondents, 1,904 respondents (67 per cent) left comments in the open text field for Question 8. We have summarised the significant themes below. Percentages given are from the total 2,823 consultation respondents.

Arboretum: 2,156 respondents (76 per cent) expressed their thoughts on the arboretum:

- 1,331 respondents (47 per cent) welcomed the prospect of opening up the arboretum
- 459 respondents (16 per cent) objected to opening up the arboretum
- 291 respondents (10 per cent) objected to any removal of trees
- 75 respondents (3 per cent) felt that more trees should be planted

Positive impact on pedestrians: 827 respondents (29 per cent) commented how the proposal will positively impact pedestrians:

- 307 respondents (11 per cent) commented on how the proposals will positively impact pedestrian trips:
 - 103 respondents (4 per cent) stated that the proposed pathway through the arboretum will make pedestrian routes more direct
 - 90 respondents (3 per cent) made a general non-specific comment on the improvement the new pedestrian areas will have
 - 32 respondents (1 per cent) felt that pedestrian access to the station will be improved generally
 - 30 respondents (1 per cent) felt that pedestrian access from Canonbury Road to the station will be improved
 - 16 respondents (1 per cent) felt that they will make journey times for pedestrians quicker
 - 12 respondents (<1 per cent) felt that they will improve pedestrian access to the Highbury Corner area
 - 10 respondents (<1 per cent) felt that they will provide more pedestrian routes which will help alleviate pedestrian congestion that exists currently on overcrowded footways
 - 8 respondents (<1 per cent) felt that they will aid pedestrian navigation around the roundabout
 - 6 respondents (<1 per cent) felt that they will encourage more people to walk in area
- 191 respondents (7 per cent) generally provided a non-specific comment about how both options for the public space will have a positive impact on pedestrians

- 186 respondents (7 per cent) generally commented that the proposals will improve the local area as they will encourage cleaner air making it more pleasant for walking
- 84 respondents (3 per cent) believed that the proposals will make it safer for pedestrians to cross the gyratory
- 18 respondents (1 per cent) felt that the proposals will increase the footfall in the area

Negative impact on pedestrians: 92 respondents (3 per cent) generally expressed concern that the proposals will negatively impact pedestrians:

- 58 respondents (1 per cent) commented on how each option for public space will affect pedestrians:
 - 36 respondents (1 per cent) felt that Option 1 would increase anti-social behaviour and litter whilst raising concerns about public safety
 - 21 respondents (<1 per cent) raised general concern that Option 2 would increase anti-social gatherings and preferred it closed off
- 36 respondents (1 per cent) generally commented that the proposed pedestrian crossings still need to be improved, suggesting a diagonal crossing to St Pauls Road from the arboretum

General design: 41 respondents (1 per cent) expressed a view on the design in general:

- 24 respondents (1 per cent) preferred neither of the options for public space and commented that the area should be left as it is
- 17 respondents (1 per cent) felt that the scheme needs to be redesigned

Public transport users: 38 respondents (1 per cent) felt that both options will negatively impact bus users, highlighting the change to route 277

Other: 228 respondents (8 per cent) generally commented on 'other' impacts the proposals will have:

- 123 respondents (4 per cent) generally commented that the proposals will increase traffic congestion in the local area
- 63 respondents (2 per cent) expressed concern that the proposals will cause more air pollution as the proposed road layout will increase congestion
- 29 respondents (1 per cent) generally provided a non-specific comment about the proposed cafe and market provisions and felt that there was enough cafés around the local area
- 13 respondents (<1 per cent) commented that the proposal will cause traffic to relocate to residential areas, highlighting Baalbec Road and Fieldway Crescent

Question 9: If you have any other comments about the public space proposals, please let us know in the space below

Of the 2,823 respondents, 1038 respondents (37 per cent) left comments in the open text field for Question 9. We have summarised the significant themes below. Percentages given are from the total 2,823 consultation respondents

Negative comments on the public space proposals: 239 respondents (8 per cent) expressed concerns about the public space proposals:

- 71 respondents (3 per cent) raised concern over anti-social behaviour
 - 25 (1 per cent) respondents were concerned about homeless people / street drinkers residing in the area
 - 21 (<1 per cent) respondents expressed concern regarding their public safety when using the area
 - 15 (<1 per cent) respondents suggested the area would become overspill for local pubs/restaurants
 - 10 (<1 per cent) respondents expressed concern that the area would become a “no go zone” during match days at the Emirates Stadium
- 71 respondents (3 per cent) objected to the proposals for a cafe in the area:
 - 25 (<1 per cent) stated that there was already enough provision of cafes in the immediate area around Highbury Corner
 - 23 (<1 per cent) generally stated there was no need for a café in the area
 - 14 (<1 per cent) stated that it was more important to have an area of open space rather than a café
 - 9 (<1 per cent) expressed concern that litter associated with the café would be left in the arboretum
- 65 respondents (2 per cent) objected to the need for retail:
 - 34 (<1 per cent) generally stated there was no need for retail provision in the area
 - 20 (<1 per cent) stated that there was already enough provision of retail facilities in the immediate area of Highbury Corner
 - 11 (<1 per cent) stated that it was more important to have an area of open space rather than retail facilities
- 19 respondents (<1 per cent) expressed concern that opening up the arboretum will lead to an increase in litter in the area
- 13 respondents (<1 per cent) stated that green areas and parks (including Highbury Fields) already exist nearby so no other green areas are needed in the area

Arboretum: 219 respondents (8 per cent) expressed views about the arboretum:

- 80 respondents (3 per cent) called for more tree planting:

- 54 (2 per cent) respondents made non-specific comments to generally plant more trees as part of the proposals
- 17 (1 per cent) respondents suggested planting more trees around Station forecourt area
- 6 (<1 per cent) respondents suggested planting more trees within the borough to mitigate for the loss of trees as part of the proposals
- 3 (<1 per cent) respondents suggested planting more trees on the western side of the roundabout
- 63 respondents (2 per cent) commented on the opening up of the arboretum
 - 46 (2 per cent) respondents generally supported the proposals to open up the arboretum
 - 17 (1 per cent) respondent's would like to see the arboretum completely opened up without fencing around trees so pedestrians can walk amongst the trees
- 52 respondents (2 per cent) objected to the removal of trees
 - 24 respondents (1 per cent) called for the arboretum to remain closed
 - 14 respondents (<1 per cent) commented that the arboretum should be left as it is
 - 7 (<1 per cent) respondents expressed concern that the opening up of the arboretum would lead to damage to the existing trees
 - 7 (<1 per cent) respondents thought the area should not be opened up as it would not be a nice area for pedestrians to spend time in
- 16 respondents (1 per cent) called for better materials to be used in the design, highlighting good quality street furniture
- 4 respondents (<1 per cent) stated the arboretum needed to be well lit to improve public safety
- 3 respondents (<1 per cent) stated the proposed lighting in arboretum needed to be discreet so not to create visual intrusion with the trees
- 1 respondent (<1 per cent) suggested the open space would be a good place to put a Christmas Tree and lights

Positive comments on the public space proposals: 127 respondents (4 per cent) generally expressed positive views on the proposals for the public space:

- 68 respondents (2 per cent) believed that the proposals will improve the local environment, highlighting a cleaner and nicer area
- 34 respondents (1 per cent) asked for local cafes rather than chain brands
- 25 respondents (1 per cent) asked for retail space, highlighting a local food market as a possible option

Suggestions for the local area: 95 respondents (3 per cent) commented on additional measures that could be implemented, to improve the local area:

- 31 respondents (1 per cent) wanted the façade of the station entrance to be improved

- 22 respondents (<1 per cent) suggested ad-hoc changes including the introduction of local artworks, fountains or building changes to improve the ambiance of the area around the arboretum
- 13 respondents (1 per cent) called for more cycle parking around Highbury & Islington station
- 9 respondents (<1 per cent) called for the extension of Santander bikes to Highbury Corner
- 7 respondents (<1 per cent) wanted more seating provision to be provided in the area
- 5 respondents (<1 per cent) wanted a post box to be installed in the area
- 3 respondents (<1 per cent) wanted litter bins to be installed in the area
- 3 respondents (<1 per cent) wanted public toilets to be installed in the area
- 2 respondents (<1 per cent) wanted cycle parking be installed in the arboretum

Pedestrians: 86 respondents (3 per cent) commented on the public space in relation to pedestrians:

- 37 respondents (1 per cent) expressed concern that pedestrian desire lines are not met by the proposals
 - 12 (<1 per cent) respondents stated that the path through the arboretum could be simplified and suggested an alternative pedestrian route to that proposed
 - 12 (<1 per cent) respondents stated that the path through the arboretum needed to link in better with the entrance to the Highbury & Islington station
 - 8 (<1 per cent) respondents wanted the path through the arboretum to link directly with Upper Street
 - 5 (<1 per cent) respondents wanted the path through the arboretum to link directly with St Pauls Road
- 21 respondents (1 per cent) felt that the proposal will increase pedestrian danger, highlighting poor lighting at night
- 21 respondents (1 per cent) commented that the proposal will improve the local footfall in the area
- 7 respondents (<1 per cent) objected to bad behaviour by cyclists and its impact on pedestrians

Cyclists: 28 respondents (1 per cent) commented on the public space in relation to cyclists:

- 12 respondents (<1 per cent) wanted to see a direct cycle link between Upper Street and Holloway Road
- 9 respondents (<1 per cent) suggested cyclists would use the pedestrian areas to save time.
- 7 respondents (<1 per cent) felt that the proposal will create a safer environment for cyclists

Other: 249 respondents (9 per cent) were classified as 'other':

- 97 respondents (3 per cent) commented on the general traffic issues in the area, highlighting the closure of Corsica Street
- 42 respondents (2 per cent) made a negative comment about the proposals in general:
 - 21 respondents (<1 per cent) stated the scheme was a waste of money
 - 9 respondents (<1 per cent) stated the area should remain as is
 - 7 respondents (<1 per cent) stated the scheme would cause disruption and inconvenience to local residents without producing benefit
 - 5 respondents (<1 per cent) said it was more important to keep traffic flowing around the gyratory rather than spending money on an unwanted open space
- 52 respondents (2 per cent) generally commented on the bus changes, highlighting the need for the 277
- 32 respondents (1 per cent) felt that the proposal was too focused on improving cycling conditions and there was not enough provision provided for other road users (14 mentioned pedestrians, 13 motorists, 2 bus users, 1 motorcycle, 1 loading provision and 1 disabled person)
- 26 respondents (1 per cent) called for better public transport management on match days

Appendix B – Copy of consultation leaflet

Have your say

Let us know your views on our plans by taking part in our online consultation at tfl.gov.uk/highbury-corner-roundabout. Views must be submitted by Sunday 20 March 2016.

We will also be holding three events at which you can view the proposals in detail and speak to representatives of TFL and Islington Council.

The events will take place:

Union Chapel, Compton Terrace, London, N1 2UN

- Wednesday, 24 February 2016 15:00 – 19:00
- Saturday, 27 February 2016 09:30 – 13:30
- Monday, 29 February 2016 10:00 – 14:00

Next steps

We will analyse and consider all of the comments received and publish our response in autumn 2016. Subject to the outcome of this consultation, consideration of competing priorities for resources elsewhere on London's main road network and further relevant approvals, construction could start in 2018, after completion of the current bridge replacement works outside the station. We would write to residents and road user groups in advance of any construction work.

Contact us

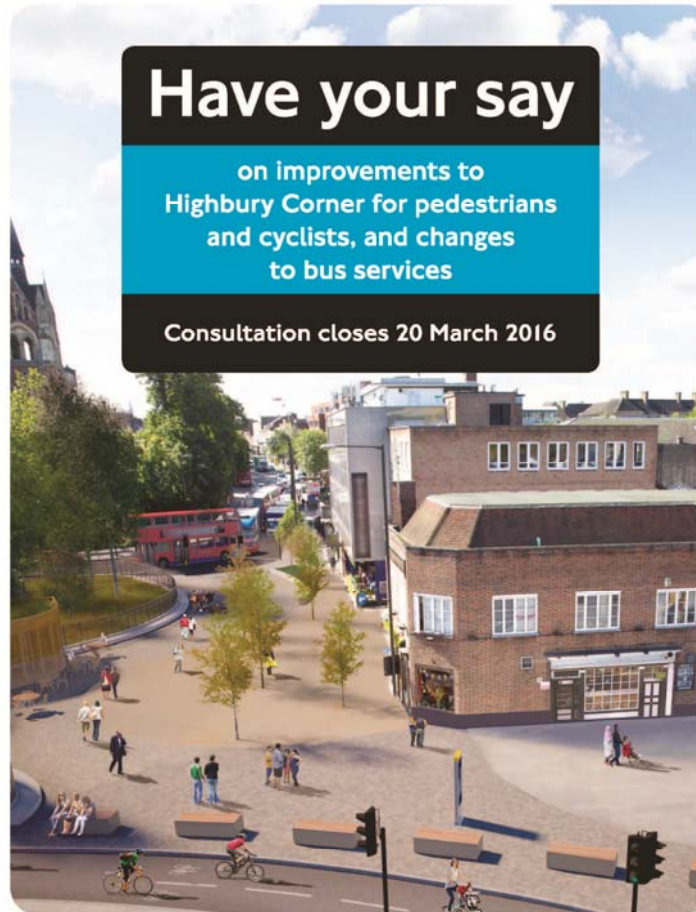
Website: tfl.gov.uk/highbury-corner-roundabout

Email: consultations@tfl.gov.uk (ref Highbury Corner roundabout)

Post: FREEPOST TFL CONSULTATIONS

Tel: 0343 222 1155 (Service and network charges may apply)

To request a copy of this leaflet in Braille, large-text or another language, please contact us using the details provided above.



MAYOR OF LONDON

ISLINGTON



Overview

We are proposing a number of changes to Highbury Corner as part of our Road Modernisation Plan. Working jointly with Islington Council, we are consulting on proposals to make Highbury Corner more pleasant and accessible for all users, with improved facilities for pedestrians and cyclists.

What are we proposing?

Transport for London and Islington Council are proposing to transform Highbury Corner by changing the one-way roundabout into a two-way traffic system. The proposed closure of the western side of the roundabout together with a larger station square would create a new public space.

The proposals would mean major changes to the way in which people currently use and travel through the area and we would like to hear your views.

Why are we proposing this?

A large number of pedestrians use the area resulting in crowded footways around Highbury & Islington station. The roundabout system can be difficult for cyclists to navigate and has been identified as a key barrier to cycle movement. Although cyclists make up 22 percent of all traffic at Highbury Corner roundabout in the morning rush-hour, there are currently limited cycle facilities.

The proposed changes would make Highbury Corner a more welcoming area and balance the needs of all road users more effectively:

- Improved pedestrian crossings would allow pedestrians to move around Highbury Corner more safely and directly
- Rail and tube passengers would be able to leave Highbury & Islington station and walk directly into a new public space
- Cyclists would have a dedicated, segregated cycle lane, reducing the risk of conflicts with vehicles and making cycling more enjoyable.



Proposed road layout changes

Removal of the one-way roundabout system

The proposals would introduce two-way traffic with clear signals, road markings and signs to assist all road users.

Closure of the western side of the roundabout

We propose closing the road that runs from the top of Upper Street to Holloway Road to all motorised vehicles and cyclists, and redirecting the main road to the other side of the arboretum (green space) in the centre of the roundabout. This would create a new public space leading to Highbury & Islington station.

Please see page 13 for more information on the proposed options for the new public space.

Improved pedestrian facilities

The proposals include:

- The pedestrian crossing at the junction with St Paul's Road would be relocated closer to the junction itself
- Widened pedestrian crossings at the junctions with Holloway Road, Canonbury Road and Upper Street. The pedestrian crossings at the Canonbury Road and Upper Street junctions would also be changed from two-stage crossings to straight-across crossings
- The closure of the western arm of the roundabout would enable the provision of a new public footway to help reduce existing pedestrian congestion in the area
- A new signalised pedestrian crossing at the junction with Canonbury Road, connecting to the arboretum, if it is decided that the urban realm changes would include a path through the arboretum
- 'Legible London' signs to provide pedestrians with maps of the local area and other wayfinding information.

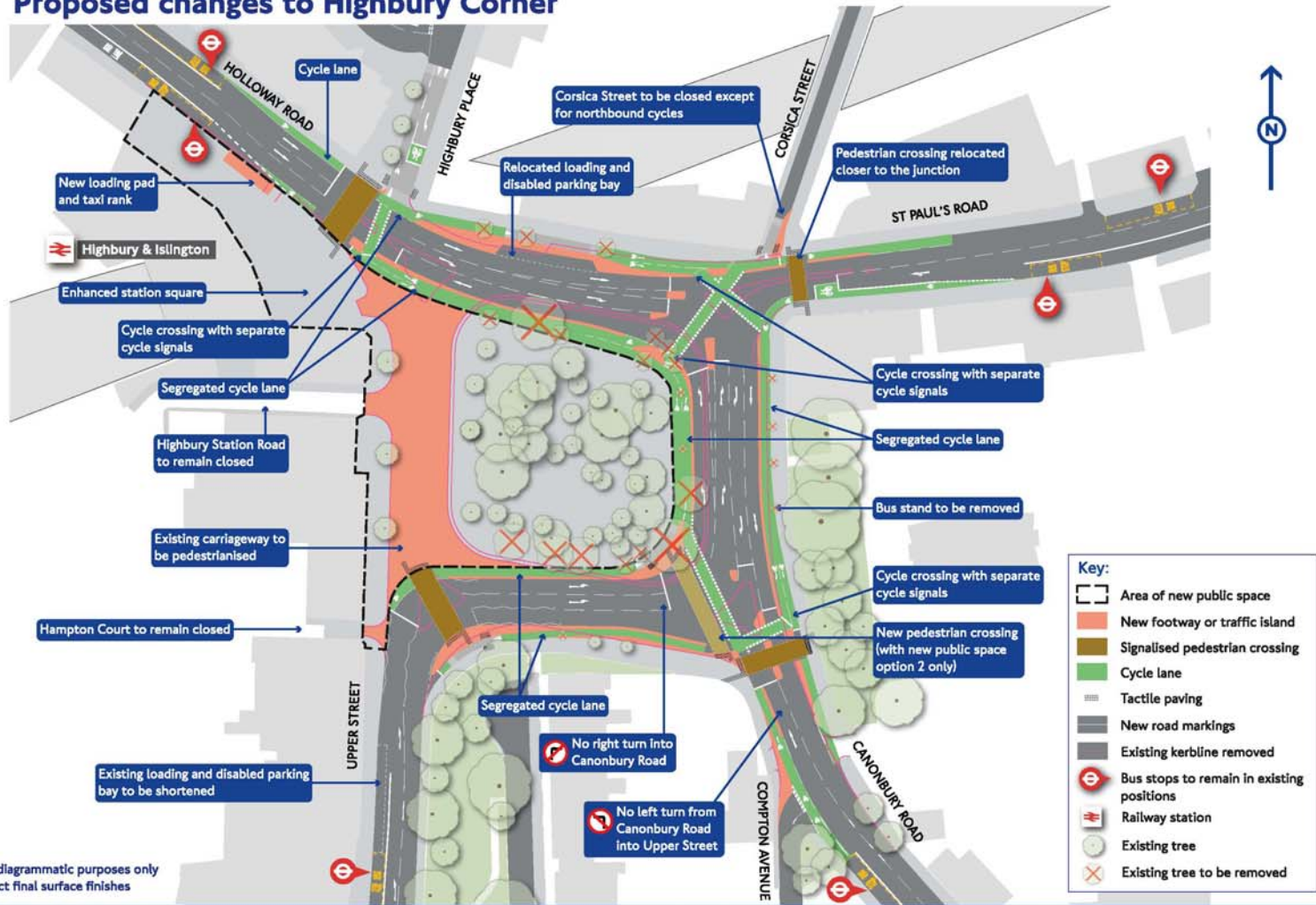
New cycling infrastructure

The proposals include:

- Segregated cycle lanes on all three remaining sides of the road layout to accommodate the key cycling movements
- Three new signalised cycle crossings at the junctions with Highbury Place, St Paul's Road and Canonbury Road, allowing cycle, pedestrian and vehicle movements to be separated
- A southbound mandatory cycle lane on Holloway Road, on the approach to the junction. Mandatory cycle lanes must not be entered by motor vehicles
- A westbound mandatory cycle lane on St Paul's Road, on the approach to the junction
- Advanced Stop Lines (allowing cyclists to wait in front of motorists at traffic signals) on St Paul's Road and Highbury Place, with an early release signal for cyclists on St Paul's Road
- A northbound segregated cycle lane on Canonbury Road, on the approach to the junction.



Proposed changes to Highbury Corner



What impacts would our proposals have on traffic flow?

Detailed traffic modelling has been carried out to assess the potential impacts to traffic using Highbury Corner and in the surrounding roads. A full breakdown and explanation of the results is available on the TfL website:

tfl.gov.uk/highbury-corner-roundabout

The modelling shows that some routes/transport modes may experience changes in journey time. The proposed changes at Highbury Corner would also mean that some traffic seeks different routes through the area.

As part of our Roads Modernisation Plan we are investing in new technology to help keep London moving and manage traffic demand. New traffic signals and bus priority measures will help ensure journey times are more reliable. Improved information for those using roads will help people to be better informed before they travel or as they move through London.

What other changes would there be?

Changes to traffic movements

To ensure the new road layout operates effectively, vehicles would no longer be able to:

- Turn right from Upper Street into Canonbury Road
- Turn left from Canonbury Road into Upper Street

Local road closures

The proposed closure of the western side of the roundabout would mean that the following roads would need to be permanently closed to traffic - both are currently closed due to the reconstruction of the Highbury Corner Bridge:

- Hampton Court
- Highbury Station Road

We also propose closing the southern end of Corsica Street to traffic, to assist cyclists moving through the junction and to remove any potential conflict between cyclists and other traffic turning into Corsica Street.

Loading and disabled parking changes, and taxi rank provision

- We would provide a new 12 metre loading bay on the edge of the new station square, opposite Highbury & Islington station
- The above loading bay would also include a new two car taxi rank, which would operate daily between 22:00 - 06:00 only. Highbury & Islington station would be served by the night tube and the new taxi rank would support this service
- We would relocate the loading bay and disabled parking bay on the northern side of the roundabout (in front of the Marie Curie building) to the new carriageway edge, to allow space for the proposed segregated cycle lane.

Changes to trees

To make space for the new road layout, we would need to remove some of the existing trees and replant others, as well as planting new ones. For more information on the impacts, please see page 15.



Proposed bus service changes: withdrawal of route 277 between Highbury Corner and Dalston Junction, and resulting additional buses on route 30

The proposed changes to Highbury Corner would require changes to bus route 277, to help the road layout operate more effectively.

The 277 service currently operates between Leamouth and Highbury Corner 24 hours a day. Buses terminate at Highbury Corner, using the roundabout to turn around and stand on the eastern side. The bus stand would be removed as part of the proposed road layout changes, and turning would no longer be possible.

Instead of terminating at Highbury Corner, the daytime service (between approximately 04:30 and 00:00) on route 277 would run between Leamouth and Dalston Junction bus station. This proposal would mean that daytime route 277 would no longer serve the following stops on St Paul's Road and Balls Pond Road:

- Westbound, towards Highbury Corner – stops F, BH, CD, CE, CF, CT and D
- Eastbound, towards Leamouth – stops C, CU, CV, CH, CC, BE and E

The night time service (between approximately 00:00 and 04:30) would be renumbered N277 and extended via Upper Street, terminating in White Lion Street (Angel). The route would serve the following additional stops:

- Towards Angel – stops G, M, N, B and F on Upper Street, stop R on Pentonville Road and stop T on Baron Street
- Towards Leamouth – stop U on White Lion Street, and stops X, Z, P, R and F on Upper Street

Extending the day time service beyond Highbury Corner would affect reliability and significantly increase operating costs of the service. The extension of the night time service would provide new links to and from Upper Street and an increase in overall service frequency for Upper Street itself at night.

To ensure there is enough capacity on buses between Highbury Corner and Dalston with the proposed changes to route 277, additional buses would run on route 30 (Oxford Circus - Hackney Wick) at the busiest times. Two extra buses would run from Hackney Wick to Oxford Circus at morning peak times, and two more in the opposite direction in the evening peak.

The remaining bus services passing through Highbury Corner would be unchanged.



Proposed new public space

The proposed closure of the western side of the roundabout would provide an opportunity to create a new public space of approximately 4000 metres² (about half the size of a football pitch).

We have developed two options that illustrate both the minimum and the maximum extent of potential development and inclusion of the arboretum in the new public space. We welcome views on which option, or part of an option, would be best for the area.

Option 1

We would pedestrianise the western side of the roundabout, linking it to the station forecourt, and plant a number of new trees in the pedestrianised area.

To transform Highbury Corner into a destination and create a more pleasant, well-designed environment close to the station, the new public space could contain a local community facility such as a cafe or market stalls. We would also provide a seating area around the western border of the arboretum (which would remain closed to the public) to enable people to enjoy the new space.



An artist's Impression of Option 1 for the new public space

Option 2

This option would include the changes proposed in Option 1, but also transform the area to a greater extent.

We are proposing:

- New paths through the centre of the arboretum to enable public access
- A new pedestrian crossing, from the top of Canonbury Road to the south east corner of the arboretum, connecting with the new paths through the arboretum, to provide pedestrians with a more direct route to Highbury & Islington station
- To open up the centre of the arboretum into a space that can be enjoyed by the public.



An artist's Impression of Option 2 for the new public space



What impact would the proposals have on the arboretum?

The Highbury Corner arboretum contains a unique collection of trees, planted in the 1970s. It provides a number of benefits, including:

- A significant area of cover provided by the crowns of the trees
- Improved air quality
- Improved access to nature
- A reduction in noise pollution
- High visual, social and environmental value
- Lessening the 'urban heat island effect' – the tendency of an urban area to remain warmer than its surroundings, caused by a lack of vegetation and soil moisture.

We recognise the environmental significance and local importance of the arboretum, and the need to protect it as far as possible whilst improving Highbury Corner.

Option 1

To make space for the new road layout, we would need to remove up to 13 trees from the edge of the arboretum, as well as two from the northern side of the roundabout, three from the eastern side and one from the southern side – up to 19 in total. Two more will also need to be replanted in an alternative location.

This option would not require any additional trees to be removed and the arboretum itself would be surrounded by railings and remain closed to the public.

Option 2

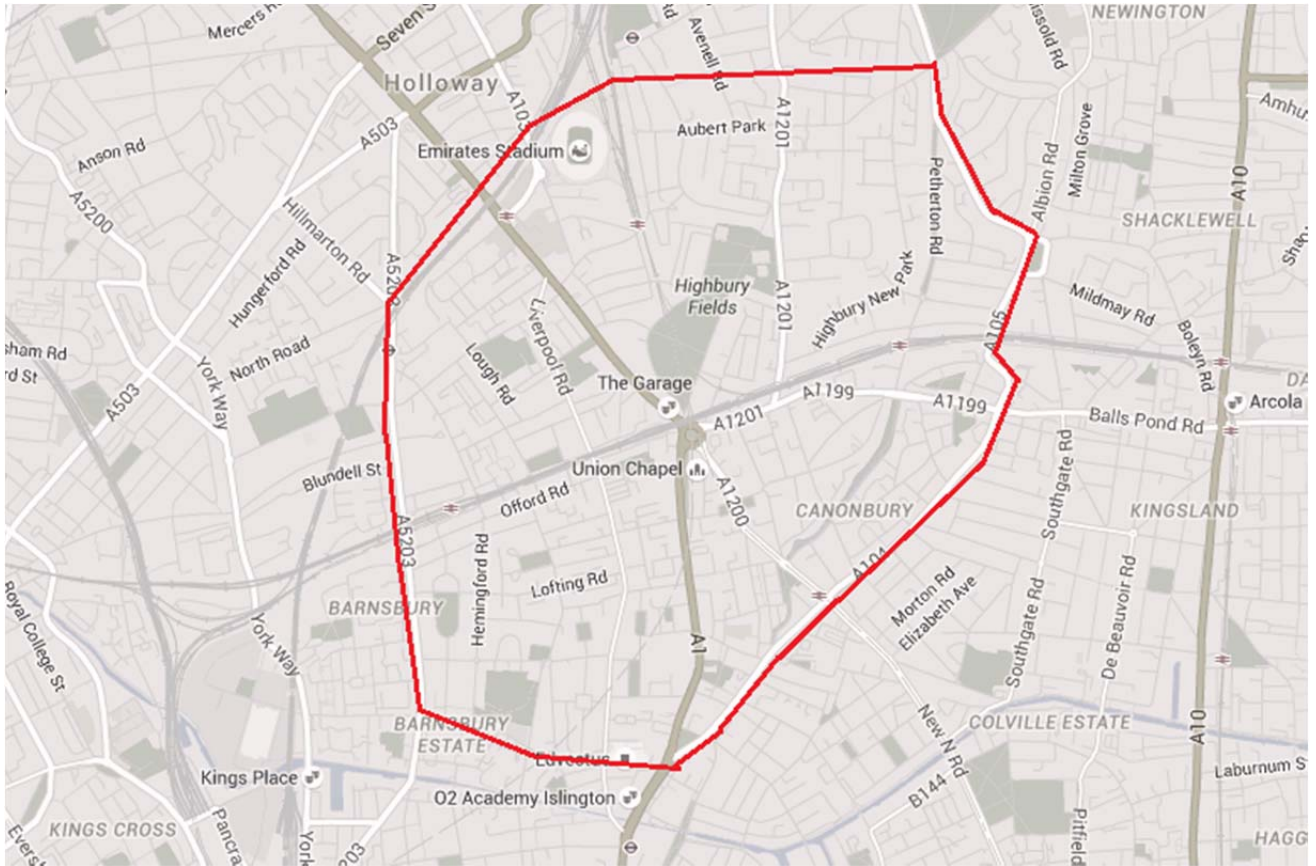
In addition to the impacts outlined in Option 1, up to four further trees would initially need to be removed from the arboretum to deliver landscaping improvements and create the paths through the centre, which would follow the most direct pedestrian routes to and from Highbury & Islington station.

We propose to construct the path using methods that would minimise the impact on the surrounding trees. Associated services and utilities (such as electricity to light the path) would be routed to avoid impacting the tree roots. The areas on either side of the paths would remain closed to the public, to protect the trees in those areas.

In both options, we would mitigate the loss of trees by planting a number of additional trees within the boundary of the arboretum and in the new pedestrianised area.




Appendix C – Leaflet distribution area



Appendix D – Copy of email to Oyster database

Are our emails displaying well on your device? If not, allow images or view online

Home Plan journey Status update Driving



TRANSPORT FOR LONDON

Dear Internal TfL recipient,

We would like your views on proposals to transform Highbury Corner, as part of the Road Modernisation Plan.

[For full details and to share your views, please visit tfl.gov.uk/highbury-corner-roundabout](http://tfl.gov.uk/highbury-corner-roundabout)

The proposals include introducing two-way traffic to simplify the road network, as well as providing new pedestrian crossings and segregated cycle lanes to improve safety.

This consultation will run until Sunday 20 March 2016.

Yours sincerely,



Nigel Hardy
Head of Project Sponsorship
Road Space Management

These are our customer service updates about consultations. To unsubscribe, please [click here](#)

MAYOR OF LONDON  **TRANSPORT FOR LONDON**
EVERY JOURNEY MATTERS

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Appendix E – List of stakeholder groups

3663 First for Foodservice	Joint Mobility Unit
AA Motoring Trust	Kate Greenway Nursery School and Children's Centre
Action for Blind People	Keltbray Ltd (construction)
Action on Hearing Loss (formerly RNID)	Lambeth Cyclists
Action on Hearing Loss (RNID)	Laycock Primary School & Nursery
Age Concern London	LCC
Age UK	Leader of Camden Council
Alive in Space Landscape and Urban Design Studio	Leader of Hackney Council
All Party Parliamentary Cycling Group	Leader of Haringey Council
Almorah Community Centre	Leader of Islington Council
Alzheimer's Society	Leonard Cheshire Disability
Anderson Travel Ltd,	Licensed Taxi Drivers Association
Angel BID	Licensed Private Hire Car Association (LPHCA)
APC-Overnight	Line Line Coaches (TGM),
Arriva Kent Thameside/Kent & Sussex, Arriva Guildford & W Sussex,	Living Streets - Hackney
Arriva London North Ltd,	Living Streets - Islington
Arriva The Shires/ E Herts and Essex,	Living Streets Action Group
Asian Peoples Disabilities Alliance	Local Government Ombudsman
Association of British Drivers	London ambulance Service
Association of Car Fleet Operators	London Bike Hub
Association of Town Centre Management	London Borough of Camden
ATCoaches t/a Abbey Travel,	London Borough of Hackney
Barnsbury Estate Community Centre	London Borough of Haringey

Barnsbury Housing Association	London Borough of Havering
Barnsbury Street Residents Association	London Borough of Hillingdon
Barnsbury TRA	London Borough of Islington
Beckett House Nursery School	London Cab Drivers' Club Ltd
Best Bike Training //Cycletastic	London Central Cab Section
Better Transport	London Chamber of Commerce and Industry (LCCI)
Bexley Accessible Transport Scheme,	London City Airport
bhs bikeability	London Climate Change Partnership
bidvest logistics	London Councils
bikeworks	London Cycle Campaign
bikeXcite	London Cycling Campaign
Blue Triangle Buses Ltd,	London Duck Tours Ltd
Borough Cycling Officers Group	London European Partnership for Transport
Breakspears Road Project	London Fire and Emergency Planning Authority
Brentwood Community Transport,	London Fire Brigade
Brewery Logistics Group	London First
British Cycling	London General
British Land	London Mencap
British Medical Association	London Older People's Strategy Group
British Motorcycle Federation	London Private Hire Board
British Retail Association	London Strategic Health Authority
British School of Cycling	London Suburban Taxi Drivers' Coalition
British Transport Police	London Taxi Drivers' Club
British Sign Language team	London Tourist Coach Operators Association (LTCOA)
BT	London Transport Users Committee

	(LTUC) = Travelwatch
Bucks Cycle Training	London TravelWatch
Business B Ltd t/a The Expeditional,	London Underground
Buzzlines,	London United Busways Ltd,
CABE - Design Council	London Visual Impairment Forum
Camden mobility forum	MAGPI Co-ordinators
Camden Town Unlimited	Marshalls Coaches,
Campaign for Better Transport	Metrobus Ltd,
Campbell's	Metroline
Canal & River Trust London	Metroline Ltd
Canonbury Primary School Nursery	Metropolitan Police Service
Canonbury Society	MIND
Capital City School Sport Partnership	Mobile Cycle Training Service
Carousel Buses Ltd	Mode Transport
CBI-London	Motorcycle Action Group
CCG NHS Central London	Motorcycle Industry Association
Centaur Overland Travel Ltd,	Mullany's Coaches,
Central Library (Islington)	National Autistic Society
Central London Cab Trade Section	National Children's Bureau
Central London CTC	National Council for Voluntary Youth Services
Central London Forward	National Express Ltd
Central London Freight Quality Partnership	National Grid
Central London NHS Trust	National Motorcycle Council
Centre for Accessible Environments	Network Rail
Chalkwell Garage & Coach Hire Ltd,	New River Green Children's Centre
Chartered Institute of Logistics and Transport	Newlon Housing Trust

Christopher Stephen Hunn t/a Travel with Hunny/TWH,	NHS London
Circle Anglia	Ocean Youth Connexions
City Bikes (Vauxhall Walk)	Olympus Bus & Coach Company t/a Olympian Coaches,
City link	On Your Bike Cycle Training
City Of London	Online Learning Centre
City of London Access Forum	Oxford Tube (Thames Transit),
City of London Police	Paradise Park Children's Centre
Clapham Transport Users Group	Parcel Force
Cobra Corporate Services Ltd,	Parliamentary Advisory Council for Transport Safety (PACTS)
Community Housing Association, Part of One Housing Group	Passenger Focus
Community Transport Association	Peabody
Conewood Children's Centre	philip kemp cycle training
Confederation of British Industry (CBI)	Planning Design
Confederation of Passenger Transport	Porcellio Ltd t/a Meridian Duck Tours,
Confederation of Passenger Transport UK	Port of London Authority
Covent Garden Market Authority	Premium Coaches Ltd,
Cross River Partnership	Private Hire Board
Croydon Coaches (UK) Ltd t/a Coaches Excetera,	Purple Parking Ltd,
CT Plus Ltd t/a Hackney Community Transport,	Puzzle Focus Ltd
CTC	Queen Mary University of London
Cycle Confident	R Hearn t/a Hearn's Coaches,
Cycle Experience	RAC Foundation for Motoring
Cycle Newham	Red Rose Travel
Cycle Systems	Redwing Coaches (Pullmanor Ltd),

Cycle Training East	Reliance Travel,
Cycle Training UK (CTUK)	Reynolds Diplomat Coaches
Cyclelyn	Richmond Avenue/Crescent Residents Association
Cycle-wise Thames Valley	RMT Union
Cycling Embassy of Great Britain	RNIB (Royal National Institute for Blind People)
Cycling Tuition	RNID (Royal National Institute for Deaf People)
cycling4all	Road Danger Reduction Forum
Cyclists in the City	Road Haulage Association
Department for Transport	Roadpeace
Design for London	Room 2 Heal
DHL UK & Ireland	Rosebush, Mulberrybush and Chestnut Tree Kindergartens, St Paul's Steiner School
Disability Action in Islington	Royal Borough of Kingston Upon Thames
Disability Alliance	Royal Institute of British Architects
Disability Rights UK	Royal Institute of Chartered Surveyors
Disabled Persons Transport Advisory Committee	Royal London Society for Blind People
Dixon Clarke Court Management Ltd (TRA)	Royal Mail
Drayton Park Primary School Nursery	Royal mAILParcel Force
Drug and Alcohol Action Team (IDAAT)	Royal Parks
E Clarke & Son (Coaches) Ltd, t/a Clarkes of London,	Royal Town Planning Institute (RTPI)
East and South East London Thames Gateway Transport Partnership	Sainsbury's Supermarkets
East Surrey Rural Transport Partnership t/a Polestar Travel,	Salisbury House
EDF Energy	Sardar Ali Khan t/a Red Eagle,

Elizabeth Garrett Anderson Language College for Girls	SCOPE
Ellington Street Residents Association	Secure by Design
Enfield Council	Sense
English Heritage	Sixty Plus
English Heritage - London	South Library
Ensign Bus Company Ltd,	Southdown PSV Ltd,
Environment Agency	Southern Housing Group
Essex Road Pre-school	Southgate & Finchley Coaches Ltd
Evolution Cycle Training	Space syntax
Families of Highbury Corner	Spokes Cycling Instruction
Family Mosaic	St Andrew's Church of England Primary School
Federation of Small Businesses	St Martin of Tours Housing Association
First Beeline Buses Ltd,	St Mary's Islington CE Primary School
First Group	St Paul's Steiner Project
Fitzrovia Partnership	STA Bikes Ltd.
Freight Transport Association	Stonewall Housing
Friends of the Earth	Stroke Association
Future Inclusion	Sullivan Bus and Coach Ltd
Galop	Sunwin Service Group
Gatwick Flyer Ltd,	Sustrans
GLA Strategy Access Panel members	Taxi and Private hire (TfL)
Go-Coach Hire Ltd	Technicolour Tyre Company
Golden Tours (Transport) Ltd,	Temporary Accommodation Service
Greater London Authority	Terravision Transport Ltd / Stansted Transport Ltd,
Greater London Forum for Older People	TGM Group Ltd

Greater London Forum for the Elderly	Thames Water
Greater London Regional Representative - Motorcycle Action Group	Thamesmead Business Services
Green Flag Group	The Big Bus Company Ltd,
Green Urban Transport Ltd,	The British Dyslexia Association
Guide Dogs	The British Motorcyclists' Federation
Guide Dogs for the Blind - Inner London District team	The Canal & River Trust
Half Moon Crescent Community Centre	The Children's House School
Health Poverty Action	The City Dance Academy
Heritage of London Trust	The City of Oxford Motor Services Ltd,
Hermes Europe	The Elfrida Society
Hertfordshire County Council	The Ghost Bus Tours Ltd
Highbury Community Association	The Kings Ferry Ltd,
Highbury Fields Association	The Little Angel Theatre
Highbury Grange Health Centre	The Original London Sightseeing Tour /London Pride Sightseeing Ltd,
Highbury Grove School	The Road Haulage Assoc. Ltd.
Highbury Roundhouse	The Southwark Cyclists
Highbury Roundhouse Association	Thomas's London Day Schools (Transport) Ltd
Hillingdon Council	Thornhill House
Hillingdon mobility forum	Thornhill Primary School and Nursery
Horizon Group	TNT
House of Commons	Tower Hamlets mobility forum
HR Richmond Ltd t/a Quality Line,	Tower Transit Operations Ltd,
Hugh Cubitt Centre	Trade Team
Hyde Northside Homes	Trailblazers, Muscular Dystrophy UK

IBM	Transport for All
ICE -London	Trees and Design Action Group (TDAG)
Inclusion London	Tyssen Community School Cycle Training
Independent Disability Advisory Group	UK Power Networks
Independent Shoreditch	Unions Together
Inmidtown	Unite Union
Institute for Sustainability	University College London
Institute of Advanced Motorists	University of Westminster
Institution of Civil Engineers	Universitybus Ltd t/a uno,
Islington and Shoreditch Housing Association	Upper Street Association
Islington Building Preservation Trust	Upper Street Housing Office
Islington Council	UPS
Islington Cyclist Action Group (ICAG)	Urban Movement
Islington Fire Station	Vandome Cycles
Islington mobility forum	Victoria Business Improvement District
Islington Park Street	Vision Impairment Forum
Islington Pensioner's Forum	Vittoria Primary School and Nursery
Islington Police Station	Voluntary Action Islington
Islington Refugee Forum (c/o Voluntary Action Islington)	Waitrose
Islington Safer Neighbourhood Teams	Walk London
Islington Safer Transport Team	Walter Sickert Community Centre
Islington Society	Wandsworth - London Cycling Campaign
Islington Transport Aware	Westminster Cyclists
Islington Transport Futures	Wheels for Wellbeing
Islington Youth Jazz Band	Whizz-Kidz
J Brierley & E Barvela t/a Snowdrop Coaches	Wilson's Cycles

Jeremy Reese t/a The Little Bus Company,	Wincanton
Jobcentre Plus Barnsbury	Yodel
John Lewis Partnership	Young Actors Theatre
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)	Young Lewisham and Greenwich Cyclists

Ends