







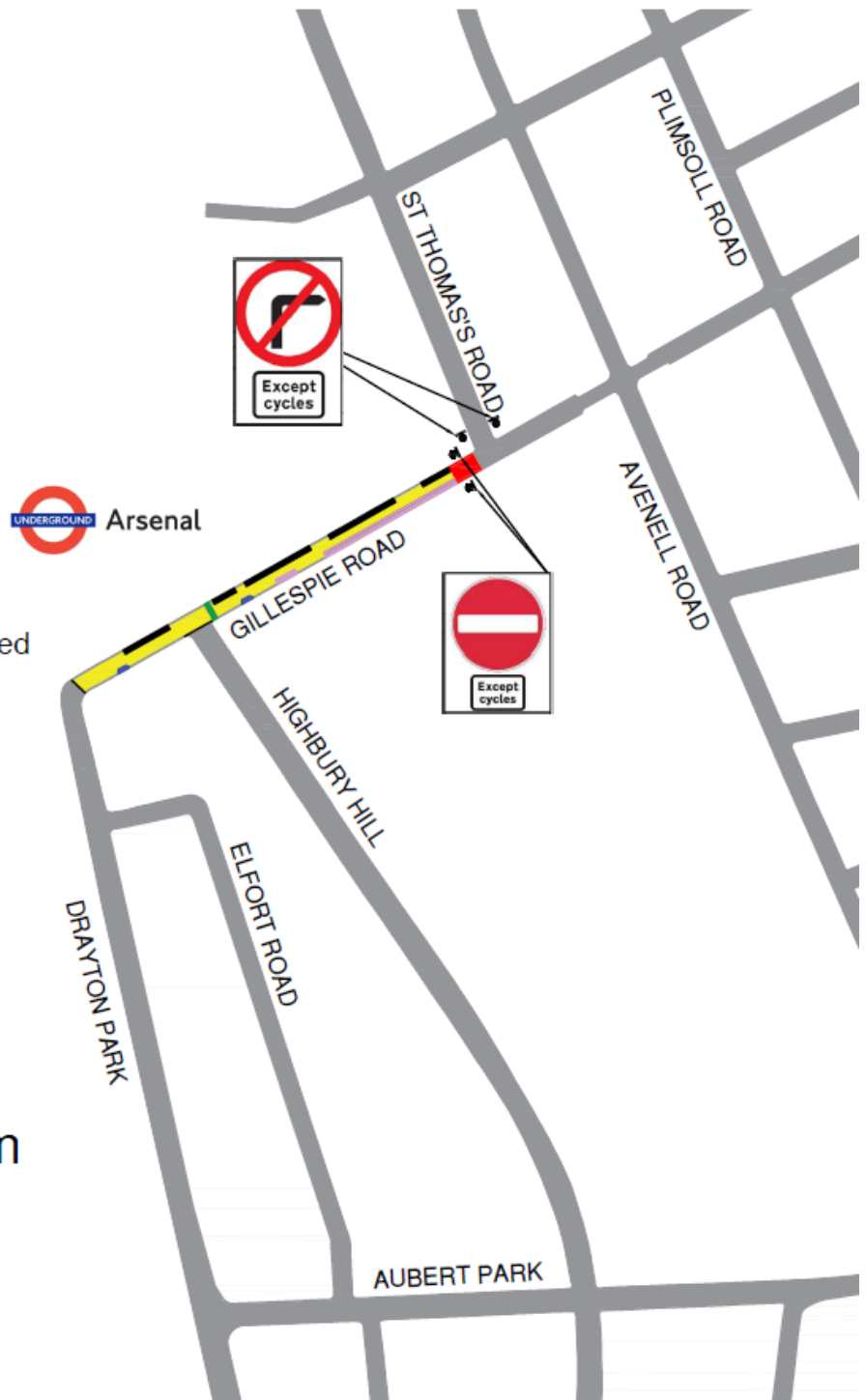
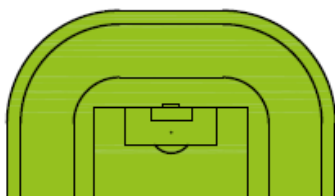
Gillespie Road point no-entry trial

Frequently Asked Questions

KEY

-  Point No Entry
-  No Parking on Single Yellow Lines Between 7am - 7pm Monday - Friday
-  Parking Bays to be Suspended
-  Parking Bays to Remain
-  New Dropped Kerb Access
-  Build-outs to be Removed

Emirates Stadium



- **What is the purpose of the new point no-entry on Gillespie Road?**

The Council has received requests over many years from local residents for traffic reduction measures along Gillespie Road to reduce the use of this relatively narrow residential road by through-traffic. Residential streets like Gillespie Road often suffer from through-traffic, making them less safe, noisier, and more polluted places to live. One way of addressing these issues is to manage vehicular traffic within an area using techniques such as introducing a point no-entry.

Introducing a point no-entry on Gillespie Road maintains two-way traffic on the road but reduces through-traffic. The changes to traffic management on Gillespie Road which the council intends to trial should address issues such as road safety, noise pollution and air quality by reducing the volume of vehicular traffic using the street. The trial measures will make Gillespie Road a healthier and more attractive place to live, where people are more likely to choose to walk or cycle. This also compliments Islington Council's and Transport for London's proposals for a new cycle route which would include Drayton Park and Gillespie Road.

- **What is an Experimental Traffic Order?**

The point no-entry in Gillespie Road is being introduced under an Experimental Traffic Order. Such an order is a legal document which allows the Local Authority to trial traffic and parking restrictions as part of an ongoing consultation process.

An experimental order can stay in force for a maximum of 18 months while the effects are monitored and assessed. Once the experimental order comes into force, there is a statutory 6-month period during which objections are considered. Changes can also be made during the trial to any of the restrictions, before the Council decides whether to continue (or not) with the changes brought in by the experimental order on a permanent basis.

- **How will the point no-entry operate?**

The point no-entry will restrict access to westbound traffic along Gillespie Road at a point just west of its junction with St Thomas's Road. Due to the proximity of St Thomas's Road to the point no-entry, a right-turn ban onto Gillespie Road will be put in place on St Thomas's Road to prevent drivers turning right from St Thomas's Road into Gillespie Road.

To avoid inconvenience to residents, the sections of Gillespie Road either side of the point no-entry will remain two-way to traffic. Cyclists will be exempt from the no-entry restriction. Signage will be installed throughout the area to ensure that the new restrictions are clear to road users in the area, so that they are able to re-route their journeys around the area as necessary.

To minimise conflict between vehicles travelling in both directions, the two existing footway build-outs nearest the Arsenal Underground Station will be removed on the southern side of Gillespie Road, reducing congestion there.

A pedestrian crossing will be installed near the junction with Highbury Hill where there is already a footway build-out, immediately opposite Arsenal Station. This will better align with pedestrian desire lines and be more accessible than either of the crossing points where build-outs are to be removed.

- **Will the no-entry affect local access, and how will it be enforced?**

The no-entry trial aims to prevent through-traffic from using Gillespie Road. Access for residents, deliveries and refuse vehicles will be maintained to Gillespie Road west of St Thomas's Road through a diversion via Avenell Road and Aubert Park.

The point no-entry will be enforced using new enforcement cameras. Additional temporary signage will be used to inform drivers of the new layout.

To prevent confusion and any other issues arising, in the first week of the scheme being enforced we will have civil enforcement officers present in Gillespie Road to assist with marshalling traffic and preventing congestion.

- **What will be the impact on parking along Gillespie Road?**

To ensure Gillespie Road west of St Thomas's Road can remain two-way to traffic, approximately 15 parking bays will be suspended along the south side of Gillespie Road as part of the trial and replaced with single yellow line restrictions operating from 7.00am to 7.00pm, Monday to Friday. All existing single yellow lines along Gillespie Road west of St Thomas's Road will also be changed to operate from 7.00am to 7.00pm, Monday to Friday. This is to minimise conflict between vehicles travelling in both directions and remove the congestion created by the existing parking arrangement near the Arsenal Tube Station.

To minimise the impact on residents, during the trial period affected permit-holders living on Gillespie Road west of the point no-entry will be allowed to park in both Zone G and Zone H Controlled Parking Zones.

No changes are to be made to the existing parking arrangement east of St Thomas's Road.

- **Will the scheme be monitored?**

Traffic data and feedback from the general public will be monitored throughout the trial period so that we can review the impact of the trial arrangement and make sure that it does not have negative effects on the surrounding residential streets. To understand the impact on traffic of the point no-entry, traffic surveys will be conducted at regular intervals in various locations along Gillespie Road and the surrounding area. The monitoring will be reviewed at various stages during the trial to assess how well the trial has worked.

If the trial period is a success, the point no-entry will be made permanent.

- **What will you do if these measures have negative impacts on the roads around Gillespie Road?**

If significant negative impacts are identified during the trial, e.g. excessive traffic displaced to neighbouring roads, mitigating measures will be considered and implemented, if required.

- **How will the scheme be funded?**

The scheme is to be paid for using a combination of Transport for London funding and central Islington Council funding which is ring-fenced for traffic and transport purposes.

- **What is the proposed cycle route (formally known as a Quietway 10)?**

The Mayor of London has stated that London should be the world's best big city for cycling and has set a target for 80 per cent of all journeys to be made on foot, by cycle or using public transport by 2041. The Mayor recently issued his Cycle Action Plan in which at the core of his ambition for cycling is a London-wide cycle network, spanning the whole of Greater London, bringing together all high-quality routes into a single network that is easy for everyone to understand and use.

A new cycle route for London is proposed from Farringdon to Palmers Green. Islington Council is planning to consult in due course on the element of this route that passes through Islington from Clerkenwell to Finsbury Park via Drayton Park and Gillespie Road.

The Mayor of London is committed to providing continuous and convenient cycle routes for all cyclists across London. Islington Council supports this agenda and is committed to improve and develop new cycle routes that makes it safer for cyclists and encourages more residents to cycle.

Reducing the volume of vehicular traffic on Gillespie Road should significantly improve cyclist and pedestrian comfort on Gillespie Road and Drayton Park, helping to make cycling and walking in this area appealing to many more people.