

Northchurch Rd/Southgate Road crossing comments and officer response

Theme	LBI response
<p>Concern that changes will increase congestion / displace traffic on nearby roads (ie. Englefield Rd, Oakley Rd, Crowland Terrace, Southgate Road)</p> <p>How much extra traffic do we expect to see on Oakley Road</p> <p>How much extra traffic do we expect to see on Crowland Terrace</p>	<p>Monitoring of traffic volumes on Crowland Terrace, Oakley Road, Englefield Road and Northchurch Road from June 2023 has shown that levels of motor vehicle trips should not exceed 1000 vehicles per day. These figures are based on 5 day averages Monday-Friday and have not included weekend days which show significantly lower volumes compared to weekdays.</p> <p>The DfT Manual for Streets* in reference to pedestrians sharing space with motor vehicles states that where streets have above 100 vehicles per hour (mvh), pedestrians treat the general path taken by motor vehicles as a 'road' to be crossed rather than as a space to occupy. Manual for Streets identifies a qualitative shift around that threshold, under 100 vehicles per hour and people treat a street as a place where they may wander, dawdle, or play even in the middle of the carriageway, above 100 mvh and people see it as more of a movement corridor where pedestrians are relegated to their defined footway space.</p> <p>As such the council believes this level of motor traffic would be unlikely to significantly change the experience of using these streets.</p> <p>*Source: Manual for Streets page 83</p>
<p>Concern that proposed changes will reduce safety (e.g. due to decreased surveillance from passing traffic, decreased visibility)</p> <p>The filter will create a danger zone for mugging at night on Northchurch Road, no additional street lighting in plan</p>	<p>The council has not been able to find evidence that a higher presence of motor vehicles in an area reduces crime rates (discounting the crimes which can be attributed to the drivers themselves, such as speeding and dangerous driving).</p> <p>While there is no evidence passing cars are a deterrent to street crime, increased numbers of people cycling, and walking is more likely to provide a slower-moving human presence which may stop and intervene than someone passing in a car.</p> <p>Feedback from the Canonbury East LTN has indicated that residents walk or cycle more for local/shorter journeys, therefore there would be an increased presence of people on the streets, increasing passive surveillance.</p> <p>A study by Anna Goodman and Rachel Aldred (2021) examined the relationship between LTNs and street crime over a 7-year period after the implementation of LTNs in Waltham Forest, based on police data. The report found that the introduction of an LTN was associated with a 10% decrease in street crime, and this effect increased with a longer duration since implementation (18% decrease after 3 years). An even larger reduction was observed for violence and sexual offences, the most serious subcategory of crime. There was no indication of displacement of any crime subcategory into adjacent areas.</p>

	<p>Lighting will be reviewed as part of the detailed design for the scheme.</p>
<p>Concern that changes will impact access for residents, visitors and businesses in the area</p>	<p>Access for residents has been maintained, the maximum diversion is approximately 800 metres, approximately two minutes extra.</p>
<p>Concern that proposed changes are unnecessary/ poorly thought out</p> <p>Safety concern regarding current layout of crossings / junctions</p> <p>Concern that cycle infrastructure is insufficient/ suggestion for improving cycle infrastructure</p> <p>Suggestion for right of way signage / road markings to be included as part of changes</p>	<p>The design for the scheme is designed to the relevant current standards.</p> <p>As is standard for highway schemes, the design was subject to an independent Road Safety Audit. A Road Safety Audit (RSA) is a mandatory process that is undertaken prior to and after implementation. Once the RSA has been written it is then reviewed internally before being sent back to the independent auditor who carried out the RSA. Statutory consultees have a chance to input into the design and schemes are also reviewed internally by all the relevant departments within the council prior to implementation.</p>
<p>Concern that changes will increase pollution / displace pollution on nearby roads</p> <p>Concern that proposed changes will increase HGV traffic on residential roads</p>	<p>We have listened to feedback from the consultation and relocated the loading bay to Southgate Road where it provides a space for business to load and unload without the need to drive on nearby roads.</p> <p>The Islington Transport Strategy, makes the case for the introduction of measures aimed at enabling a reduction in motor traffic, enabling more people to walk, cycle and wheel and lead active lifestyles, reducing road danger and reducing the impact of transport on local air pollution and climate change. Because of the latter, it also forms part of the council's Vision 2030 (Net Zero Carbon) Strategy, which was consulted on in early 2020. Both of these strategies included policies and programmes to introduce a strategic network of cycleways borough-wide, and both were adopted by the council's Executive in November 2020.</p> <p>Northchurch Road forms part of the popular and important Cycleway 27 route which carries nearly 3000 journeys by cycle a day.</p>

	<p>The roads in between Southgate Road and Essex Road are within Islington's Lorry ban area. Heavy Goods Vehicles are restricted on these residential roads unless they have a destination in the area.</p>
<p>Concern about the consultation process e.g. responses won't be listened to, lack of detail in questionnaire/maps</p>	<p>A public consultation ran on the scheme from 28 March – 25 April 2023.</p> <p>During the consultation period, individuals could view the plans and submit responses to the survey on the Islington website. 2300 leaflets were delivered to the area around Northchurch Road and Southgate Road junction including a section in Hackney. An online meeting was held to present the scheme followed by a question and answer session.</p> <p>Two on-street engagement events were held at the junction of Northchurch Road and Southgate Road to publicise the consultation.</p> <p>Business engagement was carried out during and after the consultation period. A parking consultation has been held and all comments have been considered.</p> <p>Public consultation page:- https://www.islington.gov.uk/consultations/2023/northchurch-road-and-southgate-road-junction-proposals</p> <p>Parking consultation:- https://www.letstalk.islington.gov.uk/northchurch-road-southgate-road-parking</p>
<p>Turning left on Englefield Road coming from Hackney I used to use the roundabout to go north on Southgate because of the banned right turn, I wont be able to do that anymore.</p>	<p>We have asked TfL to review the signals and add them to their signals forward programme. Alternative routes northbound and southbound are available.</p>
<p>Will the narrowing of the carriageway cause a bottle neck and therefore congestion/queues?</p>	<p>Whilst we are proposing narrowing the carriageway widths, we have not proposed to reduce the number of lanes, therefore this should not cause congestion.</p> <p>The road is managed by LB Hackney who have not raised any concerns about congestion, we have also liaised TfL and London Buses network performance team and neither have not raised any concerns about congestion.</p>
<p>No to loading bay</p>	<p>We have listened to feedback from the consultation and relocated the proposed loading bay to Southgate Road.</p>
<p>This scheme doesn't benefit residents</p>	<p>The public realm improvements will benefit the local area with the widened footway and new crossing, by making it easier and safer to walk and wheel around, and the addition of greening.</p> <p>Environmental improvements such as greening, public realm improvements – greening on Northchurch Road Green Link Walk</p>

<p>Comment that green spaces will require maintenance (e.g. to not reduce visibility)</p>	<p>Maintenance will be included. In some cases it is possible for communities to adopt some of these green spaces, more information can be found by emailing the Islington Greener Together team- greeneraltogether@islington.gov.uk. Some tree pits can be adopted by residents, by emailing treesevice@islington.gov.uk for more information.</p>
<p>Concern about anti-social cycling behaviour / proposed changes will worsen anti-social cycling behaviour</p>	<p>Islington Council takes the issue of anti-social cycling very seriously. The council works closely with the Police Safer Neighbourhood Teams (SNT) to tackle pavement cycling, 'jumping' of red lights/zebra crossings and cycling at night without lights.</p> <p>In response to complaints received from residents, or via the police, the council with the local SNT may organise Stop and Advise sessions. The first session is to educate cyclists of the safety and legal issues of the problem of anti-social cycling and the second and subsequent sessions are enforcement sessions. Those caught can expect a fine.</p> <p>In addition, Islington Council offers free cycle training to all schools, residents, employees and students in the borough. As part of this cycle training we teach people how to cycle safely on the road and inform all trainees, both children and adults, that they must follow the Highway Code.</p>
<p>Concern that proposed changes will increase travel times for local residents</p>	<p>The maximum diversion for vehicles would be approximately 800m, with maximum additional journey times of approximately two minutes extra.</p>