



Highbury West Ward Partnership Special Meeting on Gillespie Road Minutes 20 September 2017 Stephens Ink Community Centre

Attendees

Theresa Debono	Ward Councillor & Chair
Richard Greening	Ward Councillor
Andy Hull	Ward Councillor
Paul Taylor	LBI Transport Engineering Manager
Peter Hazard	Parking Projects Manager
Pamela Aristokle	LBI minute taker and Link Officer
Eddie Fitzpatrick	Resident
Claire Tunley	Resident
Monika Liddell	Resident
Alex Boyt	Resident
Stephen Musgrave	Resident
Ron Abraham	Stephens Ink CC
Amir Shamsuddin	Resident
Damian Holling	Resident
Aude Debenest	Resident
John Egan	H.C. A
Chris Ashby	Resident
Roger Wright	Resident

Apologies

Dianne Burridge	H.C. A & Friends of Gillespie Park
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ITEM	MATTER RAISED	ACTION
1.0	Brief Overview	
1.1	PT gave an overview of the minor measures the council had put in place on Gillespie Road, namely double yellow lines and removal of two bays. At the last WP meeting on 19.07.17 it was agreed that residents and the council would reconvene to discuss traffic measures.	
1.2	A traffic survey was undertaken, the data was shared and PT went over the numbers of average traffic volumes over a 24-hour period, see appendix A	
1.3	TD would like the meeting to be an open forum to discuss next steps, and what options can be considered to the issues raised.	
1.4	PT highlighted that any actions taken will mean displacement in the nearby roads.	
2.0	Questions from Residents	
2.1	The Chair began taking questions from the panel which steered the conversation about what the issues are for the majority, and what solutions the council can implement. CT made the point that residents are not traffic engineers so they need the guidance and solutions to come from them.	
2.2	AH asked if the above measures have made a difference?	

	<p>Residents said that generally they think it had not. Could other fixes be looked at such as one-way system, priority giving way.</p> <p>CT answered AH questions with a survey she has undertaken. She knocked on 67 doors between Drayton Park and St Thomas' and got 23 responses. 100% of the responses were people saying they are affected by the traffic situation on Gillespie Road. 20/23 witnessed beeping horns and road rage and 17/23 said the measures so far had not made an improvement.</p>	
2.3	<p>CT would like the volume of traffic to be reduced, not the reduction of flow. CT urged for a wider area study to see where the traffic goes to and comes from, so an informed decision as to a solution can be made.</p>	
2.4	<p>A number of residents said that reducing the flow will only allow people to increase their speed. Traffic could be filtered with bollards outside Arsenal tube.</p>	
2.5	<p>A resident said that heavy vehicles cutting through causes traffic, causes bad air quality and safety issues. A width restriction would resolve this. AH said that there is a plan to re-implement this. A TMO has been served, and Tesco are exercising their right to object. PT gave a rough timescale of 3 months if the council notifies Tesco plans to proceed with the work, this would be on hold during the legal process, as the TMO could not be enforced.</p>	
2.6	<p>A resident asked if the traffic numbers on the survey can be characterised, as there seems to be no obvious pattern, 1 car every 20 seconds both weekday and weekend, it doesn't seem to be the school run for example, it looks like it is constant rat runners. PT said if the data is refined more, then there is a possibility to characterise.</p>	
2.7	<p>Residents voiced frustration that these issues are constantly discussed but no permanent solution is found.</p> <p>AH said that actions have been taken but that the discussion around the issues keeps changing, we need to be sure what we are trying to fix, AH listed 4 issues that have been raised, and that the council had taken measures to address number 2 & 4.</p> <ol style="list-style-type: none"> 1. Volume of traffic 2. Queues and road rage 3. Speed of traffic 4. Heavy vehicles <p>AH said we have looked a banning left hand turns, have used keep clear signs outside Highbury Mews, moved parking bays, added in double yellow lines, asked Sat Nav companies to remove Gillespie Road as a suggested route.</p>	
2.8	<p>RG asked PT about the pilot scheme to reduce traffic for improved air quality around schools. PT confirmed there is a pilot for the Air Quality</p>	PT

	<p>Agenda to close roads where schools are located from 8.30-9.30am and 3.30-4.30pm. PT will speak with the executive member to see if Gillespie road could be a priority for this pilot scheme. PT said that this would only compliment other measures we put in place e.g. what we decide to do at the pinch point of Drayton Park/St Thomas' and Arsenal.</p>	
2.9	PT said we could explore no entry signs, this would be semi filtering.	
2.10	A resident asked if the 2 removed bays could be put back in, as it was a temporary measure and is not making a difference. PT said it has to be in place for 6 months, then we could potentially look to put them back.	PT
2.11	<p>CT said that we have tried small measure, but now we need something that will make a significant difference. How can we look at filtered permeability? Can we work out a proposal for this?</p> <p>AH asked if residents really wanted to close part of the road? The majority present voted in favour of this. There was a second show of hands for residents supporting a short term measure with the view of pursuing filtered permeability.</p>	
3.0	Next Actions	
3.1	<p>That the Council is asked to pursue two schemes, one a short term resolution and one long term. PT will report this back to the executive member.</p> <p>That being:</p> <p>1) Consider using point No Entry restrictions to restrict traffic volume on Gillespie Road. (Short term)</p> <p>2) Consider model filtering to completely remove through traffic in the Highbury area (between Blackstock Rd & Holloway Rd) forcing traffic to utilise surrounding Principal Road Network & Transport for London Road Network. (Long term)</p>	PT
3.2	PT made the panel aware of the costs of number 2, it would most likely be 3 years to seek funding, gather data, do the modelling and then implement. The localised modelling is a desktop exercise so is much cheaper, and this could potentially be ready for the next financial year. The no entry will be enforced through CCTV.	
3.3	<p>AH listed the below potential obstacles that need addressing:</p> <ol style="list-style-type: none"> 1. Why this street vs others in the borough as a priority, that will need articulating. 2. Show where the funding will come from? 3. Approach to displacement in the other roads. 	
3.4	CT to summarise her survey and send to PT.	CT
3.5	The panel will be updated at the next meeting on 11.10.17	PT