

Northchurch Road and Southgate Road Junction Consultation Analysis



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1 Introduction

- 1.1 Steer was commissioned by Islington Council (LBI) to deliver consultation response analysis for the Northchurch Road and Southgate Road junction proposals. The junction forms part of Cycleway 27, currently consisting of a mini roundabout with four arms, one of which is filtered for people walking and cycling. The proposed scheme will filter another arm of the junction enabling the roundabout to be removed and replaced with a cycle crossing and parallel zebra crossing over Southgate Road.
- 1.2 The consultation period was between 28th March 2023 and 25th April 2023. During the consultation period, individuals submitted responses to the survey on the Islington website. In total there were 699 responses submitted through the Council's online engagement platform, Survs.
- 1.3 This report summarises the findings from Steer's analysis of the consultation survey.

2 Consultation survey

Introduction

- 2.1 This section reports on the analysis of the ‘closed’ and ‘open’ questions included in the consultation survey. The survey was developed by Islington Council and hosted on the Council’s engagement platform, Survs. Closed questions are those with a discrete set of answers from which survey participants select a response. This includes questions asking about the current junction, future improvements, demographics and travel patterns of respondents, and their connection to the area. Some of these questions were optional so not all respondents answered every question; these are displayed as ‘No response’ in the results.

About the respondents

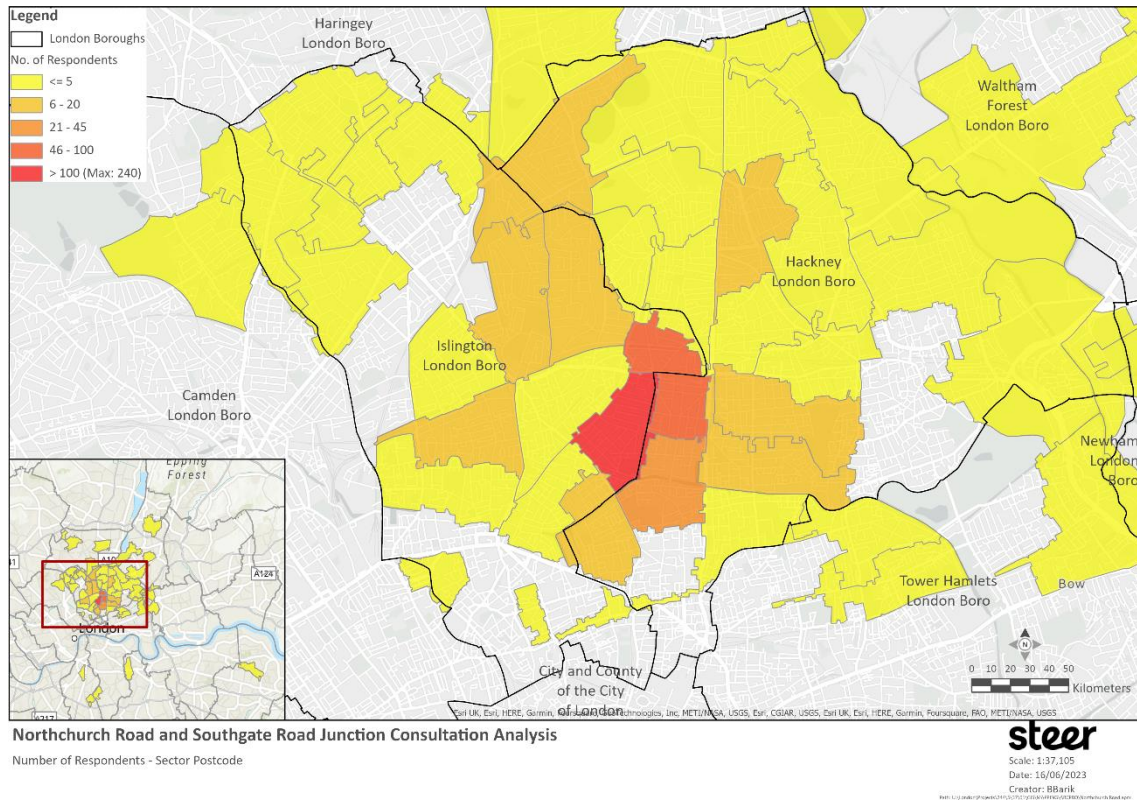
Demographics

- 2.2 This section details the demographic profile of respondents. This includes age group, disability, gender, and ethnicity. It was not mandatory for respondents to answer these questions, and each included a ‘prefer not to say’ option. These questions were included to see if responses were from a representative sample of Islington’s diverse population.
- 2.3 The graphs in Appendix B show the demographics of respondents in comparison to borough-wide demographic data from the 2021 Census. In summary:
- The age group which provided the most responses was 35-44 years (28%) followed by the 25-34 range (23%), with the third most popular age category being the 45-54 range (18%). The proportion of respondents in the 35-44 years range exceeds the 16% of Islington residents in this range (Census, 2021).
 - 11% of respondents stated that they are a disabled person compared to 79% of respondents who stated that they are not. This is lower than the 16% of Islington residents who are disabled (Census, 2021).
 - 53% of respondents stated that they are male, 40% stated that they are female, 7% preferred not to say and 1% stated ‘Other’. Female representation in the survey is lower than the borough’s average of 52% and male representation is higher than the borough’s average of 48% (Census, 2021).
 - 51% of respondents stated that their ethnicity is ‘White British’ which is above the borough average of 41% (Census, 2021). This was followed by 21% stating that their ethnicity is ‘Any other white background’. 5% identified as ‘White Irish’, while another 2% identified as ‘Any other ethnic group’.
- 2.4 When considering the above it should be noted that not all respondents to this survey live in Islington, as set out in the ‘connection to the area’ section below. It should also be noted that the consultation respondents were self-selecting and unlike a piece of research, quotas were not set for any particular characteristics.

Distribution of respondents

- 2.5 Respondents were asked to provide their postcode. Of the 699 respondents, 534 respondents provided a valid postcode. 63 postcodes have been mapped in Figure 2.1.
- 2.6 Appendix A shows the full list of respondent postcodes that have been mapped at a sector level and the number of respondents per postcode.

Figure 2.1: Map of respondent postcodes

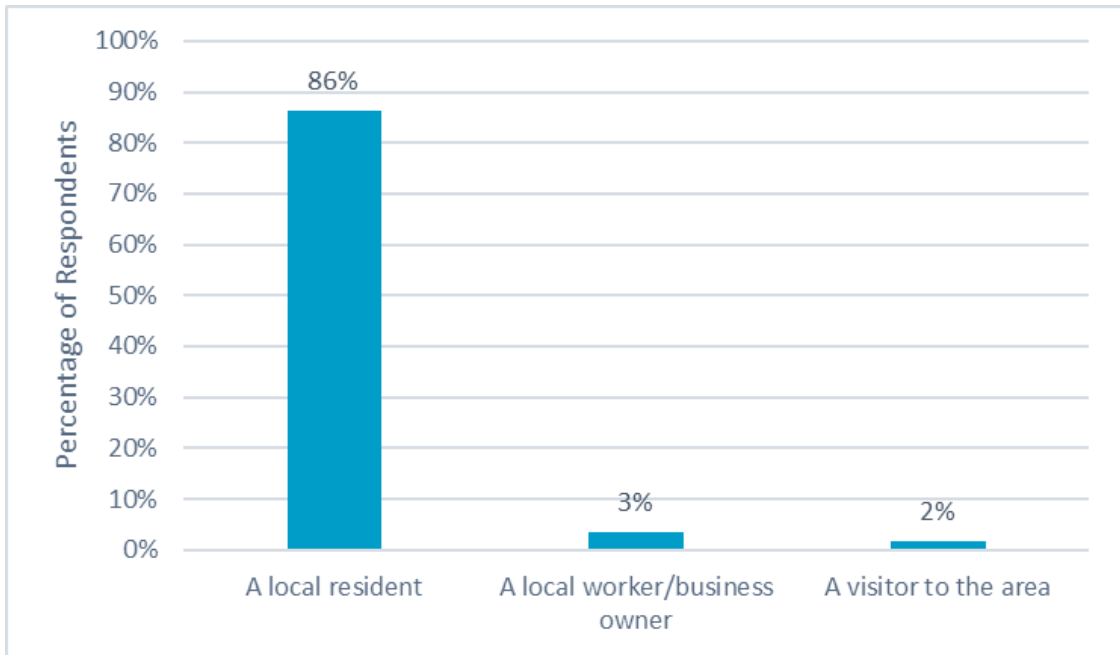


Source: Steer

Connection to the area

- 2.7 Respondents were asked their connection to the area in which the Northchurch Road and Southgate Road junction is located. It is important to note that respondents could select more than one answer to this question.
- 2.8 As shown in Figure 2.2, most respondents stated that they are a local resident (86%), followed by 3% who stated that they are a local worker/business owner and 2% who stated that they are a visitor to the area.

Figure 2.2: Respondents' connection to the area



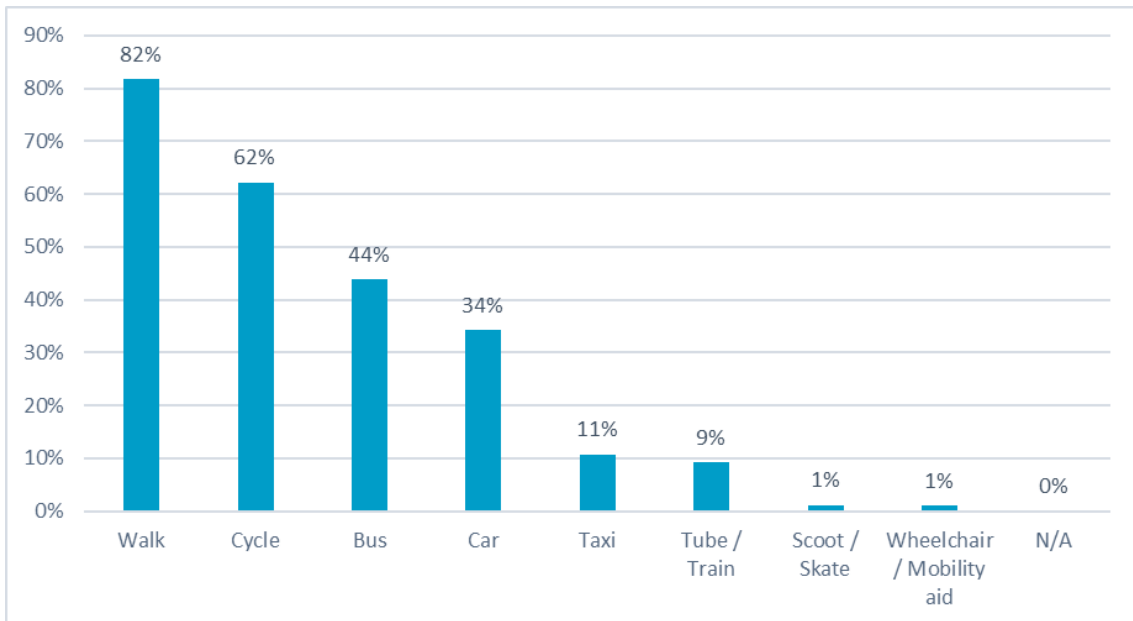
Number of respondents = 699

Travel patterns

2.9 Respondents were asked about the modes of transport they use to travel around the area. Again, all respondents could select more than one mode of transport that they use to travel around the area.

2.10 Figure 2.3 shows that 82% of respondents walk, nearly two thirds cycle (62%), 44% take the bus and 34% travel by car. Smaller proportions of respondents selected options which included taking a taxi (11%) and tube/train (9%).

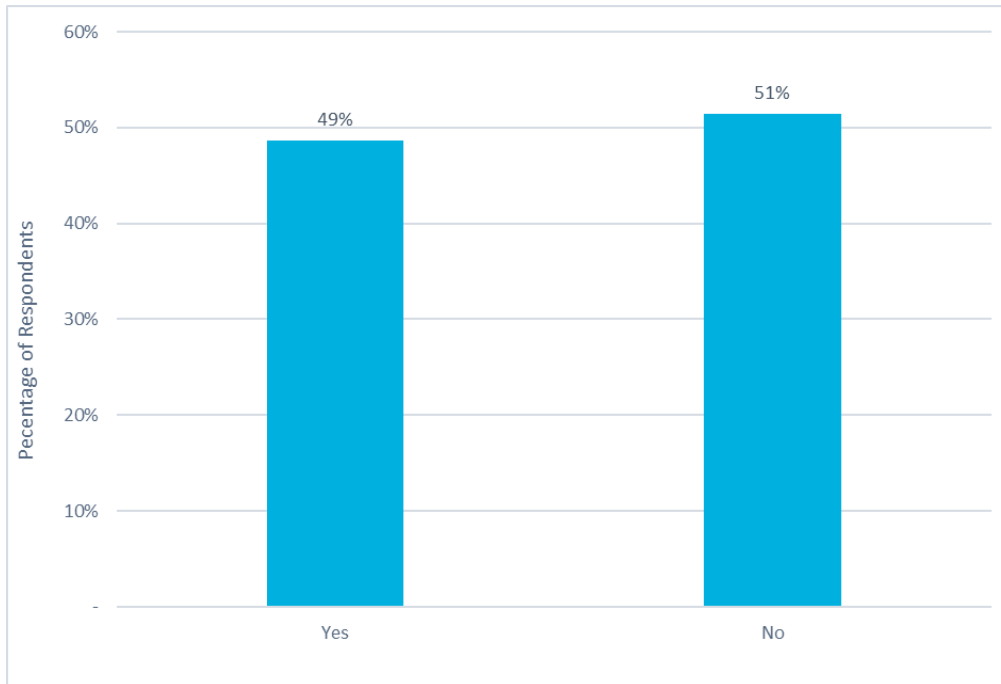
Figure 2.3: How respondents normally travel around the local area



Number of respondents = 699

2.11 Respondents were asked if they own or have access to a private car. Figure 2.4 illustrates that 49% of respondents stated that they own or have access to a private car, compared to 51% of respondents who do not own or have access to a private car.

Figure 2.4: Car access / ownership amongst respondents



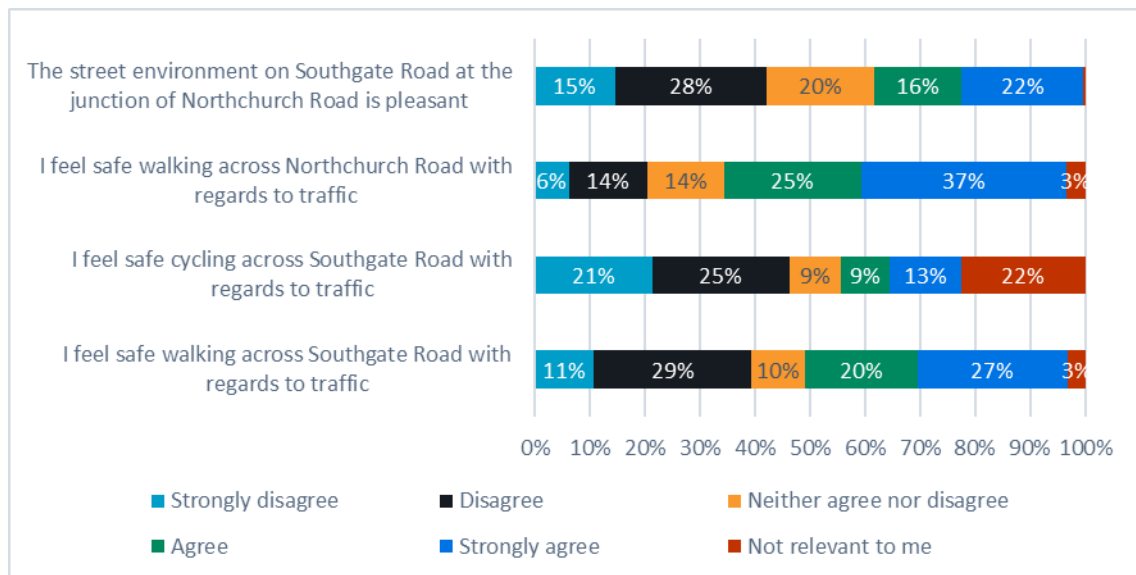
Number of respondents = 603

The junction scheme

Views on safety and environment of the junction

- 2.12 Respondents were presented with a series of statements and asked to what extent they agree or disagree with them.
- 2.13 Figure 2.5 shows that over half (62%) of all respondents agree to some extent that they feel safe walking across Northchurch Road with regards to traffic. This incorporates those who selected either 'strongly agree' or 'agree'. Nearly half (47%) of respondents agree to an extent with the statement '*I feel safe walking across Southgate Road with regards to traffic*'. Only 22% of respondents 'agree' or 'strongly agree' that they feel safe cycling across Southgate Road with regards to traffic.
- 2.14 The statement that generated the most uncertainty was '*The street environment on Southgate Road at the junction of Northchurch Road is pleasant*', with 20% neither agreeing nor disagreeing.
- 2.15 46% of respondents either 'strongly disagree' or 'disagree' that they feel safe cycling across Southgate Road with regards to traffic. A fifth of respondents (20%) disagree to an extent that they feel safe walking across Northchurch Road with regards to traffic.

Figure 2.5: Respondents' views on safety and environment the area of Northchurch Road and Southgate Road

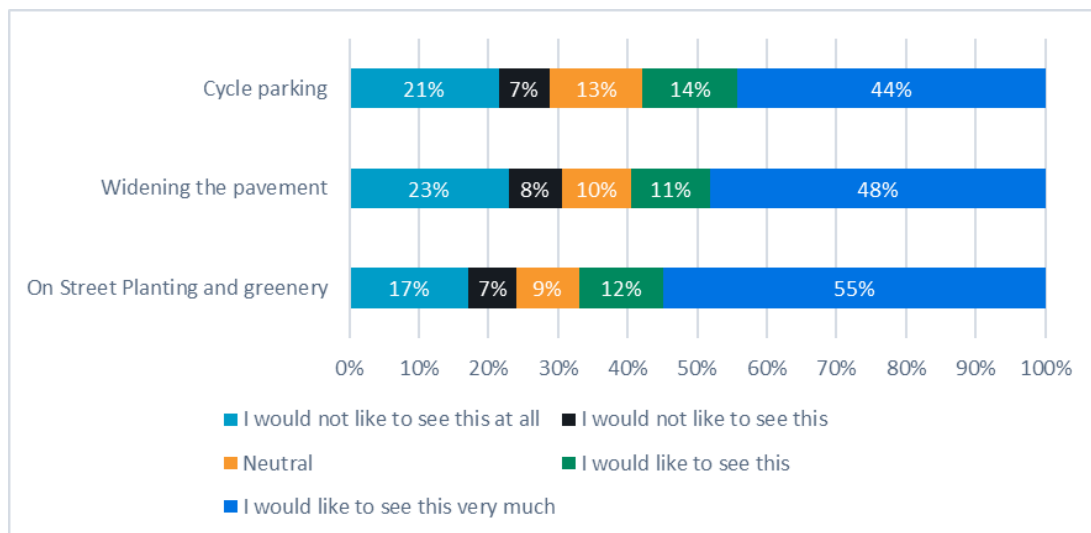


Number of respondents = I feel safe walking across Southgate Road with regards to traffic (693 respondents); I feel safe cycling across Southgate Road with regards to traffic (686); I feel safe walking across Northchurch Road with regards to traffic (690); The street environment on Southgate Road at the junction of Northchurch Road is pleasant (692).

Views on the environmental improvements

2.16 Respondents were asked for their views on the proposed pavement buildout and parking suspensions (Figure 2.6). Most respondents supported environmental improvements (selecting either 'I would like to see this very much' or 'I would like to see this'), with on street planting and greenery being the most popular amongst respondents. 58% are in favour of cycle parking, 59% in favour of widening the pavement, and 67% in favour of on street planting and greenery.

Figure 2.6: Respondents' views on environmental improvements

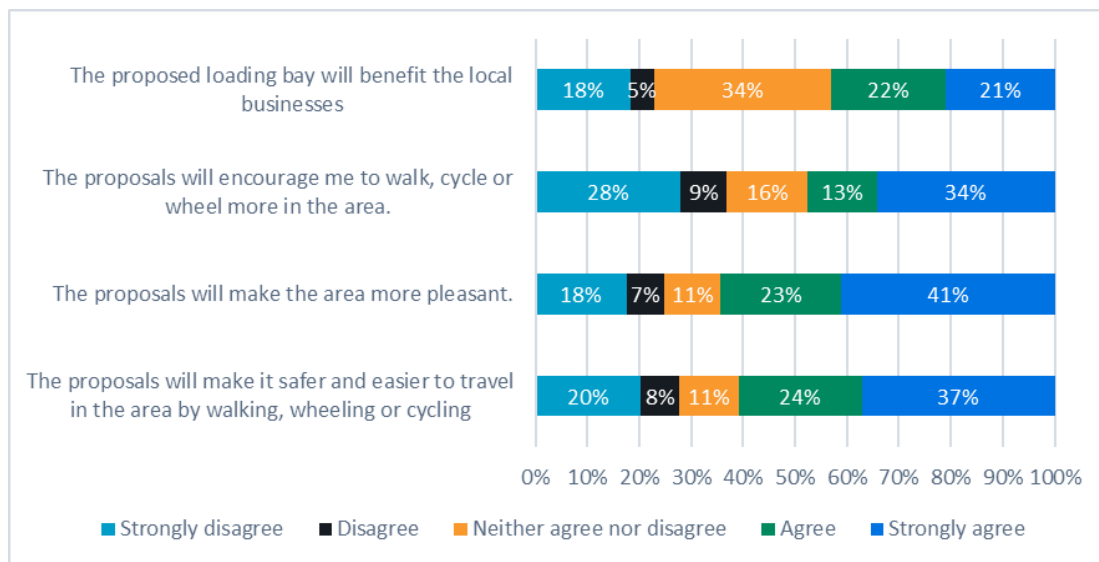


Number of respondents = 671 (for all statements)

Views on the potential benefits of the proposals

- 2.17 Respondents were presented with a series of statements and asked to what extent they agree or disagree with them, which are presented in Figure 2.7.
- 2.18 More than half of respondents agree to an extent that the proposals will both make the area more pleasant and make it safer and easier to travel in the area by walking, wheeling or cycling (64% and 61% respectively). This incorporates those respondents that selected either ‘strongly agree’ or ‘agree’. For all statements, the proportion of respondents agreeing, outweighs the proportion of respondents disagreeing.
- 2.19 The statement which generated the most uncertainty was ‘*The proposed loading bay will benefit the local businesses*’, with 34% neither agreeing nor disagreeing.
- 2.20 The most disagreement was expressed towards the statement ‘*The proposals will encourage me to walk, cycle or wheel more in the area*’, with 28% selecting ‘strongly disagree’.

Figure 2.7: Respondents’ views on the potential benefits of the proposals



Number of respondents = 662 (for all statements)

Open question analysis

- 2.21 Respondents were asked two open questions in the consultation questionnaire, which allowed them to provide:
- Comments about changes to parking on the road that would be required to deliver environmental improvements; and,
 - Any other comments about the Northchurch Road/Southgate Road junction.
- 2.22 Open question analysis works by assigning – or coding – the points made by each respondent to one or more codes within a code frame. Each code is a point raised by respondents in their response. This enables the same or very similar points to be raised by multiple individuals (and expressed by individuals in a variety of ways) to be categorised within the code frame. From this it is possible to count how many times the same or very similar points have been raised by respondents. Each response was coded to one or multiple codes, depending on the number of points raised by the respondent.

2.23 Codes were organised by theme, for example equality, accessibility, traffic, design etc.

Analysis of responses to changes to parking

2.24 Respondents were asked the following question: *“To deliver environmental improvements, we will be required to make some changes to parking on the road, do you have any comments about these changes?”*

2.25 Table 2.1 presents the top 15 most raised codes from the full code frame. The outputs show that there is support for removing parking to support active travel and enhance the public realm, although accessibility concerns were raised (for residents, deliveries, and businesses).

2.26 There were 392 submissions with no response to this question (56.1%). These have been omitted from the table below but are included in the full code frame output, which can be found in Appendix C.

Table 2.1: Top 15 codes in the open text responses regarding changes to parking

Theme	Code	Number of responses	Percentage
Policy	Suggestion for parking policy to reduce number of parking spaces/ remove parking	41	5.9%
Traffic	Concern that proposed changes will increase congestion on neighbouring roads (e.g., Oakley Road, Cleveland Road)	30	4.3%
Active Travel	Support for reducing parking to support active travel infrastructure (e.g., additional cycle lanes, cycle parking)	22	3.1%
Design	Concern regarding the location of proposed loading bay	22	3.1%
General	Concern that there is currently insufficient parking	21	3.0%
Design	Support for reducing parking to enhance public realm (e.g., wider pavements and planting)	20	2.9%
General	Opposed to proposed changes to parking - no details given	19	2.7%
Accessibility	Concern that access to businesses will be restricted (negative impact on trade)	19	2.7%
Accessibility	Concern about access for residents if parking is reduced	19	2.7%
Accessibility	Concern about delivery access to residential and business properties	18	2.6%
Equalities	Comment that parking is required for disabled/ less mobile/ elderly users	17	2.4%
Other	Concern about the consultation e.g., responses won't be considered, bias, lack of detail in questionnaire/maps	13	1.9%
Other	Concern that changes are a 'money-making' scheme/ waste of money	13	1.9%
General	Support for proposed changes to parking - no details given	13	1.9%
Environment	Concern that works carried out will cause pollution/ offset environmental improvements	13	1.9%

Analysis of general comments

- 2.27 There were 260 submissions (37.2%) with no response to this question. These have been omitted from the table below but are included in the full code frame output can be found in Appendix C.

- 2.28 Table 2.2 presents the top 15 most raised codes from the full code frame. Respondents are supportive of proposed changes to improve/prioritise the design for active travel, however there are concerns, notably the displacement of traffic and pollution to nearby roads. A few safety concerns were raised including reduced natural surveillance due to quieter streets and anti-social cycling behaviour being brought about by the proposed changes. The proposed location of the loading bay also raised concern, with some respondents suggesting to relocate it to Southgate Road.
- 2.29 There were 260 submissions (37.2%) with no response to this question. These have been omitted from the table below but are included in the full code frame output can be found in Appendix C.

Table 2.2: Top 15 codes in the open text responses regarding general comments

Theme	Code	Number of responses	Percentage
Traffic	Concern that changes will increase congestion / displace traffic on nearby roads (ie. Englefield Rd, Oakley Rd, Crowland Terrace, Southgate Rd)	64	9.2%
Design	Support for proposed changes in order to improve/ prioritise design for active travel	61	8.7%
Safety	Concern that proposed changes will reduce safety (e.g. due to decreased surveillance from passing traffic, decreased visibility)	42	6.0%
Accessibility	Concern that changes will impact access for residents, visitors and businesses in the area	40	5.7%
General	Concern that proposed changes are unnecessary/ poorly thought out	39	5.6%
General	Support for proposed changes to the junction - no details given	37	5.3%
Accessibility	Concern that changes will impact access for residents of Northchurch Road (including their deliveries/ visitors)	37	5.3%
Environment	Concern that changes will increase pollution / displace pollution on nearby roads	36	5.2%
Safety	Safety concern regarding current layout of crossings / junctions	34	4.9%
Traffic	Suggestion for more traffic calming measures (inc. traffic lights, speed bumps leading to Southgate Rd crossing)	28	4.0%
Other	Concern about the consultation process e.g. responses won't be listened to, lack of detail in questionnaire/maps	27	3.9%
Design	Concern about the proposed location of loading bays	27	3.9%
Active Travel	Concern that cycle infrastructure is insufficient/ suggestion for improving cycle infrastructure	26	3.7%
Safety	Concern about anti-social cycling behaviour / proposed changes will worsen anti-social cycling behaviour	19	2.7%
Other	Comment requests information	18	2.6%

A Respondent postcodes

Table A.1: Mapped respondent postcodes

Sector postcode	Count
N1 3	240
N1 4	84
N1 5	36
N1	21
N5 1	15
E8 3	14
N5 2	8
N4 2	8
N1 7	7
E8 4	7
N1 1	7
N16 7	6
N1 2	5
E5 0	5
N1 8	5
E8 1	4
E8 2	4
N16 9	3
N16 0	3
N19 3	2
N1 0	2
N7 0	2
E2 8	2
E10 7	2
N16 8	2
E20 1	2
E2 9	2
E9 5	2
N19 5	1
E3 2	1
N16 5	1
SE14 5	1
E5 9	1
NW5 1	1
E2 0	1

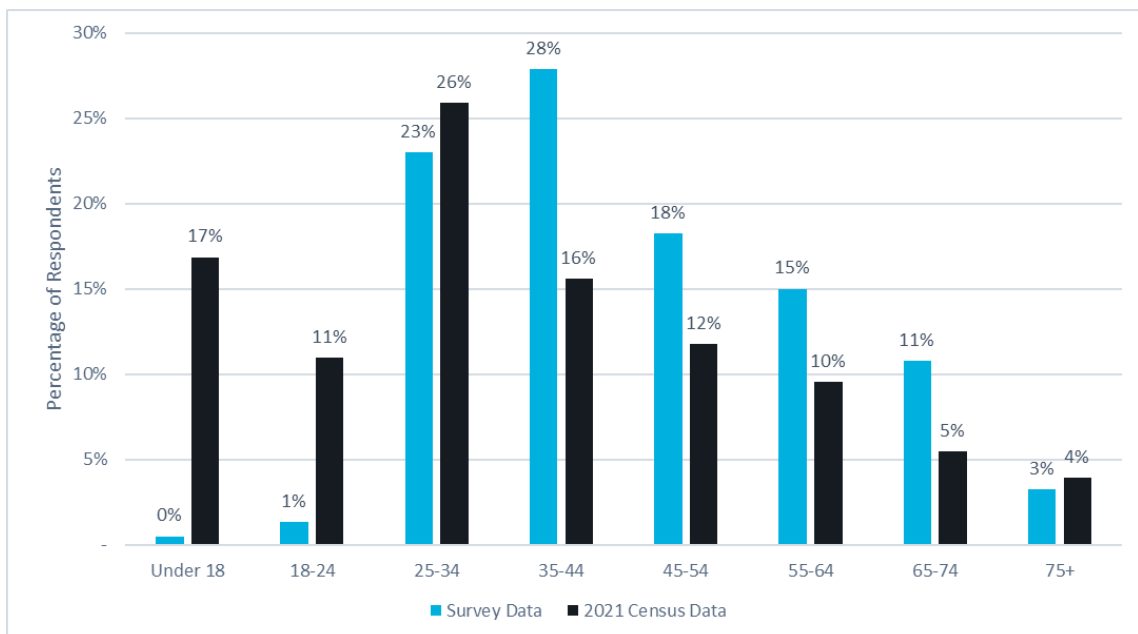
SW9 0	1
E4 9	1
N4 1	1
E17 6	1
E2	1
E17 9	1
N19 4	1
E5	1
N19	1
DA7 5	1
SE24 9	1
MK45 5	1
EC1V 9	1
E5 8	1
E9	1
N7 8	1
N4 3	1
N16 6	1
N2 3	1
EC1V 0	1
E15 2	1
SO40 8	1
N17 6	1
PE30 5	1
N16	1
N22 7	1
WC1X 9	1

B Demographics

2.30 The demographic profile of respondents is presented in the following charts, with comparison to borough-wide demographic data from the 2021 Census¹.

2.31 It is important to note that not all respondents to the survey live in Islington; 83% stated that they are a local resident.

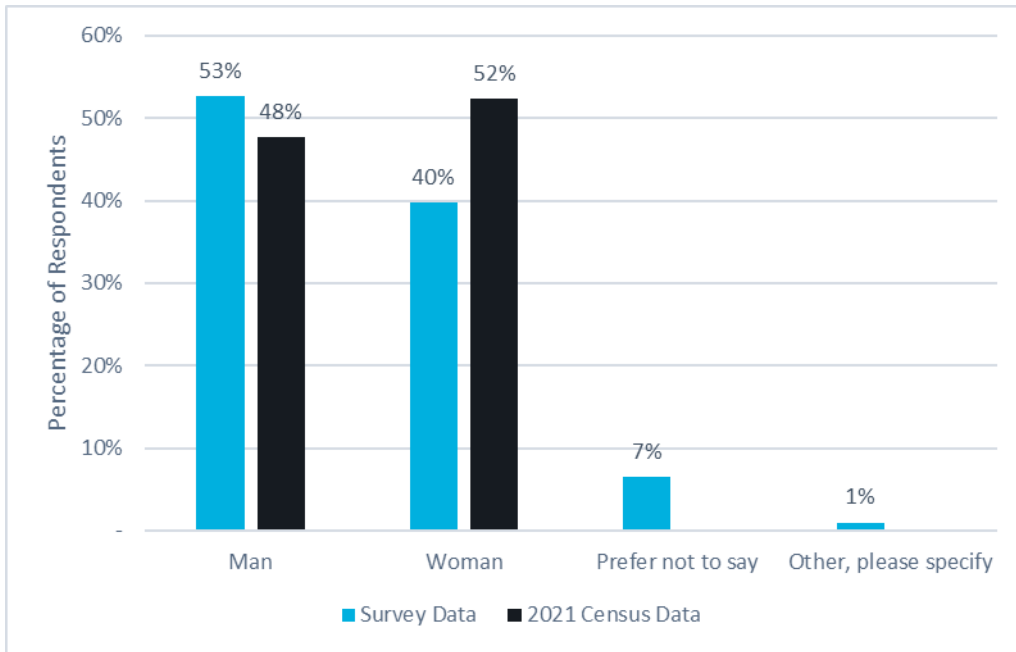
Figure B.1: Age group



Number of respondents = 613 (N.B. 'no response' has not been included in this figure)

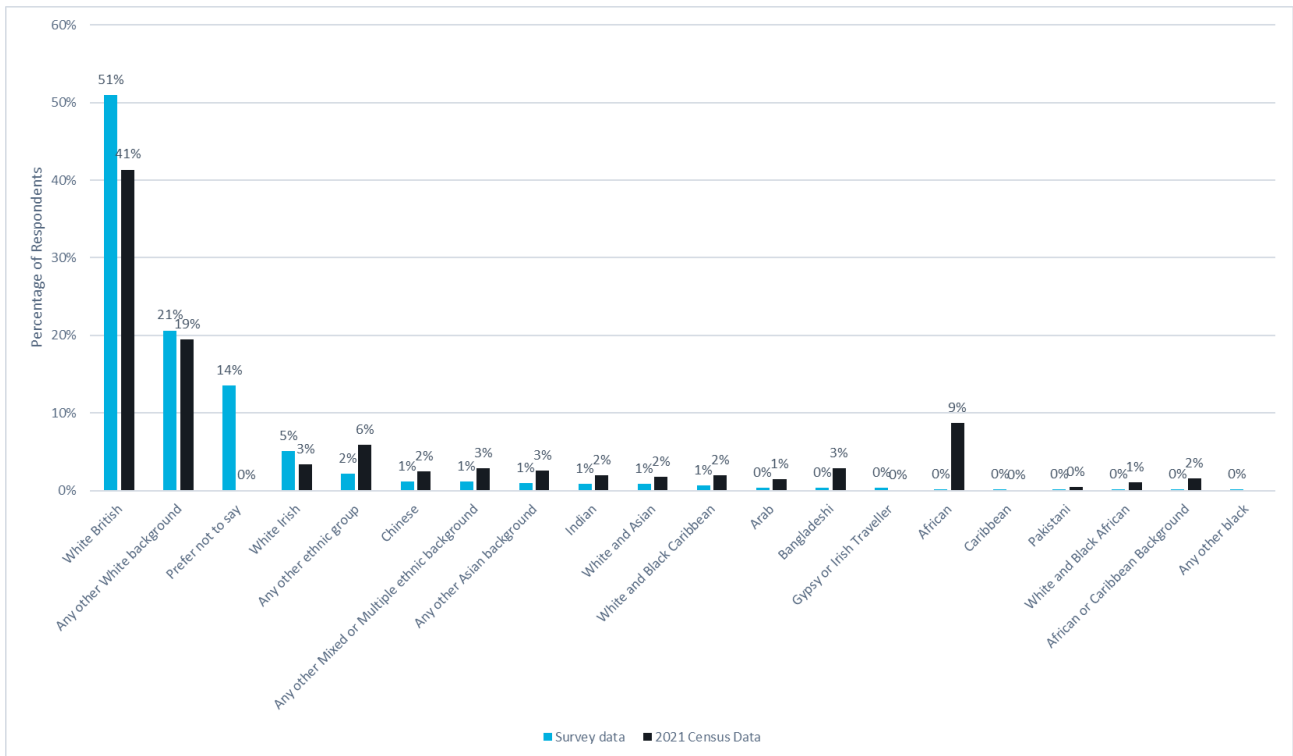
¹ [Census - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

Figure B.2: Gender



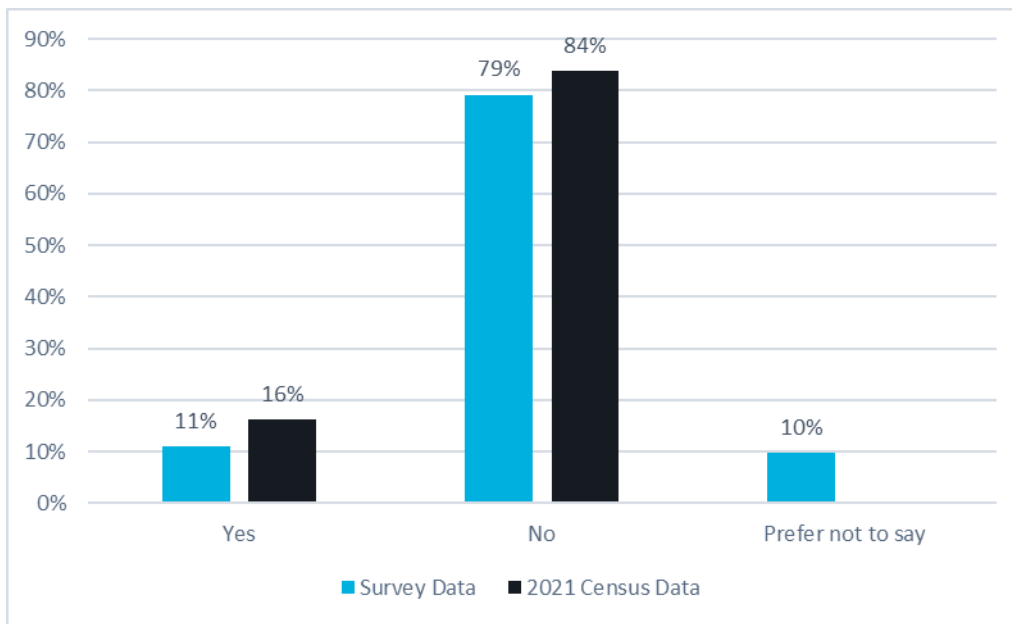
Number of respondents = 613 (N.B. 'no response' has not been included in this figure)

Figure B.3: Ethnicity



Number of respondents = 606 (N.B. 'no response' has not been included in this figure)

Figure B.4: Disability



Number of respondents = 610 (N.B. 'no response' has not been included in this figure)

C Full code frame outputs

Table C.1: Q9 outputs

Theme	Code	No. of respondents	Percentage
Other	No response	392	56.1%
Other	Response is out of scope of question	42	6.0%
Policy	Suggestion for parking policy to reduce number of parking spaces/ remove parking	41	5.9%
Traffic	Concern that proposed changes will increase congestion on neighbouring roads (e.g. Oakley Road, Cleveland Road)	30	4.3%
Active Travel	Support for reducing parking to support active travel infrastructure (e.g., additional cycle lanes, cycle parking)	22	3.1%
Design	Concern regarding the location of proposed loading bay	22	3.1%
General	Concern that there is currently insufficient parking	21	3.0%
Design	Support for reducing parking to enhance public realm (e.g., wider pavements, planting etc)	20	2.9%
General	Opposed to proposed changes to parking - no details given	19	2.7%
Accessibility	Concern that access to businesses will be restricted (negative impact on trade)	19	2.7%
Accessibility	Concern about access for residents if parking is reduced	19	2.7%
Accessibility	Concern about delivery access to residential and business properties	18	2.6%
Equalities	Comment that parking is required for disabled/ less mobile/ elderly users	17	2.4%
Other	Concern about the consultation e.g., responses won't be considered, bias, lack of detail in questionnaire/maps	13	1.9%
Other	Concern that changes are a 'money-making' scheme/ waste of money	13	1.9%
General	Support for proposed changes to parking - no details given	13	1.9%
Environment	Concern that works carried out will cause pollution/ offset environmental improvements	13	1.9%

General	Comment that current parking provision is under-utilised, there is sufficient provision	12	1.7%
Policy	Suggestion for amendments to parking policy (e.g., parking lengths, fees, short stay outside businesses)	11	1.6%
Business	Comment that parking access helps to support local businesses	11	1.6%
Design	Suggestion to relocate loading bay (e.g., to Southgate Road)	11	1.6%
Policy	Suggestion for parking policy to ensure parking is not reduced	10	1.4%
Safety	Concern that parked vehicles reduce visibility (and therefore reduces safety)	9	1.3%
Traffic	Support for changes if they help to reduce congestion	7	1.0%
Safety	Comment that cycling next to parked vehicles is dangerous	7	1.0%
Active Travel	Comment that pavement width is sufficient	4	0.6%
Design	Suggestion for alternative location for cycle parking (e.g., Cleveland Road, side roads)	4	0.6%
Design	Concern about lack of alternative parking provision	3	0.4%
Design	Suggestion to remove parking in front of deli	3	0.4%
Design	Suggestion to keep parking in front of deli	3	0.4%
Design	Concern about maintenance of greenery	3	0.4%
Safety	Concern that proposed changes will encourage anti-social behaviour	2	0.3%
Design	Suggestion for no parking by cycle junction	1	0.1%
Design	Suggestion for cycle parking to be on East/West of Northchurch Road	1	0.1%
Design	Suggestion to remove double yellow markings to allow parking	1	0.1%
Design	Suggestion to move the parking spaces and bus stop away from the shopping area on Southgate Road	1	0.1%

Number of respondents = 699

Table C.2: Q11 outputs

Theme	Code	No. of respondents	Percentage
Other	No response	260	37.2%
Traffic	Concern that changes will increase congestion / displace traffic on nearby roads (ie. Englefield Rd, Oakley Rd, Crowland Terrace, Southgate Rd)	64	9.2%
Design	Support for proposed changes in order to improve/prioritise design for active travel	61	8.7%

Safety	Concern that proposed changes will reduce safety (e.g. due to decreased surveillance from passing traffic, decreased visibility)	42	6.0%
Accessibility	Concern that changes will impact access for residents, visitors and businesses in the area	40	5.7%
General	Concern that proposed changes are unnecessary/ poorly thought out	39	5.6%
General	Support for proposed changes to the junction - no details given	37	5.3%
Accessibility	Concern that changes will impact access for residents of Northchurch Road (including their deliveries/ visitors)	37	5.3%
Environment	Concern that changes will increase pollution / displace pollution on nearby roads	36	5.2%
Safety	Safety concern regarding current layout of crossings / junctions	34	4.9%
Other	Response is out of scope of question/ scheme	28	4.0%
Traffic	Suggestion for more traffic calming measures (inc. traffic lights, speed bumps leading to Southgate Rd crossing)	28	4.0%
Other	Concern about the consultation process e.g. responses won't be listened to, lack of detail in questionnaire/maps	27	3.9%
Design	Concern about the proposed location of loading bays	27	3.9%
Active Travel	Concern that cycle infrastructure is insufficient/ suggestion for improving cycle infrastructure	26	3.7%
Safety	Concern about anti-social cycling behaviour / proposed changes will worsen anti-social cycling behaviour	19	2.7%
Other	Comment requests information	18	2.6%
Design	Comment that green spaces will require maintenance (e.g. to not reduce visibility)	18	2.6%
Design	Suggestion for right of way signage / road markings to be included as part of changes	17	2.4%
Other	Concern that changes are a 'money-making' scheme/ waste of money	16	2.3%
General	Opposition to proposed changes - no details given	16	2.3%
Design	Concern that proposed changes will increase travel times for local residents	16	2.3%
Traffic	Concern that proposed changes will increase HGV traffic on residential roads	16	2.3%
Equalities	Concern that proposed changes will impact access for disabled/ elderly users	15	2.1%
Safety	Concern about current anti-social driving behaviour e.g. speeding	13	1.9%

Environment	Suggest proposed changes should have more greenery	13	1.9%
Design	Suggestion for more placemaking measures as part of the project	9	1.3%
Other	Duplicate response/ Same response as a previous question	7	1.0%
Design	Suggestion for business delivery bays to be on Southgate Road	7	1.0%
Businesses	Comment that proposed changes will encourage greater use of businesses	7	1.0%
Other	Comment unclear	6	0.9%
Design	Opposition to widening pavements	6	0.9%
Design	Opposition to increasing traffic calming measures (e.g. signals)	6	0.9%
Accessibility	Concern that proposed changes will impact access for emergency vehicles	5	0.7%
Design	Suggestion to relocate pedestrian crossing (e.g. to the southern side of the junction)	4	0.6%
Design	Suggestion to replace the roundabout with a crossroads	4	0.6%
Other	Personal data removed from response	3	0.4%
Design	Concern about relocating pedestrian crossing away from bus stop	2	0.3%
Design	Suggestion to make the parallel crossing a 2-stage crossing with a central island	2	0.3%
Environment	Support for changes that will decrease noise/ pollution from traffic	2	0.3%
Design	Suggestion to make the pedestrian crossings on Northchurch Road align more with the pedestrian desire line	1	0.1%
Design	Suggestion to make the road flat on Southgate and Essex Road	1	0.1%

Number of respondents = 699

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