

Consultation Results Report: Sacred Heart Catholic Primary School Street

Service area: Environment

1. Introduction & Background

1.1 Background

- 1.1.1 This report presents key findings relating to the proposed School Street scheme at Sacred Heart Primary School in Laycock ward.
- 1.1.2 There have been discussions about the implementation of a School Street outside Sacred Heart Catholic School on Georges Road since the beginning of 2020. The need for a School Street was further amplified due to a collision in the autumn of 2020 where a 4-year-old was hit by someone driving a vehicle outside the school. Additionally, there is a more acute need for it now as a result of upcoming Transport for London (TfL) works on the junction with Holloway Road (the A1) which could lead to significant traffic displacement on Georges Road, worsening road danger outside the school.
- 1.1.3 In 2020, plans for the School Street were put on hold due to a formal objection from DMP Autos, an MOT garage at the entrance of Georges Road near the junction with Holloway Road. They raised concerns about customers being able to access their business during the hours of operation of the School Street as Georges Road is a one-way road, which would have meant that customers would have received a fine when entering their business.
- 1.1.4 In the summer of 2022, the council held further conversations with the MOT garage as well as TfL to explore possible solutions. However, none of the proposed solutions were satisfactory to all parties involved.
- 1.1.5 As a result, a further option for the School Street was developed and consulted on.

1.2 Proposal

- 1.2.1 The Sacred Heart School Street proposal was made up of three key elements: A traffic filter, environmental improvements at the school gates and wider greening and

pavement improvements in the area around the school. Full details of these proposals are published in the scheme's delegated decision report (DDR).

1.3 Objectives

1.3.1 The consultation objectives were set out to shape the consultation approach. The objectives were based on the School Streets programme aims and council consultation requirements. The key objectives of the consultation were:

- To ensure that children, parents, carers, residents and businesses within the School Street have been represented and have had an opportunity to express their views.
- To ensure that respondents to the consultation are representative of the diversity of Islington, specifically focusing on: children and residents with disabilities (and their carers, where appropriate).
- To understand respondent support/disagreement with the implementation of the School Street.
- To respond to and clarify information and questions.
- To gather feedback, ideas and concerns raised by students, parents, carers, teachers, residents and other users of the School Street.
- To understand respondent perceptions of the School Street's impact on road danger and air quality.
- To understand priorities in the local area.
- To see if respondents' choice of travel modes would be impacted by a School Street.
- To understand what effect School Streets may have had in relation to the Climate emergency and Islington Net Zero Carbon ambitions relating to reducing car use.

2. Pre-consultation Engagement

2.1 Statutory Consultees

2.1.1 As part of the consultation, statutory consultees were notified of the proposed School Street. The School Street does not impact on access for any of the emergency services and the council has not received any objections from the emergency services.

2.1.2 Details of the proposals were shared with the Metropolitan Police Service, London Fire Brigade, London Ambulance Service, NHS Blood Transport, the Road Haulage Association, Logistics UK (formerly known as FTA) and TfL Network Management, Royal Mail, bus operating companies, local MPs and members of the GLA. All queries raised were addressed by the project managers.

2.2 Commonplace

2.2.1 The Commonplace online engagement tool was set up in May 2020 and closed in March 2021. This platform allowed local communities and stakeholders to share their views and ideas to help improve the walking and cycling environment in their

localities. Respondents were asked a number of questions about their local area, including ways of travel, barriers to active travel and suggestions on improvements.

2.2.2 For Georges Road, Eden Grove and Geary Street, 10 comments of relevance were left during the Commonplace tool operation time.

2.2.3 Respondents were able to select multiple options for each question.

2.2.4 In total, 40 responses were received to the question 'What is the problem?'. The most common response was 'traffic rat running', which accounted for 20% of all answers, followed by 'volume of traffic', 'bad driving' and 'fast traffic' (10% each). Figure 1 shows all responses received.

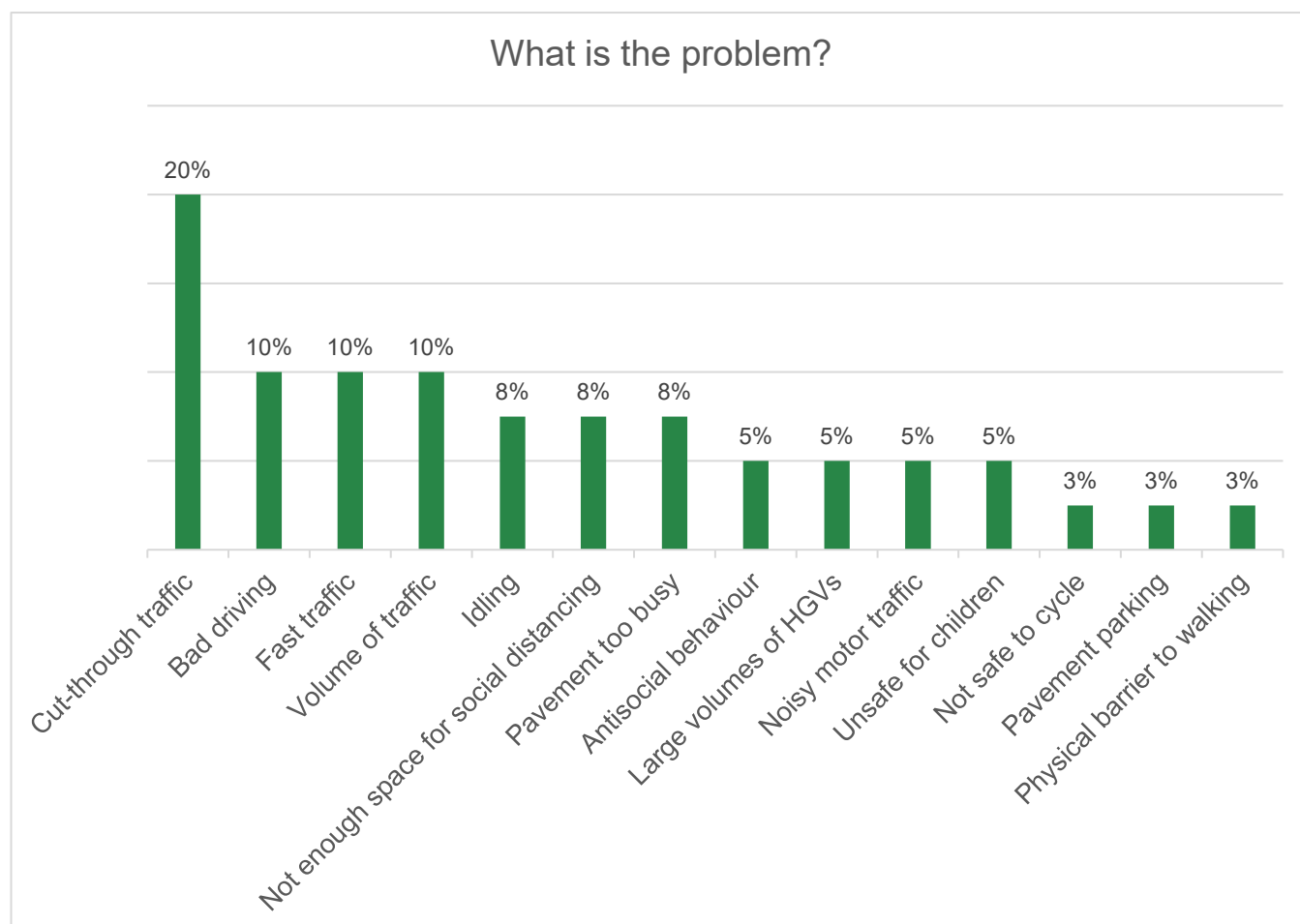


Figure 1: What is the problem?

2.2.5 Respondents were also asked how the local area can be improved, for which they could select multiple responses. In total, 22 selections were received for the question 'How could we make it better?'. The most common response (32%) was to 'make the road access only', followed by 'slow down traffic' (18%) and 'road closure except for cycles and buses' (12%) and slowing down traffic (14%). Figure 2 shows all responses received.

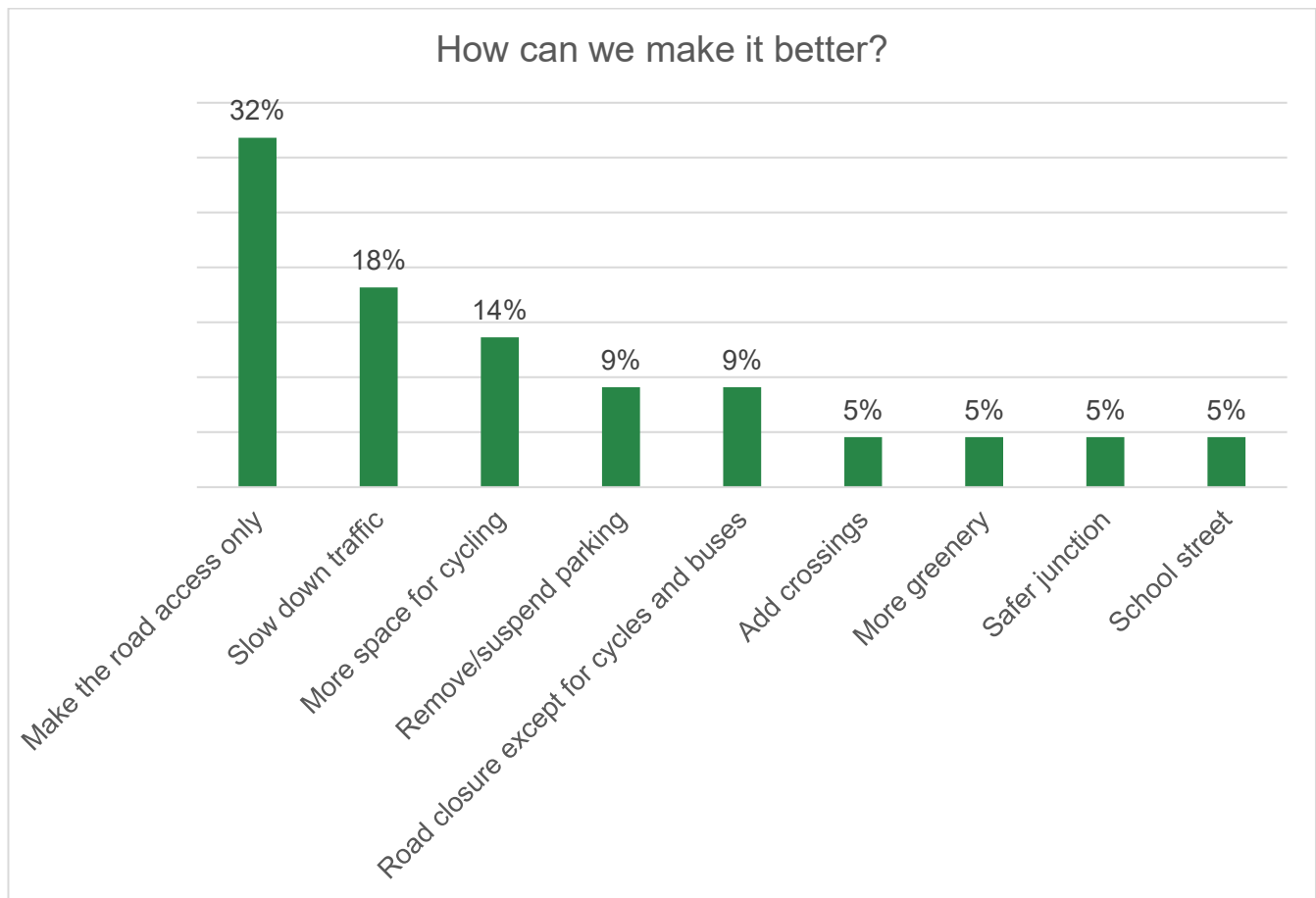


Figure 2: How can we make it better?

3. Public Consultation Analysis

3.1 Background and Activities

- 3.1.1 Responses to the public consultation were invited via an online questionnaire, which was advertised through posters, flyers and by email and social media. Officers also organised in-person events where paper surveys were available. The consultation was promoted and complemented by on-site leafletting events at the school held on 11 January 2023. Paper copies of the questionnaire were also made available at Islington Town Hall and could be requested by post or collected at the school reception.
- 3.1.2 A workshop was held on 17 January 2023 at the Ringcross Community Centre. 9 members of the public attended.
- 3.1.3 An online session was held via Zoom on 30 January 2023 and attended by 9 members of the public.
- 3.1.4 A workshop was held with students of Sacred Heart Catholic Primary School on 16 January 2023 and 67 children's questionnaires were completed. Details about the children's engagement are available in Appendix 5.3.

3.2 Data Contamination

- 3.2.1 There is no evidence to suggest that there was any data tampering or contamination to the consultation responses.

3.3 Email correspondence

- 3.3.1 The council received 10 emails referring to Sacred Heart School Street as part of the public consultation. Three of these were received from local organisations and four were received from local residents. A further three emails were received after the consultation had closed. However, these comments have also been considered.
- 3.3.2 A dedicated School Streets email (schoolstreets@islington.gov.uk) was set up in 2018.
- 3.3.3 Further email communication was received under the dedicated School Streets consultation email (schoolstreetsconsultation@islington.gov.uk)
- 3.3.4 The overall key themes of email correspondence received relating to Sacred Heart School Street are noted in Table 1.

Theme	Detailed Comment
Concerns about the consultation	The consultation period was insufficient, the consultation survey biased and information not shared correctly or widely enough. The consultation was misleading.
Concerns about access for Blue Badge holders	Blue Badge holders and disabled people will be discriminated against as a result of this proposal and be faced with higher costs and longer journey times which will be detrimental to their health. Those that are disabled but not in possession of a Blue Badge will be severely impacted.
Concerns about the impact of the works on disabled people	The works to extend the pavement and implement the filter will cause serious disruption for disabled residents.
Concerns about access to Sacred Heart Catholic Church	For churchgoers who require motorised transport to worship at the Sacred Heart Church such as elderly and disabled members of the congregation, their journeys would become unnecessarily longer, which could result in discomfort, pain and anxiety.
Concerns about traffic displacement and air pollution	Forcing cars onto fewer streets creates more pollution and road danger concerns in other areas which need to be considered and mitigated.
Impact on residents who drive for a living	The proposals will create longer traveling times and more fuel use which causes pollution and is a high cost for struggling families.
The proposals are unfair and will only benefit a minority	Those on boundary roads would be negatively impacted and only residents on the right side of Eden Grove, which is in the Laycock Ward, would have an exemption.

Theme	Detailed Comment
False information shared about collisions	The collision outside the School was discussed as severe but was officially only classified as slight.
Requests for a timed School Street	It is possible to have a School Street with restricted access to vehicles at drop-off and pick-up times by placing No Vehicles Signs just before the junction of Georges Road and Eden Grove, in addition to No Vehicles Signs at the junction of Eden Grove and Geary Street. The traffic filter should only be enforced during School Street times.
Issues on Piper Close	Piper Close will see an increase of traffic volume as a result of the proposal.
Support for the traffic filter	The traffic filter is welcomed and will improve the area by removing through-traffic.
Concerns about parking pressure	The removal of a parking bay on Georges Road will impact on parking pressures in the area.

Table 1: Themes from email correspondence

3.3.5 Email responses from organisations:

- 3.3.5.1 VizioN7 Residents' & Leaseholders' Association were supportive of the removal of a parking bay and the pavement extension as well as the implementation of a traffic filter. They urged for the traffic filter to be a physical closure rather than a camera-enforced closure.
- 3.3.5.2 Islington Living Streets recorded their strong support for the School Street proposals.
- 3.3.5.3 Cycle Islington were supportive of the filter introduction but requested that the filter be physically enforced and council vehicles not exempt from the closure. They raised concerns about the carriageway widths on Georges Road and the danger to cyclists as a result. Additionally, they requested the removal of a parking bay outside 9-11 Eden Grove to allow for the existing dropped kerb to be more easily accessed. The final suggestion was to improve the road surface on Geary Street and on Eden Grove outside the church.

3.4 Consultation with the Church

- 3.4.1.1 The Church was visited on 23 January 2023 and a member of the congregation attended the in person workshop and the online event. The church raised concerns around parking access for members of the congregation, especially on Sundays, once the traffic filter is in place. The Church explained that some members need to be dropped off by the main entrance on Eden Grove. Following site observation as well as parking survey analysis, officers are confident that there is enough parking availability in the area for members of the congregation to find local parking in the area located east of the traffic filter, allowing members to be dropped off by the church main entrance by accessing the local area from Holloway Road.
- 3.4.1.2 Officers will be engaging and visiting the church further to go through the impact of the scheme again and to help them make sure members are fully informed of the changes to local access and to work through any concerns or issues. They will also take

feedback once the traffic filter comes into force and mitigate any issues that might arise.

3.5 Consultation with the School

3.5.1 A meeting and walkabout were held with the headteacher and assistant headteacher on 10 October 2022.

3.5.2 No concerns were expressed about the proposals.

3.5.3 Children's Workshop

3.5.3.1 A workshop was organised and run by external consultancy School of Streets.

3.5.3.2 The workshop aimed to provide some background knowledge of how the rise in motorised traffic has changed our cities, how this has affected children particularly, and how Islington's School Street initiative aims to reduce road danger and improve the quality of the public realm.

3.5.3.3 Students then discussed the specific environment of their school through a mapping exercise in which they reflected on the qualities of their individual school journeys.

3.5.3.4 This was followed by observations of adults and children at pick up time, an in-situ enactment of possible improvements to the pavement outside the school entrance in response to these observations, and a model building exercise capturing the emerging child-friendly public realm design idea.

3.5.3.5 The models were subsequently translated into architectural drawings to demonstrate that many of the proposed ideas could be feasible public realm improvements.

3.5.3.6 The workshop was held on 17 January 2023 with the School Council, a representative group of pupils from all year groups. The School Council then presented their work to Years 4, 5 and 6 in a school assembly on 26 January 2023, following which attendees completed a short survey. Both events were facilitated by external consultancy School of Streets.

3.5.3.7 The student surveys following this assembly asked how students travel to school, which improvements could be made to their school journey, and what they like and dislike about it.

3.5.3.8 67 responses (14% of the school's 495 pupils) were received. 72% of respondents travel to school by Active Travel. 40% of respondents could think of ways to make their school journey safer. 36% of respondents thought that adding planting and green spaces would improve their school journey, 15% proposed wider/less crowded pavements, 13% to reduce the number or speed of cars. The most frequently mentioned "most favourite part" of respondents' school journeys is to walk and talk with friends and family (13%). The most frequently mentioned "least favourite part" of respondents' school journeys are traffic and roads (12%)

3.5.3.9 Full results can be seen in Appendix 5.3.

3.6 Survey Responses: Key Characteristics and Background

3.6.1 Profile of Respondents

- 3.6.1.1 Overall, 362 complete survey responses were received. 28 survey responses were incomplete and have therefore not been considered as part of the results.
- 3.6.1.2 69% of respondents were from residents, 20% from parents and carers of children at the school and 4% from visitors to the area.
- 3.6.1.3 49% of respondents are car owners while 51% are car-free.
- 3.6.1.4 12% of respondents stated that they were disabled.

3.7 Analysis of responses

3.7.1 Survey Response Analysis

3.7.1.1 TRAFFIC ON GEORGES ROAD

- 3.7.1.2 Respondents were able to strongly agree, agree, neither agree nor disagree, disagree or strongly disagree with a series of statements. The first set of questions also had an option to tick 'This does not apply to me'.

I feel safe walking in the area, with regards to traffic				
	Disagree	Neutral	Agree	N/A
Overall	116 32%	42 12%	202 56%	1 0%
Businesses/ local workers	3 27%	0 0%	7 64%	1 9%
Residents	79 32%	31 13%	137 55%	0 0%
Parents/ carers	22 30%	8 11%	44 59%	0 0%
Staff	0 0%	1 33%	2 67%	0 0%
Visitor	9 64%	0 0%	5 36%	0 0%
Other	3 25%	2 17%	7 58%	0 0%
Car owners	35 20%	13 7%	131 73%	0 0%
Car-free	81 44%	29 16%	71 39%	1 1%
Disabled	9 20%	4 9%	31 70%	0 0%
Not disabled	97 37%	32 12%	134 51%	1 0%

Table 2: I feel safe walking in the area, with regards to traffic

I feel safe walking in the area with children, with regards to traffic				
	Disagree	Neutral	Agree	N/A
Overall	114 31%	30 8%	131 36%	85 23%
Businesses/ local workers	2 18%	1 9%	6 55%	2 18%
Residents	76 31%	16 6%	79 32%	75 30%
Parents/ carers	29 39%	9 12%	36 49%	0 0%
Staff	0 0%	1 33%	2 67%	0 0%
Visitor	4 29%	2 14%	2 14%	6 43%
Other	3 25%	1 8%	6 50%	2 17%
Car owners	34 19%	13 7%	103 58%	28 16%
Car-free	80 44%	17 9%	28 15%	57 31%
Disabled	9 20%	2 5%	26 59%	7 16%
Not disabled	94 35%	24 9%	75 28%	70 26%

Table 3: I feel safe walking in the area with children, with regards to traffic

I feel safe cycling in the area, with regards to traffic				
	Disagree	Neutral	Agree	N/A
Overall	113 31%	38 10%	114 31%	93 26%
Businesses/ local workers	3 27%	1 9%	3 27%	2 18%
Residents	80 32%	25 10%	79 32%	63 25%
Parents/ carers	17 23%	10 14%	25 34%	21 28%
Staff	0 0%	1 33%	0 0%	2 67%
Visitor	10 71%	0 0%	3 21%	1 7%
Other	3 25%	1 8%	4 33%	4 33%
Car owners	26 15%	14 8%	83 46%	53 30%
Car-free	87 48%	24 13%	31 17%	40 22%
Disabled	9 20%	5 11%	13 30%	16 36%
Not disabled	94 35%	29 11%	82 31%	58 22%

Table 4: I feel safe cycling in the area, with regards to traffic

I feel safe cycling in the area with children, with regards to traffic				
	Disagree	Neutral	Agree	N/A
Overall	96 27%	30 8%	81 22%	150 41%
Businesses/ local workers	1 9%	1 9%	3 27%	4 36%
Residents	62 25%	20 8%	50 20%	113 46%
Parents/ carers	25 34%	6 8%	23 31%	20 27%
Staff	0 0%	1 33%	0 0%	2 67%
Visitor	6 43%	1 7%	1 7%	6 43%
Other	2 17%	1 8%	4 33%	5 42%
Car owners	27 15%	13 7%	64 36%	72 40%
Car-free	69 38%	17 9%	17 9%	78 43%
Disabled	7 16%	5 11%	12 27%	20 45%
Not disabled	79 30%	22 8%	51 19%	109 41%

Table 5: I feel safe cycling in the area with children, with regards to traffic

Traffic speeds are safe in the area				
	Disagree	Neutral	Agree	N/A
Overall	138 38%	38 10%	183 51%	1 0%
Businesses/ local workers	4 36%	0 0%	7 64%	0 0%
Residents	92 37%	25 10%	128 52%	1 0%
Parents/ carers	29 39%	9 12%	36 49%	0 0%
Staff	0 0%	1 33%	2 67%	0 0%
Visitor	9 64%	2 14%	3 21%	0 0%
Other	4 33%	1 8%	7 58%	0 0%
Car owners	41 23%	11 6%	126 70%	1 1%
Car-free	97 53%	27 15%	57 31%	0 0%
Disabled	12 27%	1 2%	31 70%	0 0%
Not disabled	113 43%	31 12%	118 45%	1 0%

Table 6: Traffic speeds are safe in the area

Traffic levels are a problem on Georges Road				
	Disagree	Neutral	Agree	N/A
Overall	183 51%	59 16%	108 30%	11 3%
Businesses/ local workers	6 55%	2 18%	3 27%	0 0%
Residents	121 49%	44 18%	75 30%	7 3%
Parents/ carers	42 57%	9 12%	20 27%	3 4%
Staff	1 33%	2 67%	0 0%	0 0%
Visitor	5 36%	2 14%	7 50%	0 0%
Other	8 67%	0 0%	3 25%	1 8%
Car owners	126 70%	18 10%	32 18%	3 2%
Car-free	57 31%	41 22%	76 42%	8 4%
Disabled	35 80%	4 9%	4 9%	1 2%
Not disabled	113 43%	50 19%	92 35%	9 3%

Table 7: Traffic levels are a problem on Georges Road

I find Georges Road easy to cross				
	Disagree	Neutral	Agree	N/A
Overall	96 27%	54 15%	204 56%	6 2%
Businesses/ local workers	1 9%	2 18%	7 64%	1 9%
Residents	67 27%	34 14%	142 57%	3 1%
Parents/ carers	19 26%	13 18%	40 54%	2 3%
Staff	0 0%	1 33%	2 67%	0 0%
Visitor	6 43%	3 21%	5 36%	0 0%
Other	3 25%	1 8%	8 67%	0 0%
Car owners	29 16%	15 8%	130 73%	4 2%
Car-free	67 37%	39 21%	74 40%	2 1%
Disabled	8 18%	2 5%	34 77%	0 0%
Not disabled	76 29%	47 18%	134 51%	6 2%

Table 8: I find Georges Road easy to cross

The street environment outside the school is pleasant				
	Disagree	Neutral	Agree	N/A
Overall	138 38%	68 19%	146 40%	8 2%
Businesses/ local workers	3 27%	2 18%	6 55%	0 0%
Residents	90 36%	53 21%	97 39%	6 2%
Parents/ carers	28 38%	11 15%	34 46%	1 1%
Staff	2 67%	1 33%	0 0%	0 0%
Visitor	9 64%	0 0%	5 36%	0 0%
Other	6 50%	1 8%	4 33%	1 8%
Car owners	43 24%	29 16%	101 56%	5 3%
Car-free	95 52%	39 21%	45 25%	3 2%
Disabled	11 25%	5 11%	28 64%	0 0%
Not disabled	111 42%	55 21%	91 34%	6 2%

Table 9: The street environment outside the school is pleasant

The pavements are well maintained in this area				
	Disagree	Neutral	Agree	N/A
Overall	160 44%	78 22%	116 32%	5 1%
Businesses/ local workers	5 45%	1 9%	4 36%	1 9%
Residents	108 44%	54 22%	81 33%	3 1%
Parents/ carers	34 46%	15 20%	23 31%	1 1%
Staff	0 0%	3 100%	0 0%	0 0%
Visitor	7 50%	4 29%	3 21%	0 0%
Other	6 50%	1 8%	5 42%	0 0%
Car owners	57 32%	37 21%	81 45%	3 2%
Car-free	103 56%	41 22%	35 19%	2 1%
Disabled	16 36%	9 20%	19 43%	0 0%
Not disabled	121 46%	58 22%	78 29%	5 2%

Table 10: The pavements are well maintained in this area

Traffic noise makes it difficult to have a conversation on Georges Road				
	Disagree	Neutral	Agree	N/A
Overall	201	81	63	16
	56%	22%	17%	4%
Businesses/ local workers	6	2	2	1
	55%	18%	18%	9%
Residents	139	54	40	14
	56%	22%	16%	6%
Parents/ carers	41	19	13	1
	55%	26%	18%	1%
Staff	2	1	0	0
	67%	33%	0%	0%
Visitor	5	3	6	0
	36%	21%	43%	0%
Other	8	2	2	0
	67%	17%	17%	0%
Car owners	130	28	16	5
	73%	16%	9%	3%
Car-free	71	53	47	11
	39%	29%	26%	6%
Disabled	34	4	4	2
	77%	9%	9%	5%
Not disabled	133	68	50	13
	50%	26%	19%	5%

Table 11: Traffic noise makes it difficult to have a conversation on Georges Road

3.7.1.3 ENVIRONMENTAL IMPROVEMENTS

3.7.1.4 Respondents were able to rate suggestions from 1 (I would not like to see this at all) to 5 (I would very much like to see this)

On street planting and greenery					
	I would not like to see this at all 1	2	3	4	I would very much like to see this 5
Overall	87 24%	19 5%	41 11%	22 6%	193 53%
Businesses/ local workers	4 36%	2 18%	1 9%	0 0%	4 36%
Residents	53 21%	13 5%	26 10%	18 7%	138 56%
Parents/ carers	21 28%	3 4%	12 16%	3 4%	35 47%
Staff	0 0%	0 0%	2 67%	1 33%	0 0%
Visitor	3 21%	1 7%	0 0%	0 0%	10 71%
Other	6 50%	0 0%	0 0%	0 0%	6 50%
Car owners	70 39%	13 7%	26 15%	12 7%	58 32%
Car-free	17 9%	6 3%	15 8%	10 5%	135 74%
Disabled	19 43%	5 11%	10 23%	3 7%	7 16%
Not disabled	47 18%	11 4%	23 9%	15 6%	169 64%

Table 12: On street planting and greenery

Widening the pavement					
	I would not like to see this at all 1	2	3	4	I would very much like to see this 5
Overall	93 26%	23 6%	40 11%	39 11%	167 46%
Businesses/ local workers	5 45%	1 9%	0 0%	1 9%	4 36%
Residents	62 25%	16 6%	28 11%	26 10%	116 47%
Parents/ carers	19 26%	4 5%	9 12%	8 11%	34 46%
Staff	0 0%	0 0%	1 33%	2 67%	0 0%
Visitor	3 21%	1 7%	0 0%	1 7%	9 64%
Other	4 33%	1 8%	2 17%	1 8%	4 33%
Car owners	76 42%	14 8%	24 13%	19 11%	46 26%
Car-free	17 9%	9 5%	16 9%	20 11%	121 66%
Disabled	17 39%	4 9%	7 16%	5 11%	11 25%
Not disabled	54 20%	16 6%	25 9%	31 12%	139 52%

Table 13: Widening the pavement

Cycle Parking					
	I would not like to see this at all 1	2	3	4	I would very much like to see this 5
Overall	102 28%	28 8%	64 18%	37 10%	131 36%
Businesses/ local workers	5 45%	0 0%	1 9%	1 9%	4 36%
Residents	59 24%	22 9%	46 19%	26 10%	95 38%
Parents/ carers	29 39%	5 7%	14 19%	9 12%	17 23%
Staff	0 0%	1 33%	2 67%	0 0%	0 0%
Visitor	2 14%	0 0%	1 7%	0 0%	11 79%
Other	7 58%	0 0%	0 0%	1 8%	4 33%
Car owners	78 44%	16 9%	37 21%	17 9%	31 17%
Car-free	24 13%	12 7%	27 15%	20 11%	100 55%
Disabled	19 43%	7 16%	8 18%	3 7%	7 16%
Not disabled	58 22%	17 6%	44 17%	31 12%	115 43%

Table 14: Cycle Parking

Seating					
	I would not like to see this at all 1	2	3	4	I would very much like to see this 5
Overall	109 30%	24 7%	57 16%	36 10%	136 38%
Businesses/ local workers	4 36%	1 9%	1 9%	0 0%	5 45%
Residents	65 26%	20 8%	42 17%	26 10%	95 38%
Parents/ carers	30 41%	1 1%	10 14%	8 11%	25 34%
Staff	1 33%	1 33%	1 33%	0 0%	0 0%
Visitor	3 21%	0 0%	2 14%	1 7%	8 57%
Other	6 50%	1 8%	1 8%	1 8%	3 25%
Car owners	82 46%	18 10%	25 14%	16 9%	38 21%
Car-free	27 15%	6 3%	32 17%	20 11%	98 54%
Disabled	25 57%	3 7%	7 16%	2 5%	7 16%
Not disabled	62 23%	13 5%	43 16%	31 12%	116 44%

Table 15: Seating

3.7.1.5 THE PROPOSAL WILL ...

The proposals will improve air quality for those studying, living and working in the area.			
	Disagree	Neutral	Agree
Overall	144 40%	46 13%	172 48%
Businesses/ local workers	6 55%	2 18%	3 27%
Residents	92 37%	31 13%	125 50%
Parents/ carers	33 45%	12 16%	29 39%
Staff	1 33%	1 33%	1 33%
Visitor	3 21%	0 0%	11 79%
Other	9 75%	0 0%	3 25%
Car owners	109 61%	24 13%	46 26%
Car-free	35 19%	22 12%	126 69%
Disabled	30 68%	6 14%	8 18%
Not disabled	85 32%	33 12%	147 55%

Table 16: The proposals will improve air quality for those studying, living and working in the area.

The proposals will reduce noise from traffic in the area.			
	Disagree	Neutral	Agree
Overall	153 42%	43 12%	166 46%
Businesses/ local workers	6 55%	1 9%	4 36%
Residents	99 40%	29 12%	120 48%
Parents/ carers	35 47%	12 16%	27 36%
Staff	1 33%	1 33%	1 33%
Visitor	3 21%	0 0%	11 79%
Other	9 75%	0 0%	3 25%
Car owners	117 65%	18 10%	44 25%
Car-free	36 20%	25 14%	122 67%
Disabled	32 73%	5 11%	7 16%
Not disabled	89 34%	33 12%	143 54%

Table 17: The proposals will reduce noise from traffic in the area.

The proposals will make it safer and easier to travel in the area by walking, wheeling or cycling			
	Disagree	Neutral	Agree
Overall	156 43%	22 6%	184 51%
Businesses/ local workers	6 55%	0 0%	5 45%
Residents	102 41%	13 5%	133 54%
Parents/ carers	36 49%	7 9%	31 42%
Staff	1 33%	1 33%	1 33%
Visitor	3 21%	0 0%	11 79%
Other	8 67%	1 8%	3 25%
Car owners	119 66%	13 7%	47 26%
Car-free	37 20%	9 5%	137 75%
Disabled	33 75%	3 7%	8 18%
Not disabled	90 34%	15 6%	160 60%

Table 18: The proposals will encourage me to walk, cycle or wheel more in the area.

The proposals will encourage me to walk, cycle or wheel more in the area.			
	Disagree	Neutral	Agree
Overall	178 49%	40 11%	144 40%
Businesses/ local workers	7 64%	0 0%	4 36%
Residents	115 46%	32 13%	101 41%
Parents/ carers	43 58%	6 8%	25 34%
Staff	1 33%	2 67%	0 0%
Visitor	3 21%	0 0%	11 79%
Other	9 75%	0 0%	3 25%
Car owners	131 73%	15 8%	33 18%
Car-free	47 26%	25 14%	111 61%
Disabled	37 84%	2 5%	5 11%
Not disabled	106 40%	33 12%	126 48%

Table 19: The proposals will encourage me to walk, cycle or wheel more in the area.

The proposals will make the area more pleasant.			
	Disagree	Neutral	Agree
Overall	159 44%	25 7%	178 49%
Businesses/ local workers	6 55%	1 9%	4 36%
Residents	102 41%	17 7%	129 52%
Parents/ carers	38 51%	6 8%	30 41%
Staff	1 33%	1 33%	1 33%
Visitor	3 21%	0 0%	11 79%
Other	9 75%	0 0%	3 25%
Car owners	121 68%	13 7%	45 25%
Car-free	38 21%	12 7%	133 73%
Disabled	33 75%	4 9%	7 16%
Not disabled	93 35%	18 7%	154 58%

Table 20: The proposals will make the area more pleasant.

The proposals will make it more difficult to drive in the area.			
	Disagree	Neutral	Agree
Overall	62 17%	60 17%	240 66%
Businesses/ local workers	1 9%	3 27%	7 64%
Residents	39 16%	41 17%	168 68%
Parents/ carers	16 22%	11 15%	47 64%
Staff	0 0%	1 33%	2 67%
Visitor	3 21%	4 29%	7 50%
Other	3 25%	0 0%	9 75%
Car owners	34 19%	11 6%	134 75%
Car-free	28 15%	49 27%	106 58%
Disabled	11 25%	2 5%	31 70%
Not disabled	42 16%	53 20%	170 64%

Table 21: The proposals will make it more difficult to drive in the area.

3.7.2 Overall, the response to the consultation was more positive about the proposals, even though a majority of respondents tended to report to feel comfortable with the existing situation.

3.7.3 The biggest variation in the response is between car owners who tend to be less supportive or the proposals and non-car owners who tend to be more supportive.

3.7.4 Free textbox analysis

3.7.4.1 There were several open text box responses for respondents to share their thoughts. These have been coded and categorised by themes.

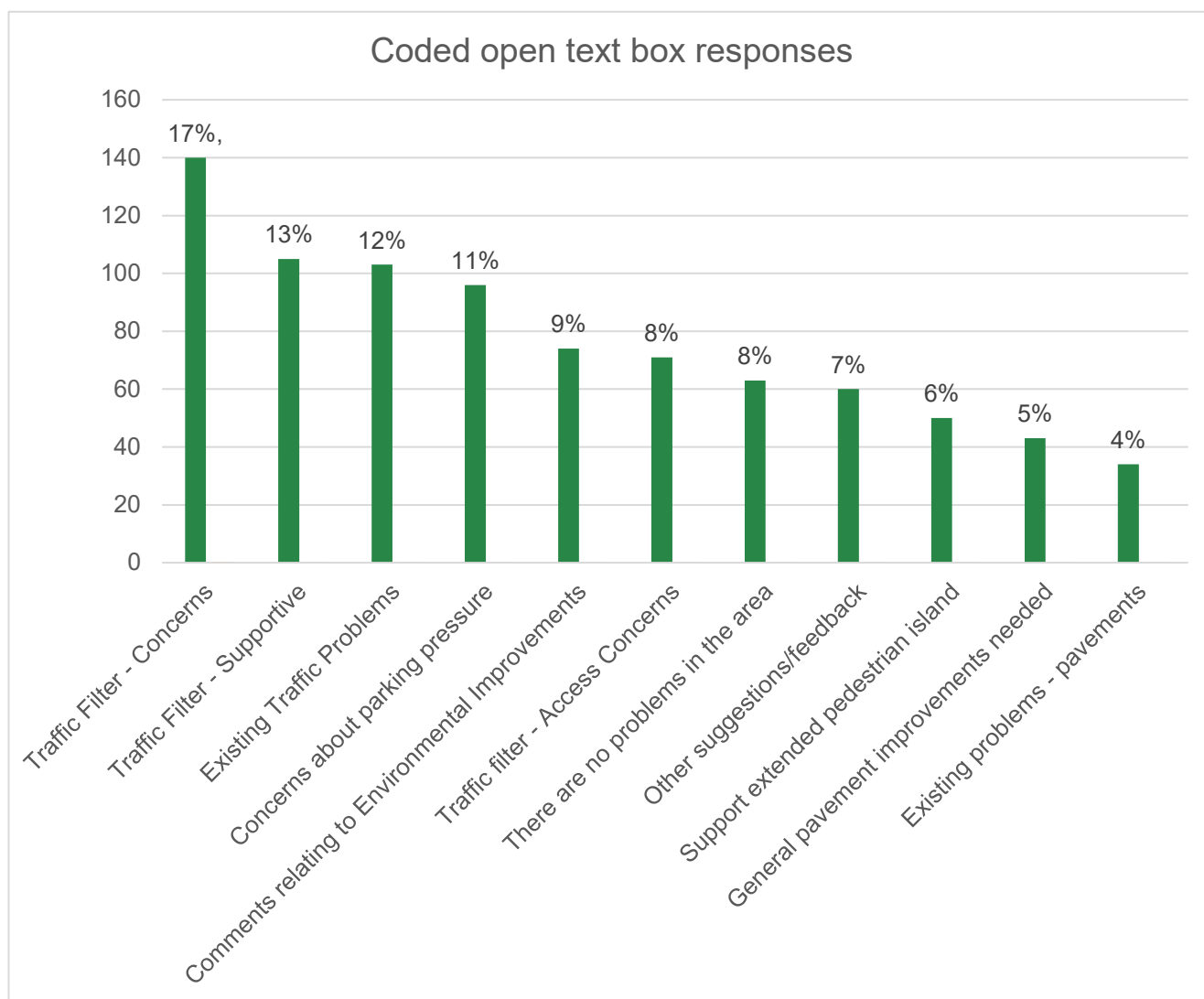


Figure 2 - Open text box responses

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage
There are no problems in the area	63	7.5%	Georges Road does not have a lot of traffic	43	5.1%
			No issues with pavements	20	2.4%
Existing Traffic Problems	103	12.3%	Existing idling & parents parking illegally is an issue (incl. Adams Place)	17	2.0%
			Junction of Lough Road and Georges Road is dangerous	9	1.1%
			Area is dangerous for people cycling and walking	30	3.6%
			Reduce car speeds	23	2.7%
			Current one-way system is being ignored	7	0.8%
			Dangerous cycling	9	1.1%
			Cycle lane is redundant	8	1.0%
Existing problems - pavements	34	4.1%	Pavement parking on Geary Street should be removed	8	1.0%
			Pavement on Georges Rd & Lough Rd needs improving	6	0.7%
			Issues with ebikes scattered on pavements	4	0.5%
			Eden Grove pavements inaccessible	11	1.3%
			The road is not well lit	5	0.6%

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage
Traffic Filter - Supportive	105	12.5%	Support for traffic filter (no reason given, cutting through-traffic)	105	12.5%
Traffic Filter - Concerns	140	16.7%	Lack of support for traffic filter (no reason given)	27	3.2%
			Would create queuing issues onto Eden Grove	9	1.1%
			Proposals would displace traffic (increased congestion and air pollution)	72	8.6%
			Proposals would not address traffic issue enough	4	0.5%
			Concerns children would still be driven to school	8	1.0%
			Concerns for business access and deliveries	15	1.8%
			Women's safety/ASB concerns	5	0.6%
Traffic filter - Access Concerns	71	8.5%	BB/Disabled persons exemption/emergency access	26	3.1%
			Working parents need to drive/inconvenience/penalise s drivers	11	1.3%
			Concerns around access on match days when Arsenal use parking in the area	6	0.7%

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage
			Concerns around access to church	12	1.4%
			Resident exemption	12	1.4%
			Costs of taxis would increase	4	0.5%
Removal of parking bay - concerns	96	11.4%	Concerns about parking pressure	96	11.4%
Removal of parking bay - support	24	2.9%	Too much parking exists in the borough and should be reallocated	24	2.9%
Comments relating to Environmental Improvements	74	8.8%	No to seating	19	2.3%
			No to cycle storage	5	0.6%
			Other improvements outside school (eg colourful crossings, fencing to prevent parking by pavement, play streets, trees)	9	1.1%
			New public space needs to be maintained	11	1.3%
			Concern about losing the cycle lane/safer cycling on Georges Rd	6	0.7%
			Support extended pedestrian island	50	6.0%
People-friendly pavements	43	5.1%	General pavement improvements needed in the area & borough-wide	43	5.1%

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage
			(widening, repaving, dog fouling)		
Other suggestions/feedback	60	7.2%	Make Georges Road one way throughout instead with exit onto Lough Road	3	0.4%
			Want a timed school street	32	3.8%
			Money making scheme/waste of money	13	1.5%
			Biased survey, poor consultation, not enough information available	6	0.7%
			Benefits a minority	6	0.7%
Total number of coded statements	839	100%			

Table 22: Coded open text-box responses

3.7.5 Feedback from consultation events

- 3.7.5.1 Four consultation events were run in total. Two of these were unadvertised leafletting events outside the school on Wednesday 11 January. The other two events were advertised consultation events.
- 3.7.5.2 One was a co-design workshop on 17 January 2023 at the Ringcross Community Centre.
- 3.7.5.3 The other was an online information session on 30 January 2023 via Zoom.
- 3.7.5.4 The main concerns raised at the co-design event have been noted in Table 2.
- 3.7.5.5 The main concerns discussed at the online information session were around access to the church, illegal pavement parking, collision data pre-Covid, requests for a timed School Street, accusations of a misleading consultation, suggestion that the engagement with school pupils is insufficient and unrepresentative, support for the scheme, especially the traffic filter.

Location	Concern
Adams Place	Parking lot will be used by parents and cars will u-turn
Eden Grove	Dangerous crossings No entry not observed Speed bumps are old and need to be made into sinusoidal ones
Eden Grove by church	Dangerous crossings
Eden Grove/Georges Rd	Dangerous crossings
Geary St/Georges Rd	Junction is unsafe for children
Geary Street	Risk of proposal making Geary Street more dangerous Pavement parking Dangerous crossings Dangerous crossings - especially at drop off times
Georges Rd	Remove more parking outside the school Remove fence outside school Support for pavement extension Introduce Chicane parking Dropped kerbs for cyclists and remove parking for cycling access Remove cycle lane Opposite school - please add a crossing
Holloway Rd	Traffic displacement
Hornsey St	Is cycling allowed? Want to cycle through Eden Grove to Hornsey St No secure cycle storage for health centre Vehicles accelerating and speeding from WRC to Holloway Rd
Hornsey St/Holloway Rd	Will TfLs junction scheme be beneficial? Difficulty of exiting onto Holloway Rd Have hire bikes in the area
Lough Rd/Georges Rd	Concerns about people parking at filter Cut-through drivers speeding at school times
Lough Rd/MacKenzie Rd	Van parking near junction causing poor sightlines for people cycling on Lough Road
Morgan Rd	Cut-through traffic using this street and Madras Place to avoid traffic lights on Liverpool Rd
Piper Close	No dropped kerb from Piper Cl through to crossing at Caledonian Rd Station
Other Concerns:	Timed School Street Filter timings are too restrictive and should be limited to School hours only Liverpool Rd will be the only access point to/from Holloway Rd requests for a resident exemption Monitoring needed - especially on match days (and enforcement) More planting, benches

Table 23: Mapping Exercise comments from co-design workshop

3.7.6 Business Engagement

- 3.7.6.1 The business engagement for Sacred Heart School Street took place on the 23 January 2023. Two LBI officers visited a total of 19 businesses with the intention to share details about the plans for Sacred Heart in the form of a business letter and to encourage businesses to take part in the consultation.
- 3.7.7 Overall, there were limited comments about the Sacred Heart School Street proposal. The business environment on Holloway Road consists of mainly restaurants who receive deliveries outside of their business and therefore expressed no issues. Similarly, as all addresses remain accessible on Georges Road and Eden Grove,

there were limited concerns raised. One business expressed concern about delayed delivery times and rerouting for delivery drivers and another business requested an exemption for their business.

3.7.7.1 Key themes from the business engagement were:

Theme	No. of mentions
No concerns expressed about the scheme and its impact on the business	11
Requests for signage to be clear so that drivers are aware of the changes	2
Concerns about increased travel times for business owners and deliveries in the area	1
Concerns about poor cycling in the area	1
Request for business exemption from the filter	1
Other concerns not related to the School Street proposal: <ul style="list-style-type: none"> - insufficient disabled parking on Eden Grove - concerns about existing signage blocking shop fronts - concerns about LTNs and other transport projects in the borough 	3

Table 24: Key Themes from business engagement

3.7.8 Feedback received after the consultation period had closed

3.7.8.1 Three emails were received after the consultation had closed. Main concerns raised were about the consultation itself and that the consultation period was insufficient and information not shared correctly or widely enough. These concerns have been included in Table 1.

3.8 Summary

3.8.1 Consultation results were mixed. Overall, the response to the consultation was more positive about the proposals, even though a majority of respondents tended to report that they felt comfortable with the existing situation.

3.8.2 The biggest variation in the response is between car owners, who tend to be less supportive of the proposals, and non-car owners who tend to be more supportive.

3.8.3 While there was support for creating a more pleasant environment outside the school, there were concerns about the removal of the proposed parking bays that is needed to do so.

- 3.8.4 The traffic filter proposal raised concerns around access. However, all addresses would remain accessible at all times and exemptions would be granted to Blue Badge holders living north of Mackenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption from the traffic filter. Additionally, all emergency services would be able to pass through the filter.
- 3.8.5 Helpful comments and suggestions were received for areas where pavement improvements were needed.

4. Conclusions

4.1 General Trends

- 4.1.1 The survey was divided into three parts: Part 1: Environmental improvements, Part 2: Traffic Filter and Part 3: People-friendly pavements.
- 4.1.2 The questions at the beginning of the survey were asking respondents about the existing situation in the area. The majority of respondents did not report issues relating to traffic. Nonetheless, as noted in 1.1.2, a 4-year-old was hit by a driver outside the school in 2020.
- 4.1.3 The second set of questions were more specific to the proposals, where respondents were asked to agree, disagree or neither agree nor disagree with a set of statements about the proposals. The majority agreed that the proposals would have positive impacts.
- 4.1.4 Car-free respondents were generally more positive about the proposals.
- 4.1.5 Responses from residents and parents or carers were similar with no significant discrepancies. It is worth noting that only 20% of respondents were parents or carers.

4.2 Representativeness

- 4.2.1 The response rate was high at 362 respondents. At Sacred Heart School more respondents were local residents than parents or carers (69% vs 20% respectively)
- 4.2.2 Respondents who were car-owners and those that were car-free were almost equal (49% and 51% respectively).
- 4.2.3 Feedback to the consultation questionnaire from local workers and business owners was low.
- 4.2.4 People with disabilities (12% of respondents) are slightly under-represented in comparison to the Islington average (16%).

- 4.2.5 Respondents who state their ethnicity as White British are over-represented, and respondents from Black, Asian and Minority Ethnic backgrounds are under-represented in comparison to the Islington average.
- 4.2.6 Car-free households are under-represented in comparison to the Islington average.

5. Appendix

5.1 Promotional Material

5.1.1 Trifold



Figure 3: On-street trifold outside Sacred Heart School

Figure 5: Consultation leaflet, back

Dear Resident/Business,

As part of our commitment to make our streets cleaner, greener and healthier, we are proposing to introduce a School Street at Sacred Heart Catholic Primary School.

In 2020, the council consulted on a School Street outside Sacred Heart Primary School on Georges Road. Due to resident and business concerns, the plans for the School Street were put on hold and have been reimagined.

Proposed School Street around Sacred Heart Primary School

To make streets around Sacred Heart Primary School cleaner, greener and healthier, we are proposing to introduce a **traffic filter on Georges Road by the junction with Eden Grove** and **environmental improvements** outside the school gates which could include **wider pavements and greening** to make the area surrounding the school safer for children and parents. The council will also implement **people-friendly pavements** in the wider area.

A plan of the proposed School Street traffic filter, access arrangements and environmental improvements are overlaid.

Environmental Improvements & People-friendly pavements

We plan on making environmental improvements around the school. These could include a **pavement buildout and greening**. To make the area outside the school safer and more spacious, we are proposing the removal of a parking bay and the standard cycle lane.

To make Islington's streets more accessible, we are repaving footways, maintaining foliage, adding dropped kerbs and tactile paving, and removing street clutter. We have identified specific concerns about pavements in the area and aim to improve them alongside the School Street scheme.

To share your views on what the **new space outside the school could look like** and where you think **local pavements could be improved**, you can fill out our survey at the end of the leaflet or come to a co-design workshop on 17 January 2023.

Traffic filter on Georges Road

We are proposing a traffic filter on Georges Road by the junction with Eden Grove, only allowing cycles, emergency services and other exempt vehicles through. The filter would apply 24/7 and bring significant benefits to walking and cycling, as well as reducing road danger to the area.

Traffic filters are restrictions in the street to prevent motor vehicles passing through. They are clearly marked with a standard traffic sign. Camera enforcement is used to allow emergency vehicles to continue to access the area.

This means that vehicles would still be able to access Georges Road from Holloway Road and can exit back onto Holloway Road via Eden Grove. Vehicles (except for local Blue Badge holders) would not be able to use Georges Road as a cut-through to access Mackenzie Road or Caledonian Road via Lough Road or Piper Close.

Signs would inform drivers of the no-through route at the entrance of Georges Road and at the junction of Eden Grove with Georges Road. Non-registered vehicles driving through the filter would be identified by camera and issued a penalty charge notice of £65.00.

All addresses on the School Street will remain accessible by vehicle following the implementation of the traffic filter.

Blue Badge holders living north of Mackenzie Road (on Georges Road, Hornsey Street, Piper Close, Lough Road, Workinson Road, Eden Grove and Cleary Street) would be granted an exemption from the traffic filter. Below is a plan of the proposed School Street traffic filter.



We welcome your feedback

We want to know what you think of the proposed School Street at Sacred Heart Highbury Quadrant Primary School.

To have your say:

- Scan the QR code with your phone to access to the consultation questionnaire
- Visit www.islington.gov.uk/SchoolStreetsConsultation
- Join a **co-design workshop** on 17 January 2023, 9-10pm at Ringcross Community Centre on people-friendly pavements and greening opportunities in the area. Please register by emailing: schoolstreetsconsultation@islington.gov.uk
- Join an online information session on Monday 30 January, 6-7pm. Please register by emailing: schoolstreetsconsultation@islington.gov.uk



If you would like a paper copy of the questionnaire, please:

- write to: Public Realm, 1 Cottage Road, London, N7 8TP
- visit us at Islington Town Hall reception (N1 2UD) to fill in a paper copy
- collect and fill in a paper copy at the school reception.

Submit your response by 11:59pm on Tuesday 31 January 2023 when the consultation period ends.

The feedback received during the consultation will feed into the decision on whether the School Street at Sacred Heart Primary School will be introduced. Thank you for taking part and we look forward to hearing your views.

R. Chappell
Councillor Rowena Chappell
 Executive Member for Environment,
 Air Quality and Transport



Figure 4: Consultation leaflet, front

Proposed Buildout at Sacred Heart Primary School

Sacred Heart Primary School

Removal of one parking bay space to accommodate additional footway space outside school.

Existing crossing point to remain.

Proposed footway extension with opportunities for improvements, with the area such as greening, seating, cycle infrastructure, artwork.

Existing carriageway space.

Existing footway space.

Proposed School Street at Sacred Heart Primary School

• School

• Proposed Pavement

• Proposed Footway

• Proposed Cycle Lane

• Proposed Greening

• Proposed Seating

• Proposed Artwork

• Proposed Infrastructure

• Proposed Greening

• Proposed Seating

• Proposed Artwork

• Proposed Infrastructure

To find out more about our School Streets programme, please visit www.islington.gov.uk/SchoolStreets where you will also find answers to frequently asked questions. If you have further questions, drop us a line at SchoolStreets@islington.gov.uk.

Do you need this information in another language or reading format such as Braille, large print, audio or Easy Read? Please contact us at SchoolStreets@islington.gov.uk or write to: Public Realm, 1 Cottage Road, London, N7 8TP.

Sacred Heart Catholic Primary School Street
 Public consultation

ISLINGTON
 For a more equal future