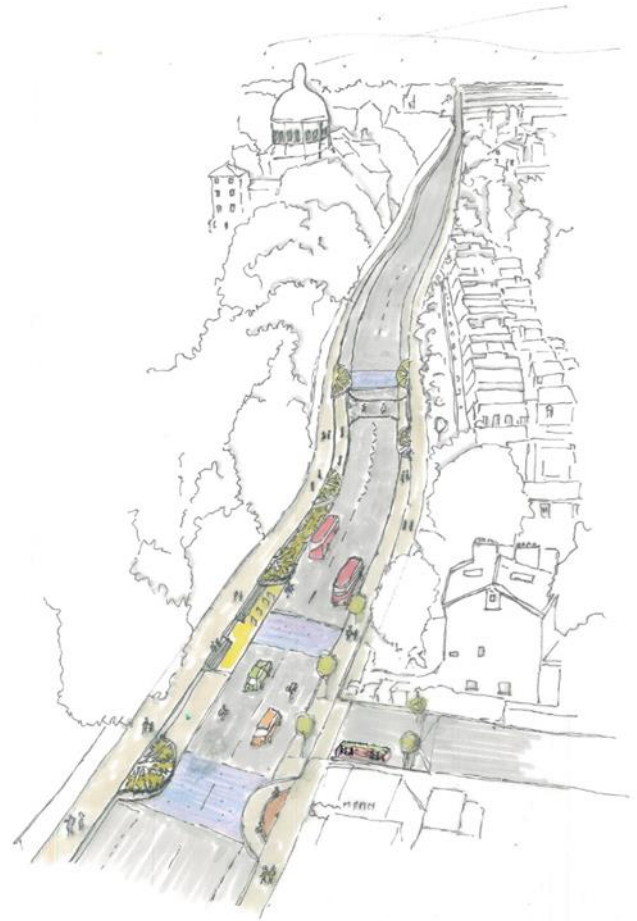


# St Joseph's Primary School

Consultation Report

January 2023



# St Joseph's Primary School: Consultation Report

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# Executive Summary

This report details the results of a consultation on proposed designs for improvements to the street environment on Highgate Hill and Dartmouth Park Road, outside St Joseph's Primary School. Feedback on the designs was collected using: an online survey with 128 respondents; drop-in, pop-up and online events; a workshop with primary school students; and engagement with businesses.

## Scheme Feedback:

**Survey responses presented a mixed picture with regards to support for the scheme. Over 30% of survey respondents selected that they would 'very much' like to see all the changes proposed.** However, there was also at least 18% of survey respondents selecting that they would 'not at all' like to see some of the changes proposed, with up to 45% of respondents selecting this option for some design elements.

Overall, there was **more support for the designs on Dartmouth Park Hill than on Highgate Hill**, potentially reflecting that Highgate Hill is a busier road where it's perceived that changes may have more of an effect on traffic.

**When looking at the feedback from in-person engagement events there was much more support for the designs.** These events were largely attended by parents/carers. Furthermore, isolating the online survey responses from parents/carers showed that they were generally more supportive of all of the design elements than local residents who aren't parents/carers of pupils. **Pupils were also supportive of the designs** with nearly all selecting that they would 'somewhat' or 'very much' like to see all the changes proposed.

The design elements that had the **most support** among survey respondents and people at engagement events were:

- **Greening**
- **Widening the pavement**
- **Continuous footways**

The design elements with the **least support** among survey respondents were:

- **Seating**
- **Informal crossing**
- **Colourful artwork** on the road.

**However, this lack of support was not the case among people at engagement events or pupils, who were largely in support of these measures.**

**Comments regarding parking removal from survey respondents were largely negative**, with many noting that there are already pressures on resident parking and that parking is regularly used by hospital visitors. However, there were also comments in support of parking removal, mentioning that it would encourage modal shift for journeys to school. Feedback from people at engagement events and pupils also showed that they were generally in support of parking removal.

# Report Overview

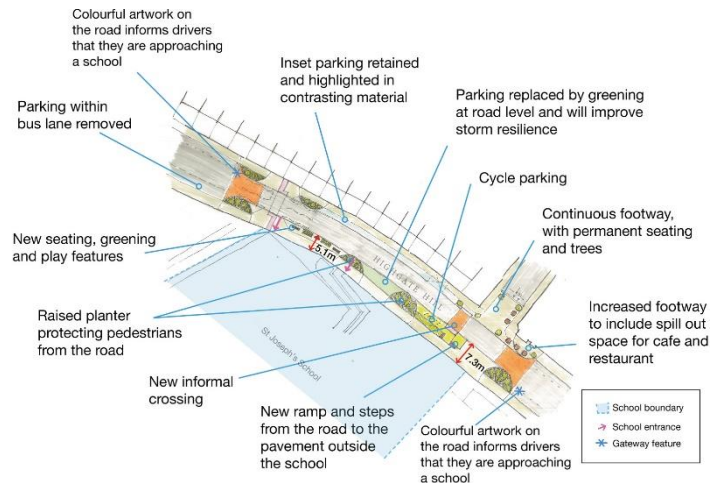
This report details the results of a consultation on proposed designs for improvements to the street environment on Highgate Hill and Dartmouth Park Hill, outside St Joseph's Primary School. These findings will be used by Sustrans and London Borough Islington to inform detailed designs.

The school community and local people were asked for their views on the designs through an online survey, a drop-in workshop, a playground pop-up, an online event, and a student workshop at St Joseph's Primary School. Businesses in the area were also spoken to. There is more detail about these methods on the following page.

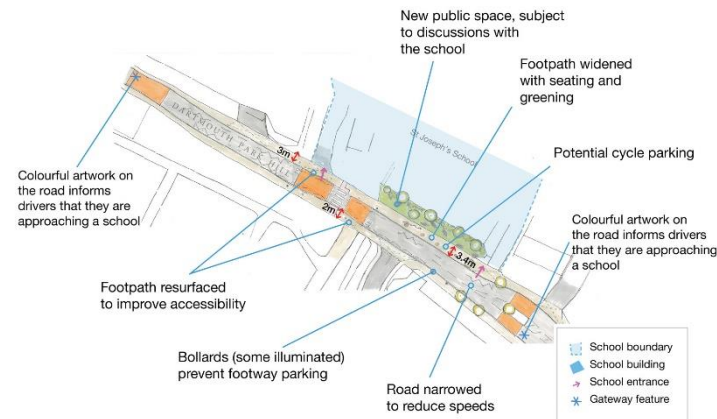
The survey and drop-in session were advertised via a leaflet posted to local residents and an email to parents and carers. Posters and lamppost wraps were also put up in the local area and leaflets were given to parents and carers in the playground. Staff visited businesses in the area to encourage them to fill in the survey and give their views on the designs.

This report discusses the findings of the survey and engagement activities. It goes through each element of the designs and presents the feedback gathered. It is worth noting that open-text comments on the survey tended to be focused on highlighting issues with the scheme, giving useful insight into why some respondents were not supportive of the design elements. However, this means there is less insight provided as to why respondents were in support of the design elements.

## Highgate Hill: Proposed



## Dartmouth Park Hill: Proposed



# Engagement Activities

## Survey

This survey was open between 14<sup>th</sup> November 2022 to 18<sup>th</sup> December 2022. Respondents were asked a series of questions about themselves. They were then presented with before and after images of the designs for each street and asked a series of Likert style questions about how much they would like to see various design elements. Respondents were also given an opportunity to leave an open-text comment giving their views on parking removal and there was also an open-text comment at the end of the survey in order to provide additional thoughts. Demographic questions were also asked.

## Drop-in, pop-up, and online sessions

Local residents and the school community were invited to attend an after school 'drop-in' session on the 18<sup>th</sup> November 2022. A 'pop-up' event was also held in the school playground at pick-up on the same day. At these events participants were presented with before and after images of the designs for Highgate Hill and Dartmouth Park Hill. At these events participants were encouraged to give their views on the designs by using sticky dots to indicate how much they would like to see each design element for each road. They were also invited to leave additional comments on post-it notes.

Local residents were invited to attend an online consultation event on 13<sup>th</sup> December 2022. Islington Council Officers and Sustrans staff presented on the programme, and engagement and design work carried out so far. Participants were then invited to share questions or concerns. The event was advertised by mailout to local households and was attended by six people.

## Student Sessions

Seven pupils took part in a workshop on the 18<sup>th</sup> November 2022. Pupils were presented with the designs for the streets and asked for their opinions on different design elements. The pupils held up emoji cards to indicate their answers to the questions and were then asked for further comments.

## Business Engagement

Businesses in the area were visited and shown the proposed designs. Comments on the designs from business were collected.



Playground pop-up



Sticky dot exercise

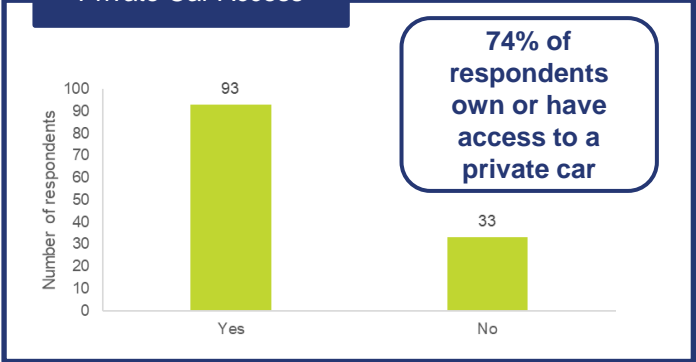
# Survey Respondents

Number of respondents: 128

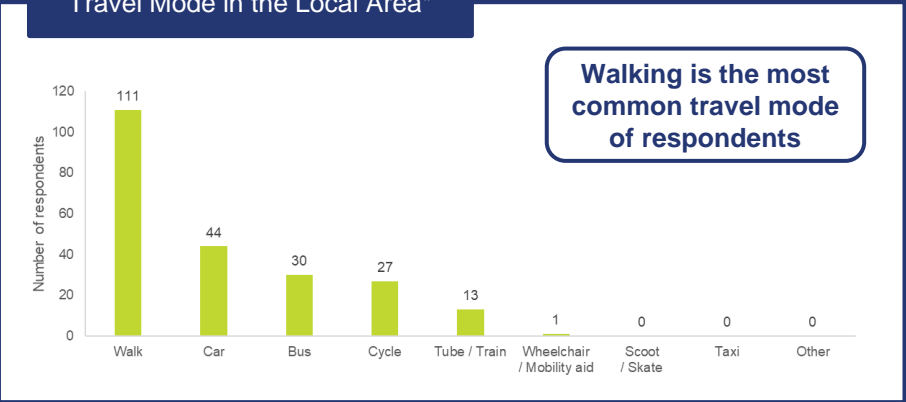
## Relationship to Area\*



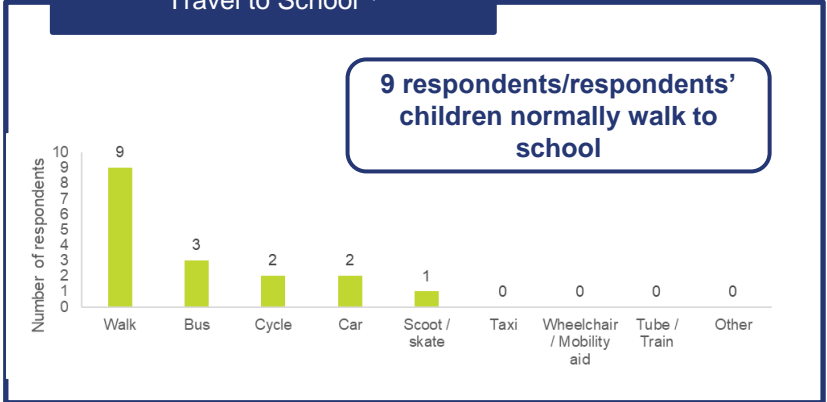
## Private Car Access



## Travel Mode in the Local Area\*



## Travel to School\*\*



\*Respondents could choose multiple answers

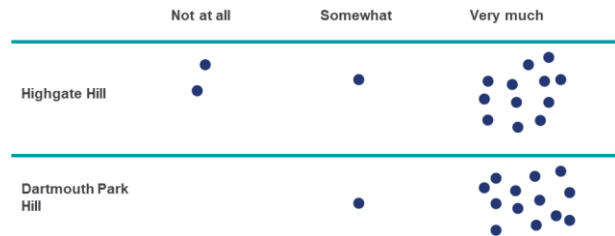
\*\* Only asked to those who answered 'A parent or carer of a child at this school' and 'A member of staff at this school' (n=12)

# Scheme Feedback



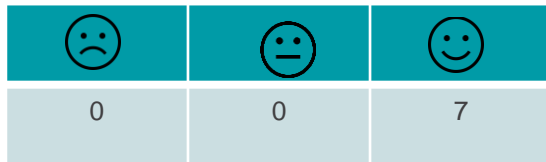
# Colourful Artwork on the Road

## Drop-In and Pop-Up\*



\*Dots represent sticky dots from engagement exercise

## Pupil Session

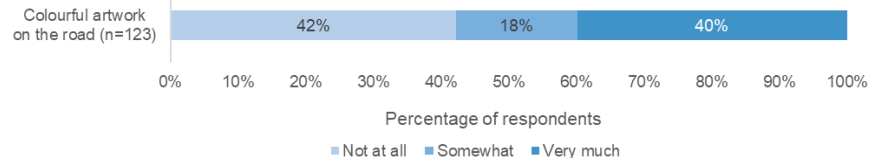


## Survey Results

### Highgate Hill

40% of respondents would very much like to see colourful artwork on the road on Highgate Hill

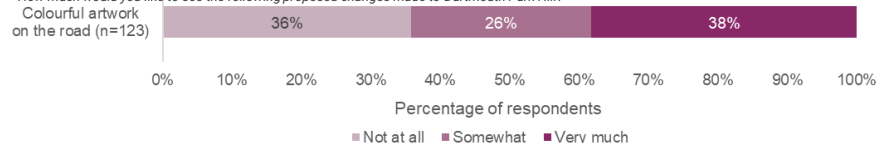
How much would you like to see the following proposed changes made to Highgate Hill?



### Dartmouth Park Hill

38% of respondents would very much like to see colourful artwork on the road on Dartmouth Park Hill

How much would you like to see the following proposed changes made to Dartmouth Park Hill?



A few respondents were **concerned about the quality of the artwork** that may be placed on the road and whether this would be in keeping with the area. Some questioned their **durability** and whether they would be regularly maintained.

Several respondents were concerned that it may be **distracting and confusing** for drivers, whilst some others asked that the **potential impact of artwork on those with visual impairments and neurodiversity** be taken into account. When isolating the responses of **disabled respondents** it showed that **over half selected that they would not at all like to see colourful artwork on the road**, for both streets.

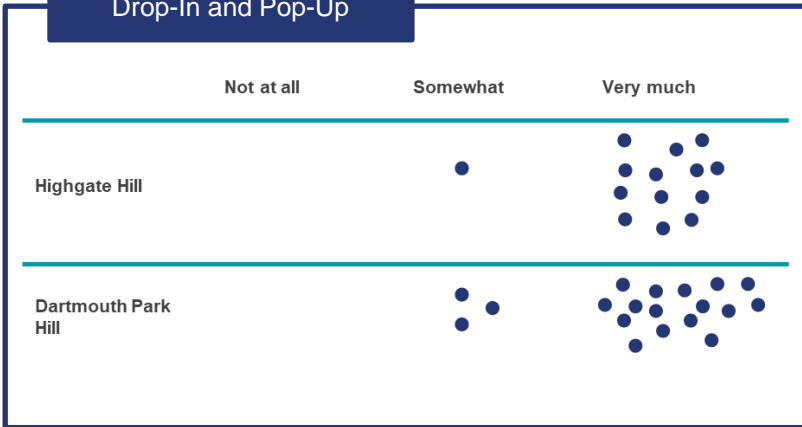
*“Colourful artwork is a waste of money unless it is touched up often and will simply look drab after a while”*

Open-text comment on survey

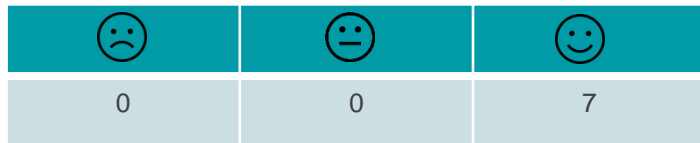


# Widening the Pavement

## Drop-In and Pop-Up



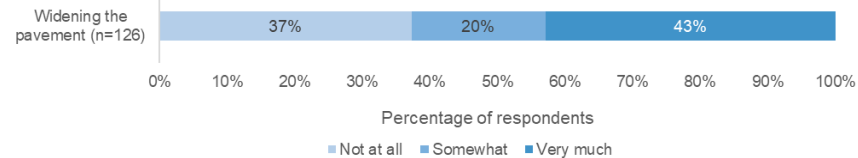
## Pupil Session



## Survey Results

### Highgate Hill

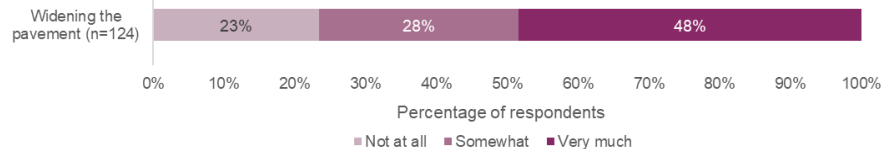
How much would you like to see the following proposed changes made to Highgate Hill?



**43% of respondents would very much like to see the pavement widened on Highgate Hill**

### Dartmouth Park Hill

How much would you like to see the following proposed changes made to Dartmouth Park Hill?



**48% of respondents would very much like to see the pavement widened on Dartmouth Park Hill**

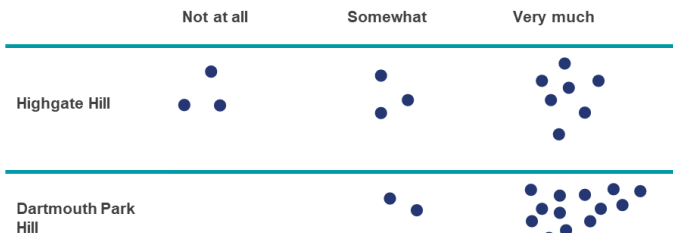
Several respondents praised the designs for providing more pavement space, noting that the current pavements are too narrow and that widening them will make it **safer to accommodate the numbers of children and families**.

Some respondents had concerns with the roads being narrowed. Several questioned whether the width would be **sufficient to allow two-way traffic** on Dartmouth Park Hill and whether it **may cause congestion** on Highgate Hill.

One respondent was concerned that narrowing traffic lanes without having cycle lanes to accommodate **cyclists passing queued traffic is unsafe**.

# Continuous Footway

## Drop-In and Pop-Up



## Pupil Session

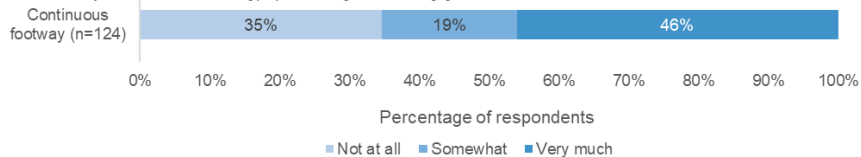


## Survey Results

### Highgate Hill

45% of respondents would very much like to see continuous footways on Highgate Hill

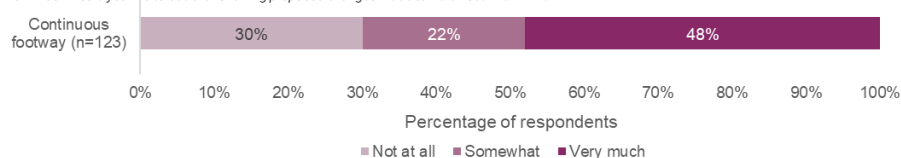
How much would you like to see the following proposed changes made to Highgate Hill?



### Dartmouth Park Hill

48% of respondents would very much like to see continuous footways on Dartmouth Park Hill

How much would you like to see the following proposed changes made to Dartmouth Park Hill?



Several respondents were concerned about continuous footways. One felt them to be **unsafe** as they may encourage pedestrians to cross roads without looking, whilst another commented on the potential **difficulty for people with visual impairments** using them. **Over half of all disabled respondents selected that they would not at all like to see continuous footways on Highgate Hill.** The response was more mixed for Dartmouth Park Hill.

One respondent was concerned that continuous footways may make **accessing the road** with a vehicle difficult at drop-off and pick-up due to the number of pedestrians.

*"I am also concerned about de-emphasising vehicle exits by having a continuous pavement effect. The present exits act as a signal to pedestrians to be careful. As a safety issue this is better than encouraging them to walk past vehicle exits without due care."*

Open-text comment on survey

# Greening, Highgate Hill

## Drop-In and Pop-Up



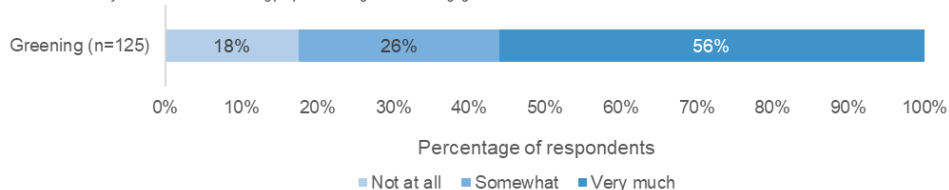
## Pupil Session



## Survey Results

**56% of respondents would very much like to see greening on Highgate Hill**

How much would you like to see the following proposed changes made to Highgate Hill?



A couple of respondents commented on being generally **supportive of greening measures in the area**. However, several respondents asked that the **maintenance** of planters be considered, especially so that they continue to act as effective drainage.

*“Please bear in mind that any planters need to be tended and not left for plants to die or be stolen, as has been the case with the current parklet.”*

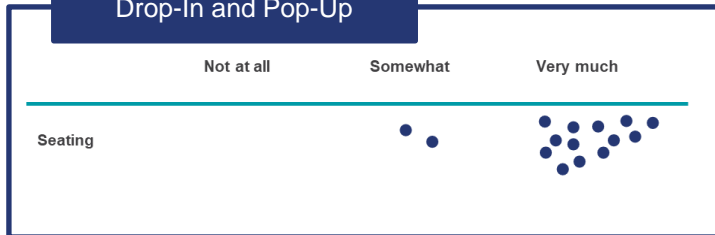
Open-text comment on survey

*“Any 'greening' of the local area is very welcome. “*

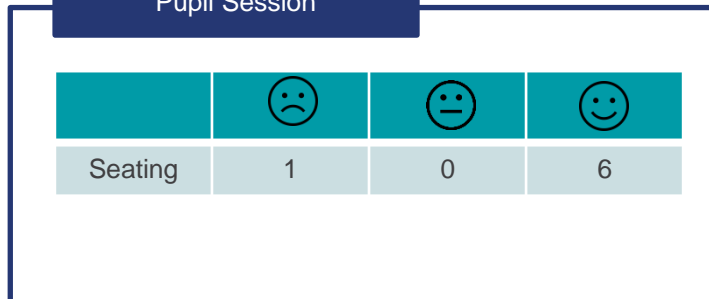
Open-text comment on survey

# Seating, Highgate Hill

## Drop-In and Pop-Up



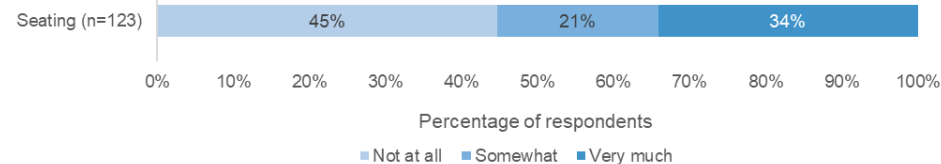
## Pupil Session



## Survey Results

34% of respondents would very much like to see seating on Highgate Hill

How much would you like to see the following proposed changes made to Highgate Hill?



There were many comments from respondents who were concerned that seating outside the school may lead to an **increase in anti-social behaviour**, with many saying that this had been an issue in the parklet on Waterlow Road.

Several respondents commented that they didn't want **parents and children lingering** on the pavement outside of the school, with some instead suggested that space could be made within the school grounds for seating. In particular, some were concerned about seating **encouraging people to linger in a place with poor air quality**.

Some respondents were also concerned that street furniture may **congest the pavement**, making it more challenging for pedestrians to use the pavements – in particularly those with disabilities or people using prams.

*"Poor air quality due to levels of traffic especially at rush hour will also be a problem for child health so it should not be somewhere to linger. Seating for parents waiting to collect children should ideally be just inside the school grounds."*

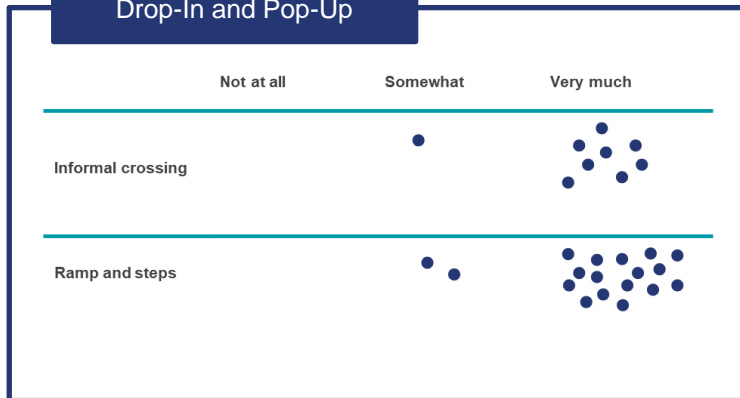
Open-text comment on survey

*"Adding seating encourages anti social behaviour. Previous seating installation has seen loitering, smokers and drug dealing at the end of waterlow road. Parents never use the seating, they are rushing too much."*

Open-text comment on survey

# Informal Crossing Point and Ramp and Steps from the Road to the Pavement, Highgate Hill

## Drop-In and Pop-Up



## Pupil Session

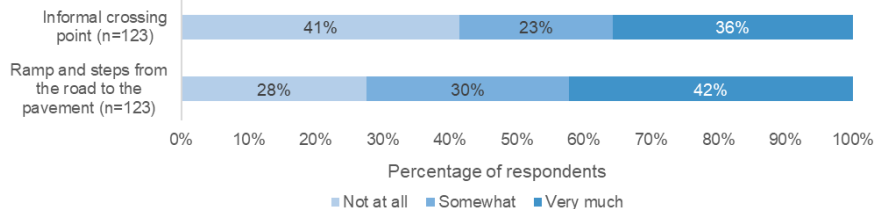
	☹️	😐	😊
Ramp and steps	0	1	6

## Survey Results

**36% of respondents would very much like to see an informal crossing point**

**42% would very much like to see a ramp and steps to the road from the pavement**

How much would you like to see the following proposed changes made to Highgate Hill?



There was concern among some respondents about **the safety** of an informal crossing, particularly for **children and those with visual impairments**. **No disabled respondents selected that very much like to see an informal crossing**, with the majority selecting that they would not at all like to see one. There was also some confusion about whether the informal crossing would be replacing the existing phased crossing, potentially explaining some of the negative responses to this design element.

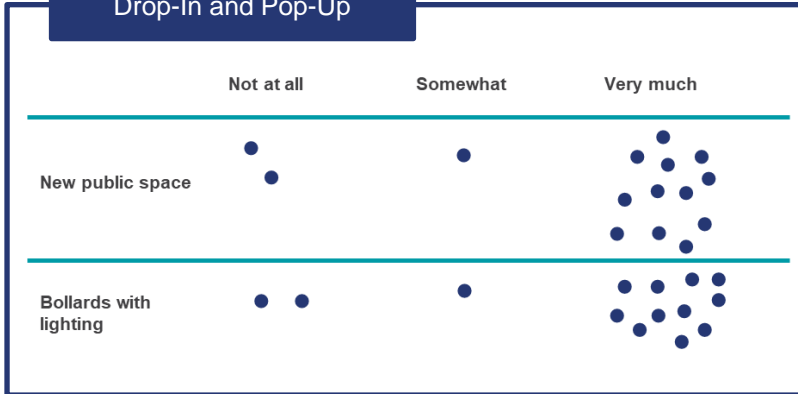
There were no comments about the ramp and steps. It is possible that it may not have been clear that this is additional to the existing ramp and crossing.

*“As someone who is registered blind I’m super-anxious about the road crossings on Highgate Hill—I’m uncertain from your graphic whether the pedestrian crossing w guide lights etc will be retained. I am very fearful of ‘informal’ crossings as they depend on drivers and pedestrians having clear sight and understanding of each other.”*

Open-text comment on survey

# New Public Space and Bollards, Dartmouth Park Hill

## Drop-In and Pop-Up



## Pupil Session

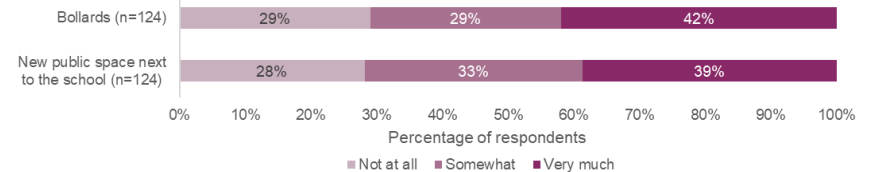
	☹️	😐	😊
New public space	1	1	5
Bollards	0	2	5

## Survey Results

42% of respondents would very much like to see bollards

38% of respondents would very much like to see a new public space next to the school

How much would you like to see the following proposed changes made to Dartmouth Park Hill?



Several respondents commented in **support of more greening** inside the new public space. However, there was some **concern that the space may be used by patients or staff** of the nearby hospital - particularly for smoking.

There were few comments about the bollards, apart from several respondents commenting that they wanted to ensure that any bollards would not restrict two-way traffic. There was also concern from members of the Highgate Society that the bollards with lights may be harmful to the conservation area and the setting of the listed buildings in the area.

*“Currently, many people from the hospital (doctors patients and visitors) smoke on the opposite side of the road to the school. Having a new outside seating area next to the school would inevitably lead to smokers sitting on this side - this would both be bad news for us as residents but would also lead to smokers being in close proximity to a primary school.”*

Open-text comment on survey

# Parking Changes

There was a lot of comments on the survey regarding parking removal, the **majority of which were not in favour of removing parking**. Respondents largely commented that there are **already pressures on resident parking** which the designs may exacerbate.

People commented that hospital visitors also use this parking and thus losing parking from here would **make finding parking for the hospital more difficult**. One café on Highgate Hill was concerned that removing parking **may affect trade** that they get from hospital visitors who park on the road.

Some respondents were concerned that losing parking on Highgate Hill may **shift the issue onto nearby roads**, with parents using these for vehicle drop-off and pick-up instead. Several respondents were also concerned that parents/carers who still wish to drive their children to school may park or pause in the road instead, creating more congestion and a more unsafe environment.

There were multiple respondents who were in favour of parking removal, commenting that **losing these parking spaces may encourage parents/carers to walk or cycle to school** instead.

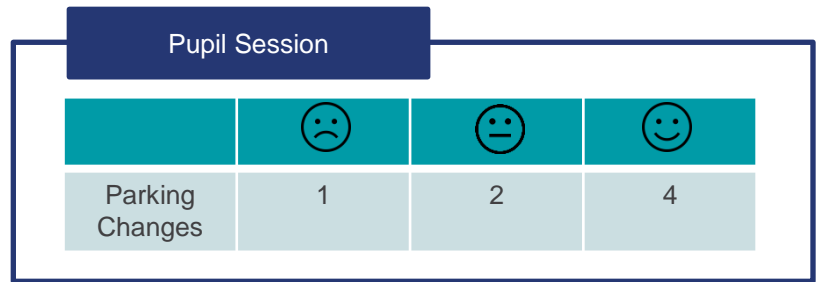
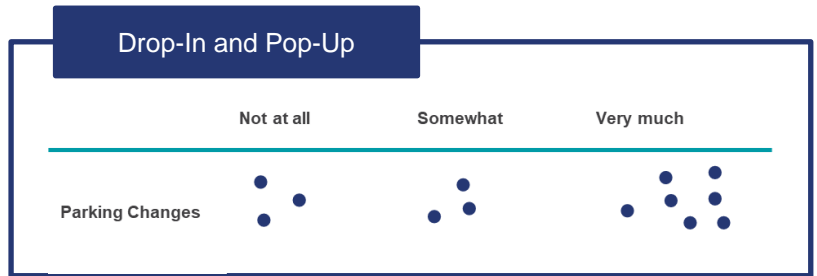
Comments left at engagement events noted that on-road parking is required for church events and another suggested that the church car park could be opened for school parking.

*“Typically this parking is used for drop-offs - maybe they should walk/scoot/cycle instead.”*

Open-text comment on survey

*“This will put even more pressure on local parking on neighbouring streets and Highgate Hill, where parking places are already at a minimum.”*

Open-text comment on survey



*“Strongly support removal of parking - to encourage parents to walk or cycle and free up space for better pedestrian environment.”*

Open-text comment on survey

*“As a Blue Badge holder and a monotonously frequent visitor to the hospital the loss of 16 parking spaces can only add to the pressure and anxiety of trying to find somewhere to park on these visits. The population is ageing and this is likely to add to more people with long term illnesses needing to visit the Whittington. The entire proposal is predicated on the half hour in the morning and the same in the afternoon that the school opens and closes. The hospital runs twenty four hours a day.”*

Open-text comment on survey

# Responses X Car Ownership

Comparison of respondents who own or have access to a private car with those who do not showed that **those who do not own or have access to a car were more supportive of all of the proposed changes**. The changes that had the most difference in support included:

## Widening the pavement:

- **64% of non-car owners** compared to **36% of car owners** would very much like to see widening of the pavement on Highgate Hill
- **72% of non-car owners** compared to **41% of car owners** would very much like to see widening of the pavement on Dartmouth Park Hill

## New public space next to the school

- **56% of non-car owners** compared to **33% of car owners** would very much like to see a new public space next to the school on Dartmouth Park Hill

## Informal crossing:

- **52% of non-car owners** compared to **31% of car owners** would very much like to see an informal crossing point on Highgate Hill

## Continuous Footways:

- **61% of non-car owners** compared to **42% of car owners** would very much like to see continuous footways on Highgate Hill
- **65% of non-car owners** compared to **43% of car owners** would very much like to see continuous footways on Dartmouth Park Hill

## Greening

- **72% of non-car owners** compared to **52% of car owners** would very much like to see greening on Highgate Hill

## Colourful artwork on the road:

- **53% of non-car owners** compared to **36% of car owners** would very much like to see colourful artwork on the road on Highgate Hill
- **47% of non-car owners** compared to **36% of car owners** would very much like to see colourful artwork on the road on Dartmouth Park Hill



# Additional Comments

## Highlighting the benefits of the proposals:

There were several generally supportive open-text comments on the survey. These comments noted that the proposals should **help problems with excessive traffic speeds and an unsafe pedestrian/cyclist experience** around the school. Several **businesses were also supportive**, saying that they do not think that the proposals will affect footfall.

*“This is a great proposal for the school and the local area. Enhancing the pavement and pedestrian spaces is good for the community.”*

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Open-text comment on survey

*“It is GREAT and necessary that the pedestrian environment is being improved! Current situation is dangerous as pavements much too narrow. I strongly support these proposals.”*

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Open-text comment on survey

## Highlighting issues with the proposals:

Aside from the specific issues discussed in relation to each design element of the proposals, there were some additional issues highlighted in the open-text survey comments. The most common of these was concern that the proposals, in particular road narrowing, may **disrupt traffic flow** and lead to **increased congestion**, particularly on Highgate Hill. Some people were particularly concerned about the effects of road narrowing on bus journey times and ambulances that frequently use the road, as well as potential increases in air pollution.

Another common comment was that **the proposals are unnecessary**, with multiple people saying that they did not see a need for them. Connected to this multiple respondents said that they did not feel the scheme was an appropriate use of funds – particularly at a time of austerity.

Some respondents had an issue with designs **extending the ‘footprint’ of the school**. They felt that measures such as widening the pavements and providing seating were giving priority to the needs of parents/carers and children, rather than of other people in the area, such as residents or users of the hospital.

Several people also raised concerns about the proposed play equipment, saying that they **did not feel it was safe to be encouraging children to play** next to the road.

*“The school has no right to expand into public spaces especially pavement and road! It’s not going to add anything meaningful to the “environment” and will detract from free passage for the public and the view down Highgate Hill. I find the pavement just fine as it is.”*

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Open-text comment on survey

*“Whilst safety around the school at times when school children and parents are coming and going is vital this needs to be balanced with both of these roads being valuable local arteries for people to get from Archway to Highgate. The routes into Highgate are already very busy (especially at school drop off and pick up times) and any proposals that add to this pressure, by for example narrowing some roads and forcing traffic onto others, should be avoided.”*

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Open-text comment on survey

## Additional Comments (continued):

### Suggestions for additions to the proposals:

A number of respondents had suggestions for additions to the designs. Multiple people suggested engaging more with the St Joseph's church to try and get the **pedestrian cut-through from Highgate Hill to Dartmouth Park Hill reopened**. This was also commented upon at engagement events.

Several respondents noted that Dartmouth Park Hill had temporarily **become one-way** due to construction works and suggested that this could be made permanent to enable more pavement widening or separated cycle lanes.

Several respondents also requested more **enforcement of illegal parking**, particularly at drop-off and pick-up. There were also a number of comments relating to **further measures to reduce traffic speeds**, such as a speed camera and further speed limit restrictions. Reducing speed limits was also commented upon at engagement events and by pupils.

One survey respondent also commented that it should be **ensured that all construction is zero carbon**.

Suggestions from people at engagement events largely related to **road crossing**, with suggestions including adding more time to cross on the phased crossing and changing the phased crossing into a zebra crossing.

Additional suggestions from pupils included adding **bigger plants/hedges** and **climbing plants** around the school, adding **no smoking signs** around the school, adding more **bins** and creating a **water station**.

*"All construction should be zero carbon. No carbon intensive materials such as concrete, plastic etc should be used."*

Open-text comment on survey

*"I encourage you to lobby/encourage/persuade the church to reopen the pedestrian path linking Highgate Hill and Dartmouth Park Hill on the southern edge of their land that used to provide an essential, safe pedestrian route for parents and kids between the gates on either side of the school property until the church erected a gate and prevented access. Now parents have to walk up and around the north side of the church and to use the very narrow unsafe pathway at the northern end of Dartmouth Park Hill."*

Open-text comment on survey

*"There should be one decently wide pavement all the way to the top of Dartmouth Park hill. The road is currently one way because of building work. The one way road is not causing any traffic problems. Why not have a one way road permanently and proper pavements?"*

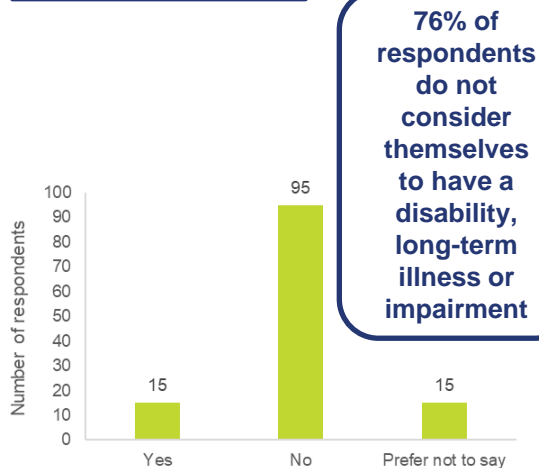
Open-text comment on survey

# Survey Respondents, Demographics

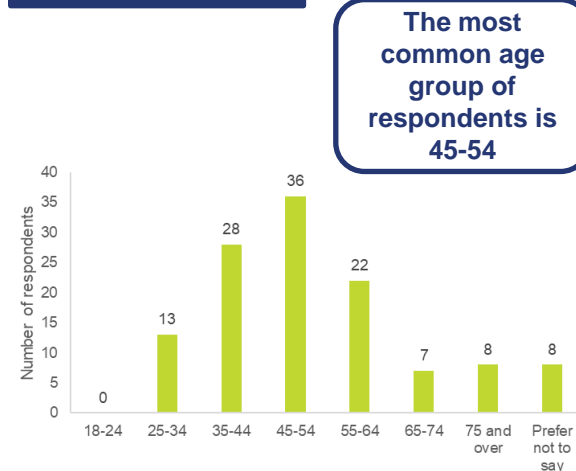
## Gender



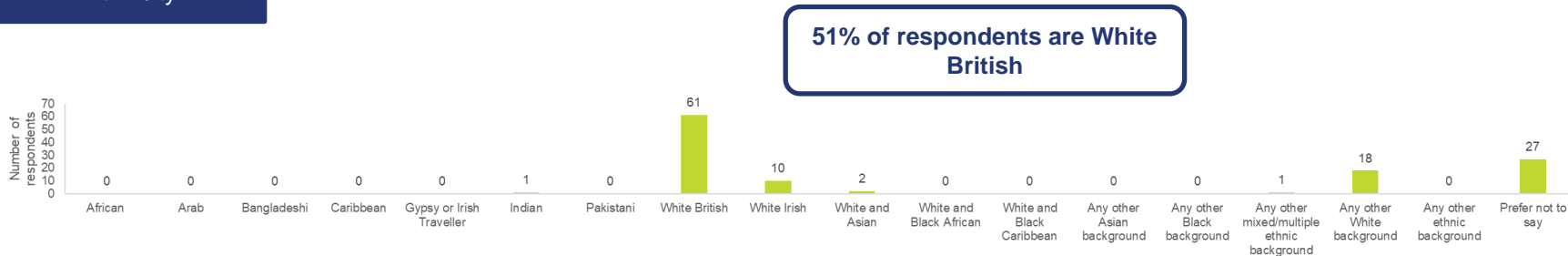
## Disability



## Age



## Ethnicity



# Appendix: Survey Methodology

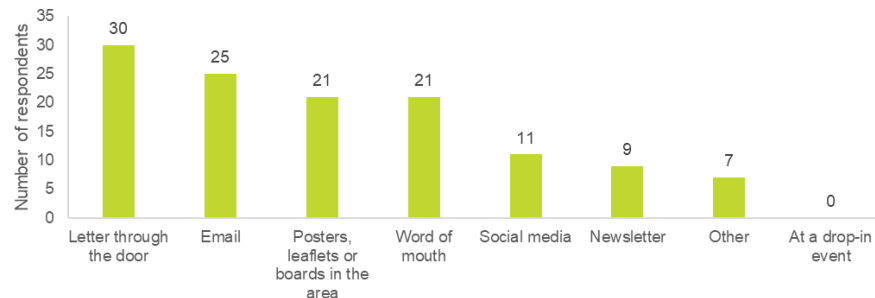
**Analysis of the survey was undertaken by the Sustrans Research and Monitoring Unit (RMU) using the data collected from an online survey (hosted on JISC). This survey was open between 13<sup>th</sup> November 2022 to 18<sup>th</sup> December 2022.**

The survey was developed by Sustrans RMU in collaboration with Sustrans Collaborative Design Team and LB Islington. Respondents were asked a series of questions about themselves followed by multiple Likert style questions to gain a better understanding of their opinions on the different elements of the proposed designs. Respondents were also given an opportunity to leave an open-text comment in order to expand upon their responses and provide additional thoughts.

Open-text comments were all read and coded manually using a basic coding technique. Coding themes were established from an initial analysis of a sample of comments, with the themes emerging from the data. Codes were checked by at least one additional analyst to ensure consistency. All open-text quotes within the report are copied verbatim with original errors unedited.

Percentages are rounded to the nearest whole number. As such some percentages may not total 100%. Percentages are calculated based on the number of responses to that question.

**The graph below breaks down how respondents found out about the survey:**



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