



Draft Finsbury Park Public Realm and Transport Strategy – Public Consultation Report January 2009

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Appendix 1 – Consultation questionnaire

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1.0 Summary

Public consultation on the draft Finsbury Park Public Realm and Transport Strategy took place between 1 and 26 September 2008. Residents, businesses, visitors and people who work in the area were given the opportunity to have their say on the proposals for public realm and transport improvements to the Finsbury Park area.

In the first week of the consultation 4,500 brochures were delivered to residents and businesses in the area. Three half-day public exhibitions were held at FinSpace (225-229 Seven Sisters Road N4 2DA) with Islington officers available to explain the proposals. The questionnaire and brochure were also available on-line and handed out at Finsbury Park Station. The consultation was advertised on the front page of the Islington website, in the residents' magazine and various other internal and external publications.

235 responses were received representing a response rate of 5%. A total of 227 questionnaire responses were received and eight stakeholders responded by email or letter.

1.1 Summary of consultation results

Consultation was carried out on the following key proposals from the strategy:

1. Making Stroud Green road more cycle and pedestrian friendly
2. Making Clifton Terrace more pedestrian friendly
3. Making Lennox Road more pedestrian friendly
4. Making Morris Place more pedestrian friendly
5. Making Coleridge Road more pedestrian friendly
6. Making Goodwin Street more pedestrian friendly
7. Making Wells Terrace more pedestrian friendly
8. A new public space on St Thomas's Road and improvements to the one-way system
9. Improving the park entrances – Finsbury Park and Gillespie Park
10. Improving the railway bridge frontages – Seven Sisters Road and Stroud Green Road

The response to the consultation is summarised in table 1.1 below. The results are not weighted to reflect the opinions of representative groups such as Sustrans and the Islington Cyclists' Action Group. More in-depth analysis of the consultation results and comments from respondents are included in this report.

Table 1.1: Summary of consultation results

	1	2	3	4	5	6	7	8	9	10
Yes	74% 168	78% 177	77% 175	75% 171	71% 163	74% 168	78% 179	64% 146	82% 187	62% 141
No	8% 18	7% 15	6% 14	8% 17	7% 16	8% 19	8% 17	12% 27	3% 7	12% 26
Not sure	6% 13	7% 16	6% 14	8% 20	14% 33	10% 24	6% 14	12% 27	7% 16	11% 25
Support with changes	12% 27	6% 12	8% 17	5% 11	4% 8	4% 8	5% 10	10% 25	6% 12	14% 32
No Response	0% 1	3% 7	3% 7	4% 8	3% 7	4% 8	3% 7	1% 2	2% 5	1% 3

The public consultation revealed overall support for the ten proposals detailed in the public consultation brochure. The proposal to improve the railway bridge frontages on Seven Sisters Road and Stroud Green Road had less overall support than the other proposals (although 62% were in favour of this proposal).

Main comments on the strategy:

- The proposal for Stroud Green Road should further investigate parking issues and provide better arrangements for loading
- The cycle lanes on Stroud Green Road should not end abruptly and should be extended north towards Crouch Hill
- There are concerns that pavement widening and raising the road at the junctions causes congestion on Stroud Green Road
- The proposal for Lennox Road should better accommodate cyclists and could benefit from a contra-flow cycle lane
- The new public space on St Thomas's Road could attract anti-social behaviour and create safety problems
- There are concerns that alterations to the carriageway along Blackstock Road, Rock Street and St Thomas's Road could cause traffic delays
- The proposal to improve the bridge frontages was supported, but with changes to the frontage design shown

Key issues raised, which were not address by the proposals:

- The need for improvements to the area under the Seven Sisters Road and Stroud Green Road railway bridges
- The need for brighter street lighting
- The need to improve Seven Sisters Road
- The need for more improvements for cyclists and cycle lanes

2.0 Introduction

Public consultation on the draft Finsbury Park Public Realm and Transport Strategy took place between 1 and 26 September 2008. Residents, businesses, visitors and people who work in the area were given the opportunity to have their say on the proposals for public realm and transport improvements in the Finsbury Park area.

2.1 Background

Finsbury Park is one of the most deprived parts of Islington, facing increasing development pressures. It has been identified in the London Plan as an “Area for Regeneration” (The London Plan, Spatial Development Policy for Greater London, February 2004, page 227).

Finsbury Park is identified in the council’s Unitary Development Plan (UDP) as a “Special Policy Area” and policy Implementation 17 states, “The council recognises that special attention should be given to the Finsbury Park area in view of its environmental and other problems” (UDP02, London Borough of Islington, 2002, page 319).

To guide the physical changes that are likely to take place in the Finsbury Park area over the next 10 to 20 years, the council has prepared a draft Area Action Plan (AAP). This is a planning policy document for the Finsbury Park Area. Once adopted (scheduled for 2010) this document will form part of Islington’s Local Development Framework (LDF).

The draft Finsbury Park Public Realm and Transport Strategy covers the same geographical area as the draft AAP (see figure 3.1 below) and takes the transport and public realm conclusions from the draft AAP a step further by proposing specific measures for more welcoming, attractive, accessible and safe local streets and public spaces.

An initial stakeholder consultation was held in September 2007. This provided the basis for the draft Finsbury Park strategy.

3.0 Methodology

3.1 Consultation objectives

The objectives of the consultation on the Finsbury Park strategy were to:

- gain a better understanding of local issues and concerns
- understand local views on the proposals of the strategy
- seek comments that will inform detailed design as and when funding becomes available for implementation

3.2 Scope of consultation

The draft strategy was completed in July 2008 after an initial stakeholder consultation workshop. The public consultation was designed to understand people's views on the design ideas in the draft strategy that have been developed for Stroud Green Road (south of Lennox Road), Clifton Terrace, Lennox Road, Morris Place, Coleridge Road, Wells Terrace, Goodwin Street and the Blackstock Road/Rock Street/St Thomas's Road one-way system. The proposals include:

- wider pavements with new paving
- traffic calming measures
- raised pedestrian crossings
- dedicated parking and loading bays (as opposed to parking on the carriageway)
- smaller improvements such as better street lighting, new cycle stands, motorcycle stands and tree planting

The draft strategy also includes a proposal to introduce a new public space on the junction of Rock Street and St Thomas's Road and to improve the park entrances.

3.3 Audience

The target audience for the consultation was:

- Local residents and businesses
- Stakeholders (including Transport for London, Hackney Council, Haringey Council, Emergency Services, Highbury West Safer Neighbourhoods Team, Arab Advice Bureau)
- Users of the local transport network
- Key organisations in the vicinity of the consultation catchment area (e.g. Nag's Head Town Centre Board, City and Islington College)

3.4 Consultation activities

- Consultation brochure and questionnaire with prize draw:
 - delivered to residents, businesses and community groups in the strategy area and a small area surrounding the strategy area (see figure 3.1 below)
 - mailed to stakeholders with an invitation to attend a consultation meeting
 - placed on the council website, including an online questionnaire
 - available on request in foreign languages, audio, large print and Braille
 - translated in five languages for local schools and places of worship (Bengali, Arabic, Chinese, Somali and Turkish)
 - handed out at Finsbury Park Station
- Public exhibition (three half days)
 - a British Sign Language interpreter was made available on request
- Attendance at various events (i.e. Gillespie Park Festival and Greener Cleaner Safer Day – Durham Road/Andover Estate)
- Presentation to the Transport Liaison Group, Islington Mobility Forum, Finsbury Park Neighbourhood Management Steering Group

- Article in IslingtonNow (the residents' magazine) and the residents ebulletin
- Articles submitted to the Haringey and Hackney residents' newsletters
- Promotional banner stands at public sites
- Door knocking to encourage participation

3.4.1 Consultation brochure

The consultation brochure contains:

- an explanation of the key aims and proposals of the strategy
- a description of the key proposals, explaining benefits and issues
- graphics illustrating each of the existing problems and proposals
- a questionnaire asking respondents to state their likes and dislikes for each of the proposals with space for other comments
- details of the public exhibition
- information on what will happen following consultation
- information on the forthcoming station improvements

Between 25 and 29 August 2008, 4,500 consultation brochures were delivered to households and businesses within the catchment area shown in figure 3.1 below. The distribution area covers the following wards:

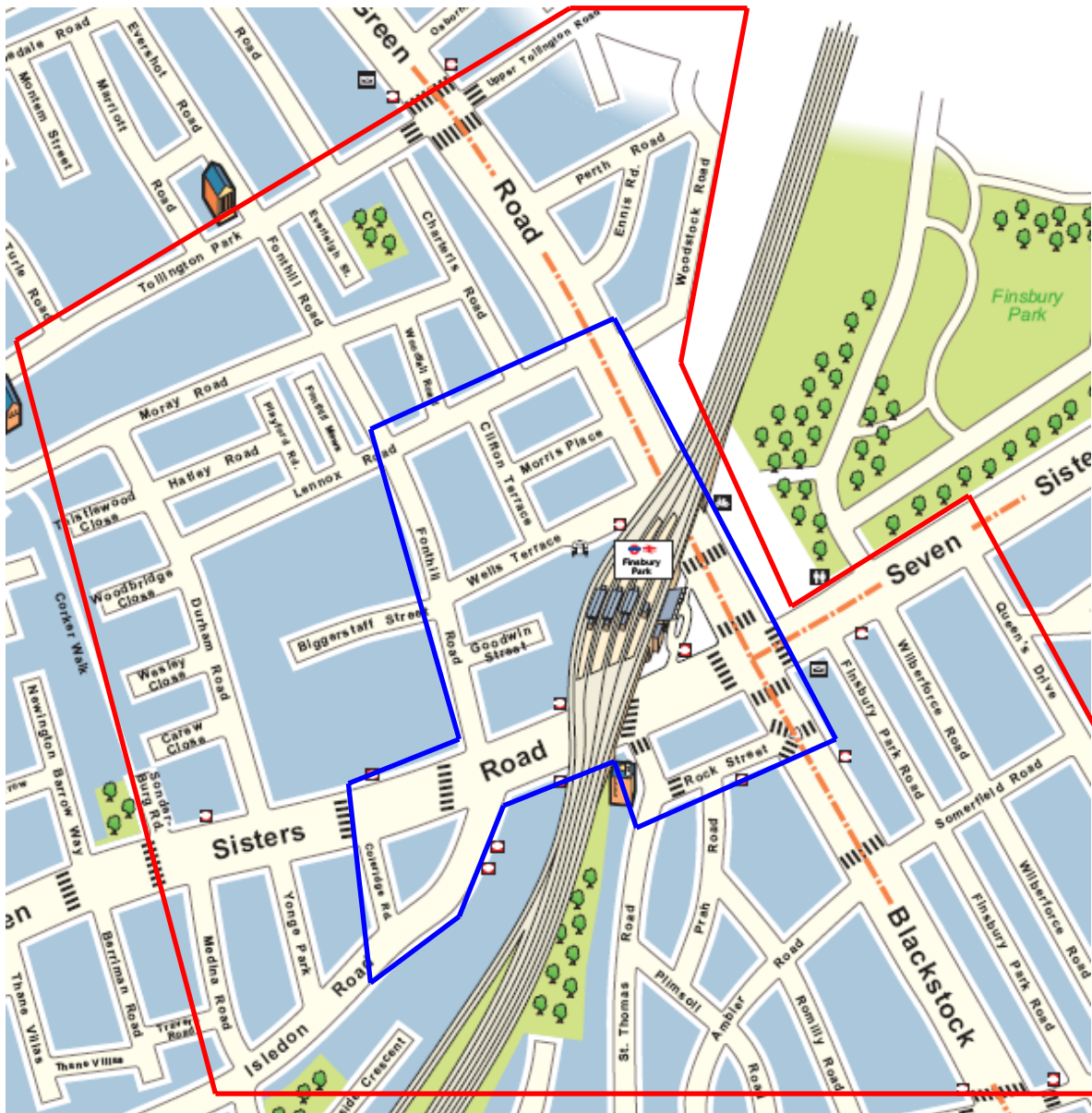
- Finsbury Park
- Highbury West (Highbury West does not actually cover the Finsbury Park area but its northern boundary is within the boundary of the Finsbury Park Strategy Area)
- Parts of Hackney and Haringey

Another 750 consultation brochures were handed out at the station entrances and to hard-to-reach groups (i.e. Finsbury Park Mosque) targeting daytime, evening and weekend slots.

Individual stakeholders such as Transport for London, Living Streets, Metropolitan Police, FinFuture and large local organisations were sent the consultation brochure with a covering letter.

Figure 3.1: Finsbury Park Consultation Strategy Area

- Strategy area
- Consultation catchment area



3.4.2 Questionnaire

The consultation brochure provided details of ten proposals. The questionnaire was inserted into the brochure (see appendix 1); respondents could tick a box to reply to the question in one of the following ways.

Are you in favour of the proposal:

- *Yes*
- *No*
- *Not sure*
- *Would support with changes*

For each proposal respondents were able to provide comments in a comments box.

Any additional comments could be provided at the end of the questionnaire.

Demographic information as well as contact details were requested as follows:

- *Do you live or work in the Finsbury Park area?*
- *Do you get to, from and around the area mainly by: Walking, Cycling, Train, Tube, Private Car, Motorcycle, Taxi, Bus*
- *Gender*
- *Age*
- *Disability*
- *Ethnic group*
- *Religion*
- *Language*
- *Sexual orientation*
- *Name, address and e-mail*

The questionnaire was supplied with instructions on how to return in the post. There was no need for a postage stamp.

3.4.3 Website and on-line questionnaire

Information about the consultation, including the dates of the public exhibitions, was provided on the Islington website in the consultation section.

An on-line version of the questionnaire was also available on the council website along with the consultation brochure to download.

3.4.4 Public exhibition

There were three exhibitions held at FinSpace (225-229 Seven Sisters Road N4 2DA) on the following dates:

- *Thursday 11 September 10am - 2pm*
- *Saturday 13 September 10am - 2pm*
- *Tuesday 16 September 4pm - 8pm*

At these exhibitions, council officers were present to explain the proposals to members of the public and answer any questions.

Times, dates and the location of the exhibitions were promoted in the following media:

- *consultation brochure*
- *IslingtonNow Residents' Magazine (August 2008)*

- front page of Islington website
- banner stands at the N4 Library, Town Hall and 222 Upper Street (see figure 3.2 below)
- by people handing out brochures at the station entrances

Unfortunately, these exhibitions were not well attended.

3.4.5 Door knocking

To encourage participation, especially from local residents, door knockers visited homes in the Finsbury Park Strategy Area to ensure people had received the brochure and to encourage them to complete a questionnaire.

3.5 Responses

235 responses were received in total:

- 158 paper questionnaire responses (received by post or handed in at the exhibition)
- 69 on-line questionnaire responses
- 8 stakeholder responses by email or letter

Of the 4,500 brochures delivered to premises within the consultation catchment area this represents a 5% response rate.

A total of 223 questionnaire responses were received from individuals, four were received from stakeholders:

1. Islington Cyclists' Action Group (ICAG)
2. Sustrans
3. London Underground (LUL)
4. Islington Park Walk Action Committee

A total of eight stakeholders responded by email or letter (see appendix 2 for full stakeholder responses):

1. Jeremy Corbyn MP
2. Transport for London Cycling Centre of Excellence (TfL CCE)
3. British Motorcycle Federation (BMF)
4. Living Streets
5. FinFuture
6. Finsbury Park Neighbourhood Management
7. Hackney Council
8. Haringey Council

3.6 Notes on the consultation results

Although most of the responses received were complete, there were numerous exceptions where:

- some respondents did not respond to every question
- some respondents did not complete all the demographic information

4.0 Results

Consultation was carried out on the following key proposals from the draft strategy:

1. Making Stroud Green road more cycle and pedestrian friendly
2. Making Clifton Terrace more pedestrian friendly
3. Making Lennox Road more pedestrian friendly
4. Making Morris Place more pedestrian friendly
5. Making Coleridge Road more pedestrian friendly
6. Making Goodwin Street more pedestrian friendly
7. Making Wells Terrace more pedestrian friendly
8. A new public space on St Thomas's Road and improvements to the one-way system
9. Improving the park entrances – Finsbury Park and Gillespie Park
10. Improving the railway bridge frontages – Seven Sisters Road and Stroud Green Road

Table 4.1 below shows that all the proposals were supported by the majority of respondents.

Table 4.1: Summary of consultation results

	1	2	3	4	5	6	7	8	9	10
Yes	74% 168	78% 177	77% 175	75% 171	71% 163	74% 168	78% 179	64% 146	82% 187	62% 141
No	8% 18	7% 15	6% 14	8% 17	7% 16	8% 19	8% 17	12% 27	3% 7	12% 26
Not sure	6% 13	7% 16	6% 14	8% 20	14% 33	10% 24	6% 14	12% 27	7% 16	11% 25
Support with changes	12% 27	6% 12	8% 17	5% 11	4% 8	4% 8	5% 10	10% 25	6% 12	14% 32
No Response	0% 1	3% 7	3% 7	4% 8	3% 7	4% 8	3% 7	1% 2	2% 5	1% 3

Proposal 9, improving the park entrances, was the most popular with 82% support. Proposals 2 and 7 also had 78% in favour.

Proposal 10, improving the railway bridge frontages, was the least popular with 62% in favour and 37% not sure, would support with changes or against the proposal. Proposal 8, a new public space on St Thomas's Road and improvements to the one-way system, was the second least favourite with only 64% in favour.

The above results are not weighted to reflect the opinions of representative groups such as Sustrans and the Islington Cyclists' Action Group. More in-depth analysis of the consultation results and comments from respondents are set out in the following sections.

4.1 Proposal One – Making Stroud Green Road more cycle and pedestrian friendly

4.1.1 Summary of proposal

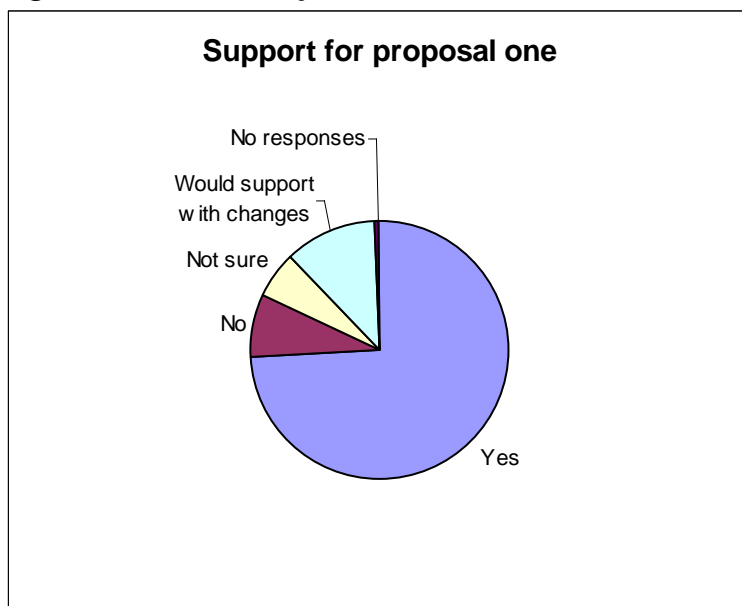
- To make the road level with the pavement at the junctions with Lennox Road and Station Place to make it easier for pedestrians to cross
- Wider pavements on both sides of the road between Lennox Road and the railway bridges
- Cycle lanes at road level

The proposed improvements for Stroud Green Road only cover the part of the street between Lennox Road and Seven Sisters Road.

Table 4.2: Summary of consultation results for Stroud Green Road

Q1	Responses (no.)	Responses (%)
Yes	168	74%
No	18	8%
Not sure	13	6%
Would support with changes	27	12%
No responses	1	0%
Total	227	100%

Figure 4.1: Summary of consultation results for Stroud Green Road



4.1.2 Key issues and concerns

Table 4.3: Key issues and concerns

	No.
Cycle lanes should be extended and should not end abruptly	15
Concerns that pavement widening and raised road could cause congestion	13
Support for the proposal generally	8
Support for cycle lanes at road level	7 (+6 against)
Concerns about parking and loading under the bridges and the impact it has on safety and congestion	6
Support for more trees	6
Respondents feel that the proposal is not a high priority	6
Support for wider pavements	6
Need better parking enforcement to reduce congestion	5
Concern about pedestrian safety – Shared surfaces could be dangerous for pedestrians, more pedestrian crossings needed	5
Need better parking and loading arrangements	4
Concern about traffic signals – Current timing causes congestion and not suited for pedestrians	3
Against cycle lane proposal	2
Need better street lighting	2

4.1.3 Key stakeholders

The **Islington Cyclists' Action Group (ICAG)** supports the proposal and indicated that cycle lanes should be wide enough to accommodate opening car doors, if parking is allowed on road.

Sustrans supports the proposal but indicates concerns with cycle lanes ending abruptly. It also mentions the need to consider better access to the park entrance.

Living Streets supports the proposal, more specifically pavement widening, step-free crossings and removal of unnecessary street furniture. Living Streets also mentions the need for better tree maintenance to prevent obstruction of street lighting.

London Underground (LUL) supports the proposal with changes; mainly that parked vehicles under the bridges create safety problems (i.e. hiding places).

Hackney Council supports the proposal, more specifically improving the cycle lanes. It also indicates that cycle lanes which end abruptly should be designed carefully.

Haringey Council does not support or object to the proposal as a road level cycle lane might not allow cyclists to bypass traffic as easily.

4.2 Proposal Two – Making Clifton Terrace more pedestrian friendly

4.2.1 Summary of proposal

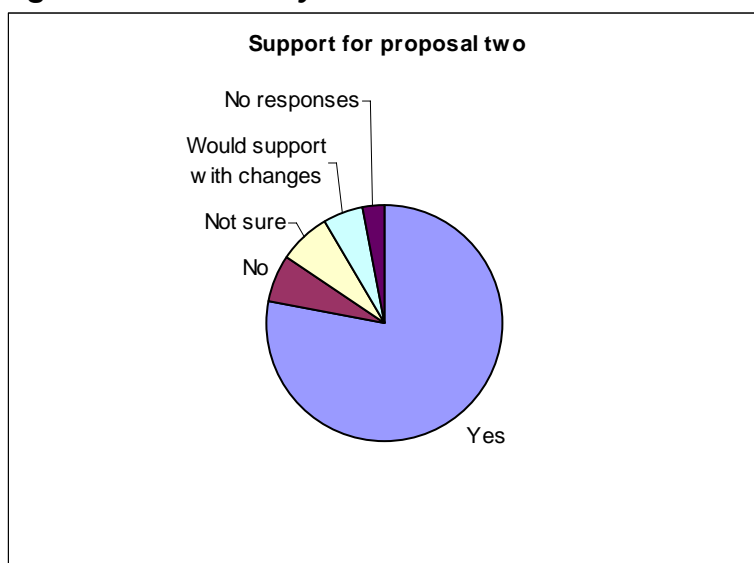
- To make the road level with the pavement at the junctions with Lennox Road and Morris Place to make it easier for pedestrians to cross
- Wider pavements on both sides of the road
- Dedicated parking bays (instead of parking on the road)
- Tree planting and removal of unnecessary bollards, posts and other street furniture

The road will be wide enough for buses to access the bus station at Wells Terrace.

Table 4.4: Summary of consultation results for Clifton Terrace

Q2	Responses (no.)	Responses (%)
Yes	177	78%
No	15	7%
Not sure	16	7%
Would support with changes	12	5%
No responses	7	3%
Total	227	100%

Figure 4.2: Summary of consultation results for Clifton Terrace



4.2.2 Key issues and concerns

Table 4.5: Key issues and concerns

	No.
Respondents feel that the proposal is not a high priority	13
Support for wider pavements	11
Concerns about cycle safety and the need for cycle lanes	8
Support for more trees	6
Need for better street lighting	6
Support for street clutter removal	4
Concerns about parking, in specific the potential loss of single yellow lines	3
Need better tree maintenance for pedestrian safety	3
Support for the proposal generally	3
Concern about step-free pedestrian access	2

4.2.3 Key stakeholders

The **Islington Cyclists' Action Group (ICAG)** supports the proposal.

Sustrans supports the proposal.

Living Streets supports the proposal, more specifically pavement widening, step-free crossings and removal of unnecessary street furniture. Living Streets also mentions the need for better tree maintenance to prevent obstruction of street lighting.

London Underground (LUL) supports the proposal but indicates that additional lighting is needed as the trees obstruct street lighting.

Hackney Council supports the proposal but suggests that materials for the parking bays should be carefully selected so colour and texture matches the pavement materials.

The **Islington Park Walk Action Committee** supports the proposal.

4.3 Proposal Three – Making Lennox Road more pedestrian friendly

4.3.1 Summary of proposal

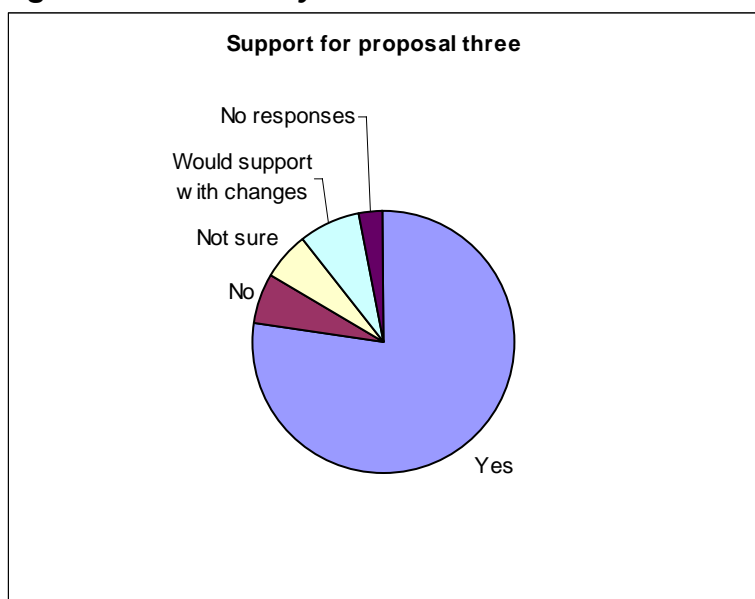
- To make the road level with the pavement at the junctions with Woodfall Road and Clifton Terrace, Charteris Road and Stroud Green Road to make it easier for pedestrians to cross
- Lennox Road raised between Woodfall Road and Clifton Terrace
- Wider pavements on both sides of the road
- Dedicated parking bays (instead of parking on the road)
- Tree planting and removal of unnecessary bollards, posts and other street furniture

The road will be wide enough for buses to access the bus station at Wells Terrace.

Table 4.6: Summary of consultation results for Lennox Road

Q3	Responses (no.)	Responses (%)
Yes	175	77%
No	14	6%
Not sure	14	6%
Would support with changes	17	8%
No responses	7	3%
Total	227	100%

Figure 4.3: Summary of consultation results for Lennox Road



4.3.2 Key issues and concerns

Table 4.7: Key issues and concerns

	No.
Support for more trees	11 (+2 against)
More needs to be done for cyclists (e.g. contra flow cycle lane)	9
Respondents feel that the proposal is not a high priority	7
Support for pavement widening and repair	6 (+1 against)
Support for the proposal generally	5
Support for step-free pedestrian crossing and raised road	4 (+1 against)
Concerns about litter and need for bins	3
Need better street lighting	3
Concerns about parking, in specific the potential loss of single yellow lines	2
Support for street clutter removal	2

4.3.3 Key stakeholders

The **Islington Cyclists' Action Group (ICAG)** supports the proposal and indicates that dedicated parking bays are good for cyclists.

Sustrans supports the proposal.

Living Streets supports the proposal, more specifically pavement widening, step-free crossings and removal of unnecessary street furniture. Living Streets also mentions the need for better tree maintenance to prevent obstruction of street lighting.

The **Finsbury Park Neighbourhood Management** group supports the proposal as the traffic speed is too high on Lennox Road.

Hackney Council supports the proposal on condition that the raised road has sinusoidal speed tables are used for cyclists. Hackney also mentions that drainage should be considered as water pools on narrow roads.

The **Islington Park Walk Action Committee** supports the proposal.

4.4 Proposal Four – Making Morris Place more pedestrian friendly

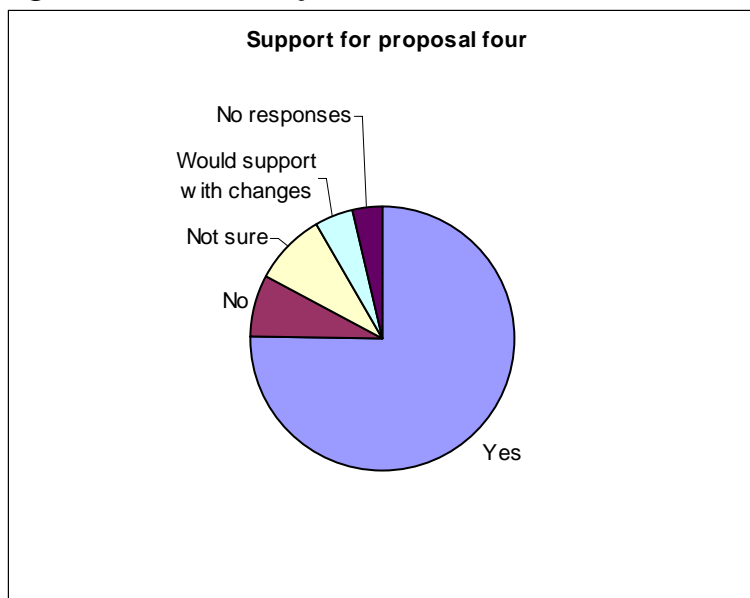
4.4.1 Summary of proposal

- To make the road level with the pavement at the junction with Clifton Terrace to make it easier for pedestrians to cross
- Wider pavements on both sides of the road
- Dedicated parking bays (instead of parking on the road)
- Tree planting and removal of unnecessary bollards, posts and other street furniture

Table 4.8: Summary of consultation results for Morris Place

Q4	Responses (no.)	Responses (%)
Yes	171	75%
No	17	8%
Not sure	20	9%
Would support with changes	11	5%
No responses	8	3%
Total	227	100%

Figure 4.4: Summary of consultation results for Morris Place



4.4.2 Key issues and concerns

Table 4.9: Key issues and concerns

	No.
Respondents feel that the proposal is not a high priority	9
Concerns that raised road is not a high priority and could cause pedestrian safety problems	8
Need cycle lanes	4
Need more trees	4 (+3 against)
Support for pavement widening	4 (+4 against)
Support for the proposal generally	3
Need better street lighting	3
Support for street clutter removal	3
Concerns about litter and dumping	3
Support for dedicated parking bays	2
Buses should use Morris Place rather than Lennox Road	2
Concerns about parking, in specific the potential loss of single yellow lines	2

4.4.3 Key stakeholders

The **Islington Cyclists' Action Group (ICAG)** supports the proposal.

Sustrans supports the proposal.

Living Streets supports the proposal, more specifically pavement widening, step-free crossings and removal of unnecessary street furniture. Living Streets also mentions the need for better tree maintenance to prevent obstruction of street lighting.

The **Islington Park Walk Action Committee** supports the proposal.

4.5 Proposal Five – Making Coleridge Road more pedestrian friendly

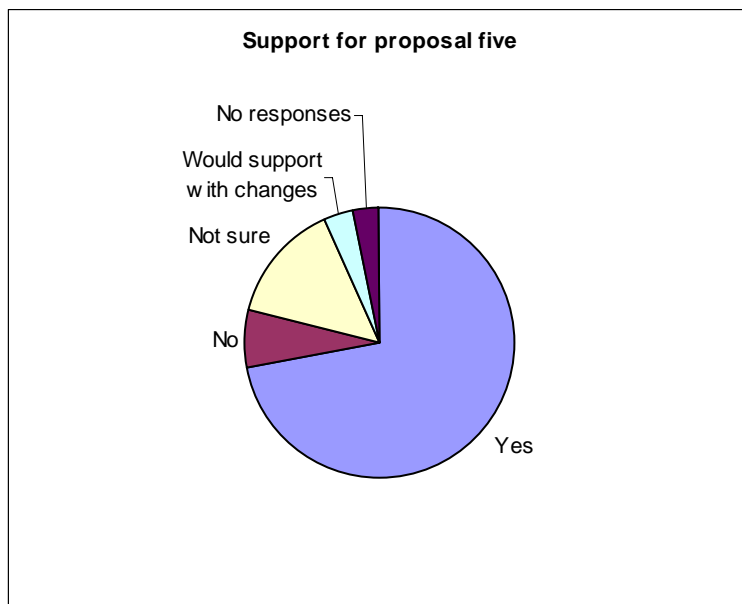
4.5.1 Summary of proposal

- Wider pavements on both sides of the road
- Dedicated parking bays (instead of parking on the road)
- Dedicated bus stands (instead of bus stands on the road)
- Tree planting and removal of unnecessary bollards, posts and other street furniture

Table 4.9: Summary of consultation results for Coleridge Road

Q5	Responses (no.)	Responses (%)
Yes	163	71%
No	16	7%
Not sure	33	14%
Would support with changes	8	4%
No responses	7	3%
Total	227	100%

Figure 4.5: Summary of consultation results for Coleridge Road



4.5.2 Key issues and concerns

Table 4.10: Key issues and concerns

	No.
Support for the proposal generally	8
Respondents feel that the proposal is not a high priority	8
Support for more trees	5
Support for wider pavements	4
Need better tree maintenance for pedestrian safety	3
Need cycle lanes	3
Need better street lighting	3
Support for street clutter removal	3
Concern about cyclist safety with widened pavements	2
Support for dedicated parking bays and bus stands	2 (+1 against)

4.5.3 Key stakeholders

The **Islington Cyclists' Action Group (ICAG)** supports the proposal.

Sustrans supports the proposal.

Living Streets supports the proposal, more specifically pavement widening, step-free crossings and removal of unnecessary street furniture. Living Streets also mentions the need for better tree maintenance to prevent obstruction of street lighting.

Hackney Council supports the proposal but questions whether pavement widening will be enough to reduce vehicle speeds.

The **Islington Park Walk Action Committee** supports the proposal.

4.6 Proposal Six – Making Goodwin Street more pedestrian friendly

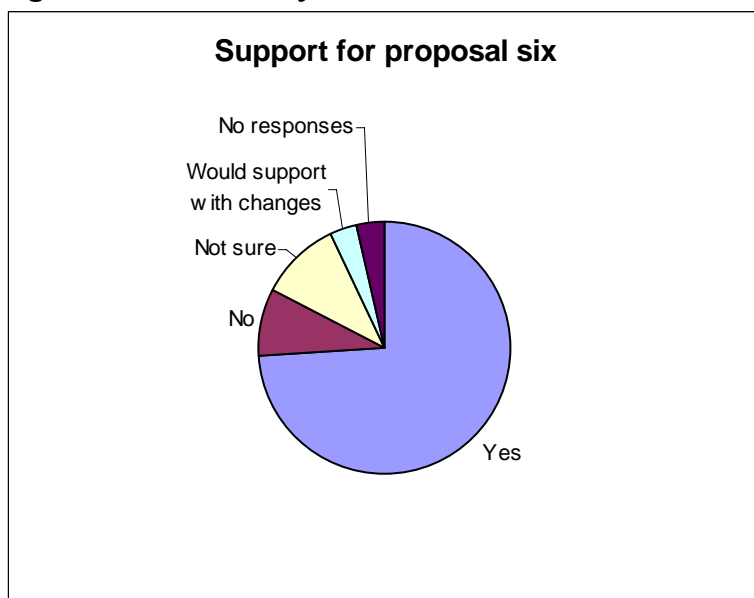
4.6.1 Summary of proposal

- Wider pavements with road and pavement at a similar level
- Dedicated parking bays (instead of parking on the road)
- Tree planting and removal of unnecessary bollards, posts and other street furniture

Table 4.11: Summary of consultation results for Goodwin Street

Q6	Responses (no.)	Responses (%)
Yes	168	74%
No	19	8%
Not sure	24	10%
Would support with changes	8	4%
No responses	8	4%
Total	227	100%

Figure 4.6: Summary of consultation results for Goodwin Street



4.6.2 Key issues and concerns

Table 4.12: Key issues and concerns

	No.
Support for more trees	8
Respondents feel that the proposal is not a high priority	5
Support for step-free pedestrian access	4 (+4 against)
Need cycle lanes	3
Need better street lighting	3
Support for street clutter removal	3
Support for wider pavements	3 (+1 against)
Do not want to see a reduction of on-street parking and loading	2

4.6.3 Key stakeholders

The **Islington Cyclists' Action Group (ICAG)** supports the proposal.

Sustrans supports the proposal.

The **Islington Park Walk Action Committee** supports the proposal.

4.7 Proposal Seven – Making Wells Terrace more pedestrian friendly

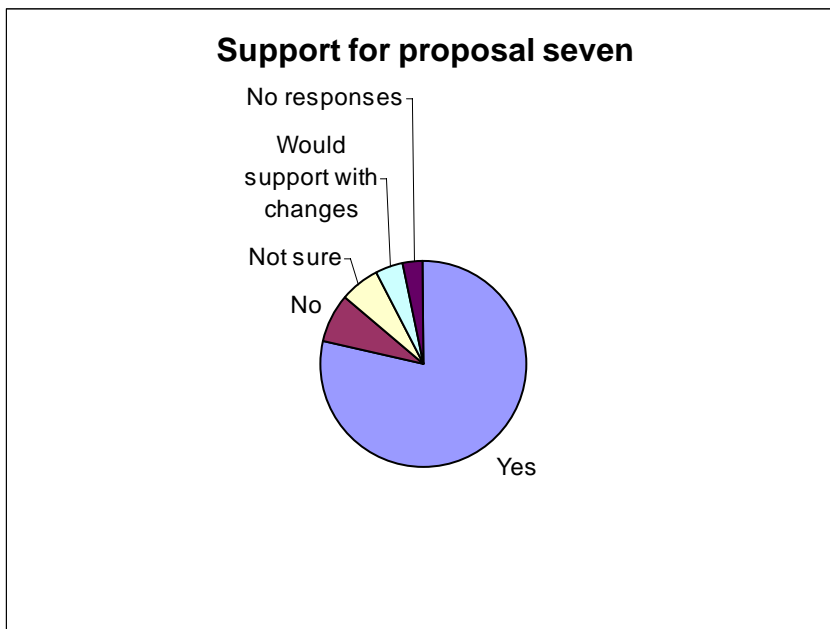
4.7.1 Summary of proposal

- Wider pavements with road and pavement at a similar level
- Dedicated parking bays (instead of parking on the road)
- Tree planting and removal of unnecessary bollards, posts and other street furniture

Table 4.13: Summary of consultation results for Wells Terrace

Q7	Responses (no.)	Responses (%)
Yes	177	78%
No	17	8%
Not sure	14	6%
Would support with changes	10	5%
No responses	7	3%
Total	227	100%

Figure 4.7: Summary of consultation results for Wells Terrace



4.7.2 Key issues and concerns

Table 4.14: Key issues and concerns

	No.
Support for the proposal generally	10
Respondents feel that the proposal is not a high priority	8
Support for more trees	5 (+1 against)
Parking – Need to consider limiting traffic and/or removing parking to improve Wells Terrace	4
Need more street lighting	3
Support for wider pavements	3
Need cycle lanes	3
Support for street clutter removal	3
Concerns that raised road could cause pedestrian safety problems	3 (+1 for)
Need better tree maintenance for pedestrian safety	2

4.7.3 Key stakeholders

The **Islington Cyclists' Action Group (ICAG)** supports the proposal.

Sustrans supports the proposal

London Underground (LUL) supports the proposal but indicates that parking should not be allowed on the north side of the street as it would improve the overall appearance of the street. LUL also indicates that improved lighting is needed as the trees obstruct street lighting.

Hackney Council supports the proposal but suggests that materials for the step-free pedestrian access areas are carefully selected so colour and texture matches the pavement materials to encourage pedestrians to be more assertive and take ownership of these spaces.

The **Islington Park Walk Action Committee** supports the proposal.

4.8 Proposal Eight – A new public space on St Thomas’s Road and improvements to the one-way system

4.8.1 Summary of proposal

The draft strategy proposes a new public space by changing the layout of St Thomas’s Road. This would include new seating, paving, lighting and a new cycle lane.

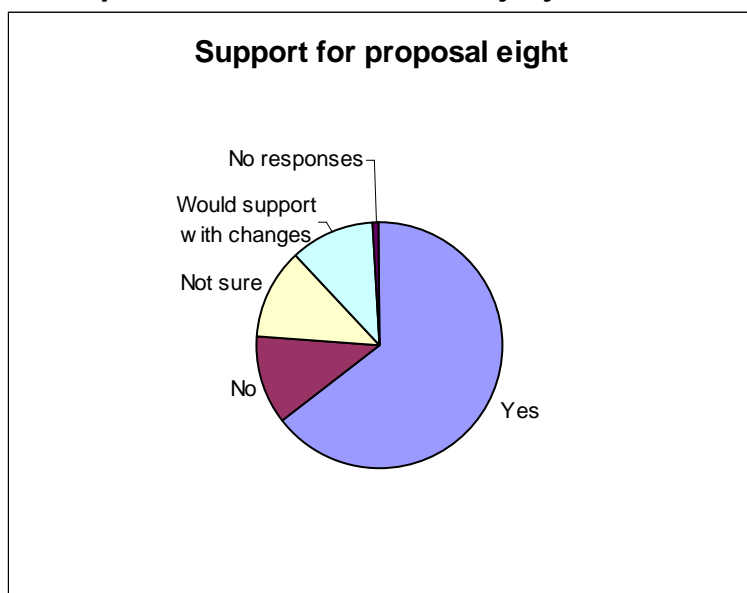
Other improvements:

- Wider pavements on both sides of Rock Street and Blackstock Road
- Dedicated parking and loading bays (these spaces will be at pavement level so that pedestrians can use the area when no car is parked or loading is not taking place)
- New dedicated motorcycle parking
- Tree planting and cycle parking

Table 4.15: Summary of consultation results for a new public space on St Thomas’s Road and improvements to the one-way system

Q8	Responses (no.)	Responses (%)
Yes	146	64%
No	27	12%
Not sure	27	12%
Would support with changes	25	10%
No responses	2	1%
Total	227	100%

Figure 4.8: Summary of consultation results for a new public space on St Thomas’s Road and improvements to the one-way system



4.8.2 Key issues and concerns

Table 4.16: Key issues and concerns

	No.
Concern about the new public space (i.e. safety and anti-social behaviour)	18
Support for the new public space	14
Concern that pavement widening would contribute to traffic delays	11
Support for the proposal generally	7
Need improvements for cyclists in the one-way system (e.g. cycle lanes, advanced stop line and toucan crossing)	6
Need improvements to one-way system	4
Support for wider pavements	4
Support for more trees	4 (+1 against)
Motorcycle parking needed, however proposed location is unsuitable	3
Rubbish and dumping is a problem	3
Respondents feel that the proposal is not a high priority	2
Need for safety improvements such as more CCTV cameras	2
Concern about current cycle lane on St Thomas's Road as it is unsafe for cyclists	2
There should be two-way working instead of a one-way system	2

4.8.3 Key stakeholders

Jeremy Corbyn MP suggests that two-way traffic should be reinstated on Rock Street. There is also a problem with street hygiene and cleanliness that needs to be addressed, especially the station approach.

The **British Motorcyclists Federation (BMF)** are 'broadly' supportive of the proposal, though they do think that pavement widening will increase congestion on St Thomas's Road and Rock Street.

The **Islington Cyclists' Action Group (ICAG)** suggest a new cycle lane to assist cyclists into the advanced stop line on St Thomas's Road.

Sustrans supports the proposal but indicates that cycle access along St Thomas's Road should be prioritised.

Living Streets supports the proposal, more specifically pavement widening, step-free crossings and removal of unnecessary street furniture. Living Streets also mentions the need for better tree maintenance to prevent obstruction of street lighting.

London Underground (LUL) supports the proposal but indicates that it is essential to consult with key stakeholders about Arsenal match day operations.

Hackney Council supports the proposal but indicates that the current northbound cycle lane on St Thomas's Road is useful for bypassing traffic on the one-way system.

The **Islington Park Walk Action Committee** supports the removal of the one-way system. All through traffic should be on Seven Sisters Road, Stroud Green Road and Blackstock Road, not the surrounding residential streets.

4.9 Proposal Nine – Improving the park entrances – Finsbury Park and Gillespie Park

4.9.1 Summary of proposal

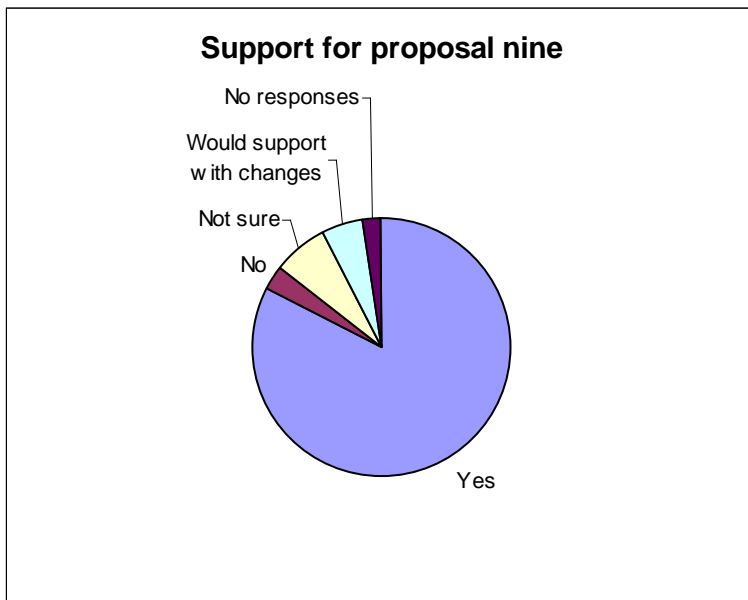
The strategy area is adjacent to Finsbury Park in Haringey and Gillespie Park to the south.

To highlight that these parks are nearby, the strategy proposes to improve the entrances to these parks on Stroud Green Road and Seven Sisters Road.

Table 4.17: Summary of consultation results for the park entrances

Q9	Responses (no.)	Responses (%)
Yes	187	82%
No	7	3%
Not sure	16	7%
Would support with changes	12	6%
No responses	5	2%
Total	227	100%

Figure 4.9: Summary of consultation results for the park entrances



4.9.2 Key issues and concerns

Table 4.18: Key issues and concerns

	No.
Support for the proposal generally	14
Support for improvements to the Gillespie Park entrance, particularly to make it wider and feel more welcoming	14
Many respondents were unaware of the Gillespie Park entrance on Seven Sisters Road	12
Support for improvements to the Finsbury Park entrance, particularly to make it feel safer and more welcoming	8
Need for better signage and maps at park entrances	5
Respondents feel that the proposal is not a high priority	3
A few respondents made suggestions for improvements such as plants and imaginative designs	3
Improvements are needed to connect the parks for pedestrians and cyclists	2

4.9.3 Key stakeholders

Sustrans supports improved links between the parks for pedestrians and cyclists across Station Place.

London Underground (LUL) supports the need to clearly sign the secure cycle park at the entrance to Finsbury Park.

4.10 Proposal Ten – Improving the railway bridge frontages – Seven Sisters Road and Stroud Green Road

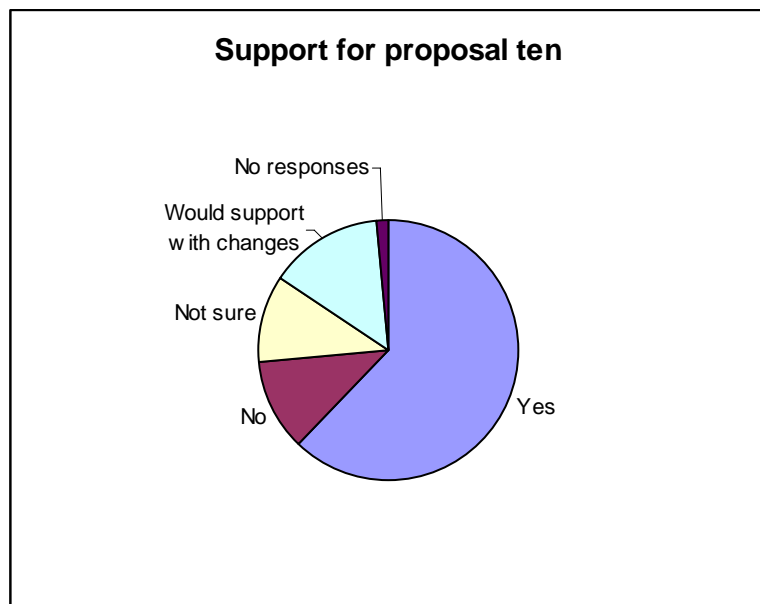
4.10.1 Summary of proposal

To make the railway bridges more appealing, it is proposed to improve their frontages. The 'After' image below gives one example of how the frontages could be improved. If there is support for this proposal, further consultation on the design will be carried out at a later stage.

Table 4.19: Summary of consultation results for the railway bridge frontages

Q10	Responses (no.)	Responses (%)
Yes	141	62%
No	26	12%
Not sure	25	11%
Would support with changes	32	14%
No responses	3	1%
Total	227	100%

Figure 4.10: Summary of consultation results for the railway bridge frontages



4.10.2 Key issues and concerns

Table 4.20: Key issues and concerns

	No.
Support for proposal, but with changes to the frontage design shown	40
Concern about area under the bridges (e.g. cleanliness)	18
Respondents feel that the proposal is not a high priority	13
Need for better lighting	13
Support for the proposal generally	11

4.10.3 Key stakeholders

FinFuture supports the proposal.

London Underground (LUL) supports the proposal.

The **Islington Park Walk Action Committee** suggests a new pedestrian and cycling bridge on the eastern side of the existing railway bridges should continue above street level to and from Gillespie Park and Finsbury Park.

5.0 Main comments from individuals (Q11 in the questionnaire)

Table 5.1: Main comments from individuals

	No.
Need to improve street cleansing problems e.g. litter and dog fouling	18
Need for better street lighting	8
Need to improve Seven Sisters Road e.g. traffic calming, cycle routes, lighting and pavement repair	7
Need to improve the areas under the bridges e.g. grime, noise, lighting	7
Need cycle lanes and improvements for cyclists	7
More policing of the area and CCTV needed	6
Need to improve Isledon Road e.g. traffic calming and pavement widening	4
Need for more trees and plants	4
Need to improve road and pavement maintenance	4
Need to improve cycle route between Stroud Green Road and St Thomas's Road, including Station Place and the one-way system	4
Need for more parking and loading	4 (+1 against)
Need cycle parking	3
Need to improve traffic signals	3
Need to address rubbish dumping	3
Suggestion to repair or demolish Island Site (block between Seven Sisters Road, Station Place and Stroud Green Road)	3
Need for high quality materials when making street improvements	2
Construction work should be incremental and quick	2
More seating needed	2
Support improvements to shop fronts and homes	2

6.0 Profile of respondents

Table 6.1 below shows the demographic breakdown of respondents from the consultation and also compares it with the rest of the borough and the Finsbury Park and Highbury West Wards. The Finsbury Park Strategy area falls within the Finsbury Park and Highbury West Wards, but only forms a small part of the ward.

Of the respondents that indicated their gender, more women (44%) than men (38%) responded. Around one in 15 respondents said they had a disability.

The age profile of respondents was broadly in line with the adult population profile of the borough, except for an under-representation of people aged 16 to 25. No responses were received from under 16s despite targeting local schools.

The ethnic profile of respondents was broadly representative for white and mixed respondents. Even though the consultation brochure was translated on request in five other languages (Bengali, Arabic, Chinese, Somali and Turkish), Asian, black and Chinese respondents only accounted for 4% of respondents compared to 21% of the borough population and 29% of the Finsbury Park Ward.

Table 6.1: Profile of respondents

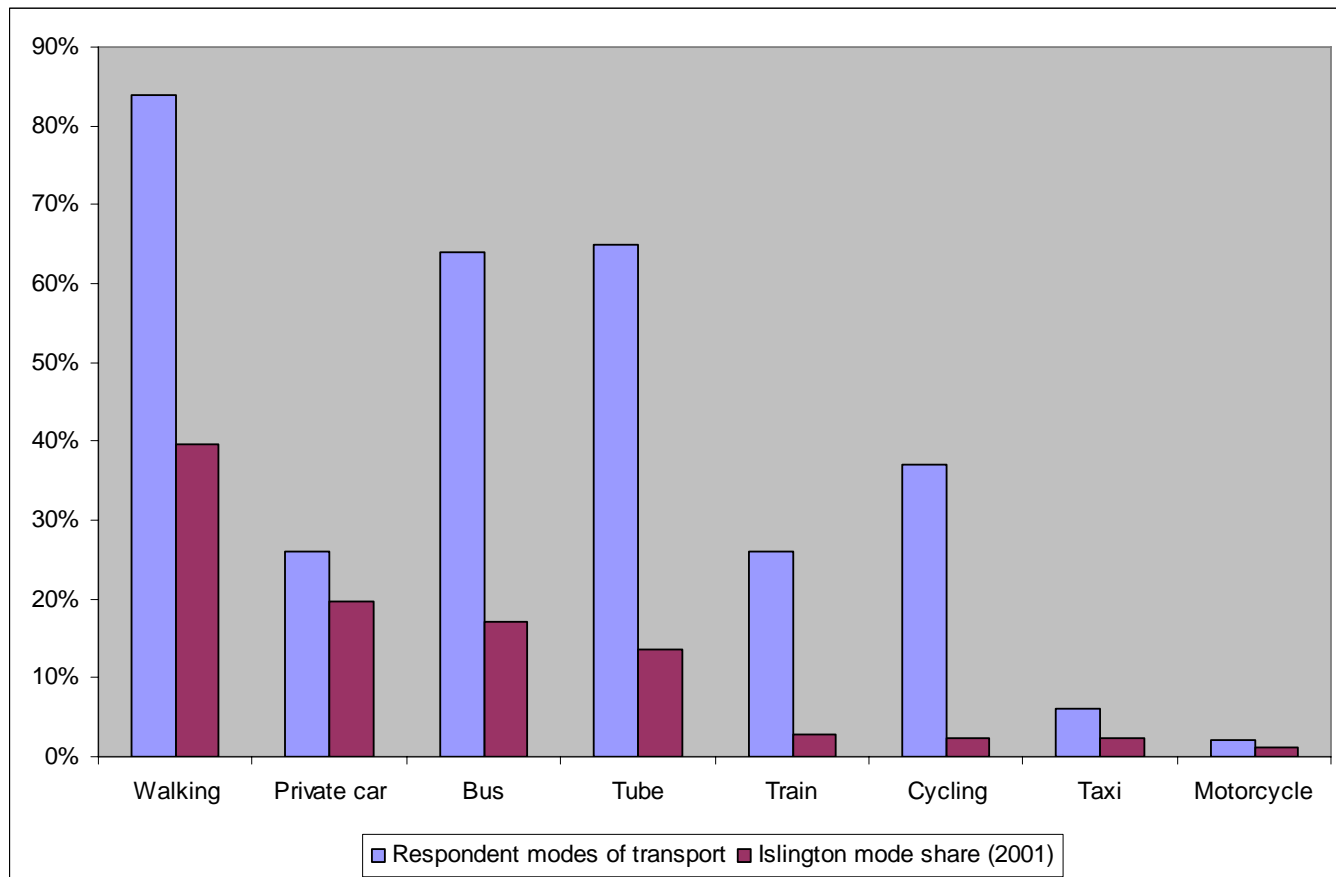
	All respondents (%)	Finsbury Park Ward (%) ^a	Highbury West Ward (%) ^a	Islington profile (%) ^a
Gender				
Male	38	48.2	48.2	47.9
Female	44	51.8	51.8	52.1
Prefer not to say	18			
Age				
Under 16	0	19.6	19.4	18.3
16-24	4	15.5	13.2	12.9
25-44	44	39.9	42.7	40.7
45-64	25	16.7	16.3	17.8
65+	5	8.3	8.4	10.2
Prefer not to say	22			
Disability				
Yes	7	18.7 ^b	16.3 ^b	17.9 ^b
No	80	81.3	83.7	82.1
Prefer not to say	13			
Ethnic group				
White	70	66.1	72.3	75.4
Mixed	5	4.8	4.1	4.1
Asian	1	7.1	7.7	5.4
Black	2	17.8	12.3	11.9
Chinese or other	1	4.2	3.7	3.3
Prefer not to say	21			

^a Source: 2001 Census

^b Based on 'Limiting long-term illness', which covers any long-term illness; health problem or disability that limits daily activities or work

Figure 6.1 below compares the respondents' main modes of transport to the Islington mode share from the 2001 Census. The mode share describes the percentage of travellers in Islington using each mode of transport. The percentage of respondents who get around the area mainly by sustainable transport (i.e. walking, cycling and public transport) is high compared to the mode share for the borough. Private car use is much lower than the Islington mode share.

Figure 6.1: Comparison of respondents' main modes of transport to mode share



NB. Respondents were asked to tick all that apply.

Table 6.2 below outlines the distribution of respondents by home postcode. The majority of respondents (68%) live in the N4 postcode, which covers the entire strategy area except for Isledon Road, which falls in the N7 postcode. A quarter (24%) live elsewhere in Islington and the remaining live outside of Islington.

Table 6.2: Distribution of respondents by home postcode

Postcode	Number	Percentage of known postcodes
N4	113	68%
N7	16	10%
N19	9	5%
N5	9	5%
Other Islington	6	4%
Haringey	5	3%
Hackney	4	2%
Non Islington	4	2%
Total	166	100%

7.0 Conclusion

Consultation on the draft Finsbury Park Public Realm and Transport Strategy was aimed to gain a better understanding of local issues and concerns and to understand views on the proposals from local residents, business and visitors.

235 responses were received. This equals a 5% response rate.

Responses from the consultation indicated support for all ten proposals in the consultation brochure with the highest level of support for proposal nine, improving the park entrances (82%).

The main comments on the strategy:

- The proposal for Stroud Green Road should further investigate parking issues and provide better arrangements for loading
- The cycle lanes on Stroud Green Road should not end abruptly and should be extended north towards Crouch Hill
- There are concerns that pavement widening and raising the road at the junctions causes congestion on Stroud Green Road
- The proposal for Lennox Road should better accommodate cyclists and could benefit from a contra-flow cycle lane
- The new public space on St Thomas's Road could attract anti-social behaviour and create safety problems
- There are concerns that alterations to the carriageway along Blackstock Road, Rock Street and St Thomas's Road could cause traffic delays
- The proposal to improve the bridge frontages was supported, but with changes to the frontage design shown

Table 7.1 below outlines the recommendations for each proposal based on the analysis in this report.

Table 7.1: Proposal recommendations

Proposal	Description	Recommendation
1	Making Stroud Green road more cycle and pedestrian friendly	Majority in favour, proceed to outline design, recommend: <ul style="list-style-type: none"> • further parking and loading consultation • investigate the extension of cycle lanes on Stroud Green Road further north towards Crouch Hill
2	Making Clifton Terrace more pedestrian friendly	Majority in favour, proceed to outline design
3	Making Lennox Road more pedestrian friendly	Majority in favour, proceed to outline design, recommend: <ul style="list-style-type: none"> • investigate the introduction of a contra-flow cycle lane
4	Making Morris Place more pedestrian friendly	Majority in favour, proceed to outline design
5	Making Coleridge Road more pedestrian friendly	Majority in favour, proceed to outline design
6	Making Goodwin Street more pedestrian friendly	Majority in favour, proceed to outline design, recommend: <ul style="list-style-type: none"> • careful consideration to the use of paving materials and other road detailing to ensure that the street is safe for pedestrians
7	Making Wells Terrace more pedestrian friendly	Majority in favour, proceed to outline design, recommend: <ul style="list-style-type: none"> • careful consideration to the use of paving materials and other road detailing to ensure that the street is safe for pedestrians
8	A new public space on St Thomas's Road and improvements to the one-way system	Majority in favour, proceed to outline design, recommend: <ul style="list-style-type: none"> • assess the safety and security of the proposed public space in the context of fears for anti-social behaviour • detailed traffic analysis to further assess the impact of pavement widening on Rock Street
9	Improving the park entrances – Finsbury Park and Gillespie Park	Majority in favour, proceed to outline design
10	Improving the railway bridge frontages – Seven Sisters Road and Stroud Green Road	Majority in favour, recommend: <ul style="list-style-type: none"> • further public consultation on the improvements to the railway bridge frontages

Issues raised, which were not address by the proposals are:

- The need for improvements to the area under the Seven Sisters Road and Stroud Green Road railway bridges
- The need for brighter street lighting
- The need to improve Seven Sisters Road
- The need for more improvements for cyclists and cycle lanes

Some additional issues were raised regarding elements outside the scope of the strategy (e.g. street cleansing or issues concerning the Transport for London Road Network). These comments have been forwarded to the relevant council officers or other organisations.

The response from this consultation will be presented to East Area Committee in March 2009 at which recommendations will be made regarding the strategy.

Appendix 1

Consultation questionnaire

Questionnaire

Please return your comments by **26 September 2008**.

For each of the proposals please tell us your views by ticking the box and adding any comments.

(Please write on an additional piece of paper if you need more space, and enclose it with this questionnaire.)

Information about you and the way you travel:

Do you live or work in the Finsbury Park area?

Live Work Both Neither

Do you get to, from and around the area mainly by: (Please tick all that apply)

Walking Cycling Train Tube
 Private Car Motorcycle Taxi Bus

Q1 Are you in favour of the proposal to make Stroud Green Road more cycle and pedestrian friendly?
(Proposal 1, page 6)

Yes No Not sure Would support with changes

Comments

Q2 Are you in favour of the proposal to make Clifton Terrace more pedestrian friendly?
(Proposal 2, page 7)

Yes No Not sure Would support with changes

Comments

Q3 Are you in favour of the proposal to make Lennox Road more pedestrian friendly?
(Proposal 3, page 8)

Yes No Not sure Would support with changes

Comments

**Q4 Are you in favour of the proposal to make Morris Place more pedestrian friendly?
(Proposal 4, page 9)**

Yes No Not sure Would support with changes

Comments

**Q5 Are you in favour of the proposal to make Coleridge Road more pedestrian friendly?
(Proposal 5, page 10)**

Yes No Not sure Would support with changes

Comments

**Q6 Are you in favour of the proposal to make Goodwin Street more pedestrian friendly?
(Proposal 6, page 11)**

Yes No Not sure Would support with changes

Comments

**Q7 Are you in favour of the proposal to make Wells Terrace more pedestrian friendly?
(Proposal 7, page 12)**

Yes No Not sure Would support with changes

Comments

**Q8 Are you in favour of the proposal to create a new public space on St Thomas's Road and the
improvements to the one-way system? (Proposal 8, page 13)**

Yes No Not sure Would support with changes

Comments

Q9 Are you in favour of the proposal to improve the park entrances? (Proposal 9, page 14)

Yes No Not sure Would support with changes

Comments

.....
.....
.....
.....

Q10 Are you in favour of the proposal to improve the railway bridge frontages? (Proposal 10, page 14)

Yes No Not sure Would support with changes

Comments

.....
.....
.....
.....

Q11 Is there anything that you think is important that has not been mentioned here?

.....
.....
.....
.....

Q12 The council is committed to improving how it consults local people. Do you have any suggestions about how we can improve our consultations in the future?

Yes No Not sure

Comments

.....
.....
.....
.....

Would you like to be kept updated on the progress of this strategy? (Please enter your contact details if you wish to enter the prize draw!)

Yes No

Name
.....
Address
.....
.....
.....
E-mail address
.....

Equalities Monitoring Information

The completion of this section, or any part of it is voluntary

Islington Council is committed to providing people with equal opportunities, both in the provision of service and in our role as a major employer. We believe that all people have the right to be treated with dignity and respect. We want to collect information about people so that we can tailor our services to meet their needs and also make sure that we are not doing anything that stops some people who fit into certain groups from having access to services, jobs or opportunities.

We are determined to eliminate unfair discrimination and we shall use information we collect to change our policies and practices if that is what we need to do. We would be grateful if you would help us by completing the monitoring information on this form. Any personal information you give us is held securely and will be used only for council purposes. Information that was collected for one purpose may be used for another council purpose, unless there are legal restrictions preventing this. Islington may share this information where necessary with other organisations, including (but not limited to) where it is appropriate to protect public funds and/or prevent fraud in line with the National Fraud Initiative guidelines. Please see www.islington.gov.uk/dataprotection for more information.

Are you: Male Female Prefer not to say
 Under 16 16-24 25-44 45-64 65+ Prefer not to say

Disability

Do you consider that you have a disability under the Disability Discrimination Act definition?

Yes No

The definition of disability according to the Disability Discrimination Act 1995 (DDA), is: "A physical or mental impairment which has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities".

If you have indicated that you have a disability, please select the definition/s from the list below that best describe your disability/disabilities.

Deaf/hearing impaired Blind/visual impairment Physical impairment
 Mental health difficulties Hidden impairment (such as cancer, HIV, diabetes etc)
 Learning difficulties (including specific learning difficulties such as dyslexia and dyspraxia)
 Any other disability or impairment Prefer not to say

What is your ethnic group?

Please choose one section from A-E, and then tick the appropriate box to indicate your cultural background.

A White

British Irish Turkish/Turkish Cypriot Greek/Greek Cypriot Kurdish
 Prefer not to say Any other White background please state

B Mixed

White and black Caribbean White and black African White and Asian
 Prefer not to say Any other mixed background please state

C Asian or Asian British

Indian Pakistani Bangladeshi
 Prefer not to say Any other Asian background please state

D Black or Black British

- Caribbean African Somalian Eritrean Nigerian Ghanaian
 Prefer not to say Any other black background please state

E Chinese or other Ethnic Groups

- Chinese Vietnamese Filipino
 Prefer not to say Any other ethnic background please state

What is your country of origin?

What is your religion or belief?

- Buddhist Christian Hindu Jewish Muslim
 No religion Rastafarian Sikh
 Prefer not to say Any other religion please state

What is your first language?

If your first language is not English, please tick below what is

- Albanian Amharic Arabic Bengali Bosnian
 British Sign Language Chinese Czech Croatian
 English Farsi French Greek Gujarati
 Hindi Italian Kurdish Latvian Lingala
 Polish Portuguese Punjabi Romanian Somali
 Spanish Tigrinya Turkish Ukrainian Urdu
 Vietnamese Yoruba Other (please specify)

Do you need the council to communicate with you in this language?

- Yes No

Do you consider yourself to be a Gypsy or Traveller? (Tick only one.)

- Neither Gypsy Traveller

Sexual Orientation

How would you describe your sexual orientation?

- Heterosexual Bisexual Gay Lesbian Prefer not to say

Is there anything else about you that you would like us to know so that we can work to improve our services for you?

Appendix 2

Stakeholder responses



JEREMY CORBYN MP

Member of Parliament for Islington North

86 Durham Road London N7 7DU

Tel: 020 7561 7488 Fax: 020 7561 7487

Geoffrey Haines,
Senior Transport Planner,
Islington Council,
Environment & Regeneration,
3rd Floor,
222 Upper Street,
London, N1 1XR.

12th August 2008.

Dear Geoffrey Haines,

Re: "Improving your streets in Finsbury Park" consultation

Thank you for your letter of 30th July, and the attached copy of the consultation document.

I am generally supportive of your proposals. However, I think there is a fundamental problem that street hygiene and cleanliness has yet to be addressed in the area, and particularly in the station approach. I should like to think that this might be something that could be taken up in advance of any other changes.

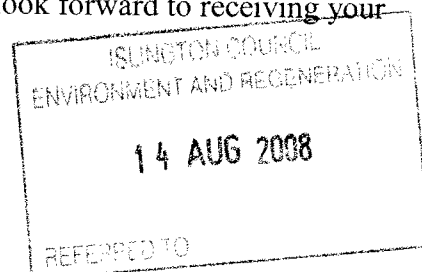
On Proposal 08, I would go further and reinstate two-way traffic in Rock Street. I wonder whether this possibility has been given serious consideration.

A further comment is that the cycle routes and other facilities in Station Place are unclear. I suggest that these be discussed with user cyclists, in order to make the area safer for all concerned.

I hope the consultation exercise will go well, and I look forward to receiving your conclusions when it is complete.

Yours sincerely,

Jeremy Corbyn



From: Lee John (ST) [John.Lee@tfl.gov.uk]
Sent: 05 November 2008 13:15
To: Haines, Geoffrey
Cc: Chitty Nick (ST); Kang Gil David
Subject: RE: Finsbury Park consultation
Geoffrey,

Thanks for the response and consultation pdf.
As stated, cycling needs to be considered clearly and rationally within the proposals. I am happy to discuss any issues.

Regards, John

John Lee
Senior Technical Advisor
Cycling Centre of Excellence, Strategy,
Transport for London
020 3054 0854
Postal address:
Windsor House, 42-50 Victoria Street, London SW1H 0T
Note from 9th June Cycling Centre of Excellence moved to
8th floor Palestra, 197 Blackfriars Road, London SE1 8NJ
Tel number 020 3054 0854 (internal 80854)
email remains as John.Lee@TfL.gov.uk

From: Haines, Geoffrey [mailto:Geoffrey.Haines@islington.gov.uk]
Sent: 04 November 2008 11:42
To: Lee John (ST)
Cc: Smith, Alistair
Subject: RE: Finsbury Park consultation

Dear John

Once again, thank you for getting in touch regarding the Finsbury Park consultation. Please find our consultation brochure attached. This was only a consultation on design ideas, these plans are not detailed and were intended for discussion purposes only. There are no proposals for the Seven Sisters Road crossing; however proposal eight would have a direct impact on the LCN+ route through Finsbury Park.

<<Finsbury Park Brochure_Final.pdf>>

As I said on the phone, I've begun analysing the feedback and I will take your comments on board if it's possible for you get back to me this week.

Please do not hesitate to contact me if you have any questions or concerns.

Kind regards

Geoffrey Haines
Senior Transport Planner

Environment and Regeneration
Islington Council
Room 329, 222 Upper Street, N1 1XR
Tel: **020 7527 2621**
Mobile: **07749 384868**

Fax: **020 7527 8059**
Alternative contact: **Joanne Kelly 020 7527 2257**

www.islington.gov.uk

How to get here: <http://www.islington.gov.uk/Contact/visitingoffices/222upperst.asp>

From: Smith, Alistair
Sent: 31 October 2008 09:13
To: Haines, Geoffrey
Cc: 'John.Lee@tfl.gov.uk'
Subject:

Geoff -

This query arrived n the consultation mailbox yesterday. Can you pick it up/respond please?

"I do not appear to have been consulted at TfL re this and associated proposals which impact on the key cycle routes through the area. Please contact me at John.Lee@tfl.gov.uk re proposals and cycle routes crossing the Seven Sisters Road. Are engineering plans available? "

Thanks

Alistair Smith

Corporate Consultation and Research Manager

Chief Executive's Team

Islington Council

Room G12, Town Hall, Upper Street, London N1 2UD

Tel: **020 7527 3480**

Alternative contact: **Barry Dawson 020 7527 3115**

www.islington.gov.uk

How to get here: <http://www.islington.gov.uk/Contact/visitingoffices/townhall.asp>

This e-mail and any attached files are confidential and may be legally privileged; please note

From: Cathy Phillpotts [cathy.phillpotts@bmf.co.uk]
Sent: 12 September 2008 22:02
To: Haines, Geoffrey
Subject: Improving the Finsbury Park area - consultation Sept 2008
Dear Mr Haines

I am responding on behalf of the British Motorcyclists Federation (BMF).

I have a few concerns that perhaps you will be able to address. Broadly, we are in favour of street improvements, but we are concerned that some of the improvements will make the roads narrower and increase congestion (particularly proposal 8 ob Rock St / St Thomas's Road, which is regularly completely jammed up (although of course we welcome any increased motorcycle parking provision). In particular we are concerned that congestion will reduce the possibility to filter and this will mean that riders are stick inhaling exhaust fumes in congested locations.

On the subject of the motorcycle parking provision on Rock Street - we are also concerned that it will be difficult or possibly even dangerous for riders to be able to park safely.

Apologies for making such negative comments!

I look forward to hearing from you.

Kind regards

Cathy Phillpotts

BMF, London Region

Haines, Geoffrey

From: Christine Mabey [christine@mabey.eu]
Sent: 26 September 2008 15:07
To: Haines, Geoffrey
Subject: Fw: Improving your streets in Finsbury Park - Public consultation 1-26 September 2008

----- Original Message -----

From: [Christine Mabey](#)
To: [Haines, Geoffrey](#)
Sent: Thursday, September 25, 2008 6:30 PM
Subject: Improving your streets in Finsbury Park - Public consultation 1-26 September 2008

Dear Geoffrey

On behalf of Living Streets I do not think I have much to add to what I said when you made a presentation on this to TLG.

We very much welcome the proposals to widen the pavements in the places cited. If that is done there will be a significant improvement for people on foot. We also welcome the other proposals to have the road level with the pavement at junctions where people cross and to have dedicated parking bays. We are in favour of the pavement decluttering proposed and hope that the audit which takes place before this is undertaken is really robust. As well as the removal of bollards we hope there will be critical appraisal of the overhanging trees, in particular where they are (semi) obscuring street lights.

I recall that at the TLG some concern was voiced by bus representatives as to whether the pavement widening would be sufficient for buses to pass and also access the bus station. I know that the consultation document states that this is the case but are the bus representatives happy with the proposal?

Regards
Christine

----- Original Message -----

From: [Haines, Geoffrey](#)
To: [Haines, Geoffrey](#)
Cc: [Haines, Geoffrey](#)
Sent: Tuesday, September 09, 2008 4:54 PM
Subject: Improving your streets in Finsbury Park - Public consultation 1-26 September 2008

Dear Finsbury Park Stakeholder

As you may have heard already, we are putting forward our ideas to make the Finsbury Park area a safer and more attractive place to live, work and visit. From 1-26 September, we are consulting on 10 proposals that will make streets and public spaces more welcoming, and will improve safety and accessibility for pedestrians and cyclists. Proposals have been developed for local streets, park entrances and the railway bridges. We are asking for your views on these ideas.

To have your say:

- Visit <http://www.islington.gov.uk/Council/CouncilNews/consultation/feedbackfinder2/consultation> to download a brochure and fill in the online questionnaire
- Email your organisation's written response by responding to me directly
- Visit our public exhibition at **FinSpace** 225-229 Seven Sisters Road N4 2DA on:

Haines, Geoffrey

From: Despina Johnson [despina.johnson@finfuture.co.uk]
Sent: 28 July 2008 17:31
To: Haines, Geoffrey
Cc: 'Carol Kennedy'; 'Paul Morris'; 'finMail'
Subject: RE: Finsbury Park consultation 1-26 September

Hi Geoff,

I'll pass the information about Fonthill Rd to the traders tomorrow.

It is fine to hand out flyers at the Fonthill Rd Fashion Show, I've copied Carol Kennedy in, who is our new Town Centre Manager and organising the show.

Our comments on the 'Improving your streets in Finsbury Park' document so far, are as follows:

1. The photograph on the front cover appears to be of Finsbury Park before the changes to the station at Station Place (the very distinguishable new canopy is missing)
2. Is Islington consulting with Hackney & Haringey Councils?
3. Are businesses on Fonthill Rd, Goodwin St, Wells Terrace, Stroud Green Rd, Blackstock Rd and Seven Sisters Rd being consulted?
4. Blackstock Road - Islington Police have produced a Crime Opportunity Profiling of Streets report (COPS) for Blackstock Rd and surrounding streets (May'08). Have the recommendations in the COPS report been incorporated into the new proposed design for Blackstock Rd. Can the area to be changed on Blackstock Rd include the section from Seven Sisters Rd to Ambler Rd, rather than just part of it.
5. Bridges (Seven Sisters/Stroud Green Rd) - what are the plans for the environment under the bridges?

Regards

Despina

From: Haines, Geoffrey [mailto:Geoffrey.Haines@islington.gov.uk]
Sent: 16 July 2008 14:47
To: Despina Johnson; Cooijmans, Martijn
Subject: RE: Finsbury Park consultation 1-26 September

Hi Despina

Thanks for this; I look forward to hearing the comments from your board meeting tonight.

We won't have any leaflets prepared for the Blackstock Road Festival, but we'll be around to hand out leaflets at the Fonthill Road Fashion Show if that's alright. That's the same day as one of our public exhibitions at FinSpace so one of us can go out to hand out leaflets. Do you have an organiser's contact details?

I'm unavailable to meet the Fonthill Road Traders on 29 July, but will see if Martijn can attend. However, we have no proposals for Fonthill Road as it's been traffic-calmed and landscaped to a high standard and we expect this to be the standard for Finsbury Park as a whole.

Please do not hesitate to contact me if you have any questions or concerns.

Finsbury Park Neighbourhood Management
Lee Farrow (Co-ordinator)
Durham Road Community Rooms
Under 32-43 Bolton Walk
Durham Road
London, N7 7RW
T 020 7527 8455

Geoffrey Haines
Senior Transport Planner
Environment and Regeneration
Islington Council
Room 329, 222 Upper Street
London, N1 1XR

Dear Geoffrey

Re Finsbury Park Neighbourhood Management steering group response to Finsbury Park improvements consultation

In response to your presentation at the Finsbury Park Neighbourhood Management steering group meeting on 01/09/08, there are a number of points that the steering group would be grateful for you to take into account as part of your consultation process.

The strategy area

It was noted that the strategy area does not include the Andover Estate and some of the surrounding roads, which resident members consider key to the successful regeneration of the Finsbury Park area. The steering group request that you consider an extension of the strategy area boundaries. Specifically, the strategy area should be extended to include Hornsey Road as the southern limit. By doing so, the proposed improvements would tie into works that are already going ahead, such as Andover Estate security works, Six Acres redevelopment and the former Hornsey Road Baths development.

Additionally, Newington Barrow Way, which runs from Seven Sisters Road to Hornsey Road, is scheduled for refurbishment. This is significant because it runs in front of the new council offices on the Hornsey Road Baths development. Also, Pooles Park Road (running off Seven Sisters and currently a cul-de-sac), will be extended to join Biggerstaff Road exiting in Fonthill Road.

Durham Road should also be included in the project. There is a feeling amongst local residents that there is a need for a proper strategy for this road and that the proposed improvement works coupled with pending improvement works on and around the Andover and Six Acres Estates represents an opportunity to develop this, as per points listed below:

- There will be a new road laid down going into Six Acres Estate from Durham Road.
- The new council offices on the Hornsey Road Bath redevelopment could be joined with a properly laid out pedestrian route to Finsbury Park station through the Andover and Six Acres Estates. This would benefit the 600+ council staff as well as the 3000 residents on the estates by an increase in pedestrian flow. This was considered initially in the Andover Estate masterplan and could be revisited.
- The pedestrian route from the new council building is already being improved to some extent by widening the route along Carew Close and on the Six Acres Estate where the new road will enter from Durham Road. In order to maximise use of the pedestrian walkway through the estates, it would be pertinent to consider signage from Newington Barrow Way to Finsbury Park station and to include a pedestrian crossing area from Andover onto Six Acres Estate (across Durham Road at the height of Wesley / Carew Close) as part of the route.
- The design and speed table at the junction of Durham Road & Lennox Road should be revisited as vehicles have crashed into the bollards in the recent past. Many residents living on Six Acres and Andover Estates consider the speed of vehicles travelling on Durham Road and Lennox Roads to be excessive and dangerous
- Residents on Six Acres and Andover have often criticised the closing off of Durham and Birnam Roads. In view of the changes to the road layouts, this could be seen as an opportunity to revisit this. Emergency vehicles are frequently seen having to detour after reaching the barriers.
- A new housing development is under way at the end of Durham Way (the cul-de-sac next to the pub), and the access will be refurbished.

Finsbury Park Railway Bridge

The steering group acknowledges the proposal to improve the frontage of the railway bridge and the lighting underneath as a positive step. However, there are other arguably more urgent issues to address. Firstly, the current drainage system allows water to pour down the brick walls resulting in frequent excess water on the pavement areas and unsightly watermarks on the brickwork.

The pavement areas are very narrow underneath the bridge and the market stall / shops, access to Muslim Welfare House and the bus stop all contribute to a very busy pedestrian area. Coupled with the heavy traffic on Seven Sisters Road, this is potentially very dangerous for pedestrians, often stepping into the road to get around the overcrowded pavements. The steering group would like the proposed improvements to include suggestions to tackle these issues.

Thank you again for taking the time to present the proposal for improvements for the Finsbury Park area, which are very welcome. The steering group is hopeful that as part of your consultation, you can also take into account the above points.

Please do not hesitate to contact me in the meantime if you require any more detail on any of the points outlined.

Kind regards

Lee Farrow
Finsbury Park Neighbourhood Management Co-ordinator

On behalf of the Finsbury Park Neighbourhood Management steering group

From: Moynul Mustafa [Moynul.Mustafa@Hackney.gov.uk]
Sent: 09 July 2008 15:31
To: Haines, Geoffrey
Subject: RE: Finsbury Park proposals further consultation response
Hi Geoffery

Hope all is well over in Islington, I am contacting you to inform you of the further consultation response to the Finsbury Park Strategy recently received from colleagues, the details of which are summarised below.

- The wide off road cycle tracks along Stroud Green road is welcome however the details must be carefully considered particularly where they exit back onto the carriageway.
- In order to ensure that the shared surface parking bays (Proposal 2) is used by pedestrians when not in use by vehicles, it is considered vital that the material used is carefully selected. An observation was made that pedestrians along Narroway (North end of Mare Street) rarely step into the off – set loading bays possibly as the materials differs considerably from the footway. In order to avoid this from occurring it is advised that the material used for the shared surface is matched as closely as possibly to the colourer/texture of the footway.
- The above principle also applies to the proposed raised table at Wells Terrace as well as in general, it is advised that the proposed black top material is reviewed as it may be perceived to give cars priority rather than a space that pedestrians can take priority. It is advised that 'granite setts' or 'tegular paving' is used to encourage pedestrians to be more assertive and take ownership of these spaces by using materials that detract from the traditional look of a carriageway.
- Lennox/Coleridge road - the same photographs have been used for both streets; however I think that this is a detail that has since been rectified.
- Narrower carriageways along Lenox road and Coldridge road is expected to contributed to reduced speeds however in the absence of physical measures (Speed humps) it is questionable that a design measure alone will adequately reduce speeds. Alex mentioned the use of sinusoidal speed humps in order to balance the needs of cyclists and the need to reduce vehicle speeds.
- Alex also observed that currently St Thomas's Road accommodates a useful cycle track that 'cuts through' diagonally across the junction of St Thomas's Road . This is a useful amenity particularly in relation to cycle access into Finsbury Park station as it enables cyclist to avoid traffic queues at the junction of St Thomas's Road. It is advised that consideration it given to this cycle route as 'proposal 8' appears to indicate that this amenity will be replaced with green space.
- Encouraging the use of Gillespie Park is welcome however the inclusion of cycle parking as part of the proposal would significantly contribute to access by sustainable

transport modes.

- Where the carriageway is significantly reduced in width and pedestrians are not sheltered by parked vehicles (Proposal 3) particular considerations should be given to drainage requirements as water pools on narrow carriageways can be a particular hazard to pedestrians walking along a footway.

I hope these comments prove useful.

Moynul Mustafa

Senior Engineer (Development Control)

Traffic & Transportation

Neighbourhoods & Regeneration

London Borough of Hackney

Telephone: (020) 8356 8181

email: Moynul.Mustafa@hackney.gov.uk

-----Original Message-----

From: Moynul Mustafa

Sent: 16 June 2008 14:27

To: 'Haines, Geoffrey'

Cc: Fred Raphael

Subject: RE: Finsbury Park proposals

Hi Geoffrey

I can confirm that your list summarises the details of our meeting on Monday morning. As promised I have spoken to Fred regarding the possibility of working together on a combined scheme to improving the area on both sites of the border however I have been informed that Woodberry Downs is a phased scheme, therefore contributions will be made at different stages of the development, this couples with the complex section 106 bidding process may make funding a combined scheme very complicated. Nevertheless if you are still interested in the planned improvements that will be in relative proximity to your site I have listed Fred's contact details below.

Fred Raphael

Principal Engineer (Development Control)

Telephone: (020) 8356 8178

email: fred.raaphael@hackney.gov.uk

Regards,

Moynul Mustafa

Senior Engineer (Development Control)

Traffic & Transportation

Neighbourhoods & Regeneration

London Borough of Hackney

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-----Original Message-----

From: Kelly, Joanne on behalf of transportplanning
Sent: 10 September 2008 13:39
To: Haines, Geoffrey
Subject: FW: Finsbury Park consultation
FYI

From: Smith Malcolm [mailto:Malcolm.Smith@haringey.gov.uk]
Sent: 10 September 2008 13:24
To: transportplanning
Subject: Finsbury Park consultation

I am responding to the consultation in relation to the Finsbury Park area.

The borough boundary between Haringey and Islington is on the centreline of Stroud Green Road. Haringey should be closely involved in the proposals for Stroud Green Road.

Stroud Green Road forms part of the LCN plus link 78 and any measures to amend the cycle lanes would need to be agreed by Camden as project managers for the LCN+. The drawings in the consultation leaflet are not clear but it appears that the proposal is to move the existing cycle lane on the footway would be removed and on carriageway cycle lanes provided. The existing lanes provide a benefit by allowing cyclists to bypass more easily traffic queueing on Stroud Green Road particularly southbound towards Seven Sisters Road. Local cycle groups should be consulted on the proposals. Works are also proposed for Woodstock Road. As Haringey is the highway authority for this road we would need to be provided with details and agreement reached on any planned works.

Regards

Malcolm Smith
Team Leader, Transportation Planning
1st floor south
River Park House
225 High Road
Wood Green
London N22 8HQ
Tel: 020 8489 5574

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