

Bath Street and Peerless Street traffic and environmental improvements scheme

Consultation Report – December 2022

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1. Summary

- 1.1. Since 2019, the transformation of Old Street roundabout has resulted in significant increases in traffic on Bath Street and Peerless Street. As part of our commitment to make Islington a cleaner, greener and healthier place for all, the council is proposing to deliver traffic and environmental improvements to Bath Street and Peerless Street. The scheme will be implemented under a permanent Traffic Regulation Order (TRO). The proposal is to make changes to how vehicles access Bath Street. Measures include:
 - Installing a camera enforced traffic restriction at Old Street to stop vehicles using Bath Street and Peerless Street as a cut through, while retaining access for local vehicles via City Road and Baldwin Street.
 - Adding measures to reduce road danger at the junction of Bath Street and Peerless Street by converting two residential parking bays to low-level planting beds on Peerless Street and relocating the existing bike hangar further east on Peerless Street.
 - Introducing more greening through tree planting on Radnor Street, the installation of planters on Bath Street and low-level planting beds on Peerless Street.
- 1.2. The project area and location are shown at Appendix A.
- 1.3. The public consultation on the proposal took place over four weeks between Monday 24 October 2022 and Sunday 20 November 2022.
- 1.4. A total of 116 responses were received by the council; these comprised of 110 online survey responses, and six email responses, including four from walking and cycling organisations.
- 1.5. Of the 110 individuals that responded via the survey:
 - 53% indicated there has been an increase in motor traffic on Bath Street and Peerless Street;
 - 52% indicated there has been an increase in noise on Bath Street and Peerless Street; and
 - 64% indicated action should be taken to improve people's health by making it easier for people to walk, wheel, scoot and cycle more.
- 1.6. Of the six email responses, four were in favour of the proposals and two were opposed.
- 1.7. The four responding walking and cycling organisations were: London Living Streets, Islington Living Streets, Cycle Islington and Footways. Overall these groups held positive opinions toward the proposal.

- 1.8. This report presents the findings from our analysis of the consultation survey alongside the results for open question analysis during the consultation period.
- 1.9. This report will feed into the Islington decision report which will bring together monitoring data, consideration of objections and correspondence over the consultation period.

2. Background

- 2.1. Islington Council is committed to making walking, cycling and wheeling more attractive to residents and visitors. Rebalancing our roads in favour of people who walk and cycle and wheel will help to make Islington cleaner, greener and healthier place to live.
- 2.2. The work to transform Old Street Roundabout has been significantly delayed as a result of a number of unexpected engineering challenges and the Covid-19 health emergency. The project was due to be completed by the end of 2020 but is now due to be completed in 2023. The ongoing works have presented a series of local issues and challenges, including concerns raised by residents and ward councillors relating to long delays and congestion on local roads especially in Bath Street and Peerless Street, as well as on City Road (the Inner Ring Road section).
- 2.3. The final traffic circulation with a number of traffic restrictions at Old Street Roundabout was implemented in January 2021. The north-eastern arm of the roundabout reopened, and the north-western arm permanently closed to traffic. The associated banned right turn from Old Street (west) into City Road (south) has created new problems for Bath Street and Peerless Street, as vehicles travel via Bath Street and Peerless Street in order to travel southbound towards City Road (south). Additionally, sat-nav providers direct vehicles to use Bath Street and Peerless Street as a quicker route from Old Street (west) to Old Street (east) rather than going via Old Street roundabout, transferring more through traffic to this local route.
- 2.4. The transformation works are expected to continue in 2023 and during this period capacity constraints are expected to continue to contribute to congestion in the area, leading to traffic seeking alternative routes on local roads, including Bath Street and Peerless Street.
- 2.5. The aim of this project is to significantly reduce/eliminate through traffic from Bath Street and Peerless Street, make the area safer and more pleasant for people who walk and cycle and wheel and local residents in the Bunhill ward, improve air quality, and reduce noise pollution. As well as local residents, the project aims to improve conditions for teachers, students and their carers of St Luke's Primary School.
- 2.6. On 1 November 2021, School Street traffic restrictions were introduced at Radnor Street, Lizard Street, Bartholomew Square and Mitchell Street. These restrictions have been introduced using an Experimental Traffic Order and are subject to a separate consultation process. The proposed traffic and environmental improvements scheme project will provide an opportunity to review the School Street scheme and could facilitate the expansion of the School Street restrictions to Bath Street.

3. Methodology

- 3.1. A public consultation was undertaken for a period of four weeks, between Monday 24 October 2022 and Sunday 20 November 2022, to gather and understand local residents' views on the proposed Bath Street and Peerless Street traffic and environmental improvements scheme.
- 3.2. Comments submitted up to 20 January 2022 are summarised in this report. The consultation included a web page, a leaflet delivered to local residents and businesses (Appendices B and C), an online survey and information circulated on social media.
- 3.3. Additional activities to promote responses from the local community included:
 - leaflets and surveys distributed to the Islington Customer Centre, 222 Upper Street;
 - leaflets and surveys distributed to St. Luke's Community Centre; and
 - consultation details displayed on electronic notice boards in all Bunhill housing estates.
- 3.4. The leaflet included:
 - an explanation of the purpose of the consultation;
 - a summary of the council's ambition for the area;
 - a plan showing the project area;
 - details of where to find the plans on the council's website;
 - details of a link to an online survey; and
 - a request for comments on the plans (responses by survey, post, or email).
- 3.5. During the public consultation information was available:
 - to download on the council's website; and
 - on request in other languages, audio, large print and Braille.
- 3.6. Information about the consultation posted on the council's Bath Street and Peerless Street webpage (<https://www.islington.gov.uk/consultations/2022/bath-street-and-peerless-street-traffic-consultation>) included:
 - background information on the project; and
 - links to respond to the consultation via the online survey.
- 3.7. Respondents were asked three questions about the local area including:

- observations about the local area since works started on the Old Street transformation project;
- concerns about the local area and the potential impact of the proposals; and
- aspirations for the local area.

3.8. An opportunity was also available to provide additional comments and feedback about the local area and the proposals.

3.9. Respondents were also asked about their connection to the area and how they travelled including:

- if they were responding on behalf of a business;
- how they travel;
- if they were a blue badge holder;
- if they had school-aged children;
- how their child travelled to school;
- where they lived in relation to the proposals; and
- about their connection to the area.

4. Response to public consultation

- 4.1. There were 152 visits to the online survey site, and 110 completed responses.
- 4.2. The survey asked whether or not respondents had noticed any changes to the local environment since the Old Street roundabout transformation began in 2019. Overall responses are summarised in Table 1 below.

	More	No change	Less	Doesn't apply
There is motor traffic on my street	58 (53%)	22 (20%)	6 (6%)	24 (22%)
There is noise from motor traffic	57 (52%)	19 (17%)	9 (8%)	25 (23%)
There is speeding motor traffic	47 (43%)	26 (24%)	10 (9%)	27 (25%)

Table 1 Question 1 responses

- 4.3. The table above shows that most respondents felt there was more traffic (53%) and more noise from traffic (52%) since the Old Street transformation project began. When asked about speeding, 43% of respondents stated there was an increase.
- 4.4. Those that selected 'doesn't apply' do not live on Bath Street or Peerless Street. If these responses are not included, the respondents that felt there was more traffic and more noise both increase to 67%. For speeding, the figure increases to 57%.
- 4.5. Respondents were asked how much they agree or disagree with the following statements about Bath Street and Peerless Street. A breakdown of responses to question 2 is shown in Table 2 below.

	Disagree strongly	Disagree	Neither agree nor disagree	Agree	Agree Strongly
I am concerned about the danger from traffic on Bath Street and Peerless Street	25 (23%)	12 (11%)	6 (6%)	16 (15%)	51 (46%)

	Disagree strongly	Disagree	Neither agree nor disagree	Agree	Agree Strongly
I am concerned about traffic congestion on Bath Street and Peerless Street	21 (19%)	16 (15%)	6 (6%)	16 (15%)	49 (45%)
I am concerned about air pollution from traffic on Bath Street and Peerless Street	18 (16%)	14 (13%)	7 (6%)	14 (13%)	57 (52%)
I would like to see less air pollution from traffic	12 (11%)	4 (4%)	13 (12%)	16 (15%)	65 (59%)
I think Bath Street and Peerless Street should be safer for children, parents and carers to walk, wheel, scoot and cycle to school	11 (10%)	6 (6%)	17 (16%)	13 (12%)	59 (56%)
I think action should be taken to improve people's health by making it easier for people to walk, wheel, scoot and cycle more	15 (14%)	9 (8%)	15 (14%)	7 (6%)	63 (58%)
I think this scheme will make it feel safer and easier to travel on Bath Street and Peerless Street by walking, wheeling, scooting or cycling	32 (30%)	8 (7%)	8 (7%)	8 (7%)	52 (48%)
I think this scheme will make it more difficult to drive on Bath Street and Peerless Street	17 (16%)	9 (8%)	20 (18%)	19 (17%)	44 (40%)

Table 2 Question 2 responses

- 4.6. When asked about road danger, 61% of respondents were concerned about danger from traffic in the area, opposed to 34% who were not. Opinions on traffic congestion were similarly distributed with 60% of respondents agreeing it was a concern and 34% disagreeing.
- 4.7. When asked if they were concerned about air pollution, 65% were concerned, compared with 29% who were not. However, when asked about wanting to see less air pollution from traffic, only 15% of respondents disagreed they would like to see less air pollution from traffic, compared to 74% who would like to see a reduction.
- 4.8. When asked if streets should be safer for children, parents and carers to walk, wheel, scoot and cycle to school, 68% of respondents agreed, against 16% of respondents who disagreed.
- 4.9. When asked if action should be taken to improve people's health by making it easier for people to walk, wheel, scoot and cycle more, 64% of respondents agreed, against 22% of respondents who disagreed.
- 4.10. When asked if the proposal would make it feel safer and easier to travel in the area by walking, wheeling, scooting or cycling, 55% of respondents agreed, opposed to 37% of respondents who disagreed. 57% of respondents agreed the proposal would make it more difficult to drive in the area.
- 4.11. The survey asked respondents what they would like to see more of in their area. A breakdown of responses to question 3 is shown in Table 3 below.

	High priority	Medium priority	Low priority	Not a priority/ I don't know	Number of responses
School Streets (traffic restrictions around schools, which improve air quality and safety)	57 (53%)	15 (14%)	15 (14%)	21 (19%)	108
Improvements to pavements	52 (48%)	32 (30%)	12 (11%)	12 (11%)	108
Pedestrianised streets	48 (45%)	16 (15%)	20 (19%)	23 (22%)	107
Better crossing / dropped kerbs	47 (44%)	36 (34%)	12 (11%)	11 (10%)	106

	High priority	Medium priority	Low priority	Not a priority/ I don't know	Number of responses
Planting, greenery and/or rain gardens	47 (44%)	22 (20%)	21 (19%)	18 (17%)	108
More traffic speed enforcement in the area	46 (43%)	19 (18%)	24 (22%)	18 (17%)	107
Cycle lanes	43 (41%)	12 (11%)	28 (26%)	23 (22%)	106
Permeable paving to prevent flooding	41 (38%)	33 (31%)	19 (18%)	14 (13%)	107
Speed reduction measures (such as speed humps)	39 (38%)	26 (25%)	27 (26%)	12 (12%)	104
Lighting	35 (33%)	37 (35%)	26 (25%)	8 (8%)	106
Cycle hangars (secure storage)	30 (28%)	25 (24%)	24 (23%)	27 (26%)	106
Play facilities	27 (25%)	38 (36%)	21 (20%)	21 (20%)	107
Seating (such as benches)	26 (24%)	38 (35%)	24 (22%)	20 (19%)	108
No other measures	18 (23%)	3 (4%)	8 (10%)	48 (62%)	77
Electric vehicle charging points	16 (15%)	31 (30%)	39 (37%)	19 (18%)	105
Cycle hire/electric cycles	15 (14%)	28 (26%)	36 (34%)	28 (26%)	107

	High priority	Medium priority	Low priority	Not a priority/ I don't know	Number of responses
Mobility scooter storage	15 (14%)	26 (25%)	37 (36%)	26 (25%)	104

Table 3 Question 3 responses

- 4.12. Responses on what people would like to see more of in their area varied. The three highest scoring 'high priority' measures were School Streets (53%), improvements to pavements (48%) and pedestrianised streets. This was closely followed by better crossings/dropped kerbs (44%). The lowest scoring 'high priority measures' were electric vehicle charging points (15%), mobility scooter storage (14%) and cycle hire/ electric cycles (14%).
- 4.13. Respondents were also asked if they had any additional comments about the proposals. Comments were made by 87 respondents (79%) with 23 not choosing to do so. The comments are explored in further detail in section 6 of this report.
- 4.14. Respondents were asked if they were filling out the consultation survey on behalf of a business. Of the 110 responses to this question, five were filled out on behalf of a business, 104 were public responses and one responded they did not know.

Are you filling this in on behalf of a business?	Yes
Yes	5 (5%)
No	104 (95%)
I don't know	1 (1%)

Table 4 Question 5 responses

- 4.15. The consultation asked a question about how respondents travelled. All respondents (both those responding as a resident and those as a business) could select all modes they use at least once in a typical week.

How do you travel? (Select all you use at least once in a typical week).	
Walk	87 (79%)

How do you travel? (Select all you use at least once in a typical week).	
Public transport (bus, underground, overground, etc)	69 (63%)
Cycle (own cycle)	59 (54%)
Car as driver	34 (31%)
Cycle (hire cycle)	19 (17%)
Taxi	17 (16%)
Car as passenger	14 (13%)
Car as a Blue Badge passenger or driver	11 (10%)
Other	4 (4%)
Motorbike or moped	2 (2%)
Scooter (electric or manual)	2 (2%)
Mobility scooter	1 (1%)
Total respondents	110

Table 5 Question 6 responses

- 4.16. In summary, 79% stated they walk, 63% that they use public transport, 54% that they cycle with their own bike, 31% that they use a car as a driver and 16% that they use a taxi.
- 4.17. For this question, four respondents (4%) reported that they used 'other' methods to travel and were then asked to specify their 'other'. Out of the 4%, the majority (50%) jogged or ran, 25% used private hire and 25% stated they drove non-mobile people.

4.18. Respondents were asked if held a blue badge. Out of the 110 responses, nine (8%) reported that they were blue badge holders and 101 (92%) that they were not.

Do you hold a Blue Badge?	
Yes	9 (8%)
No	101 (92%)

Table 6 Question 7 responses

4.19. Respondents were asked if they had children. Almost half (46%) responded they did. Of these respondents who did have children, 32% said they were school age children (51 respondents had children of school age).

4.20. These respondents were then asked how they and their child/children travel to and from school. Almost over a third (37%) stated they walk to school, followed by 12% cycling and 6% using a car.

4.21. A third (33%) reported that they used 'other' methods to travel to and from school and were then asked to specify their 'other'. Out of the 33%, the majority (77%) stated this question was not applicable or they did not have school-aged children, 12% by accessible transport, 6% stated they did not live in area.

How do you and your child travel to and from the school?	
Walk	19 (37%)
Other, please specify	17 (33%)
Cycle	6 (12%)
Public transport (bus, underground, overground, etc)	4 (8%)
Car	3 (6%)
Taxi	1 (2%)

How do you and your child travel to and from the school?	
Wheelchair	1 (2%)
Mobility scooter	0 (0%)
Motorbike or moped	0 (0%)
Scooter (electric or manual)	0 (0%)

Table 7 Question 10 responses

4.22. Respondents were asked where they live in relation to the scheme area. 35% of respondents stated they live within the area, 18% stated they lived in a neighbouring street, followed by 14% living near the area.

4.23. 23% of respondents live in another part of Islington, 10% live in a different London borough, and less than 1% live outside of London.

Do you	Responses
Live within the Bath Street/Peerless Street/Baldwin Street area	38 (35%)
Live on a road next to the scheme area (Lever Street, Radnor Street, Bunhill Row)	20 (18%)
Live near the area	15 (14%)
Live in another part of Islington	25 (23%)
Live in a different London borough	11 (10%)
Live outside London	1 (1%)

Table 8 Question 11 responses

4.24. Respondents were then asked about their connection to the area. Over a third of respondents (35%) stated they resided on Bath Street, Peerless Street or Baldwin Street,

and another third (33%) travel through the area. 10% of respondents stated 'other'. When asked to specify their 'other', 73% stated they lived on neighbouring streets.

What is your connection to the area?	
I am a Bath Street/Peerless Street/Baldwin Street resident	38 (35%)
I own a business here	3 (3%)
I work here	7 (6%)
I travel to/or through Bath Street/Peerless Street/Baldwin Street	36 (33%)
I work elsewhere in Islington	1 (1%)
I own a property in Islington	12 (11%)
I am a visitor	2 (2%)
Other, please specify	11 (10%)

Table 9 Question 12 responses

4.25. In addition to the completed surveys, six email responses were also submitted, including four from walking and cycling organisations:

- London Living Streets
- Islington Living Streets
- Cycle Islington
- Footways

4.26. The walking and cycling organisations provided positive responses welcoming measures to reduce through traffic. Suggestions were made to increase greenery and to extend the school street for St Luke's Primary School to Bath Street.

4.27. Two additional responses were received from local residents. One raised concerns about traffic displacement to surrounding streets if the proposal was introduced. The other

raised concerns that the proposal would create a cut-through in a southbound direction. These comments are considered with responses in section 7 of this report.

5. Profile of respondents

5.1. Respondents to the consultation were asked to provide demographic information. These options are listed in Table 10. Percentages are shown to the nearest decimal place due to the sample size and for consistency with the data source for demographic information.

Category	% of respondents
Age: Under 18	0.0%
Age: 18-24	1.0%
Age: 25-34	12.7%
Age: 35-44	22.5%
Age: 45-54	25.5%
Age: 55-64	24.5%
Age: 65-74	13.7%
Age: 75 plus	0.0%
Age: Prefer not to say	0%
Disability: Yes	17.8%
Disability: No	72.9%
Disability: Prefer not to say	9.3%
Gender: Female	41.7%
Gender: Male	46.3%

Category	% of respondents
Gender: Non-binary	0.0%
Gender: Prefer not to say	11.1%
Gender: Other, please specify	0.9%
Gender identity same as birth: Yes	81.7%
Gender identity same as birth: No	1.9%
Gender identity same as birth: Prefer not to say	16.3%
Sexual Orientation: Bisexual	2.0%
Sexual Orientation: Gay	5.9%
Sexual Orientation: Lesbian	1.0%
Sexual Orientation: Straight	58.8%
Sexual Orientation: Queer	0.0%
Sexual Orientation: Pansexual	0.0%
Sexual Orientation: Prefer not to say	28.4%
Sexual Orientation: Other, please specify	3.9%
Religion: Buddhist	1.0%
Religion: Christian	19.0%

Category	% of respondents
Religion: Hindu	1.0%
Religion: Jewish	0.0%
Religion: Muslim	1.0%
Religion: Sikh	0%
Religion: Other religion	1%
Religion: No religion	50.0%
Religion: Prefer not to say	27.0%
Ethnicity: African	0.0%
Ethnicity: Arab	0.0%
Ethnicity: Bangladeshi	0.0%
Ethnicity: Caribbean	2.0%
Ethnicity: Chinese	1.0%
Ethnicity: Gypsy or Irish Traveller	0.0%
Ethnicity: Indian	1.0%
Ethnicity: Pakistani	0.0%
Ethnicity: White British	53.9%

Category	% of respondents
Ethnicity: White Irish	4.9%
Ethnicity: White and Asian	1.0%
Ethnicity: White and Black African	0.0%
Ethnicity: White and Black Caribbean	2.0%
Ethnicity: Any other Asian background	0.0%
Ethnicity: Any other Black, African or Caribbean background	0.0%
Ethnicity: Any other Mixed or Multiple ethnic background	0.0%
Ethnicity: Any other White background	14.7%
Ethnicity: Any other ethnic group	1.0%
Ethnicity: Prefer not to say	18.6%

Table 10 Demographic profile of survey respondents

- 5.2. Respondents to the consultation survey generally reflected the age-structure of the population in Bunhill. However, compared to the ward profile, there was an overrepresentation of the working-age (16 – 64) respondents, at 86.3% compared to a ward proportion of 80.9% of total population. Source: Islington ward profiles: <https://www.islington.gov.uk/about-the-council/islington-evidence-and-statistics/islington-population-evidence-and-statistics/wards> . Correspondingly, the under 15 population is underrepresented in the survey, at 0% compared to a ward proportion of 12.8% of total population.
- 5.3. While we did not receive representation from young people to the consultation survey, we engaged with pupils from St. Luke's Primary School ahead of the public consultation. A summary of this engagement is provided at Appendix D.

- 5.4. When asked about gender, 42% were women and 46% were men indicating that both groups were underrepresented though it is difficult to measure the extent as 11% did not provide a response.
- 5.5. When asked about ethnicity, 19% of respondents did not provide a response. The ethnicity profile of respondents illustrates an underrepresentation of all ethnic groups excluding 'White British' which was overrepresented. The ward ethnic profile breakdown overall is as follows: 43.5% white British; 34.2% non-white, 22.2% white non-British; 5.6% mixed; 13.4% Asian; 11.5% black; 3.7% other ethnic group.
- 5.6. As of 2021, less than 1% of Bunhill residents claim Attendance Allowance, 3.6% claim Personal Independence Payments, and 1.6% claim Disability Living Allowance. When asked, 17.8% of survey respondents said they had a disability; long term illness or impairment that affects their day-to-day activity. This reflects an overrepresentation of the estimated proportion of both Bunhill (13%) and Islington residents (16%). Nine respondents (8%) stated they held a Blue Badge.

6. Summary of comments received

6.1. Respondents were invited to make additional comments about the proposals. The top ten most common themes (in order of popularity) that emerged from the comment responses are set out below. Health/wellbeing, school/children and greening scored equally for tenth place, subsequently twelve themes are set out below:

- **Traffic/congestion:** – This theme appeared evenly across both positive and negative responses. The positive responses expressed the proposed measures would have a positive impact by reducing traffic volumes on Bath Street and Peerless Street. The negative responses expressed dissatisfaction with the increases in traffic flow and congestion on Old Street and in nearby local streets, or that the proposals would further exacerbate the problem.
- **Road Danger/Safety/Speed:** - This theme appeared mainly in positive responses with most respondents expressing that the proposals would address safety concerns by reducing through traffic. A few respondents expressed that road danger, particularly for children was not an issue in this area.
- **Pollution/emissions:** - This theme appeared mainly in positive responses expressing that the proposals would have a positive impact on pollution and emissions by reducing through traffic. The negative responses expressed that the proposals would cause pollution and emissions elsewhere.
- **Old Street Roundabout:** - This theme appeared mainly in negative responses expressing dissatisfaction with the disruption caused by ongoing works on the Old Street Roundabout transformation project. Many made reference to the new Old Street roundabout layout resulting in traffic cutting through the area and the increases in congestion this causes on Peerless Street.
- **Access:** - This theme appeared mainly in negative responses with concerns raised about how residents, deliveries and taxis would access homes if northbound access to Bath Street from Old Street is no longer possible.
- **Noise:** - This theme appeared mainly in positive responses expressing support for measures to reduce traffic levels on Bath Street and Peerless Street that would result in reduced noise levels.
- **Displacement:** - This theme appeared mainly in negative responses expressing concerns that measures to reduce traffic on Bath Street and Peerless Street would move traffic to surrounding streets. This theme often appeared in conjunction with concerns about increased overall traffic congestion and pollution.
- **Parking:** - This theme appeared fairly evenly across both positive and negative responses. The narrow majority of negative comments expressed concerns about the loss of two resident parking spaces on Peerless Street and/or a lack of provision/availability of parking on local housing estates.

- **Exemptions:** - This theme appeared mainly in negative responses that expressed a view that the local residents should be exempt from the traffic filter.
- **Health/wellbeing:** - This theme appeared evenly across positive and negative responses. The positive responses expressed the benefits the proposals would bring by encouraging active travel. The negative responses expressed concern that the proposals would increase stress levels for those individuals making local journeys by car.
- **School/children:** - There were mixed opinions about whether measures were needed to improve the health and safety of children attending St Luke's Primary School in relation to traffic and air quality.
- **Greening:** - This theme appeared mainly in negative responses expressing dissatisfaction with proposals to reduce parking spaces through the introduction of greening/planters.

6.2. The table below shows the number of instances each theme appeared in the 110 online survey responses. It also shows a breakdown of the number of instances each theme appeared in responses judged as positive, negative, or mixed toward the proposal to reverse the traffic flow on Bath Street.

Theme	Instances	%	Positive	%	Negative	%	Mixed	%
Congestion/traffic	56	22%	29	52%	26	46%	1	2%
Road Danger/Safety/Speed	35	14%	21	60%	5	14%	9	26%
Pollution	26	10%	16	62%	10	38%	0	0%
Old Street roundabout	24	9%	1	4%	22	92%	1	4%
Access	20	8%	0	0%	19	95%	1	5%
Noise	18	7%	15	83%	2	11%	1	6%
Displacement	17	7%	1	6%	14	82%	2	12%
Parking	13	5%	6	46%	7	54%	0	0%

Theme	Instances	%	Positive	%	Negative	%	Mixed	%
Exemptions	10	4%	0	0%	10	100%	0	0%
Health/Wellbeing	8	3%	4	50%	4	50%	0	0%
School/Children	8	3%	4	50%	2	25%	2	25%
Greening	8	3%	1	13%	6	75%	1	13%

Table 11 Most frequently raised themes

7. Response to comments

7.1. This section provides expands on ten most raised themes identified in section six and the council's response to these issues.

1. Congestion/traffic

56 instances, appearing in 22% of responses

- 52% positive
- 46% negative
- 2% mixed

Discussion

This theme appeared evenly across both positive and negative responses. The positive responses expressed the proposed measures would have a positive impact by reducing traffic volumes on Bath Street and Peerless Street. The negative responses expressed dissatisfaction with the increases in traffic flow and congestion on Old Street and in nearby local streets, or that the proposals would further exacerbate the problem.

Council position

Islington Council is committed to making public spaces more pleasant for walking, cycling, scooting, wheeling and recreation.

The Islington Transport Strategy 2020-2041 includes Policy 1A: The council will reduce barriers to walking, cycling and outdoor play and relaxation by creating People Friendly Streets in local neighbourhoods. Through traffic will be reduced to ensure that local neighbourhoods are more enjoyable places to live, and walk or cycle through.

The objective of people friendly streets is to reduce the overall number of trips, not to displace all traffic from local streets onto main roads. This will only happen if some car trips are replaced by walking, wheeling, scooting or cycling. For some journeys the filters will make driving more inconvenient and are in this way designed to encourage those who don't need to drive to choose a different way to travel, especially for short trips. Every journey switched from driving to active travel removes a car from the road and leaves the roads clearer for people who have no other choice but to drive.

The Strategy also includes Policy 1B: The council will reduce the volume and proportion of trips made by motor vehicles in Islington.

The council's declaration of a climate emergency in 2019 strengthens the impetus to reduce the number of trips made by private vehicle.

The proposal supports these aims as we believe that it will reduce traffic levels on Bath Street and Peerless Street and make it safer and more pleasant for people to walk, wheel, scoot and cycle more.

Proposed action

The council will continue to monitor traffic flows and the impact of the proposal on the area.

2. Road Danger/Safety/Speed

35 instances, appearing in 14% of responses

- 60% positive
- 14% negative
- 26% mixed

Discussion

This theme appeared mainly in positive responses with most respondents expressing that the proposals would address safety concerns by reducing through traffic. A few respondents expressed that road danger, particularly for children was not an issue in this area.

Council position

Islington Council is committed to delivering measures to reduce road danger.

The Islington Transport Strategy 2020-2041 contains Policy 2A: The council will achieve Vision Zero by 2041 by eliminating all transport related deaths and serious injuries in Islington. The council will also work to reduce the incidence of minor traffic collisions and other incidents. The reduction in traffic will reduce the risk of injury or death to pedestrians and cyclists.

The proposal will reduce traffic levels on Bath Street and Peerless Street and reduce the risk of injury to people who walk, wheel, scoot and cycle, particularly pupils of St Luke's Primary School.

Proposed action

The council will continue to monitor collision data in the area.

3. Pollution

26 instances, appearing in 10% of responses.

- 62% positive
- 32% negative

- 0% mixed

Discussion

This theme appeared mainly in positive responses expressing that the proposals would have a positive impact on pollution and emissions by reducing through traffic. The negative responses expressed that the proposals would cause pollution/emissions elsewhere.

Council position

The council will pursue proposals that are consistent with the Islington Transport Strategy and that will help achieve commitments made in the Vision 2030: Net Zero Carbon Strategy in relation to the declaration of a climate emergency.

The Islington Transport Strategy 2020-2041 contains Policy 3B: The council will reduce carbon emissions by encouraging walking and cycling and transforming the borough's streets.

The Strategy includes a target of 90% of all trips by Islington residents to be made by walking, cycling, or public transport by 2041.

The Strategy also includes Policy 3H: The council will reduce transport-related pollution including noise, light and vibration, thereby reducing the associated negative health and environmental impacts particularly in sensitive locations.

The council also set out its ambitions to reduce transport emissions in its Vision 2030: Building a Net Zero Carbon Strategy.

The proposal to reduce traffic will reduce transport-related pollution in the area. The proposals may make driving more inconvenient for some and are designed to encourage those who don't need to drive to choose a different way to travel, especially for short trips. Every journey switched from driving to active travel removes a car from the road and leaves the roads clearer for people who have no other choice but to drive.

The proposed traffic and environmental improvements scheme supports a key priority to improve the environment outside the school gate at St Luke's Primary School and will provide an opportunity to review the School Street scheme and could facilitate the expansion of the School Street restrictions to Bath Street.

Proposed action

We will continue to monitor air quality in the area.

4. Old Street Roundabout

24 instances, appearing in 9% of responses

- 4% positive
- 92% negative

- 4% mixed

Discussion

This theme appeared mainly in negative responses expressing dissatisfaction with the disruption caused by ongoing works on the Old Street Roundabout transformation project. Many referred to the new Old Street roundabout layout resulting in traffic cutting through the area and the increases in congestion this causes on Peerless Street.

Council response

In relation to Policy 1A, the Islington Transport Strategy 2020-2041 includes the commitment: We will work with Transport for London to prioritise the movement of pedestrians, cyclists and bus users on Islington's main roads. Wherever possible, the living and travelling environment on the borough's main roads will be further improved by greening, planting, and the creation of new public spaces and places to relax. Schemes will be developed and delivered in line with the Mayor of London's Healthy Streets principles.

The aim of the Old Street Roundabout transformation project is to make the area around Old Street station more friendly for people walking and cycling. While there has been disruption caused by measures to manage traffic while works are ongoing, the movement of traffic at Old Street is expected to improve considerably once the highway works are completed in 2023.

Proposed action

The council will continue to work with Transport for London to minimise disruption from the works to transform Old Street Roundabout.

5. Access

20 instances, appearing in 8% of responses

- 0% positive
- 95% negative
- 5% mixed

Discussion

This theme appeared mainly in negative responses with concerns raised about how residents, deliveries and taxis would access homes if northbound access from Bath Street is no longer possible.

Council response

Objective One of the Islington Transport Strategy 2020-2041 is: “To encourage and enable residents to walk and cycle as a first choice for local travel”, and walking and cycling can be made a more attractive choice by making them as easy (or easier) than driving for short trips, and by reducing the threat of road danger.

Access to all addresses is maintained. The proposal has been designed so that all residents can access their homes, including visitors, deliveries and servicing. We know that it's vital that people who need to use their cars, such as Blue Badge holders, can access their home by car at all times. No roads are being closed to motor traffic and all residents are still able to drive to and from their homes, and people are still able to access shops and services in their area by car. The only thing that may change in some circumstances is the route they have to take. Access is maintained for emergency services.

Proposed action

The council will continue to monitor traffic flows in the area. The council will also ensure that all residents can still access their homes, and that adequate vehicular access is maintained for emergency services.

6. Noise

18 instances, appearing in 7% of responses

- 83% positive
- 11% negative
- 6% mixed

Discussion

This theme appeared mainly in positive responses expressing support that measures to reduce traffic levels on Bath Street and Peerless Street would subsequently reduce noise levels.

Council response

The Islington Transport Strategy 2020-2041 contains Policy 3H: The council will reduce transport-related pollution including noise, light and vibration, thereby reducing the associated negative health and environmental impacts particularly in sensitive locations.

The proposal is expected to reduce motor traffic on Bath Street and Peerless Street and subsequently reduce noise levels to make the area more pleasant for residents, teachers, carers and pupils of St Luke's Primary School and people who walk, wheel and cycle.

Proposed action

The council will continue to monitor traffic flows in the area.

7. Displacement

17 instances, appearing in 7% of responses

- 6% positive
- 82% negative
- 12% mixed

Discussion

This theme appeared mainly in negative responses expressing that measures to reduce traffic on Bath Street and Peerless Street would move traffic to surrounding streets. This theme often appeared in conjunction with concerns about increased overall traffic congestion and pollution.

Council response

Islington Council is committed to making public spaces more pleasant for walking, cycling, and recreation.

The Islington Transport Strategy 2020-2041 includes Policy 1A: The council will reduce barriers to walking, cycling and outdoor play and relaxation by creating People Friendly Streets in local neighbourhoods. Through traffic will be reduced to ensure that local neighbourhoods are more enjoyable places to live, and walk or cycle through.

Policy 1B: The council will reduce the volume and proportion of trips made by motor vehicles in Islington.

The council's declaration of a climate emergency in 2019 strengthens the impetus to reduce the number of trips made by private vehicle.

Traffic levels on Bath Street and Peerless Street have increased significantly since the Old Street Roundabout transformation project began. Sat-nav providers direct vehicles to use Bath Street and Peerless Street as a quicker route from Old Street (west) to Old Street (east) rather than going via Old Street roundabout, transferring more through traffic to this local route. The movement of traffic at Old Street is expected to improve considerably once TfL's highway works are completed in 2023, improving capacity at the junction and significantly reducing traffic displaced from Old Street. TfL's design, particularly the banned right turn from Old Street (west) into City Road (south) creates new problems for Bath Street and Peerless Street, as vehicles travel via these roads in order to travel southbound towards City Road (south). The proposal will prevent this movement and supports the aim to make the area more pleasant for people who walk, wheel, scoot or cycle.

Proposed action

The council will continue to monitor traffic flows on surrounding streets in the area.

8. Parking

13 instances, appearing in 5% of responses

- 46% positive
- 54% negative
- 0% mixed

Discussion

This theme appeared fairly evenly across both positive and negative responses. The negative comments expressed concerns about the loss of two resident parking spaces on Peerless Street and/or a lack of provision/availability on local housing estates.

Council response

To reduce road danger at the junction of Bath Street and Peerless Street, two parking bays on Peerless Street will be removed and replaced with low level planting beds to improve visibility for all road users.

Islington Council is committed to delivering measures to reduce road danger.

The Islington Transport Strategy 2020-2041 contains Policy 1B: The council will reduce the volume and proportion of trips made by motor vehicles in Islington.

Policy 2A: The council will achieve Vision Zero by 2041, by eliminating all transport related deaths and serious injuries in Islington. The council will also work to reduce the incidence of minor traffic collisions and other incidents. The reduction in traffic will reduce the risk of injury or death to pedestrians and cyclists.

Policy 5D. The council will ensure that all streets and public spaces in Islington are accessible and make spontaneous, independent travel possible.

Proposed action

No action is proposed in response to this theme.

9. Exemptions

10 instances, appearing in 4% of responses

- 0% positive
- 100% negative
- 0% mixed

Discussion

This theme appeared mainly in negative responses expressing that the traffic filter should provide an exemption for local residents.

Council response

Islington Council is committed to making public spaces more pleasant for walking, cycling, and recreation.

The Islington Transport Strategy 2020-2041 includes Policy 1A: The council will reduce barriers to walking, cycling and outdoor play and relaxation by creating People Friendly Streets in local neighbourhoods. Through traffic will be reduced to ensure that local neighbourhoods are more enjoyable places to live, and walk or cycle through.

There are no exemptions for other residents for the reasons set out below.

Access to all addresses is maintained. The scheme has been designed so that all residents can access their homes without the need for an exemption. All residents are still able to drive to and from their homes, and people are still able to access shops and services in their area by car. The only thing that may change in some circumstances is the route they have to take.

Access to Bath Street is currently restricted as it is a one-way street. Access is being altered to prevent the undesirable high levels of through traffic but access to local addresses is maintained. Under the proposals local traffic will be able to exit Bath Street via City Road and Peerless Street (northbound) as well as via Old Street (southbound) which improves the current egress options.

Proposed action

The council will continue to monitor traffic flows on surrounding streets in the area.

10. Health/wellbeing

8 instances, appearing in 3% of responses

- 50% positive
- 50% negative
- 0% mixed

Discussion

This theme appeared evenly across positive and negative responses. The positive responses expressed the benefits the proposals would bring by encouraging active travel. The negative responses expressed concern that the proposals would increase stress levels for those individuals making local journeys by car.

Council response

Objective One of the Islington Transport Strategy 2020-2041 is: “To encourage and enable residents to walk and cycle as a first choice for local travel”, and walking and cycling can be made a more attractive choice by making them as easy (or easier) than driving for short trips, and by reducing the threat of road danger.

Policy 3G: The council will improve local air quality by reducing transport-related pollutants that are harmful to health and the environment (Nitrogen Oxide and Particulate Matter) in line with its air quality targets.

The proposal is designed to help residents to lead active and healthy lives, and the changes we are making should make it easier to move around the borough in ways which will also provide benefits to individual and public health.

Proposed action

The council will continue to monitor traffic flows in the area. The council will also ensure that all residents can still access their homes, and that adequate vehicular access is maintained for emergency services.

11. School/children

8 instances, appearing in 3% of responses

- 50% positive
- 25% negative
- 25% mixed

Discussion

There were mixed opinions about whether measures were needed to improve the health and safety of children attending St Luke’s Primary School in relation to traffic and air quality.

Council response

In relation to Policy 1A, the Islington Transport Strategy 2020-2041 includes a commitment to: Deliver a School Streets scheme to every primary school that is not on a main road by the end of 2020. The council will work with Transport for London to deliver School Streets schemes or similar interventions at all primary schools in the borough including those on the main roads by 2022.

Policy 1B: The council will reduce the volume and proportion of trips made by motor vehicles in Islington.

Traffic flow data for Bath Street shows that traffic levels have increased by 25% during the AM peak compared to 2019 levels.

The proposal is expected to reduce traffic levels on Bath Street and Peerless Street. This reduction could enable the School Street to be expanded to all roads surrounding St Luke's Primary School making it safer and more pleasant to people who walk, wheel, scoot and cycle, particularly pupils and their carers, and teachers.

Proposed action

The council will pursue proposals that are consistent with the Islington Transport Strategy.

Following successful implementation of the scheme, we will assess the feasibility of expanding the School Street provisions at Bath Street.

12. Greening

8 instances, appearing in 3% of responses

- 13% positive
- 75% negative
- 13% mixed

Discussion

This appeared mainly in negative responses expressing dissatisfaction with proposals to reduce parking spaces through the introduction of greening/planters.

Council response

The council will pursue proposals that are consistent with the Islington Transport Strategy to green Islington's streets and public realm by introducing trees, planting and small-scale informal green spaces wherever possible.

In relation to Policy 1A, the Islington Transport Strategy 2020-2041 includes the commitment: We will work with Transport for London to prioritise the movement of pedestrians, cyclists and bus users on Islington's main roads. Wherever possible, the living and travelling environment on the borough's main roads will be further improved by greening, planting, and the creation of new public spaces and places to relax. Schemes will be developed and delivered in line with the Mayor of London's Healthy Streets principles.

Policy 3I: The council will ensure that Islington has a durable and resilient network of streets. It will improve and extend green infrastructure, using improvements to the transport environment to provide planting to: make the borough's public realm and streets more enjoyable places to walk, cycle and relax; protect and increase biodiversity; and mitigate and off-set the impacts of pollution and climate change.

The introduction of more greening through this proposal will make the public realm and streets more enjoyable places for people to walk, wheel, scoot, cycle and relax.

Proposed action

No action is proposed in response to this theme.

Appendix A – Project Area



Appendix B – Consultation leaflet

Bath Street and Peerless Street
Traffic and environmental improvements consultation

Have your say by 11.59pm on Sunday 20 November 2022

ISLINGTON
For a more equal future

Dear resident or business,

As part of our commitment to make Islington a cleaner, greener and healthier place for all, we are proposing to deliver traffic and environmental improvements to Bath Street and Peerless Street. This is an exciting opportunity to improve conditions for local residents and teachers, students, and their carers of St Luke's Primary School.

We have been listening to local people's feedback who have told us they are concerned about:

- Increased traffic volumes and through traffic
- Air quality
- Traffic speeds

We initially contacted you in December 2021 with a traffic proposal for Bath Street. Following feedback regarding local access and the safety of children at St Luke's Primary School, we have made some changes to the scheme and want to know what local people, businesses and community organisations think of the proposal.

Proposed changes to Bath Street and Peerless Street

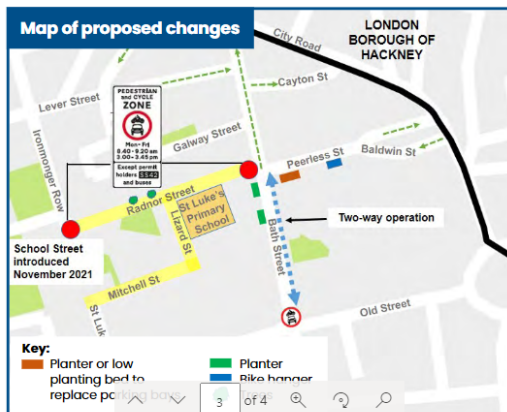
In collaboration with TfL, we have been looking at how we can improve safety and accessibility as well as make the area more attractive.

We are proposing to:

- **Install a camera enforced traffic restriction at Old Street** to stop vehicles using Bath Street and Peerless Street as a cut through, while retaining access for local vehicles via City Road and Baldwin Street.
 - **Introduce more greening through tree planting** on Radnor Street, the installation of planters on Bath Street and low-level planting beds on Peerless Street.
 - **Add measures to reduce road danger** at the junction of Bath Street and Peerless Street.
- To reduce road danger, we are proposing to make changes to parking:
- Convert two residential parking bays to low-level planting beds on Peerless Street, as shown on the map.
 - Relocate the existing bike hangar further east on Peerless Street.

Our plans include changes to how vehicles access Bath Street:

- **Vehicles will no longer be able to access Bath Street from Old Street or Bunhill Row.**
- You will still be able to drive on Bath Street, however access will be via Baldwin Street and Peerless Street.
- Traffic will be able to exit Bath Street via City Road and Peerless Street (northbound) as well as via Old Street (southbound).
- Northbound access for cyclists and emergency service vehicles remains unchanged.
- Northbound traffic flow on Bath Street between Peerless Street and City Road remains unchanged.
- Emergency vehicles and cycles (including cargo bikes) can pass through filters, but not other motor vehicles. Any motor vehicle passing through a camera-enforced filter from Old Street or Bunhill Row will receive a penalty charge notice (PCN).



On 1 November 2021, School Street traffic restrictions were introduced at Radnor Street, Lizard Street, Bartholomew Square and Mitchell Street. These restrictions have been introduced using an Experimental Traffic Order and are subject to a separate consultation process. The proposed traffic reduction project will provide an opportunity to review the School Street scheme and could facilitate the expansion of the School Street provisions at Bath Street.

How can you take part in the consultation?

We want to know what you think of the proposed improvement and your ideas for Bath Street and Peerless Street.

Fill in our online questionnaire:

- **Scan the QR code** with your phone to access to the consultation questionnaire.
- Visit www.islington.gov.uk/bathstreetconsultation



Submit your response by 11.59pm on Sunday 20 November 2022 when the consultation period ends.

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

- Write to: Public Realm, 1 Cottage Road, London, N7 8TP.
- Visit us at 222 Upper Street (N1 1XR) to fill in a paper copy.

If you have further questions, drop us a line at faz.mussa@islington.gov.uk

Do you need this information in another language or reading format such as Braille, large print, audio or Easy Read? Please contact 020 7527 2000

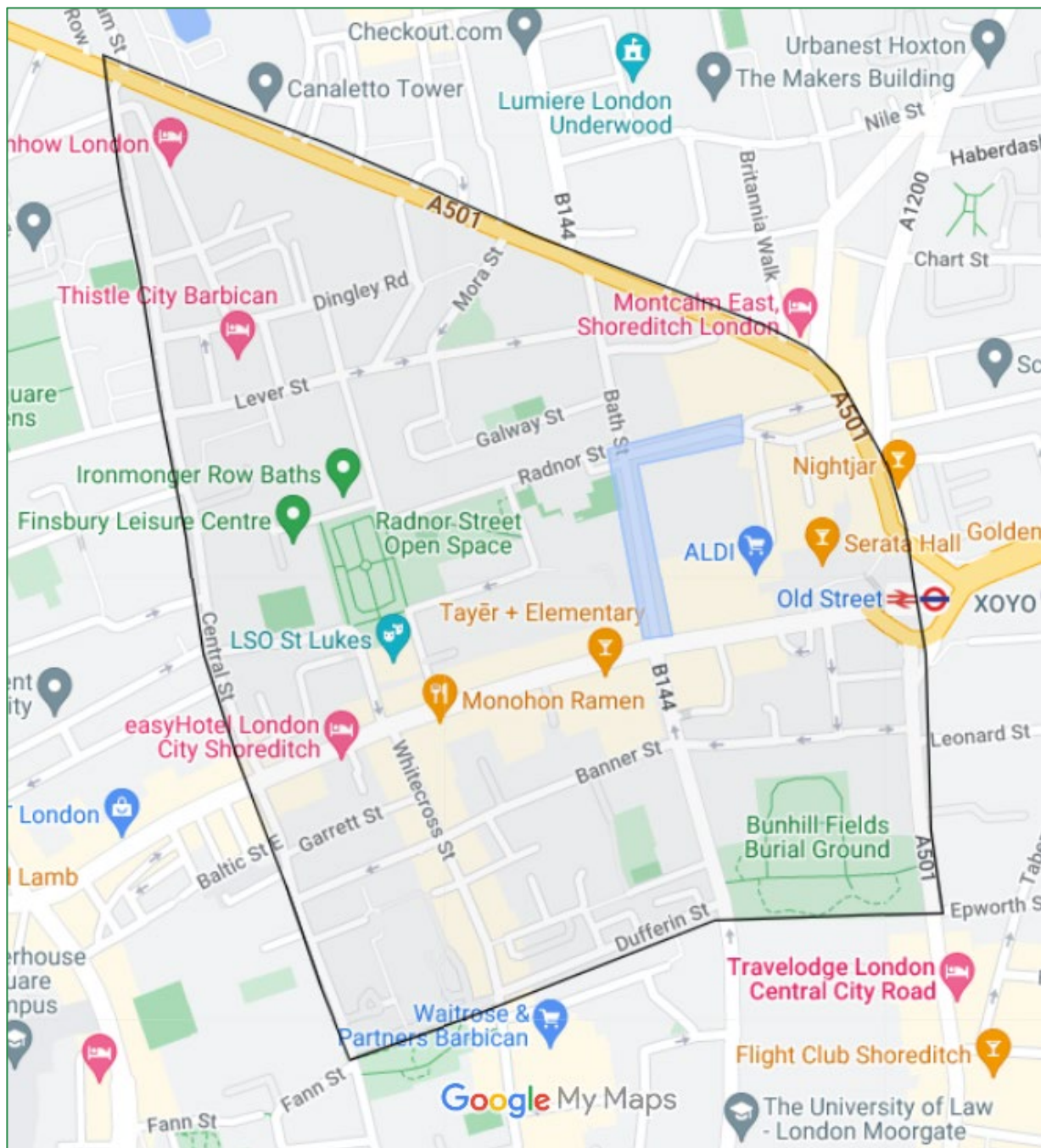
The feedback and ideas received during the consultation will feed into the decision and design process for Bath Street and Peerless Street.

Thank you for taking part and we look forward to hearing your views.

Yours sincerely,

Councillor Rowena Champion
Executive Member for Environment, Air Quality and Transport

Appendix C – Leaflet distribution area



Key:



Scheme area



Leaflet catchment area

Appendix D – Engagement with St. Luke’s Primary School

- 1.1. A primary school is situated on Bath Street. To ensure the views of young people were represented, we engaged with pupils from St. Luke’s Primary School ahead of public consultation.
- 1.2. Pupils were invited to take part in a hands up survey. Surveys took place with all classes between Friday 11 March 2022 and Thursday 23 March 2022.
- 1.3. The survey asked the following questions:
- How do you most often travel to school?
 - How would you like to travel to school?
 - Would you like to see less traffic on your way to/from school?
 - Would less traffic make your journey to/from school feel safer?
- 1.4. There were 189 responses to the survey from all class groups from reception up to year 6.
- 1.5. The survey asked how the children most often travel to school. Overall responses are summarised in the table below.

How do you most often travel to school?	Rec- eption	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total	%
Walking	10	12	22	24	19	15	25	127	67%
Scooting	5	6	3	1	2	8	1	26	14%
Buggy	1	-	-	-	-	-	-	1	1%
Cycling	-	3	-	-	2	2	1	8	4%
Rail/Overground	-	-	-	1	-	-	-	1	1%
Tube	-	-	-	-	-	1	-	1	1%

How do you most often travel to school?	Rec- eption	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total	%
Bus	2	1	-	-	2	-	-	5	3%
School bus/Taxi	-	-	-	-	-	-	1	1	1%
Car Share	-	-	1	-	1	-	-	2	1%
Car/Motorcycle	1	3	1	2	-	1	2	10	5%
Total	19	25	27	28	26	27	30	182	96%

Table 1 Question 1 responses

1.6. The table above shows that 67% of children walk to school, 14% scoot, and 4% cycle. Journeys by public transport were made by 4% of pupils. Journeys by car, motorcycle or car share were made by 6% of pupils.

1.7. The survey asked the children how they would like to travel to school. Overall responses are summarised in the table below.

How would you like to travel to school?	Rec- eption	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total	%
Walking	14	9	4	9	6	6	30	78	41%
Scooting	7	7	9	6	3	6	-	38	20%
Buggy	-	1	-	-	-	-	-	1	1%
Cycling	6	5	12	9	8	9	-	49	26%
Rail/Overground	4	2	-	-	-	-	-	6	3%
Tube	4	-	-	-	-	1	-	5	3%

How would you like to travel to school?	Rec- eption	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total	%
Bus	4	-	-	-	-	-	-	4	2%
School bus/Taxi	-	-	-	-	1	-	-	1	1%
Car Share	-	-	2	-	-	-	-	2	1%
River	-	-	-	-	2	-	-	2	1%
Car/Motorcycle	2	1	-	3	6	5	-	17	9%
Total	41	25	27	27	26	27	30	203	96%

Table 2 Question 2 responses

1.8. The table above shows that the number of children wanting to walk to school is 41%, less than those that currently do, but because so many would prefer to scoot or cycle. The number of children wanting to scoot or cycle to school increases to 20% and 26% respectively. The number of children wanting to travel by public transport increases to 8%. The number of children wanting to travel to school by car, motorcycle or car share increases to 10%.

1.9. The survey asked the children if they would like to see less traffic on your way to/from school. Overall responses are summarised in the table below.

Would you like to see less traffic on your way to/from school?	Rec- eption	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total	%
Yes	25	18	N/A	28	19	17	30	137	73%
No	0	0	N/A	0	7	10	-	17	9%
Not sure	-	7	N/A	-	-	-	-	7	4%
Total	25	18	N/A	28	26	27	30	161	85%

Table 3 Question 3 responses

1.10. The table above shows an overall positive response rate of 73%, a negative response rate of 9% and an average mixed response rate of 4%.

1.11. The survey asked the children whether less traffic would make their journey to/from school feel safer. Overall responses are summarised in the table below.

Would less traffic on your way to/from school make your journey feel safer?	Rec- eption	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total	%
Yes	20	20	N/A	28	21	18	N/A	107	57%
No	5	-	N/A	-	5	9	N/A	19	10%
Not sure	-	5	N/A	-	-	-	N/A	5	3%
Total	25	25	N/A	28	26	27	N/A	131	69%

Table 4 Question 4 responses

1.12. The table above shows an overall positive response rate of 57%, a negative response rate of 10% and an average mixed response rate of 3%.