

# Delegated decision report of: Executive Director of Environment

Delegated Decision for Sacred Heart School Street

Date: May 2023

Ward: Laycock & Holloway

## 1 Summary

- 1.1. This report outlines the proposal, consultation, monitoring and recommendation for the introduction of a traffic filter, pavement improvements and environmental improvements for a School Street on Georges Road in the Laycock Ward.
- 1.2. The proposal presents the introduction of a traffic filter, environmental improvements and people-friendly pavements at Sacred Heart Catholic Primary School following a public consultation from 3 to 31 January 2023.
- 1.3. Since the People Friendly Streets (PFS) programme started in June 2020 it has contributed to the long-term plan to transform the borough and progress against wider council ambitions related to public health, road danger reduction, clean air, climate change, social justice, greening, creating safe walking, wheeling and cycling networks and place-making as set out in the Islington Transport Strategy (2020) and Islington's Vision 2030 (Net Zero Carbon) Strategy (2020). Both of these strategies included policies and programmes to introduce School Streets borough-wide, and both were adopted by the council's Executive in November 2020. On 18 June 2020 the council's Executive took the decision to accelerate the delivery of School Streets, alongside low traffic neighbourhoods, pop-up cycle lanes and a lorry control scheme, as part of its PFS programme.
- 1.4. On 12 January 2023, the council's Executive reiterated their support for the PFS programme. The report also states that "It is the council's ambition to expand the School Streets scheme, to include secondary schools in the borough. This means that measures to reduce road danger for children and other road users, improve air quality around schools and promote active travel to and from schools will be implemented at primary schools on local and main roads as well as at secondary schools."

- 1.5. Furthermore, the council's Executive, at its meeting in January 2023, delegated authority from the Corporate Director of Environment to the Director of Climate Change and Transport, in consultation with the Executive Member for Environment, Air Quality and Transport and the Corporate Director of Environment, to continue the implementation of the people-friendly streets programme through specific schemes.

## 2 Decision

- 2.1. To note the monitoring results and consultation results recorded in this report
- 2.2. To approve the proposal for **Sacred Heart Catholic Primary School Street** as described in Section 4.
- 2.3. To introduce a camera-enforced traffic filter at the junction of Georges Road with Eden Grove by an Experimental Traffic Order (ETO), with Blue Badge exemptions for Blue Badge holders living on identified streets north of MacKenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north.
- 2.4. To remove two parking bays on Georges Road and Geary Street at safety critical locations to improve visibility for people walking and to implement environmental improvements by a permanent Traffic Management Order (TMO).
- 2.5. To improve the condition of the pavements in the wider area as part of the people-friendly pavements programme.

## 3 Background

- 3.1 The 2020 Islington Transport Strategy's vision was: "Motorised through traffic will be removed from local streets and neighbourhoods." Also adopted in November 2020, Vision 2030: Building a Net Zero Carbon Islington by 2030 has a key objective to "Reduce the need for cars by making active travel (i.e. walking, cycling and public transport) the safest, easiest and most enjoyable option. The implementation of the council's borough-wide PFS programme will significantly support this objective." The Mayor's Transport Strategy for London (2018) and central Government policy also evidence a widely recognised need to reduce motor vehicle journeys.
- 3.2 On 18 June 2020 the council's Executive took the decision to accelerate the delivery of School Streets, as part of its PFS programme.
- 3.3 Across 86% of the UK, children are exposed to harmful levels of toxic air ([Unicef, 2020](#)). [According to Defra](#), today's major threat to clean air is posed by traffic emissions. Petrol and diesel-engine motor vehicles emit a wide variety of pollutants, principally carbon monoxide (CO), oxides of nitrogen (NO) volatile organic compounds (VOCs) and particulate matter (PM<sub>10</sub>), which have an increasing impact on urban air quality. The more pollutants the air contains the more air pollution there is

and the worse the air quality is. Children are one of the groups particularly vulnerable to the impacts of air pollution. Air pollution increases the risk of many respiratory and cardiovascular diseases and reduces the lung development of children.

- 3.4 Typically, a School Street Scheme is where a road with a school closes to become a pedestrian and cycle zone during the school's opening and closing times. The school will enjoy the benefits of the School Street which include: improved air quality around the school and local community, reduction in road danger outside of the school and encouraging active travel during the school run. To date the council has implemented 35 School Streets across the borough, covering 36 schools and 31 of those schemes have been made permanent.
- 3.5 There was a consultation on the implementation of camera-enforced, timed School Street outside Sacred Heart Catholic School in 2020. The need for a School Street was further amplified due to a collision in the autumn of 2020 where a 4-year-old was hit by someone driving a vehicle outside the school.
- 3.6 Additionally, the upcoming Transport for London (TfL) works on the nearby junctions with Palmer Place and Liverpool Road with Holloway Road (the A1) could lead to some traffic displacement on Georges Road, worsening road danger outside the school.
- 3.7 In 2020, after a public consultation expressing majority support for a timed, camera-enforced School Street, the council progressed plans for its introduction. However, these were put on hold due to a formal objection from DMP Autos, an MOT garage at the entrance of Georges Road near the junction with Holloway Road. They raised concerns about difficulty for customers accessing their business during the hours of operation of the School Street. As Georges Road is a one-way road, this would have meant that customers would have received a fine when entering their business during the operation of the School Street hours.
- 3.8 In the summer of 2022, the council held further conversations with the MOT garage as well as TfL to explore possible solutions, including modifying road access and layout. TfL had concerns regarding pedestrian safety and the proposed solutions to progress a timed School Street zone could not be implemented.
- 3.9 As a result, a further option for the School Street was developed and consulted on. This is discussed in more detail in Section 5: Proposal.

## 4. Proposal

4.1 Designs, maps and tables for the proposals can be found in Appendix 1.

### 4.2 Part 1: Traffic filter

4.2.1 Rather than Georges Road becoming a camera-enforced timed School Street zone, the proposal recommends that it become a filtered road with a traffic restriction, as with traffic filters in low traffic neighbourhoods (LTNs), only allowing cycles, emergency services and other exempt vehicles (including local Blue Badge holders) through.

4.2.2 This restriction would apply 24 hours a day and 7 days a week and bring significant benefits to walking, wheeling and cycling, as well as reducing road danger in the area. The traffic filter would be implemented at the junction of Georges Road with Eden Grove. This means that vehicles would still be able to access Georges Road from Holloway Road and can exit back onto Holloway Road via Eden Grove. Vehicles (except for local Blue Badge holders and emergency services) would not be able to use Georges Road as a cut-through to access MacKenzie Road or Caledonian Road via Lough Road or Piper Close, which is therefore expected to reduce traffic past the school, thus bringing similar benefits of reduced traffic as camera-enforced timed School Streets in other parts of the borough.

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

4.2.4 Blue Badge holders living on identified streets north of Mackenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption from the traffic filter.

4.2.5 The traffic filter will be implemented by an Experimental Traffic Order (ETO) and monitoring undertaken to understand impacts on traffic volumes, speeding, cycle volumes and air quality, where possible. All formal objections submitted in the first six months of the scheme will be considered.

### 4.3 Part 2: Environmental Improvements

4.3.1 To improve the safety of the area outside of the school – especially as there was a collision in September 2020 – it is proposed to expand the pavement by removing two parking bays near the main school entrance and infilling the cycle lane into the pedestrian island.

4.3.2 The removal of the cycle lane is proposed due to it being substandard at present. Additionally, with the implementation of the traffic filters, volumes of traffic should decrease so there will be less need for physical infrastructure.

4.3.3 Environmental improvements will include planting, cycle parking, a bench, a water fountain on the pavement as well as rumble strips and carriageway painting.

4.3.4 The removal of the parking bays will take place by use of a permanent TMO.

#### **4.4 Part 3: Pavement improvements as part of the people-friendly pavements programme**

4.4.1 The report signed by the Executive on 12 January 2023 commits to continuing the People-friendly pavements programme which “will further support the council’s objective to create a more equal Islington. Through the implementation of various improvements to the footways such as dropped kerbs, tactile paving and decluttering, the borough’s pavements will become more accessible and inclusive for all.”

4.4.2 To support the council’s objective and as a result of the consultation, people-friendly pavements will be implemented in the wider area based on specific locations identified in the consultation. These have been noted in Appendix 1.

#### **4.5 Filtered School Streets in London**

4.5.1 This scheme differs from the traditional School Street approach which mainly focuses on delivering pedestrian and cycle only timed zones around schools. However, there are examples of filtered School Streets in other boroughs in London.

4.5.2 Guy’s & St Thomas Hospital NHS Trust agreed to fund 3 small LTN projects surrounding schools in Peckham / Walworth / Camberwell, to improve air quality and reduce road danger specifically around the schools. Two of these have been included as examples.

##### **4.5.3 Example 1: Brunswick Park Primary School, Camberwell, Southwark**

4.5.3.1 The scheme has 4 modal filters as well as some other public realm works to create an LTN around this primary school. There is also a timed restriction outside the school gate, but the surrounding LTN is highly effective, and the scheme was framed as improving air quality, and reducing road danger, near to the school

##### **4.5.4 Example 2: Walworth Academy, Walworth, Southwark**

4.5.4.1 A modal filter was installed to remove through-traffic around the area of the school while the double yellows / safety works outside the school gates were implemented to create a safer environment outside the school gate.

4.5.5 The proposals envisioned for Sacred Heart School Street mirror these examples which show how a two-pronged approach using a filter and environmental improvements can be combined to create a solution to improve air quality, reduce road danger, and enabling active travel in the immediate area around a school.

#### **4.6 TfL Safer Junctions Schemes on Holloway Road**

4.6.1 TfL’s Safer Junction scheme includes the removal of a left turn from Holloway onto Palmer Place and the removal of a left turn from Palmer Place into Holloway Road. It also includes the removal of a right turn from Liverpool Road into Holloway Road.

- 4.6.2 As a result, if there is no traffic filter on Georges Road, we would expect to see a significant increase in traffic in the local area and especially past Sacred Heart School.
- 4.6.3 The concern is that northbound drivers will prefer to turn left into Georges Road and use the local streets as a cut-through to avoid turning into Liverpool Road to avoid the traffic lights at the junction of MacKenzie Road with Liverpool Road.
- 4.6.4 Additionally, TfL's works on junctions along Holloway Road will interact with the Sacred Heart School Street proposal and timeline.
- 4.6.5 To carry out their improvements, temporary traffic measures will be in place which require Georges Road to allow for through-traffic at certain times as part of diversion routes. The times when this is required have been detailed in Table 1.
- 4.6.6 To accommodate TfL's works programme, the Sacred Heart Traffic Filter will only be implemented at the beginning of September 2023 and the camera will be switched off during the works taking place in January and February 2024.

Road Name Affected	Start Date	End Date	Carriageway Occupation	Traffic Management
Holloway Road, Eden Grove	29/08/2023	30/08/2023	Continuous	Holloway Road NB lane 1 carriageway incursion Eden Grove closed
Holloway Road, Liverpool Road, Georges Road	29/01/2024	02/02/2024	Continuous	Holloway Road NB lane 1 carriageway incursion 3.5m maintained , Closure of Georges Road
Holloway Road, Hornsey Road, Hornsey Street, Eden Grove	12/02/2024	14/02/2024	Nights 20:00 - 05:00	Switchout installed, SB carriageway closed, Two way traffic maintained via signals using NB running lane. Eden Grove closed, diversion via Georges Road.
Holloway Road, Hornsey Road, Hornsey Street, Eden Grove	14/02/2024	16/02/2024	Nights 20:00 - 05:00	Switchout installed, SB carriageway closed, Two way traffic maintained via signals using NB running lane. Eden Grove closed, diversion via Georges Road.
Holloway Road, Eden Grove, Georges Road, Liverpool Road	21/02/2024	23/02/2024	Nights 20:00 - 05:00	Switchout installed, NB carriageway closed, Two way traffic maintained via signals using NB running lane. Georges Road closed diversion via Eden Grove, Liverpool Road closed diversion via Palmer Place. Chillingworth Road access maintained for residents.
Holloway Road, Eden Grove, Georges Road, Liverpool Road, Drayton Park, Palmer Place	23/02/2024	26/02/2024	Nights 20:00 - 05:00	Switchout installed, SB carriageway closed, Two way traffic maintained via signals using NB running lane. Georges Road closed diversion via Eden Grove, Palmer Place closed diversion via Liverpool Road, Drayton Park closed diversion in place.

Table 1 – TfL A1 Junction works timetable

## 5. Monitoring

## 5.1 Programme-wide monitoring background

- 5.1.1 Comprehensive and robust monitoring forms part of the School Streets programme, including identifying the potential need for any changes to a School Street and the positive and negative impacts on the surrounding streets and local environment.
- 5.1.2 Monitoring will effectively measure the impacts on cycle and motor traffic movement. The impacts of the scheme's safety, security, and environmental factors such as air quality will also be measured. Accordingly, the results of any monitoring will be considered together with any feedback from residents, prior to making the decision about withdrawing, amending or making the School Streets permanent.
- 5.1.3 To ascertain the degree and impact of any motor vehicle displacement from the School Street scheme, especially onto the main road network, a monitoring strategy has been effectively implemented to collect baseline data in December 2022.
- 5.1.4 Further monitoring will be undertaken once the scheme has been in place for around 12 months and will consist of the following:
- Traffic volumes and speeds
  - Cycling levels
  - Traffic displacement monitoring
  - Air quality monitoring (diffusion tubes and Mesh-pods).

## 5.2 Monitoring at Sacred Heart School

- 5.2.1 Monitoring is based on the data gathered prior to the implementation of each scheme (baseline data) and the data collected around 6 and 12 months after the implementation of each scheme.
- 5.2.2 Baseline data was collected for the Sacred Heart School Street in December 2022.
- 5.2.3 This showed that volumes of traffic on Lough Road and on Eden Grove are significantly higher than on Georges Road, suggesting that this is a popular west to east cut-through route to travel from Caledonian Road to Holloway Road via MacKenzie Road and Eden Grove. See Table 2.

Street name	5-day daily average	7-day daily average
Chillingworth Road	521	501
Eden Grove East	1971	1676
Eden Grove West	1815	1769
Geary Street	457	439
Georges Road	399	444
Holloway Road (northbound)	n/a	13010
Holloway Road (southbound)	n/a	10343
Hornsey Street	2088	1956
Liverpool Road	10031	9738
Lough Road	2150	2118

Street name	5-day daily average	7-day daily average
MacKenzie Road	5958	5952
Piper Close	334	350
Watkinson Road	358	359

Table 2 - Traffic counts on local roads

5.2.4 The introduction of a traffic filter at the proposed location would remove the high volumes of cut-through traffic, creating a safer environment in the area around the school as well as improving air quality.

### 5.3 Road Danger as a result of narrow streets

5.3.1 Local streets around Sacred Heart have extremely narrow carriageways often with parking on either one or both sides without any traffic management in place.

5.3.2 For instance, the Western end of Georges Road is two-way traffic with a maximum width of 5.7m by the junction and 3.4m into the road where parking bays are located. Two-way traffic normally requires a minimum of 6 metres which highlights the challenging geometry of these local roads.

5.3.3 Similarly, Lough Road varies from 5.3m to 4m with two-way traffic.

5.3.4 These widths make two-way movement and high levels of cut-through traffic unsafe, particularly when considering people cycling.

5.3.5 This is reflected in the high number of collisions shown in Table 3. More frequent and severe collisions are seen at the entrance of the proposed filtered area at the junctions of Lough Road / MacKenzie Road and Eden Grove / Holloway Road.

Date	Location	Severity	Casualty Count	Casualty Class	Casualty Severity
Feb 2020	Location uncertain Lough Road	Slight	2	Driver/Rider	Slight
Feb 2020	Location uncertain Lough Road	Slight	2	Passenger	Slight
Jun 2020	On Georges Road, near junction with Holloway Road.	Slight	1	Driver/Rider	Slight
Jul 2020	On Georges Road, near junction with Holloway Road.	Slight	1	Driver/Rider	Slight
Sep 2020	On Georges Road, 30m east of junction with Geary Street.	Slight	1	Pedestrian	Slight
Apr 2021	On Georges Road, near junction with Holloway Road.	Slight	1	Pedestrian	Slight



Date	Location	Severity	Casualty Count	Casualty Class	Casualty Severity
Jul 2021	Lough Road	Slight	1	Driver/Rider	Slight

Table 3: Recorded collision data, 2020-2022

## 6. Public consultation

### 6.1 Public consultation overview

#### 6.1.1 Results from 2020 consultation on timed, camera-enforced School Street

6.1.1.1 123 responses were received from the consultation exercise. 35 were from parents of children at Sacred Heart Primary School, and 83 responses were received from residents. The remainder of the responses included 2 from businesses, 1 local worker and 2 classified as 'other'.

6.1.1.2 In total 75% of all responders supported the trial scheme proposal, that is 82% of the residents and 57% of the parents; whilst 24% disagreed with the proposal and 1% stated they didn't know.

6.1.1.3 The majority of comments were in favour of the scheme and saw positives as to its introduction in terms of encouraging active travel, reducing through traffic and reducing air pollution in the area.

6.1.1.4 Negative comments included concerns about traffic displacement, the unfair impacts of the scheme on residents and non-local parents and concerns that the proposals would not improve air quality.

#### 6.1.2 Results from 2023 Consultation on traffic filtered School Street

6.1.2.1 The consultation on the traffic filtered School Street proposal took place between 3 and 31 January 2023. Results from the consultation questionnaire have been analysed by council officers and can be read in Appendix 2.

6.1.2.2 The consultation included an online questionnaire available via the Islington website. Paper copies of the questionnaire were also made available at Islington Town Hall and could be requested by post or collected at the school reception.

6.1.2.3 The council used different ways to promote the consultation. Approximately 2,200 leaflets were distributed to the residents and businesses around Sacred Heart Primary School. Overall, 362 completed questionnaires were received by the council.

6.1.2.4 During the consultation, officers carried out leafletting activities outside the school on 11 January 2023 to promote the consultation and encourage people to fill in the questionnaire. The consultation was also actively promoted on the council's website, via on-street trifold signs, posters and leaflets.

- 6.1.2.5 Business visits were undertaken on 23 January 2023 and feedback from 19 businesses collected.
- 6.1.2.6 Two consultation events were held during the consultation period. One co-design workshop was held at the Ringcross Community Centre and a further information session was held online via Zoom. 9 people attended the co-design workshop and 9 number of people attended the online session.
- 6.1.2.7 There is no evidence to suggest that there was any data tampering or contamination to the consultation responses.

## 6.2 Consultation Highlights

- 6.2.1 Consultation results were mixed.
- 6.2.2 The response rate was high at 362 respondents.
- 6.2.3 69% of respondents were from residents, 20% from parents of children at the school and 4% from visitors to the area. 3% identified as 'other' and 3% were from businesses. 1% were from staff of the school. 49% of respondents are car owners while 51% are car-free, and 12% of respondents said that they were disabled.
- 6.2.4 A survey was developed to capture people's views on the existing layout and any concerns in the area before gathering insights into perceptions of the impact of the proposals.
- 6.2.5 The survey was divided into four parts: Introduction & Current concerns in the area, Part 1: Environmental improvements, Part 2: Traffic Filter and Part 3: People-friendly pavements.
- 6.2.6 The questions at the beginning of the survey asked respondents about the existing situation in the area. Although the results were split, a narrow majority of respondents did not report issues relating to traffic.
- 6.2.7 The second set of questions were more specific to the proposals, where respondents were asked to agree, disagree or neither agree nor disagree with a set of statements about the proposals. Although split, a narrow majority agreed that the proposals would have positive impacts.
- 6.2.8 Overall, while there was support for the environmental improvements outside the school, there were concerns about the removal of the parking bay that is needed to do so.
- 6.2.9 The traffic filter proposal raised concerns around access. However, all addresses would remain accessible at all times and exemptions would be granted to Blue Badge holders living on identified streets north of MacKenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption to the traffic filter.
- 6.2.10 All emergency services would be able to pass through the filter.

- 6.2.11 Comments and suggestions were received for areas for pavement improvements.
- 6.2.12 In response to questions concerning the impact of the proposal, parents and carers of the children at the school responded more negatively than residents. This is unusual compared to other School Street consultations, where parents and carers have tended to be more supportive of the proposals. However, in this instance, there was a significant overlap with those respondents who were parents/carers and those who are drivers. 66% of the parents/carers who responded were also car drivers which may explain the more negative responses to the proposals.
- 6.2.13 Respondents who were car-owners and those that were car-free were almost equal (49% and 51% respectively). Car-free households are under-represented in comparison to the Islington average. Car-free respondents were generally more positive about the proposals.
- 6.2.14 The questionnaire included free text boxes for participants to enter comments. These have been grouped into themes and summarised in Appendix 3, with council officers' comments in response. 839 statements were coded in total.

### 6.3 Consultation Events

- 6.3.1 The main concerns discussed at the online information session were around access to the church, illegal pavement parking, collision data pre-Covid, requests for a timed School Street, accusations of a misleading consultation, suggestion that the engagement with school pupils is insufficient and unrepresentative, support for the scheme, especially the traffic filter.
- 6.3.2 More detailed comments have been included in the consultation report.

### 6.4 Business Engagement

- 6.4.1 The business engagement for Sacred Heart School Street took place on the 23 January 2023. Two LBI officers visited a total of 19 businesses with the intention to share details about the plans for Sacred Heart in the form of a business letter and to encourage businesses to take part in the consultation.
- 6.4.2 Overall, there were limited comments about the Sacred Heart School Street proposal.
- 6.4.3 The business environment on Holloway Road consists of mainly restaurants who receive deliveries outside of their business and therefore expressed no issues. Similarly, as all addresses remain accessible on Georges Road and Eden Grove, there were limited concerns raised. One business expressed concern about delayed delivery times and rerouting for delivery drivers.
- 6.4.4 DMP Autos, the MOT garage who had submitted a formal objection to the consultation in 2020, expressed continued concerns about the new proposal of the

traffic filtered School Street and requested business exemption to be able to drive through the traffic filter.

#### 6.4.5 **Feedback received via email**

6.4.6 10 emails were received in total. All concerns raised in emails have been listed in Appendix 5.

#### 6.4.7 **Feedback received after the consultation period had closed**

6.4.8 Three emails were received after the consultation had closed. Main concerns raised were about the consultation itself and that the consultation period was insufficient, and information not shared correctly or widely enough.

### 6.5 **Consultation with the Church**

6.5.1 The Church was contacted and raised concerns around parking access for members of the congregation, especially on Sundays, once the traffic filter is in place. The Church explained that some members need to be dropped off by the main entrance on Eden Grove. Following site observation as well as parking survey analysis, officers are confident that there is enough parking availability in the area for members of the congregation to find local parking in the area located east of the traffic filter, allowing members to be dropped off by the church main entrance by accessing the local area from Holloway Road.

6.5.2 Officers will be engaging and visiting the church further to go through the impact of the scheme again and to help them make sure members are fully informed of the changes to local access and to work through any concerns or issues. They will also take feedback once the traffic filter comes into force and mitigate any issues that might arise.

### 6.6 **Consultation with Sacred Heart Primary School**

6.6.1 A meeting and walkabout were had with the headteacher and assistant headteacher on 10 October 2022. There were no objections to the proposals.

#### 6.6.2 **Children's Workshop**

6.6.3 A workshop was organised and run by external consultant Mark Lemanski from School of Streets.

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

- 6.6.5 The surveys handed out at the end of the assembly asked how students travel to school, which improvements could be made to their school journey, and what they like and dislike about it.
- 6.6.6 67 responses (14% of the school's 495 pupils) were received. 72% of respondents travel to school by Active Travel. 40% of respondents could think of ways to make their school journey safer. 36% of respondents thought that adding planting and green spaces would improve their school journey, 15% proposed wider/less crowded pavements, 13% to reduce the number or speed of cars. The most frequently mentioned "most favourite part" of respondents' school journeys is to walk and talk with friends and family (13%). The most frequently mentioned "least favourite part" of respondents' school journeys are traffic and roads (12%).
- 6.6.7 The report concludes: "The school journey mapping element of the workshop showed clear allocations of negative and positive characteristics. Positive clusters are located at the school, at Paradise Park, and at the pedestrianised passage north of the school. Several children also mentioned their homes, which have not been annotated on the summary drawing. Roads and especially Holloway Road are frequently characterised negatively, particularly because of traffic-related noise, pollution and road danger. A fitting analogy might be of islands of safety within a sea of danger: children feel safe in destinations such as their homes, their school, or the local park, with the in-between routes described as unsafe (with the exception of the pedestrianised shortcut). Results reiterate that students' perception of the public realm is dominated and negatively affected by motorised traffic."
- 6.6.8 The report also illustrated the results of the co-design workshop with mock up model building for the area outside the school entrance, which include pavement extension, playable features, greenery and other features which will be further explored for concept designs for this space.

6.6.9 Full results can be seen in Appendix 3.

## 6.7 Statutory Consultees

6.7.1 Statutory Consultees contacted were:

6.7.2 London Ambulance Service: No objections but requested that the council:

- Ensure the correct exemptions are included in the associated traffic order
- Ensure the filter is bi-directional to allow access into Eden Grove from Lough Road end of Georges Road
- Contact local NHS Community Health, Midwifery, Mental Health and social care teams to ensure their needs are included.

6.7.3 London Fire Brigade: No objections

6.7.4 Transport for London: No objections, but queried whether the filter would be 24/7 and whether it would be introduced by an ETO or a permanent traffic order.

- 6.7.5 Metropolitan Police Service: No response received
- 6.7.6 Royal Mail: No response received
- 6.7.7 RHA: No response received
- 6.7.8 Logistics UK: No response received

## 7. Human Rights

- 7.1 Regard should be had to the provisions of the Human Rights Act. In particular, the provisions of Article 1 of the First Protocol - protection of property, Article 2 of the First Protocol – right to education, and Article 8 of the First Protocol - right to respect for private and family life.
- 7.2 In relation to Article 1, Blue Badge holders living in the vicinity of the new traffic filter will be granted an exemption to the traffic filter.
- 7.3 All addresses remain accessible, although some routes might change, motor vehicles diversions being limited to 0.5 miles maximum. The scheme is therefore not considered to have a significant impact on Article 1. Further, the right under Article 1 is qualified rather than absolute as it permits the deprivation of an individual's possessions or rights where it is in the public interest. The public interest benefits are outlined within this report.
- 7.4 In relation to Article 2, access to educational institutes will not be affected by the proposals. Access to educational institutes will be maintained to the premises by motor vehicles, walking, cycling and public transport. All addresses remain accessible by all modes of transport, therefore the scheme is not considered to have an impact on Article 2.
- 7.5 In relation to Article 8, right to respect for private and family life has a broad interpretation and extends to being in a public place if there is a reasonable expectation of privacy there. This right can be interfered with where lawfully necessary and proportionate to protect a number of other concerns including public safety and health. It is not considered that the implementation of the scheme will impede on the right to individuals to respect for private and family life either in public or on private land. Further, the scheme is proposed in order to reduce the number of vehicles on the road, which will enhance public safety and health.
- 7.6 These human rights should be considered. To the extent that it is considered that they are infringed, the scheme should only go ahead if it is considered that the infringement is necessary and proportionate.

## 8. Section 122 of the Road Traffic Regulation Act 1984

- 8.1 In the exercise of its powers under the Road Traffic Regulation Act 1984, the council is required, under s.122 of the Act, to exercise its order making function (so far as practicable having regard to the matters specified below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 8.2 The specified matters are:
- a. the desirability of securing and maintaining reasonable access to premises;
  - b. the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so

as to preserve or improve the amenities of the areas through which the roads run;

- c. the impact on air quality both locally and in the surrounding areas;
- d. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- e. any other matters appearing to the council to be relevant.

8.3 In balancing the considerations above, and in accordance with the duties set out in Section 122 of the Road Traffic Regulation Act 1984, council officers consider that the proposals for this School Street should proceed taking into account the following factors:

- Access is maintained to all properties within the scheme at all hours.
- The scheme does not impact emergency service through-route access.
- Essential amenities remain accessible at all times. Blue Badge exemptions are in place for local people and diversion routes are less than 0.5 miles.
- The scheme is not expected to have an adverse impact on air quality, but should lead to an improvement due to reduced traffic volumes.
- There is a need for public service vehicles responding to emergencies to be able to access the area safely and expeditiously, and the scheme has taken this into consideration.
- The scheme addresses the road danger risk.

8.4 The School Streets programme continues to provide a safe space for pedestrians and children travelling to and from school at the school gates, also encouraging greener modes of travel such as walking.

## 9. Implications

### 9.1 Financial Implications

9.1.1 **Costs.** The estimated implementation cost is £30,000 for the traffic filter and the parking bay suspension.

9.1.2 Estimated costs for **the buildout** by the school gate is £109,628.

9.1.3 Estimated cost for **the trees, planting and maintenance** is £26,103.

9.1.4 Estimated cost for **the pavement and area-wide improvements** is £35,650.

9.1.5 The total cost for the scheme is expected to be £201,381.

9.1.6 **Funding.** The funding for the buildout, parking suspension and traffic filter is covered by the council people-friendly streets capital through the School Streets funding approved by Full Council in February 2021. The funding for the pavement and area-wide improvements is covered by the Highways footway renewal capital programme.



9.1.7 **Revenue.** The School Street scheme may bring in revenue via camera enforcement to contribute to the Traffic and Parking savings targets, however after time this revenue is expected to reduce as compliance increases.

## 9.2 Legal Implications

### 9.2.1 **Implementation of a Traffic Filter on Georges Road at the junction with Eden Grove**

9.2.1.1 The traffic filter on Georges Road will be implemented by an Experimental Traffic Order.

9.2.1.2 Section 9 of the Road Traffic Regulation Act 1984 as amended enables the council to make an experimental traffic order for the purposes set out in section 2 of the report. In deciding whether or not to make an order under section 9, the council is required to comply with the provisions of section 122 of the 1984 Act.

9.2.1.3 As recorded above, officers have concluded, when balancing the various considerations, that adopting the recommendations set out in section 2 of this report is the appropriate decision.

9.2.1.4 In addition to the above considerations, when deciding whether to make a traffic order the council must have regard to the Mayor of London's Transport Strategy (sections 142 and 144(1)(a) Greater London Authority Act 1999). That strategy emphasises the importance of reducing emissions and improving air quality.

9.2.1.5 The council must also have full and proper regard to the consultation responses particularly those from residents of the School Street.

9.2.1.6 An ETO cannot last for more than 18 months. In both the making of the ETO, and if making it permanent in the future, the council must follow the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended).

9.2.1.7 Traffic Orders are required to be supported by relevant lines, markings and signs as prescribed by the Traffic Signs and General Directions 2016.

### 9.2.2 **Removal of Parking Bays and buildout by the school**

9.2.2.1 The removal of two parking bays will be implemented by a Permanent Traffic Management Order under section 6 of the 1984 Act which requires a 21-day notice period. The first notice was advertised in the London Gazette and Islington Tribune on 23 February 2023 and a second notice was advertised on 19 May 2023. The council must consider formal objections submitted during the notice period. No objections were submitted.

9.2.2.2 The council must also have regard to the matters set out in paragraphs 9.2.1. 4 to 9.2.1.7 above in respect of permanent traffic orders.

9.2.2.3 With regard to the pavement build-out, the council has power under the Highways Act 1980, section 75, to vary the width of footways and carriageways. The council also

has general powers to maintain and improve the highway under the Highways Act 1980, and install water fountains and benches in streets and public places under the Public Health Act 1925.

### 9.3 Environmental Implications and contribution to achieving a net zero carbon Islington by 2030

9.3.1 Implementing School Streets at all schools in the borough is identified as an action in the [council's Net Zero Carbon Action Plan, Vision 2030](#). The intention to implement these proposals will continue to reduce vehicular movements through the streets, reducing air pollution and carbon emissions outside the schools. In some cases – such as where parents stop driving their children to and from school due to the new restrictions – this eliminates traffic and reduces emissions and congestion. However, there may also be cases where other drivers displaced from the streets take longer routes, leading to additional emissions and congestion elsewhere. Monitoring of the School Streets programme has shown that the overall emissions and congestion have reduced on the roads within the schemes and surrounding areas as more parents, school staff and pupils are encouraged to travel by sustainable means of transport.

9.3.2 The work required for the continuation of the School Streets also have some minor environmental implications related to ongoing resource and energy usage for the signage and enforcement cameras. During its construction, it should be noted that the development of the pavement and area-wide improvements, buildout and traffic bay will result in new material usage and some minor disruption.

### 9.4 Equalities Impact Assessment

9.4.1 The council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The council must have due regard to the need to tackle prejudice and promote understanding.

9.4.2 An Equality Impact Assessment (EQIA) was undertaken and has been provided with this report for information. The EQIA identifies general positive and negative impacts for groups with protected characteristics and details the specific positive and negative impacts of the School Streets programme. The EQIA has identified both positive and negative impacts in the following protected characteristic groups: Age, Disability, Pregnancy and Maternity, Race, Sex & Socio-economic status. There were no identified impacts on Gender Reassignment, Marriage or Civil Partnership, Sexual Orientation, or Religion and Belief.

9.4.3 The School Streets programme is expected to improve the lives of residents in a number of ways and welcome people from all walks of life and represent a fairer balance for alternative travel modes.

9.4.4 A number of actions were set out in the EQIA and the list of actions and timelines is provided in Table 47 The completed EQIA is attached at Appendix 4.

Action	Deadline
Traffic displacement risk on roads outside the School Street zone will be addressed through monitoring. The council is continuing to proceed with a monitoring strategy to ensure that the displacement impacts are considered.	Monitoring baseline collected in December 2022 and approximately 6 months and 12 months later.
Blue Badge holders living on identified streets north of Mackenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption from the traffic filter. They will be contacted via post and will not need to apply separately.	Ongoing
Feedback from the public will be monitored	Ongoing
Resident letters will be sent prior to implementation to all addresses comprised in the School Street to inform them of the scheme, the works and how to contact the council and raise a formal objection.	July 2023

Table 1: Actions from the EQIA

## 10. Conclusions & Reason for recommendation

- 10.1 School Street schemes are being implemented across a number of London boroughs and other Local Authorities across the United Kingdom. The initiative is expected to be extended across London and the UK in due course and in turn form a key feature in improving air quality and reducing road danger around our schools, helping to protect children's futures.
- 10.2 The consultation results show overall support for the proposed environmental improvements but more mixed result and views on the traffic filtering proposal, varying across different groups of respondents. What is clear is that car-free respondents (those more likely to walk, wheel and cycle within the area) feel that the area around the school is an unsafe traffic environment, including unsafe for walking and cycling. This is a recurring pattern across school street and traffic filtering proposals in the borough.
- 10.3 It is recommended that the School Street at Sacred Heart, including a traffic filter and environmental improvement as well as pavement improvements, is taken forward; with the traffic filter being implemented by Experimental Traffic Order (ETO), allowing the Council to monitor the impacts of the scheme for an 18 month period, and for any

formal objections that can be made during the first 6 months of the ETO period to be considered when making the final decision on the scheme before the end of the ETO period: i.e. to amend, remove or make the scheme permanent.

10.4 The proposals will:

- Address the road danger caused as a result of a large volume of traffic using Lough Road, Eden Grove and Georges which are narrow streets, increasing the risk of collision;
- Create safer local streets which form part of the walking journey for many parents and pupils to school;
- Create safer environments at the school's multiple entrances beyond Georges Road;
- Improve air quality due to the expected lower traffic volumes in the streets surrounding the school which will benefit children who are particularly vulnerable to polluting emissions;
- Ensure business and resident access at all times of day as a timed, camera-enforced School Street had to be discounted due to these reasons.

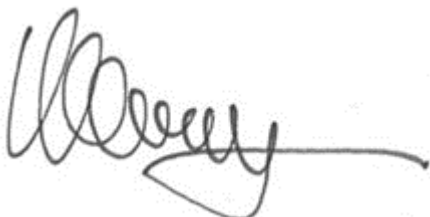
10.5 Potential negative impacts include:

- Longer journey times as a result of the traffic filter. However, the diversion for car drivers is under 0.5 miles and represents a minimal extra journey.
- A slight increase in parking pressure due to the removal of two parking bays (out of 151) to enable the environmental improvements outside the school. However, the suspension of two parking bays will not have significant impact on parking pressure, while greatly improving the safety of pupils and parents right by the school gate. On balance, the safety benefits outweigh the possibility of a slight increase in parking pressure.

10.6 On balance and after assessment, it is recommended to proceed with the following:

- Implement the traffic filter under an ETO and monitor impacts;
- Implement the parking restriction to allow for pavement build-out under a permanent Traffic Management Order;
- Implement the people-friendly pavements interventions and new pedestrian area outside the school gate.

Signed by:

A handwritten signature in black ink, appearing to be 'A. O'Connell', written in a cursive style.

Martijn Cooijmans

Director of Climate Change and Transport

Date: 30 June 2023

Report Author:

Email:

Financial Implications Author:

Tel:

Email:

Legal Implications Author:

Tel:

Email:

Environmental Implications Author:

Tel:

Email:

# 11. Appendices

## Appendix 1 – Proposal of plans

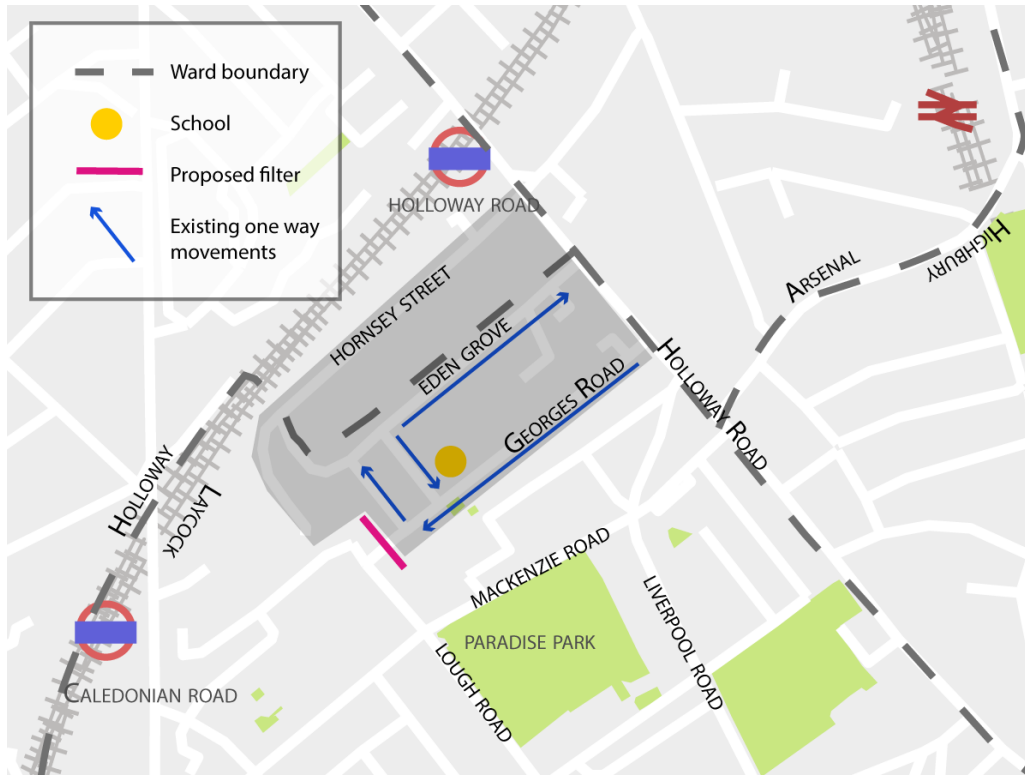


Figure 1: Traffic filter location

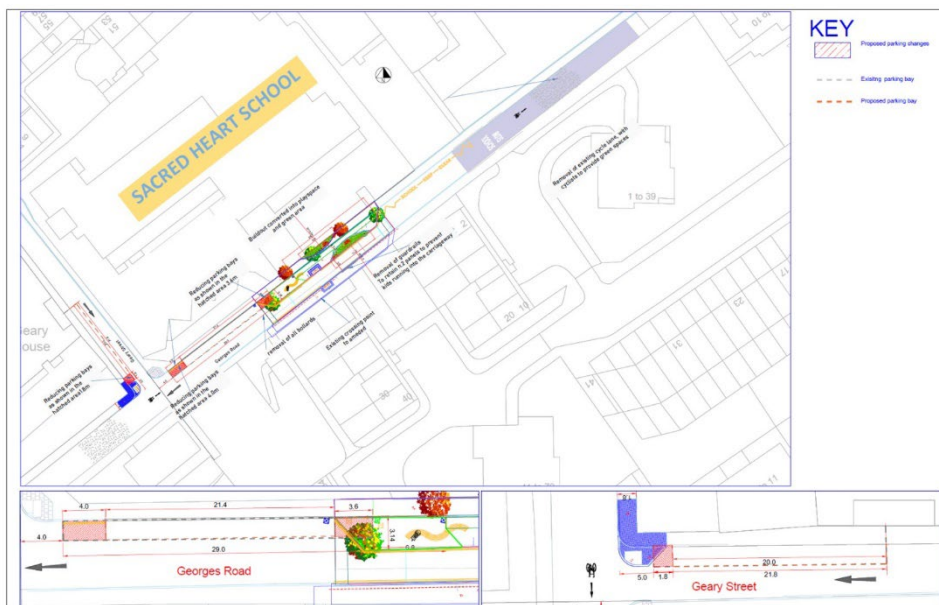


Figure 2: Buildout proposal

Location	Proposal
Georges Road/	Extend pavement at junction where people cross

Location	Proposal
Eden Grove	
Eden Grove	Repave pavement on Eden Grove
Eden Grove	Drop kerbs opposite Willow Court and by parking entrance
Eden Grove (west)	Remove railing
Geary Street	Dropped kerb by junction with Eden Grove
Geary Street	Remove redundant signpost
Lough Road	Repaving corner (ponding issue)

Table 2: Proposed Pavement improvements

## Appendix 2 – Consultation report

## Appendix 3 – Themes raised at consultation with officer comments

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
There are no problems in the area	63	7.5%	Georges Road does not have a lot of traffic	43	5.1%	Pre-implementation traffic data indicates that traffic volumes are high in the area (with on average 2000 vehicles a day on Lough Road). This in turn increases road danger, especially disadvantaging more vulnerable road users, such as children, their caregivers and the elderly. Collision data was also assessed as part of the decision. The narrow streets in the area as well as the high volumes of traffic and lack of traffic management have led to a high number of collisions as well as high future risks. Additionally, collision data at junctions in the area (specifically Lough Road and MacKenzie Road, and Eden Grove and Holloway Road) shows that there have been a

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
						<p>high number of slight and severe collisions at these locations. The removal of through traffic will lower the risk of future collisions.</p> <p>Introducing the traffic filter as a trial will allow the council to monitor traffic levels and speeds in the area. Additional monitoring for collisions in the area will also be undertaken in the medium and long-term.</p>
There are no problems in the area	63	7.5%	No issues with pavements	20	2.4%	Issues have been identified by other respondents to the survey and as part of the consultation events.
Existing Traffic Problems	103	12.3%	Existing idling & parents parking illegally is an issue (incl. Adams Place)	17	2.0%	The council's enforcement team will add this location to their patrols list and monitor idling and illegal parking.
Existing Traffic Problems	103	12.3%	Junction of Lough Road and Georges Road is dangerous	9	1.1%	This will be addressed by the traffic filter as a lower level of cut-through traffic will lead to less risk of collision. Monitoring will be undertaken to measure the impacts of the proposal on traffic volumes and instances of collision.
Existing Traffic Problems	103	12.3%	Area is dangerous for people cycling and walking	30	3.6%	This will be addressed by the proposal through the introduction of the traffic filter as well as the pavement buildout outside the school



Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
						and wider pavement improvements in the area.
Existing Traffic Problems	103	12.3 %	Reduce car speeds	23	2.7%	This will be addressed by the proposal as vehicles will no longer be able to use Georges Road as a cut-through. Monitoring will be undertaken to measure the impacts of the proposal on traffic speeds in the area.
Existing Traffic Problems	103	12.3 %	Current one-way system is being ignored	7	0.8%	This comment has been passed on to the enforcement team.
Existing Traffic Problems	103	12.3 %	Dangerous cycling	9	1.1%	The council encourages safe cycling behaviour by providing free cycle skills sessions to adults and children and through the STARS programme which works with schools to enable healthier school travel.
Existing Traffic Problems	103	12.3 %	Cycle lane is redundant	8	1.0%	This will be addressed by the proposal.
Existing problems - pavements	34	4.1%	Pavement parking on Geary Street should be removed	8	1.0%	These concerns have been noted.
Existing problems - pavements	34	4.1%	Pavement on Georges Rd & Lough Rd needs improving	6	0.7%	These concerns will be addressed by the proposal.

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
Existing problems - pavements	34	4.1%	Issues with ebikes scattered on pavements	4	0.5%	The council encourages ebike users to return them to appropriate locations.
Existing problems - pavements	34	4.1%	Eden Grove pavements inaccessible	11	1.3%	These concerns will be addressed by the proposal.
Existing problems - pavements	34	4.1%	The road is not well lit	5	0.6%	These concerns have been passed on to the lighting team.
Traffic Filter - Supportive	105	12.5%	Support for traffic filter	105	12.5%	These comments are supportive of the proposals and can be reviewed at a later stage once monitoring has taken place.
Traffic Filter - Concerns	140	16.7%	Lack of support for traffic filter (no reason given)	27	3.2%	As no reason was given, no response can be provided.
Traffic Filter - Concerns	140	16.7%	Would create queuing issues onto Eden Grove	9	1.1%	As traffic begins to settle and drivers become aware of the access changes in the area, there is expected to be a lower volume of traffic using the area which will reduce the risk of queuing issues onto Eden Grove. Additionally, TfL will shortly begin their junction improvement works at the junctions of Palmer Place and Liverpool Road with Holloway Road which will also help manage traffic

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
						flows onto Holloway Road. The council will also be monitoring the area to be able to mitigate any ongoing issues with traffic queuing or traffic displacement.
Traffic Filter - Concerns	140	16.7%	Proposals would displace traffic (increased congestion and air pollution)	72	8.6%	<p>The council will continue to monitor the traffic within the area throughout the trial to evaluate the impacts the scheme may have on traffic volumes on the wider area. This will form part of the evidence for the final decision at the end of the trial.</p> <p>The risk of displacement will be carefully monitored and officers are of the view that the surrounding road network can maintain resilience with the School Street in place.</p>
Traffic Filter - Concerns	140	16.7%	Proposals would not address traffic issue enough	4	0.5%	Traffic volumes and speeds will be monitored. Further action can then be considered, based on feedback and the monitoring results.
Traffic Filter - Concerns	140	16.7%	Concerns children would still be driven to school	8	1.0%	Although not a camera-enforced, timed closure of the street for vehicles, the reduced volumes of traffic and environmental improvements as well as pavement improvements are expected to create a more

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
						pleasant environment outside the school with reduced road danger, which will encourage parents and children to travel to school by walking or wheeling.
Traffic Filter - Concerns	140	16.7%	Concerns for business access and deliveries	15	1.8%	Access to all addresses is maintained. The scheme has been designed so that all residents and businesses can access their homes and premises respectively, without the need for an exemption. The only thing that may change in some circumstances is the route they have to take.
Traffic Filter - Concerns	140	16.7%	Women's safety/ASB concerns	5	0.6%	There has been no evidence to support the claims that traffic filtered areas experience higher rates of crime or ASB.  Nevertheless, the council will work closely with the Met police to monitor the impact of the proposal on ASB and crime in the area.
Traffic filter - Access Concerns	71	8.5%	BB/Disabled persons exemption/emergency access	26	3.1%	It is vital that people who need to use their cars, such as Blue Badge holders, can access their home by car at all times. That is why all addresses in the area are still accessible at all times by motor vehicle.

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
						<p>Additionally, Blue Badge holders living on identified streets north of MacKenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north will be granted an exemption to the traffic filter.</p> <p>Taxis are currently not exempt – however should a regular taxi be used by a Blue Badge holder, exemptions can be considered on a case-by-case basis.</p>
Traffic filter - Access Concerns	71	8.5%	Working parents need to drive/inconvenience/penalises drivers	11	1.3%	<p>The proposals are designed to encourage people to adapt the way they are traveling in an effort to reduce the number of cars on our streets, and each individual decision to change a mode of travel, away from private car use, benefits everyone. Currently, 1/3 of car journeys in London are under 2km, a distance which could be walked or cycled by many.</p> <p>By choosing an alternative like walking, wheeling or cycling residents are not only helping the environment and reducing air pollution, but also boosting their physical and mental health. This also helps to leave the roads</p>

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
						clearer for people who have no choice but to travel by car.  It must also be noted that people would still be able to drive to the school – although local access would change due to the traffic filter.
Traffic filter - Access Concerns	71	8.5%	Concerns around access on match days when Arsenal use parking in the area	6	0.7%	The plans for the proposal have been shared with Arsenal Football Club. No concerns have been raised.
Traffic filter - Access Concerns	71	8.5%	Concerns around access to church	12	1.4%	Access to all addresses is maintained, including the church. The only thing that may change in some circumstances is the route drivers will need to take to access it. However, the diversion created by the filter would be less than 0.5 mile.
Traffic filter - Access Concerns	71	8.5%	Resident exemption	12	1.4%	No resident exemptions have been considered as part of this proposal as access to all addresses is maintained at all times.
Traffic filter - Access Concerns	71	8.5%	Costs of taxis would increase	4	0.5%	The London Taxicard Scheme offers subsidised travel in licenced taxis and private hire vehicles to London residents with serious

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
						mobility impairments or who are severely sight impaired. This could offset some of the increase in costs resulting from slightly longer routes as a result of the Sacred Heart School Street restriction.
Removal of parking bay - concerns	96	11.4 %	Concerns about parking pressure	96	11.4 %	The proposal suggests the removal of two parking bays on Georges Road. Any potential negative impact of this is considered to be minimal.  Moreover, parking right outside a school gate increases the risk of road danger to children and other people walking, wheeling and cycling, especially at drop-off and pick-up times.
Removal of parking bay - support	24	2.9%	Too much parking exists in the borough and should be reallocated	24	2.9%	This has been noted for future developments.
Comments relating to Environmental Improvements	74	8.8%	No to seating	19	2.3%	The proposals for the environmental improvements have considered this feedback. However, a bench has been included in the designs for the buildout outside the school gate to align with the Healthy Streets indicators.

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
Comments relating to Environmental Improvements	74	8.8%	No to cycle storage	5	0.6%	The proposals for the environmental improvements considered this feedback. However, limited cycle storage has been included in the designs to respond to high demand for more cycle storage across the borough.
Comments relating to Environmental Improvements	74	8.8%	Other improvements outside school (eg colourful crossings, fencing to prevent parking by pavement, play streets, trees)	9	1.1%	These suggestions have been considered and incorporated into the buildout designs where possible.
Comments relating to Environmental Improvements	74	8.8%	New public space needs to be maintained	11	1.3%	The council will maintain the public area.
Comments relating to Environmental Improvements	74	8.8%	Concern about losing the cycle lane/safer cycling on Georges Rd	6	0.7%	The expected reduction of traffic volumes as a result of the traffic filter are expected to create a safer environment for people cycling on Georges Road. The existing with flow cycling lane has been identified as substandard and providing a low level of service for cycling.



Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
Comments relating to Environmental Improvements	74	8.8%	Support extended pedestrian island	50	6.0%	These comments are supportive of the proposals and can be reviewed at a later stage once monitoring has taken place.
People-friendly pavements	43	5.1%	General pavement improvements needed in the area & borough-wide (widening, repaving, dog fouling)	43	5.1%	These comments will be considered as part of future projects undertaken by the council.
Other suggestions/feedback	60	7.2%	Make Georges Road one way throughout instead with exit onto Lough Road	3	0.4%	Making Georges Road one-way throughout would create further opportunity for cut-through traffic to the area and would most likely lead to an increase in the volumes of traffic driving outside of the school and cutting through the area, as well as a potential increase in speeds. This would increase the risk of road danger and collision in the area and outside the school.
Other suggestions/feedback	60	7.2%	Want a timed school street	32	3.8%	The council previously consulted on a timed, camera-enforced School Street. However, this proposal had to be abandoned due to business access concerns and formal objections raised during the

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
						consultation. Alternative options were explored extensively but none were deemed feasible.
Other suggestions/feedback	60	7.2%	Money making scheme/waste of money	13	1.5%	<p>The council does not profit from traffic filter fines. Any revenue generated from the camera-controlled filters is re-invested into improving parking, highways and road danger reduction in the borough as well as for concession rates for public transport for disabled people.</p> <p>A camera-controlled filter is proposed to allow exemptions to be granted to emergency services and Blue Badge holders living on identified streets north of MacKenzie Road to Caledonian Road to the west and Holloway Road to the east, and Hornsey Street to the north.</p>
Other suggestions/feedback	60	7.2%	Biased survey, poor consultation, not enough information available	6	0.7%	Please see comments in Table 8 in Appendix 5.
Other suggestions/feedback	60	7.2%	Benefits a minority	6	0.7%	The scheme is expected to benefit the school community as well as residents due to the reduction in through traffic.

Theme	No. of comments	Percentage	Detailed Comment	No. of mentions of detailed comment	Percentage	Officer Response
Total number of coded statements	839	100%				

Table 3: Themes raised in the Sacred Heart School Street consultation in January 2023 with council officers' responses

## Appendix 4 – Key themes from the business engagement

Theme	No. of mentions	Officer commentary
No concerns expressed about the scheme and its impact on the business	11	N/A
Requests for signage to be clear so that drivers are aware of the changes	2	All signage will be compliant with statutory regulations.
Concerns about increased travel times for business owners and deliveries in the area	1	The diversion created by the filter is minimal (less than 0.5 miles)
Concerns about poor cycling in the area	1	The proposal will encourage motor vehicle drivers and people cycling to travel more safely.
Request for business exemption from the filter	1	As all addresses would remain accessible, the proposals do not include resident or business exemptions.

Theme	No. of mentions	Officer commentary
<p>Other concerns not related to the School Street proposal:</p> <ul style="list-style-type: none"> <li>- insufficient disabled parking on Eden Grove</li> <li>- concerns about existing signage blocking shop fronts</li> <li>- concerns about LTNs and other transport projects in the borough</li> </ul>	3	These comments have been passed on to the relevant teams.

Table 4: Themes from business engagement

## Appendix 5 – Themes from emails received during and after the consultation with officer response

Theme	Detailed Comment	Commentary
<b>Concerns about the consultation</b>	The consultation period was insufficient, the consultation survey biased and information not shared correctly or widely enough.	<p>The consultation for Sacred Heart School Street ran from 3 January to 31 January, exceeding the statutory consultation period of 21 days. There were some issues with the information not being shared correctly and an email address containing a typo, however actions were taken promptly to remedy these issues at the start of the consultation. Additionally, the survey link was visited 665 times and 362 complete responses were received. The consultation materials included information of how to access the information in other formats, including in other languages. The consultation was also available on the council's website, and it was advertised on street with on-street trifolds and posters.</p>
	The consultation was misleading.	<p>The consultation materials included clear information about the 24/7 proposed traffic filter. While most of the borough's School Streets are camera-enforced, timed closures, there are other School Streets which form part of the programme which only have environmental improvements and no traffic restrictions. Similarly, School Streets in other London boroughs encompass wider traffic schemes which include</p>

Theme	Detailed Comment	Commentary
	Suggestion that the engagement with school pupils is insufficient and unrepresentative	<p>traffic filters, similar to the proposal for Sacred Heart.</p> <p>67 questionnaires were received from pupils. This equates to 14% of the school's 495 pupils, which can be considered a representative sample.</p>
<b>Concerns about access for Blue Badge holders</b>	Blue Badge holders and disabled people will be discriminated against as a result of this proposal and be faced with higher costs and longer journey times which will be detrimental to their health. Those that are disabled but not in possession of a Blue Badge will be severely impacted.	<p>Blue Badge holder exemptions are part of the proposal for the filter, and diversion routes from one end of the filter to the other are around 0.5 miles.</p> <p>Pedestrian enhancements could be of particular benefit to people with a disability in terms of navigating an urban environment, including but not limited to those using walking aids, wheelchair or mobility scooters. In residential areas, those with cognitive disabilities could benefit from reduced levels of noise pollution, supported by the neighbourhood walking, wheeling and cycling improvements and the removal of through-traffic.</p> <p>Research has shown that one of the main reasons that disabled people do not cycle more is due to inaccessible infrastructure, even though 75% of disabled cyclists report that they find cycling easier than walking (<a href="https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf">https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf</a>) The School Street will greatly improve conditions for disabled cyclists by reducing traffic volumes.</p>
<b>Concerns about the impact of the works on disabled people</b>	The works to extend the pavement and implement the filter will cause serious disruption for disabled residents.	The council's contractor for roadworks will provide alternative accessible routes, for instance with road diversions or temporary pavement ramps.
<b>Concerns about traffic displacement and air pollution</b>	<p>Forcing cars onto fewer streets creates more pollution and road danger concerns in other areas which need to be considered and mitigated.</p> <p>The traffic filter should only be enforced during School Street times.</p>	<p>The council will monitor traffic in the area and mitigate any issues accordingly.</p> <p>A 24/7 traffic filter would bring added benefits to the area by removing high levels of through-traffic traveling along Lough Road and Eden Grove.</p>
<b>The proposals are unfair and will</b>	Those on boundary roads would be negatively impacted	As this is not a traditional School Street, there are no resident

Theme	Detailed Comment	Commentary
<b>only benefit a minority</b>	and only residents on the right side of Eden Grove, which is in the Laycock Ward, would have an exemption.	exemptions as all addresses remain accessible at all times.
<b>False information shared about collisions</b>	The collision outside the School was discussed as severe but was officially only classified as slight.	While the collision with the child was classed as slight, evidence provided by the parents of the child, suggest that this was a misclassification and that it should have been recorded as a 'serious injury'. More information on collision classification can be found <a href="#">here</a> . The guidance also caveats that 'An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the collision. This generally will not reflect the results of a medical examination ...'
<b>Issues on Piper Close</b>	Piper Close will see an increase of traffic volume as a result of the proposal.	It is expected that the traffic filter would reduce traffic volumes on Piper Close as east-west movement using the area as a cut through will no longer be possible. The council will be monitoring this area.

Table 5: Themes from emails received during and after consultation

## Appendix 6 – Children’s Report

## Appendix 7 – Equality Impact Assessment