

Mildmay Liveable Neighbourhood summary of co-design engagement (Feb-April 2023)

Executive summary

- 470 survey respondents and around 360 attendances across seven scheduled events (plus additional in-person engagement at street intercepts and door knocking exercises) from February to April 2023.
- The purpose of this phase of engagement was to gather people's views on the council's draft proposals, to help inform the development of final proposals. Following this phase, the council have taken into account the engagement feedback in developing our final proposals for public consultation.
- 42% of survey respondents said they lived in the Mildmay project area, and 49% said they owned or had access to a private vehicle (overrepresentation of car owners compared to 33% in the borough).
- Feedback showed significant support for traffic filtering, greening and public realm improvements (seating, rain gardens), walking improvements and safer cycling infrastructure.
- Negative feedback included: that the proposals are unnecessary/a waste of money; and concern about impact of traffic filtering on boundary roads and journey times. People who said they owned or had access to a car were less likely to support traffic filtering proposals or improvements to main roads/borough boundary roads.
- Stakeholders and survey respondents highlighted the need to consider disability / mobility issues across proposals, particularly relating to footways and junction safety.

About the Mildmay Liveable Neighbourhood project

The Mildmay Liveable Neighbourhood (LN) will see a number of changes to streets aimed at improving air quality and making the area greener, safer and easier to walk around, cycle, scoot and use buggies and wheelchairs.

The project area is located in the east area of Mildmay ward, between Newington Green and Dalston (see map in Appendix 1).

The project was announced in 2020 as Islington's first liveable neighbourhood. Public engagement, which was put on hold due to the Covid-19 pandemic, resumed in February 2021 with a public meeting on the project and the council has continued to listen to feedback from Mildmay residents about issues in the area.

The scheme involves three phases of engagement:

- Early engagement (July-October 2022) to gather ideas on how to improve streets and public spaces in the project area
- Co-design engagement (February-April 2023) to ask local people's feedback on initial proposals we developed based on the ideas we received in the early engagement phase
- Public consultation (September-October 2023) on improved designs, informed by the feedback local people gave us in the co-design phase

This document summarises the co-design engagement and the responses we received to the proposals. The initial proposals we shared in this phase are included in Appendix 2.

The purpose of the co-design engagement was to gather people's views on our draft proposals to help inform the development of final proposals.

Following the co-design phase, the council has taken into account the engagement feedback in developing our final proposals for the public consultation phase.

Overview of co-design engagement activities

We undertook the following engagement activity in the co-design phase in early 2023:

- Leaflet distributed to 8,100 local addresses
- Survey (open 8 February-16 April) – online and paper copies available. 470 responses received
- Online engagement event (20 February) – webinar style public meeting via Zoom, attendees could ask questions or comment on the proposals. 60 attendees
- In-person design workshop (28 February) at Newington Green Primary School – in small groups, attendees discussed proposed plans and shared views with council officers, consultants and councillors. 68 attendees
- Business visits (10 and 16 February) – door-to-door visits to businesses in and around the scheme area, to ensure they were aware of the draft proposals, taking comments or questions
- On-street intercepts (four intercepts February-April) – leaflets distributed to passers-by, officers discussing the project when people had questions
- Co-design meeting with King Henry's Walk stakeholders (22 March) at St Jude and St Paul's Church – local businesses, schools, community and faith groups invited to input into the design of proposed new public space on King Henry's Walk. Eight attendees
- Co-design meeting with Mildmay Road stakeholders (19 April) at Newington Green Primary School – school staff from local schools, businesses and community groups invited to input into the design of proposed new public space on Mildmay Road. 25-30 attendees
- Targeted engagement sessions with people with protected characteristics:
 - Disabled people (29 March) – meeting at Mildmay Community Centre with local disabled people and representatives from groups representing disabled people, including Disability Action in Islington and World of Inclusion. Three attendees

- Children and young people (22 March) – activity session at King Henry’s Walk Adventure Playground focused on healthy streets and active travel in relation to the scheme. 15-20 attendees aged 6-16
- Older people (5 April) – met residents and staff at sheltered housing residences for older people around Mildmay Park. Conversations with 15 people
- Drop-in session with Turkish-speaking people (26 April) at Day-Mer Community Centre – face-to-face interpreter present, and English-Turkish translated plans and surveys distributed. 12 attendees
- Residents door-to-door visits (4 April) – visiting streets and locations in project area with low survey response rates, including the Mayville Estate. 100 doors knocked on, 40-50 conversations

Key themes from event feedback:

- General support for traffic filtering
- Concern that traffic filtering will cause longer journeys – suggestions for timed closures
- Pavements in poor condition and should be focus for improvements
- Need to maintain and improve access for disabled people and other people facing mobility impairments
- More seating and benches, greenery and planting needed in the area
- Support for proposal to relocate Newington Green Primary School entrance
- Cycling infrastructure improvements required, and more cycle parking
- Mixed views regarding street improvements to encourage informal play for children

Survey Analysis

Who responded and how they travel

470 responses were submitted to the survey. 42% of respondents said they lived within the Mildmay Liveable Neighbourhood. 23% said they lived near the project area (Islington) and 23% (Hackney). 21% said they regularly visited the area and 14% said they regularly commuted through the area. 3% of surveys were filled in on behalf of a business (note that respondents could select more than one answer).

Respondents were asked how they usually travel to/from and around Mildmay. They could select up to five modes of transport. The top five modes were: Walk (82%), cycle (64%), bus (55%), Underground/Overground/train (35%) and car as driver (34%).

49.8% of respondents said they owned or had access to a private car or van (50.2% said they did not). This is significantly higher than average rates of household car ownership in Islington

(33%) or Hackney (35%)¹.

What we asked about our draft proposals, and what people told us

For our three initial draft proposals for public space improvements (at King Henry's Walk, Mildmay Road/Wolsey Road and Mildmay Road/Mildmay Park), we asked respondents one closed question per scheme, asking them to state how they felt about a range of measures (such as planting, seating and wider pavements) being introduced as part of the scheme.

We also asked 11 open-ended questions. These invited people to tell us any comments they had about our proposals for improvements to public spaces and streets outside schools; any comments they had about the traffic filtering proposals; what types of measures the council should make to improve main and borough-boundary roads around the scheme; and any types of improvements the council should make to make cycling safer and easier. There were no limitations on what people could write in these questions; people could include multiple points in the open text response for each proposal.

Proposal 1.1 – Public space improvements on King Henry's Walk and St. Jude Street

Closed question: Which of the following do you think the council should introduce in the area of King Henry's Walk and St Jude Street?

Respondents were asked how strongly they agreed or disagreed with proposed public realm measures to potentially be included in the scheme at this location. The options presented were trees, planting and rain gardens, seating, cycle parking stands, wider pavements / more walking space, equipment encouraging children's play, and colourfully painted roads and pavements.

Options most 'strongly agreed' with:

- Trees – 66% of respondents
- Planting and rain gardens – 63% of respondents
- Seating – 45% of respondents

Options most 'strongly disagreed' with:

- Colourfully painted roads and pavements – 22% of respondents
- Equipment encouraging children's play – 14%
- Wider pavements/more walking space – 14%

Open-ended question: Do you have any other comments about the proposed scheme to widen pavements, improve crossings, and remove parking on King Henry's Walk and St Jude Street?

Respondents had the option to write any other comments they had about this proposal in an open text box. All free text responses have been subsequently coded and grouped by theme. 207 of the 470 survey responses (44%) left a comment about this proposal.

¹ Islington and Hackney car ownership data source: ONS census 2021

The top theme coded from the comments indicated general support for the proposals. Respondents also expressed support in their own words (unprompted) for specific themes such as street greening (including new trees), community spaces (including parklets seating/benches), and removal of on-street car parking in the area of this proposal.

More-negative-leaning themes coded from the comments included concern about removal of parking, concern the proposed scheme is unnecessary/waste of money, concerns about the necessity and cost of widening pavements, and concern that the proposals leave less road space for motor vehicles.

Additionally, some respondents indicated that better maintenance is needed in the area (for example re-surfacing roads, clearing litter, improving drainage, and fixing potholes).

Proposal 1.2 – Public space improvements at junction of Mildmay Road / Mildmay Park

Closed question: Which of the following do you think the council should introduce in the area of Mildmay Road at the junction with Mildmay Park?

Respondents were asked how strongly they agreed or disagreed with proposed public realm measures to potentially be included in the scheme at this location. The options presented were trees, planting and rain gardens, seating, cycle parking stands, and wider pavements / more walking space.

Options most 'strongly agreed' with:

- Trees – 64% of respondents
- Planting and rain gardens – 60% of respondents
- Wider pavements/more walking space – 58% of respondents

Options most 'strongly disagreed' with:

- Wider pavements/more walking space – 16%
- Cycle parking stands – 14% of respondents
- Seating – 14% of respondents

Open-ended question: Do you have any other comments about the proposed scheme to replace the existing zebra crossing on Mildmay Road at the junction with Mildmay Park with a shorter crossing, and widen the pavements on either side?

Respondents had the option to write any other comments they had about this proposal in an open text box. All free text answers have been subsequently coded and grouped by theme. 167 of the 470 survey responses (36%) left a comment about this proposal.

Respondents expressed support in their own words (unprompted) for improving the crossing and for wider pavements and new greenery, that the changes would benefit pedestrians, and that the current layout of the junction is unsafe for multiple road users. More negative-leaning themes coded from the comments included concern that changes to the crossing are unnecessary/waste of money.

Some respondents also indicated that the crossing should be integrated with improvements to cycling, such as allowing cyclists to safely travel west from Mildmay Road onto Newington Green.

Proposal 2.1 – Improvements on Mildmay Road and Wolsey Road outside Newington Green Primary School (Auriga Mews entrance)

Closed question: Which of the following do you think the council should introduce in the area if this main school entrance was relocated to Mildmay Road at Auriga Mews?

Respondents were asked how strongly they agreed or disagreed with proposed public realm measures to potentially be included in the scheme at this location if the Newington Green Primary School entrance was moved to Auriga Mews. The options presented were trees, planting and rain gardens, seating, cycle parking stands, wider pavements / more walking space, equipment encouraging children's play, and colourfully painted roads and pavements.

Options most 'strongly agreed' with:

- Trees – 58% of respondents
- Planting and rain gardens – 55% of respondents
- Wider pavements/more walking space – 55% of respondents

Options most 'strongly disagreed' with:

- Colourfully painted roads and pavements – 27% of respondents
- Equipment encouraging children's play – 19%
- Wider pavements/more walking space – 18%

Open-ended question: Do you have any further comments about the proposal to relocate the main entrance of Newington Green Primary School to this location, the proposed scheme to widen the pavements and improve crossings at this location, and the proposal to introduce a "school street" in this area to support clean air, reduce road danger, and enable parents and children to walk and cycle safely to school?

Respondents had the option to write any other comments they had about this proposal in an open text box. All free text answers have been subsequently coded and grouped by theme. 151 of the 470 survey responses (32%) left a comment about this proposal.

Some responses expressed general support for the proposals, and some explicitly expressed support (unprompted) for relocating the school entrance. Negatively-themed comments included concerns that the proposals may increase traffic congestion, that the scheme was unnecessary, and that the scheme would increase pollution. Most respondents who left negatively-themed comments said they owned or had access to a car.

Proposal 2.2 – Improvements near St Jude and St Paul’s Primary and The Children’s House schools

Open-ended question: Do you have any comments about our further proposal to introduce a “school street” along the length of St Jude Street to support clean air, reduce road danger, and enable parents and children to walk and cycle safely to school? Additionally, do you have any comments about how we could improve the space outside the entrance to St Jude and St Paul’s Primary School on Kingsbury Road, as part of the design for a new pedestrian / cycling bridge over the railway there?

Respondents had the option to write any comments they had about this proposal to introduce a School Street along the length of St Jude Street, and how the space outside St Jude and St Paul’s Primary School on Kingsbury Road could be improved, in an open text box. All free text answers have been subsequently coded and grouped by theme. 219 of the 470 survey responses (47%) left a comment about this proposal.

The responses showed that there was general support for the proposal. Some respondents also said in their own words (unprompted) that they supported the proposal because it would improve road safety.

Negatively-themed comments included that the scheme is unnecessary, that the scheme would increase traffic, that the scheme prioritises pedestrians and cyclists over other road users, and concern about residents accessing the area by motor vehicle. The majority of more negative-leaning themes coded from the comments were made by respondents who said they owned or had access to a car.

Proposal 3 – Traffic filtering in Mildmay

Open-ended question: Do you have any comments about the proposals to introduce new traffic filters in the scheme area, to reduce traffic, air pollution and road danger in the Mildmay Liveable Neighbourhood scheme area?

Respondents were presented with two options to introduce new traffic filters in the scheme area, and had the option to write any comments they had about this proposal in an open text box. Respondents were not explicitly asked which of the two options they preferred. All free text answers have been subsequently coded and grouped by theme. 344 of the 470 survey responses (73%) left a comment about this proposal.

The most common theme in responses showed that there was general support for the proposals. Also among the most prevalent themes: some responses expressed support in their own words (unprompted) for the introduction of traffic filtering because it would reduce air pollution, and it would help to reduce traffic; and some responses also explicitly expressed support for traffic filtering option 1 over traffic filtering option 2.

The most common negatively-themed comments included concerns about traffic displacement as a result of filtering, concern that air pollution will not be reduced due to traffic displacement, concern about residents accessing the scheme area by motor vehicle, and that the scheme was unnecessary/waste of money. The vast majority of more negative-leaning themes coded from the comments were made by respondents who said they owned or had access to a car.

Proposal 4 – Improvements to main roads and borough boundary roads

Open-ended question: What ideas and/or types of measures do you think the council should introduce on the main roads and borough boundary roads around Mildmay?

Respondents had the option to write any comments they had about what ideas and types of measures they thought the council should introduce to improve each of the scheme boundary roads. These roads included:

- Balls Pond Road (commented on in 325 of the 470 survey responses, 69%)
- Boleyn Road, north of Crossway (commented on in 271 of the 470 survey responses, 58%)
- Matthias Road (commented on in 237 of the 470 survey responses, 50%)
- Newington Green (commented on in 324 of the 470 survey responses, 69%)
- Mildmay Park (commented on in 238 of the 470 survey responses, 51%)

All free text answers have been subsequently coded and grouped by theme.

The most prevalent theme coded from the comments related to improving cycle infrastructure, such as implementing or improving protected cycle lanes. On Matthias Road the top theme coded from the comments related to more greening, such as trees and rain gardens, with the second most frequent theme being support for protected cycle lanes. The majority of comments relating to improving cycle infrastructure were made by people who said they did not own / have access to car.

Across responses for all the roads, one of the most prevalent themes related to walking improvements such as building wider pavements and new and/or improved pedestrian crossings. Support for walking improvements was relatively evenly split between people who said they owned or had access to a car and those who said they did not.

A prevalent negative-leaning theme on four out of the five roads was support for doing nothing / making no changes. This response was almost overwhelmingly chosen by respondents who said they owned or had access to a car.

There were also popular themes across all five scheme boundary roads relating to better enforcement of vehicles speeding, support for reducing on-street parking, support for traffic calming measures such as speed bumps, support for improving public transport, support for improved drainage, and support for more greenery.

Proposal 5 – Improving cycling routes

Open-ended question: Do you have any comments about what type of improvements we should make within the Mildmay Liveable Neighbourhood scheme area to better connect cycle routes together and enable people to safely cycle more of their local journeys?

Respondents had the option to write any comments they had about what types of improvements the council should make within the scheme area to better connect cycle routes and enable people to safely cycle more of their local journeys. All free text answers have been subsequently coded and grouped by theme. 285 of the 470 survey responses (61%) left a comment about this proposal.

The overall top theme coded from the comments related to suggestions for improving cycling infrastructure, including protected cycle tracks. Other prevalent positive themes related to cycling infrastructure were support for traffic calming measures (such as speed humps, speed cameras, and low traffic neighbourhoods), support for connecting existing cycle routes together, support for improving junctions for safer cycling, and support for removing on-street parking to create more space for cycling.

The most prevalent negative theme coded from the comments was support for doing nothing / making no changes / indicating opposition to cycle improvements. Another prevalent negative theme was suggestion for better enforcement against anti-social cycling. The majority of negative comments were made by people who said they owned or had access to a car.

Responses to the proposals on behalf of stakeholder organisations

World of Inclusion:

- Submitted an audit of the streets/pavements in the area focusing on mobility and access for individuals with mobility or sight impairment
- Key findings: lack of seating, improvements needed to footways/paving, unsafe crossings, concern over loss of limited disabled parking bays, non-pedestrians using pavements

Islington Living Streets:

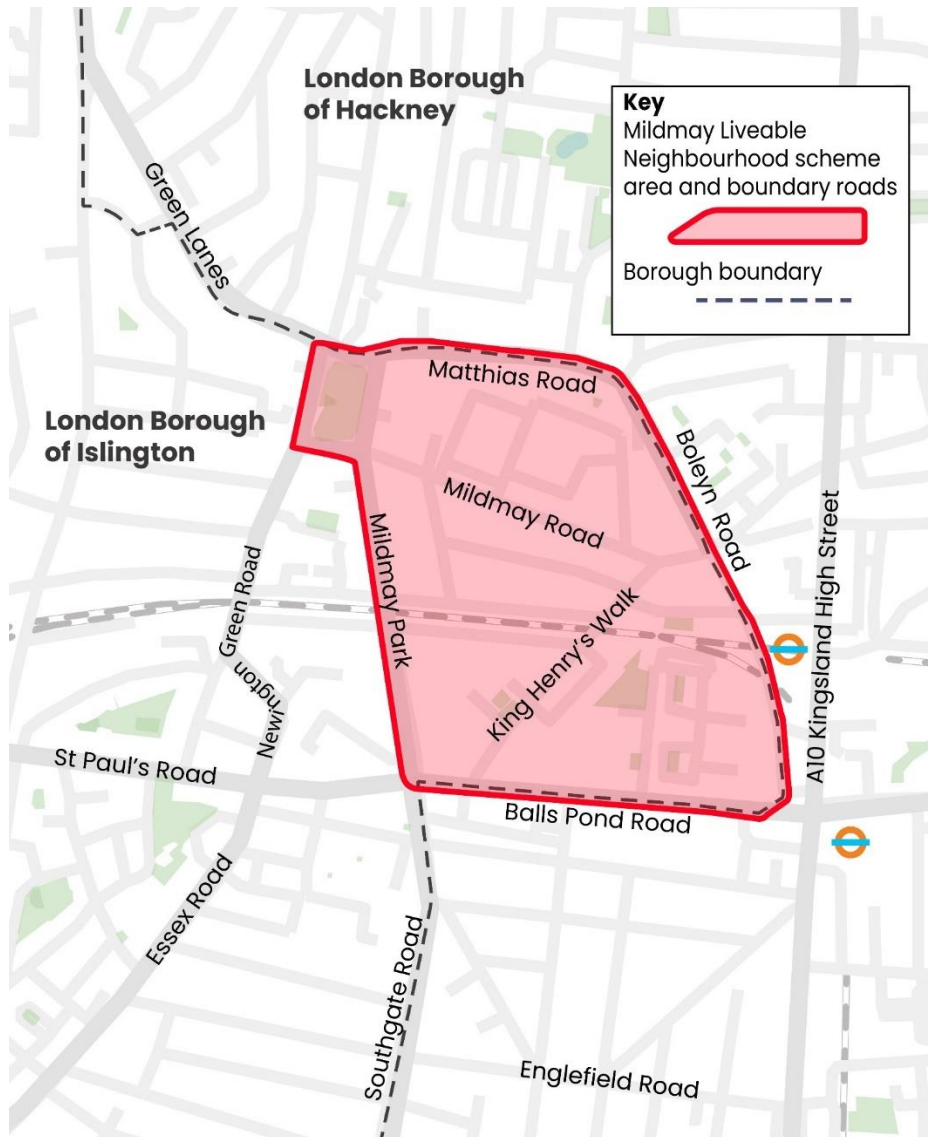
- Strong support for proposals, particularly walking routes and planting, rain gardens and seating, view that traffic filters will deliver significant benefits
- Suggested further improvements including point closures, wider pavements, more rain gardens at multiple locations and additional pedestrian crossings

Cycle Islington and Hackney Cycling Campaign (joint submission)

- Fully support the aims of the Mildmay Liveable Neighbourhood, with suggestions for some proposals to further improve the public realm, and benefit people walking, cycling or travelling by bus
- Responded in greatest detail to Proposal 5, identifying actions that would strengthen or provide alternative routes to cyclists using Cycleway 1, make it safer to cycle in the area by redesigning or amending junctions/signals, enabling cycle lanes/contra-flows.

APPENDICES

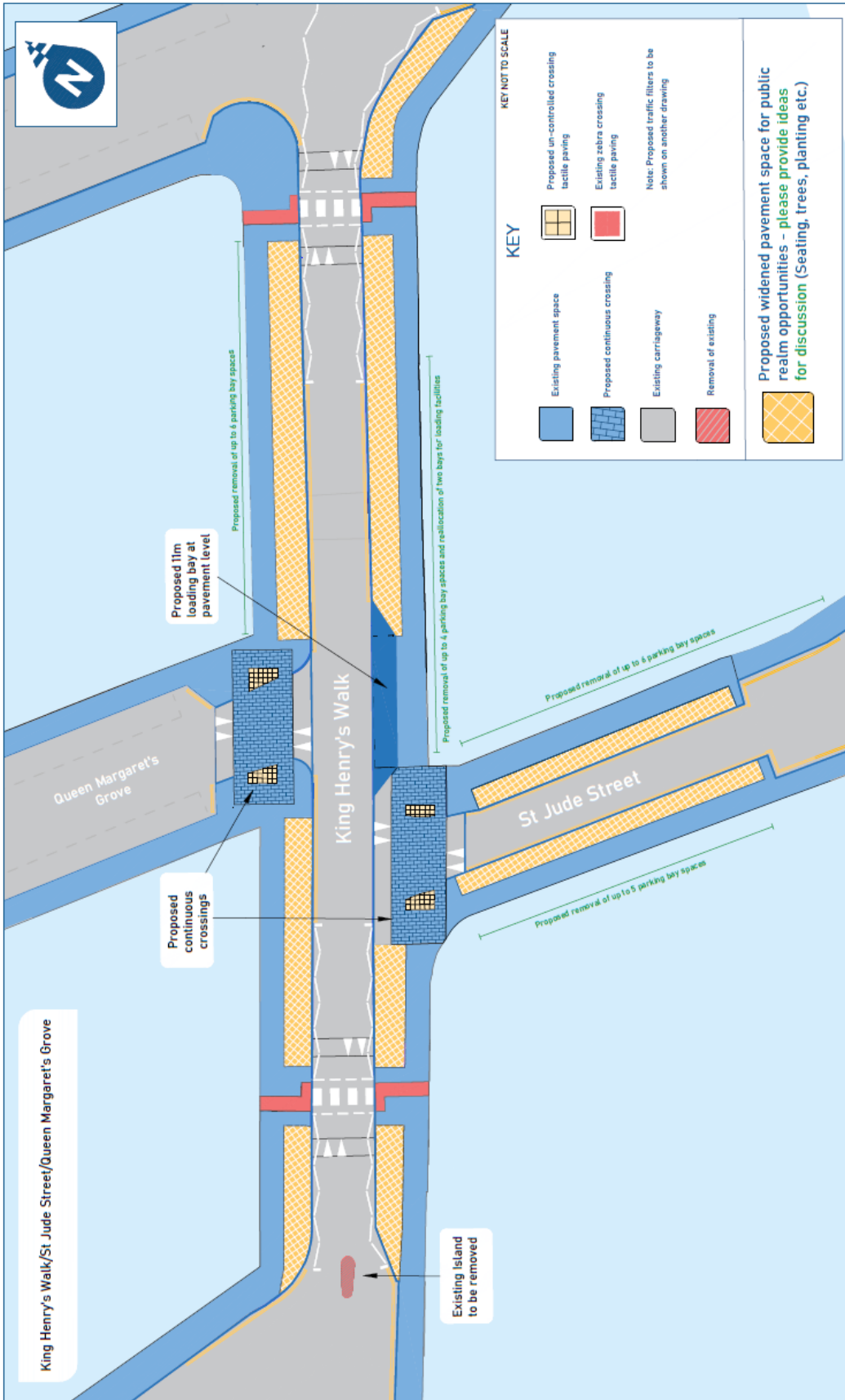
Appendix 1 – Map of the Mildmay Liveable Neighbourhood scheme area



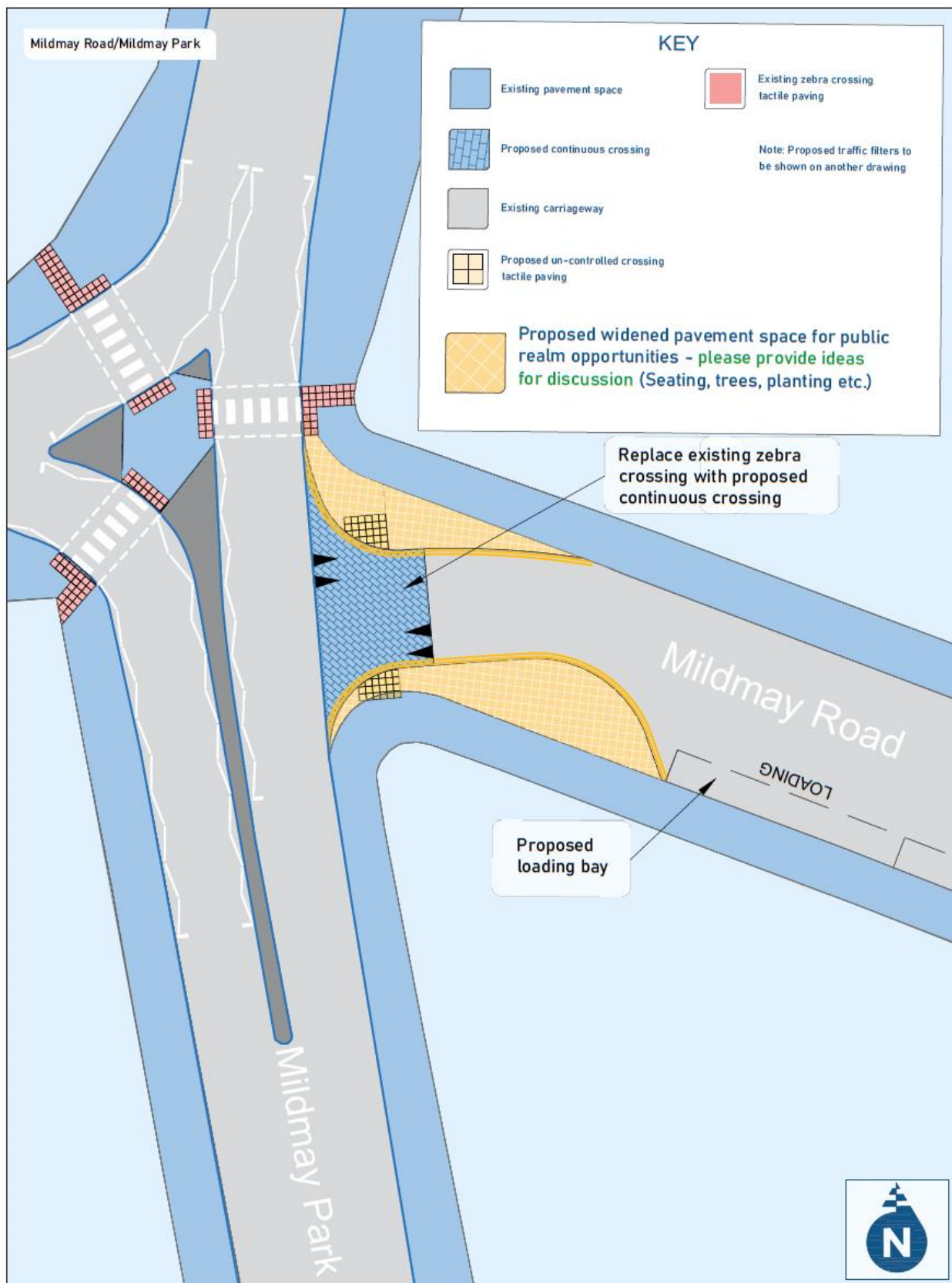
Appendix 2 – Mildmay Liveable Neighbourhood proposals shared with the public, February 2023

The proposals in this Appendix were shared with the public in the co-design engagement phase (February-April 2023). The survey and engagement responses summarised in this document are in response to these proposals.

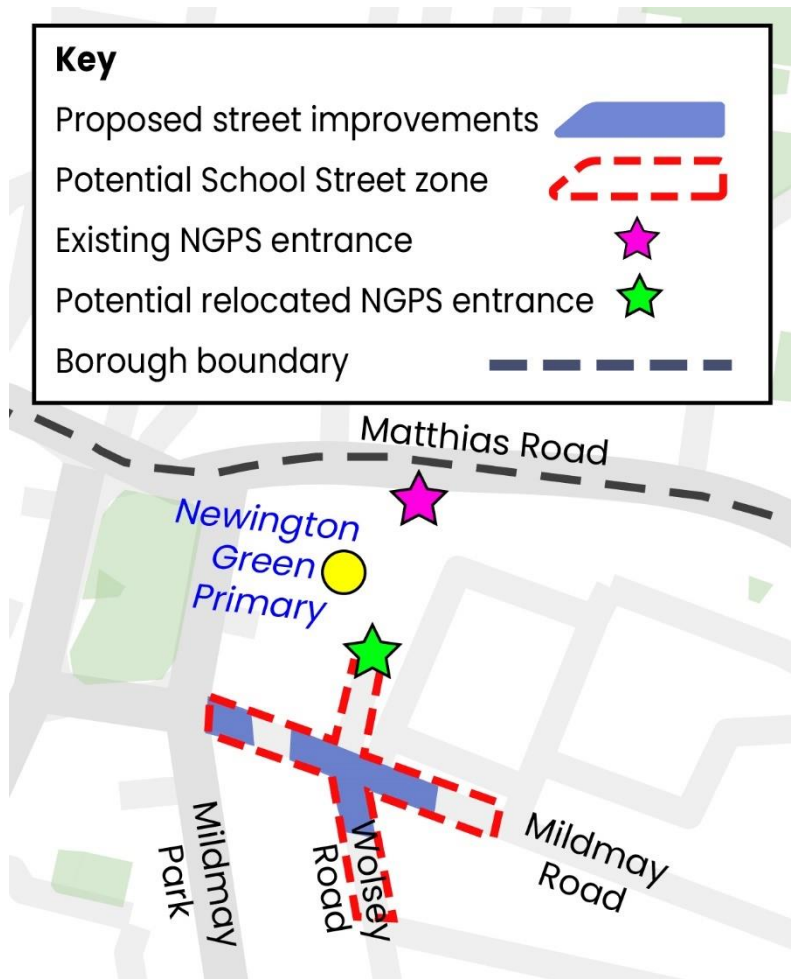
Proposal 1.1 – Improvements on King Henry’s Walk

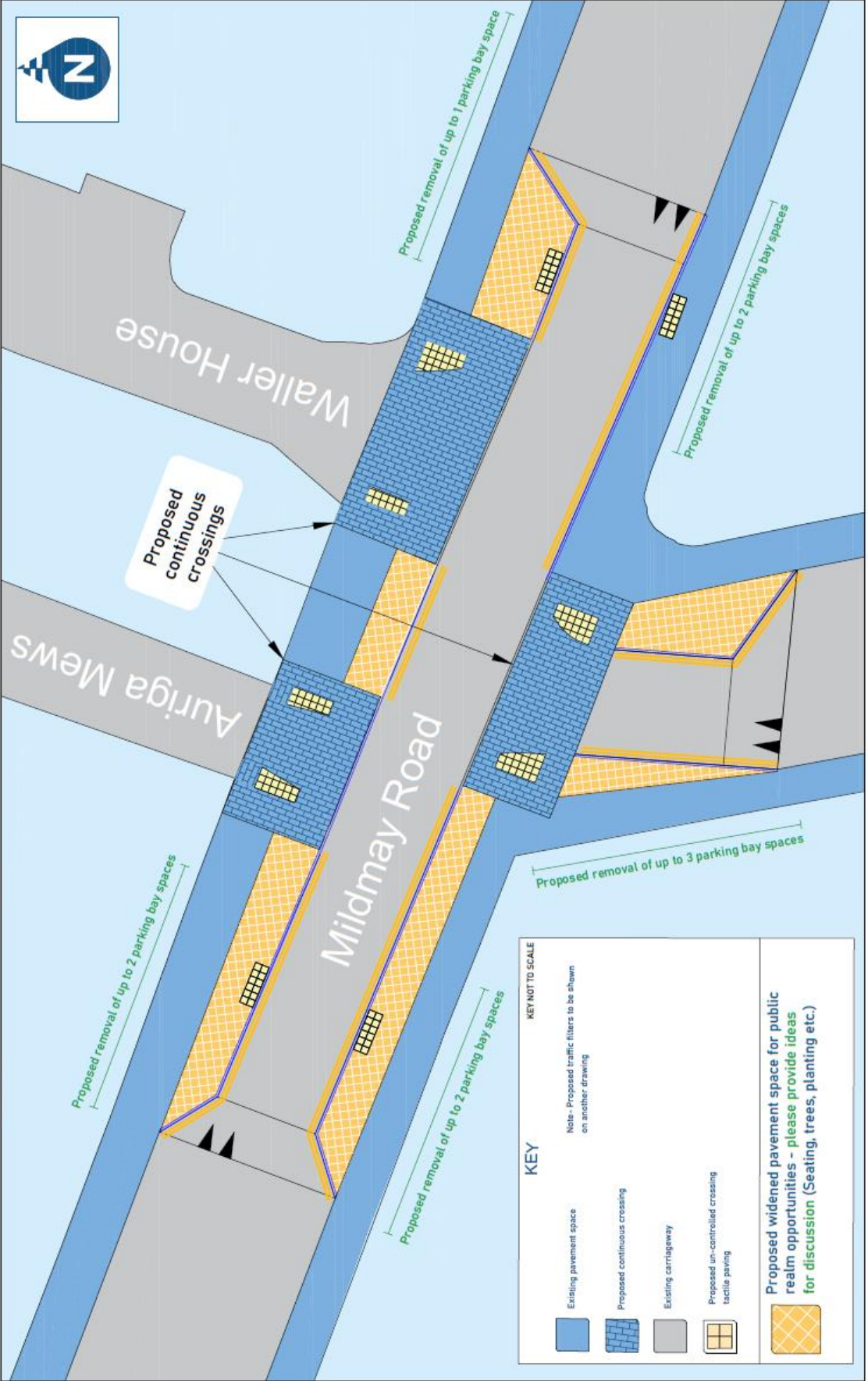


Proposal 1.2 – Improvements at Mildmay Road / Mildmay Park junction



Proposal 2.1 – Improvements around Newington Green Primary School





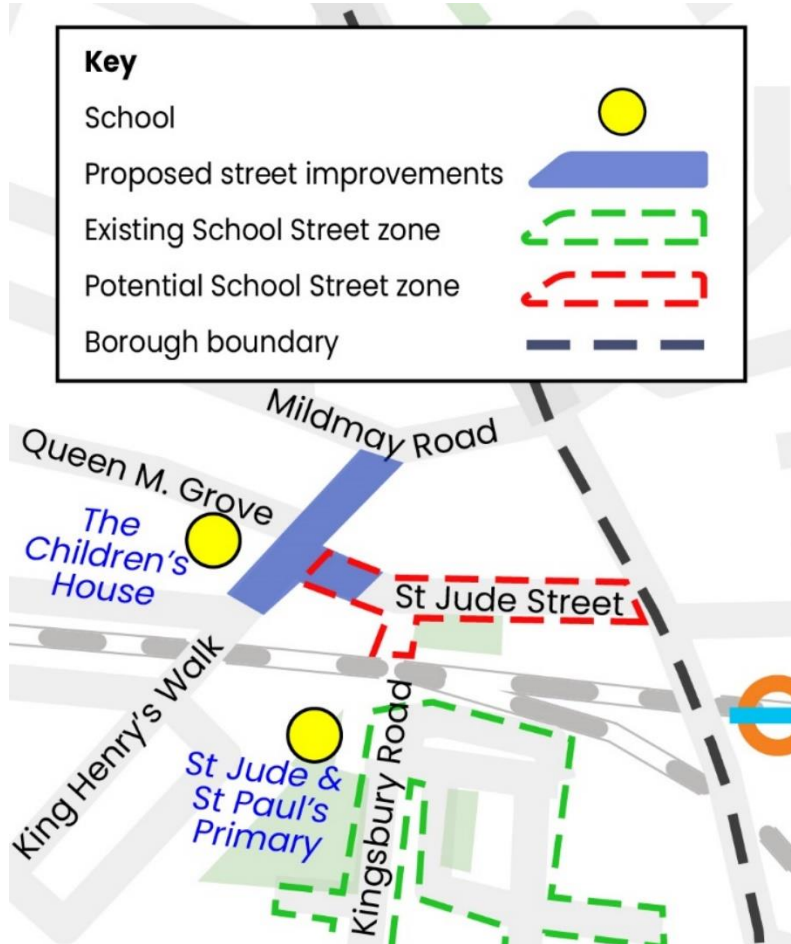
KEY

KEY NOT TO SCALE

Note - Proposed traffic filters to be shown on another drawing

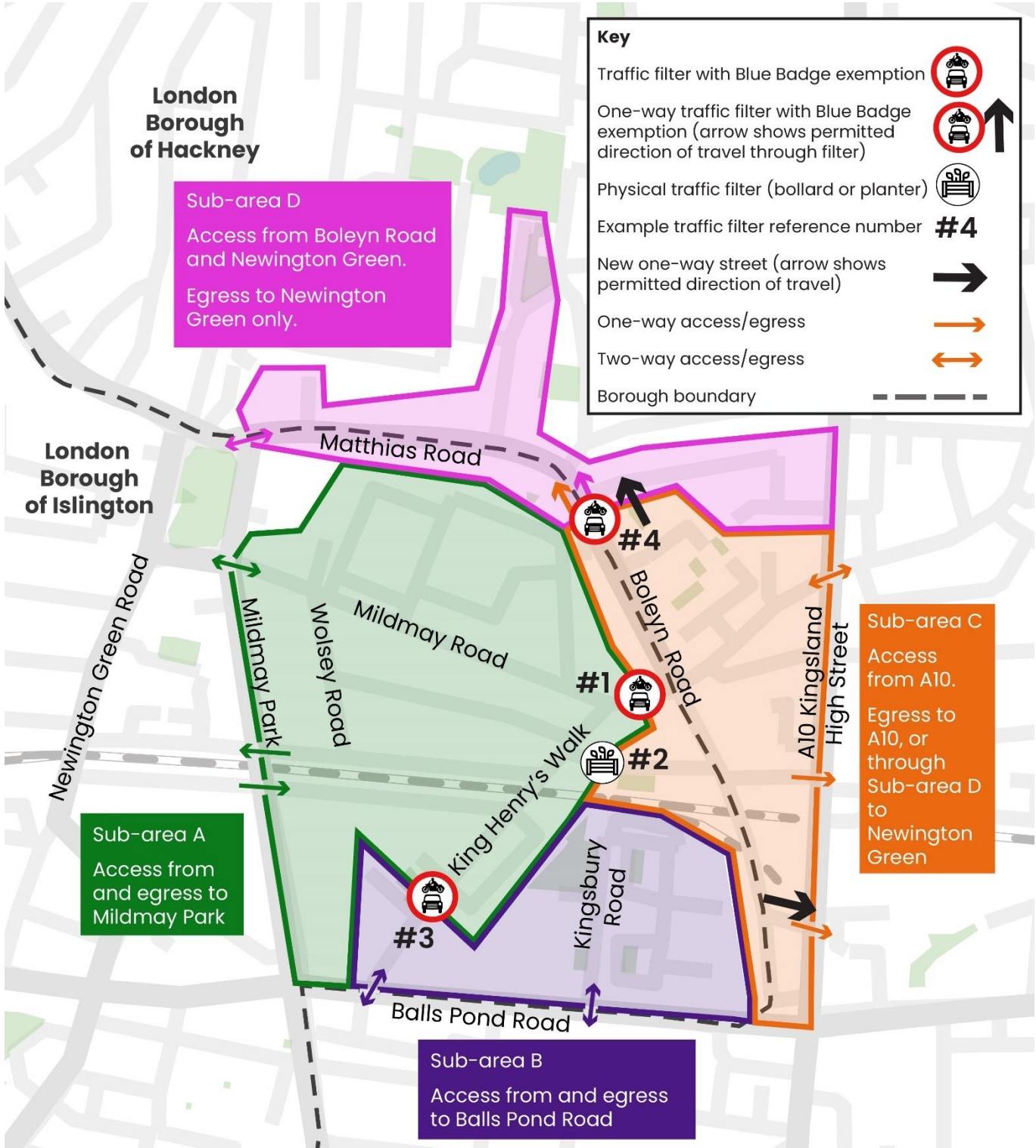
- Existing pavement space
- Proposed continuous crossing
- Existing carriageway
- Proposed un-controlled crossing tactile paving
- Proposed widened pavement space for public realm opportunities - please provide ideas for discussion (Seating, trees, planting etc.)

Proposal 2.2 – Improvements around St Jude and St Paul’s Primary School and The Children’s House School



Proposal 3 – Traffic filtering options

Traffic filtering Option 1



Key

- Traffic filter with Blue Badge exemption
- One-way traffic filter with Blue Badge exemption (arrow shows permitted direction of travel through filter)
- Physical traffic filter (bollard or planter)
- Example traffic filter reference number **#4**
- New one-way street (arrow shows permitted direction of travel)
- One-way access/egress
- Two-way access/egress
- Borough boundary

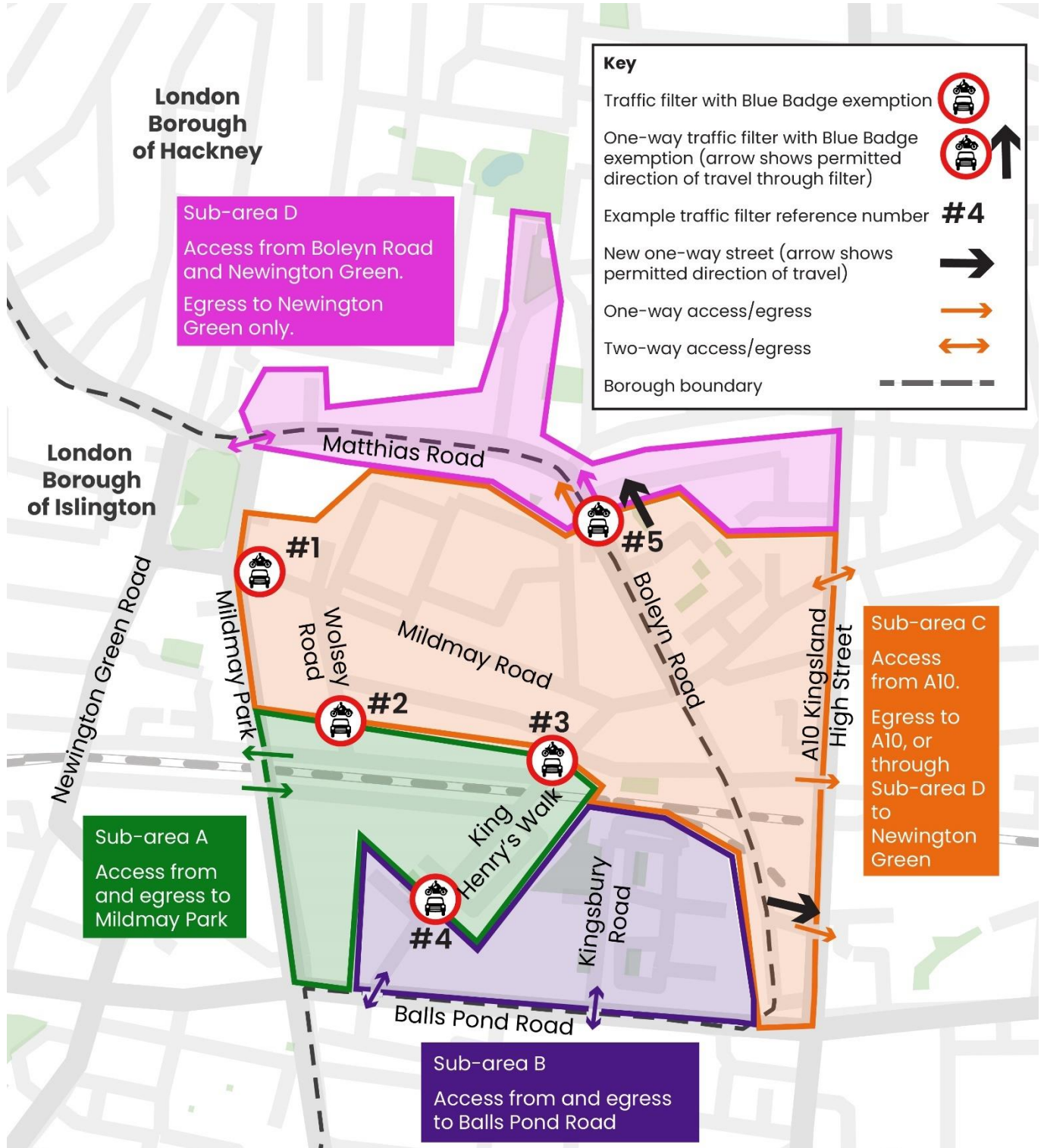
Sub-area D
 Access from Boleyn Road and Newington Green.
 Egress to Newington Green only.

Sub-area A
 Access from and egress to Mildmay Park

Sub-area B
 Access from and egress to Balls Pond Road

Sub-area C
 Access from A10.
 Egress to A10, or through Sub-area D to Newington Green

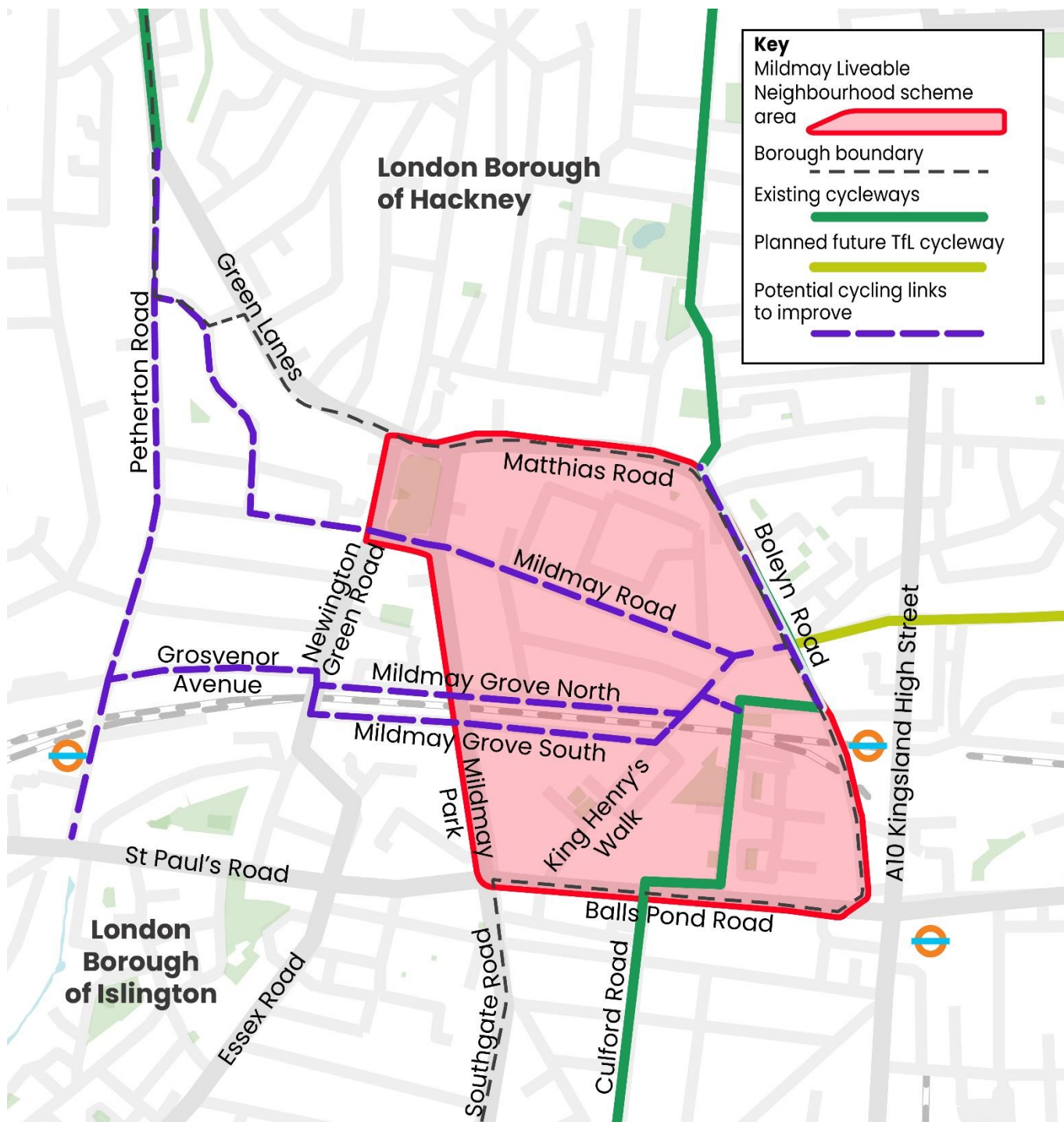
Traffic filtering Option 2



Proposal 4 – improvements to main and borough-boundary roads around the scheme area



Proposal 5 – improving cycling routes

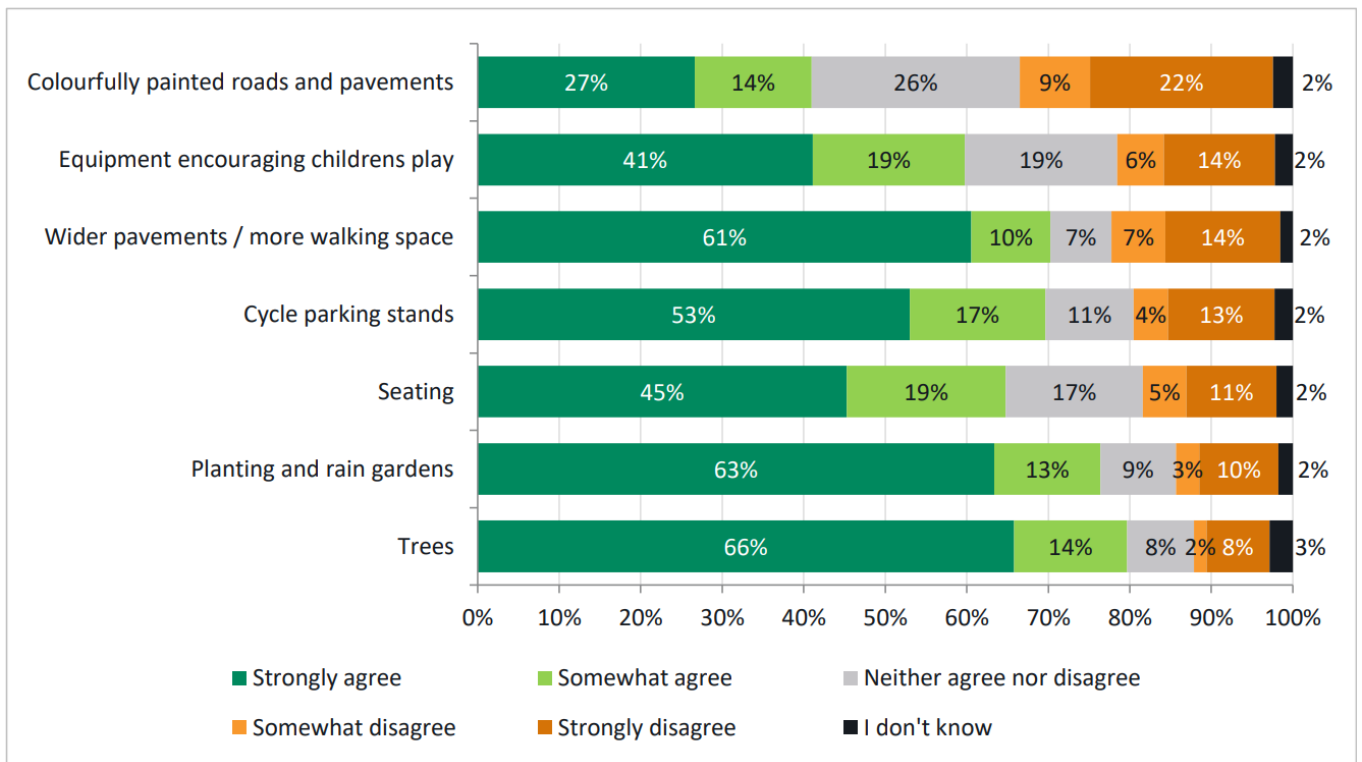


Appendix 3 – graphs showing results of the closed questions

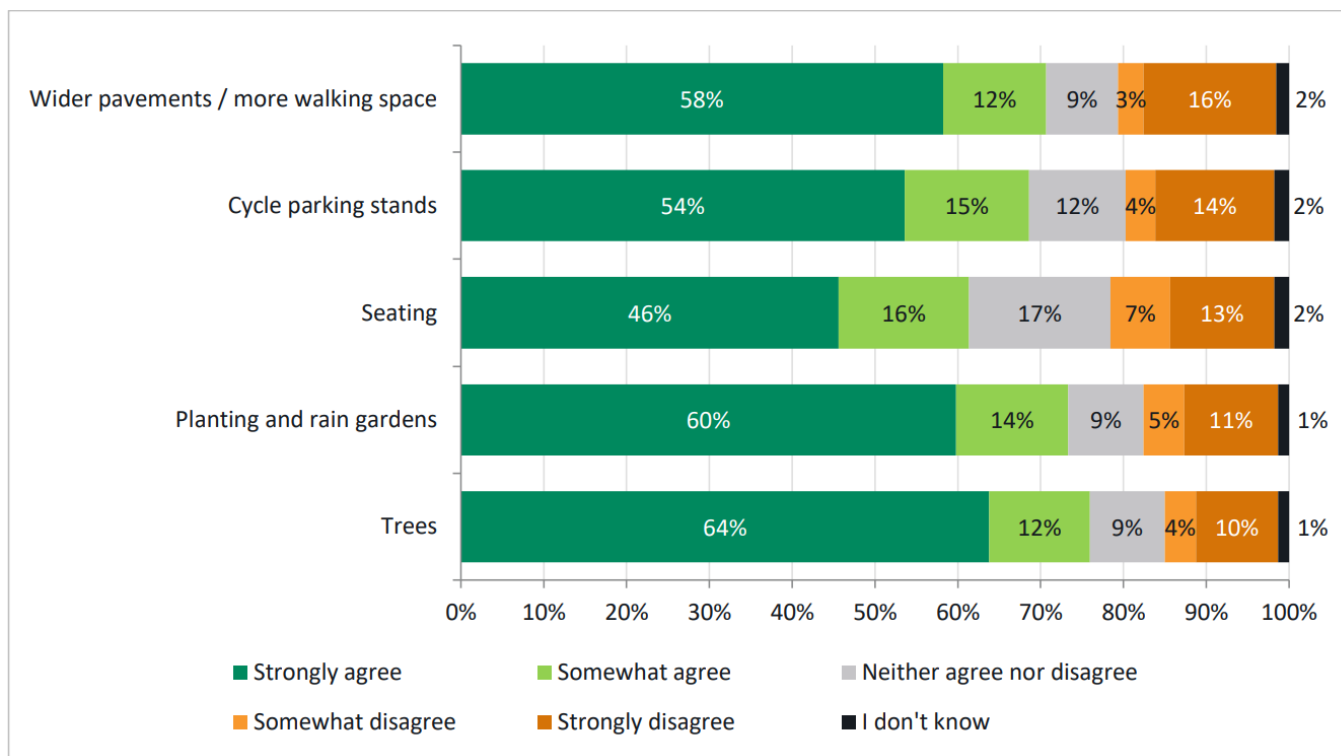
Questions on public space improvement proposals

Respondents were asked how strongly they agreed or disagreed with a list of public realm measures that there is the option to include in the three proposals presented.

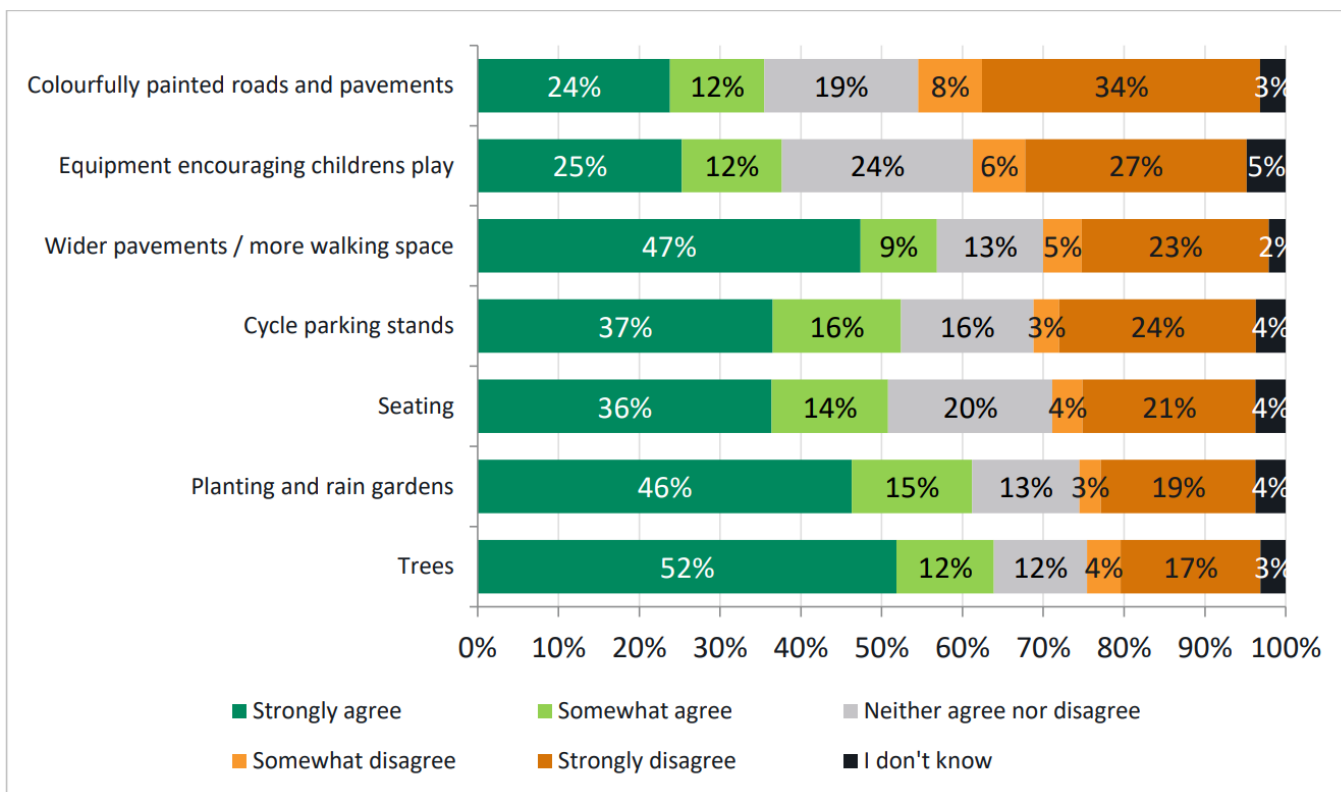
Proposal 1.1 – King Henry’s Walk and St Jude Street public space:



Proposal 1.2 – Mildmay Road at the junction of Mildmay Park:



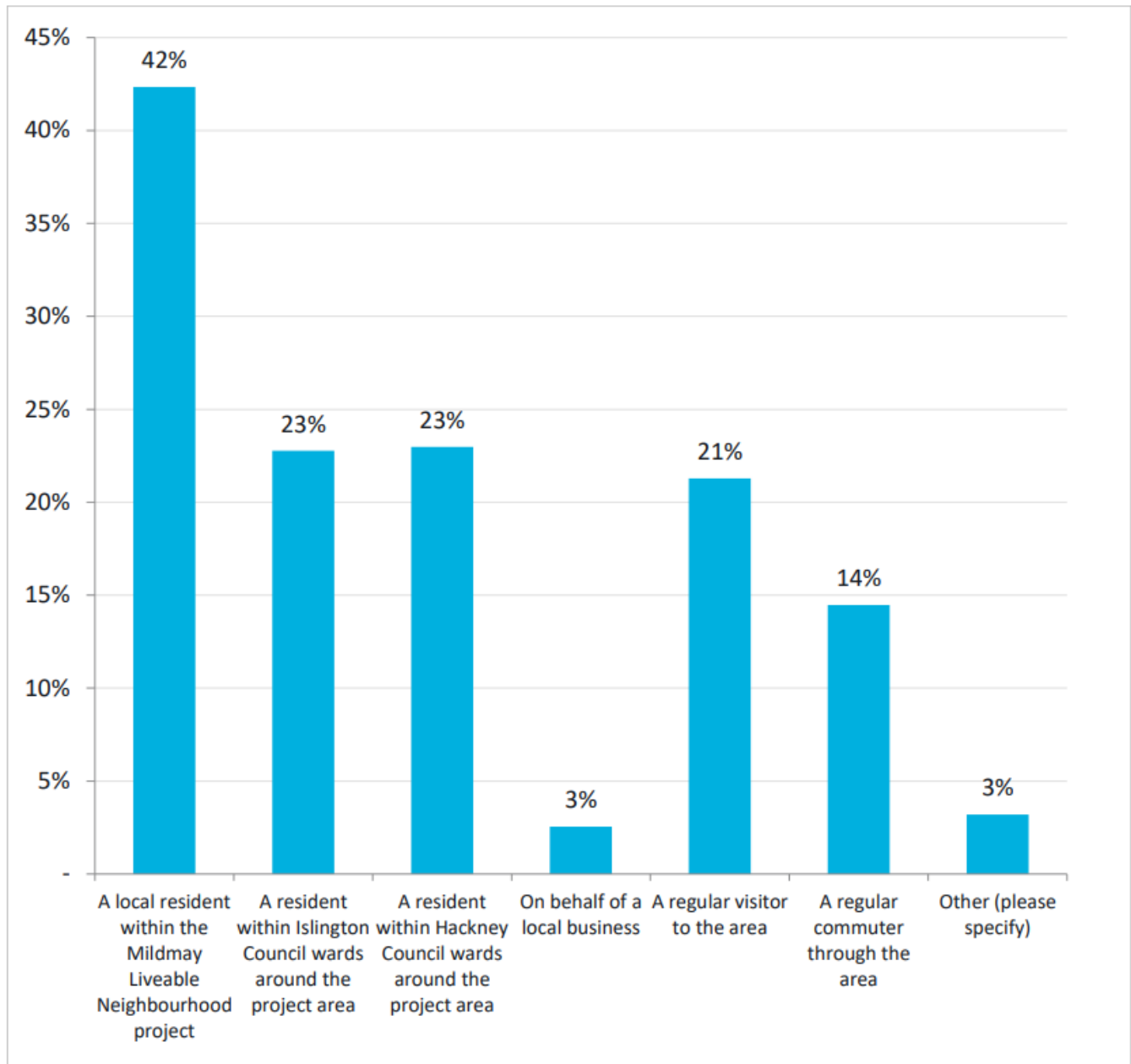
Proposal 2.1 - Mildmay Road and Wolsey Road outside Newington Green Primary School (Auriga Mews entrance):



Questions about how respondents relate to the scheme and how they travel

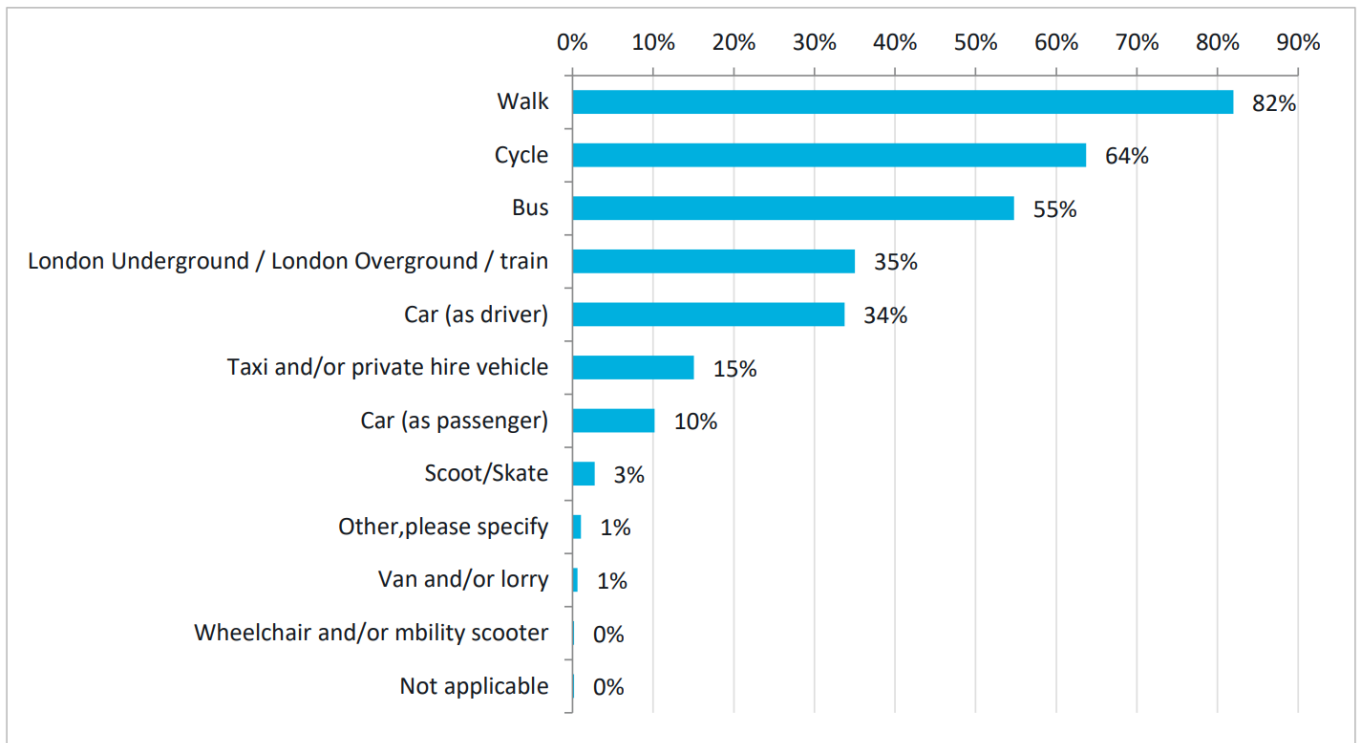
Connection to the area

Respondents were asked in what capacity they were responding to the survey. Respondents were able to select more than one option.

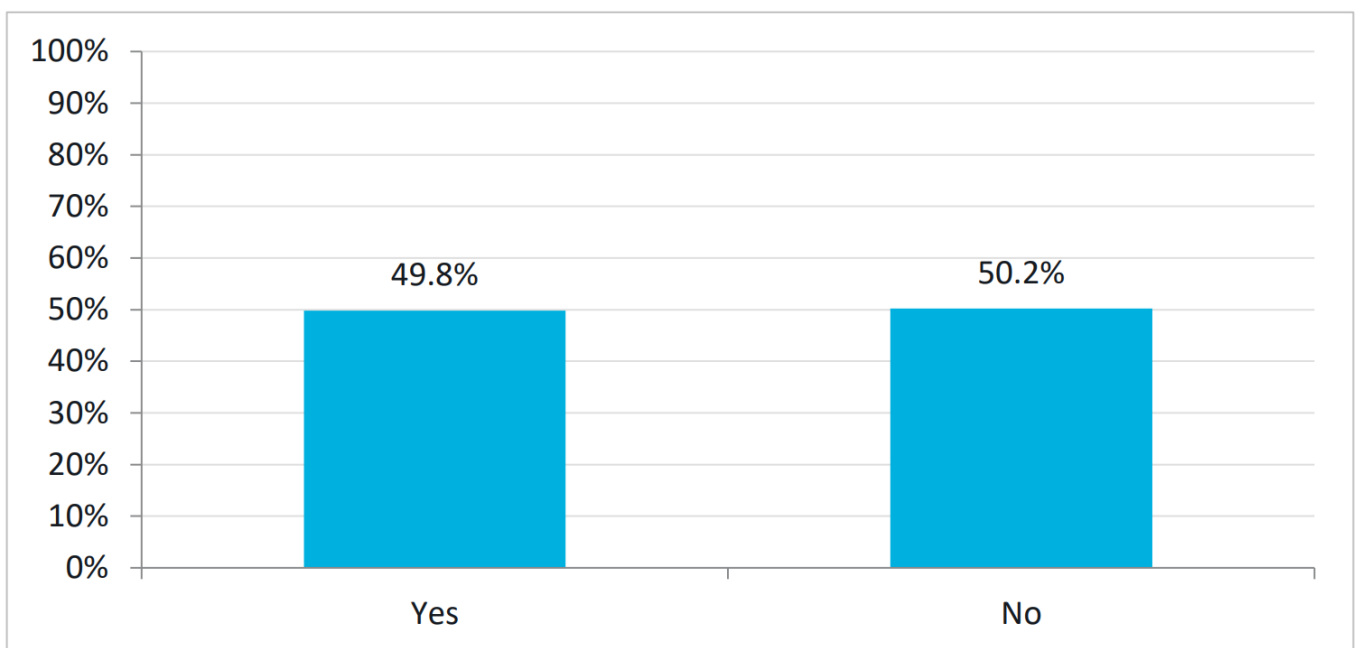


How do the respondents usually travel to/from and around the Mildmay area?

Respondents were able to select more than one option.

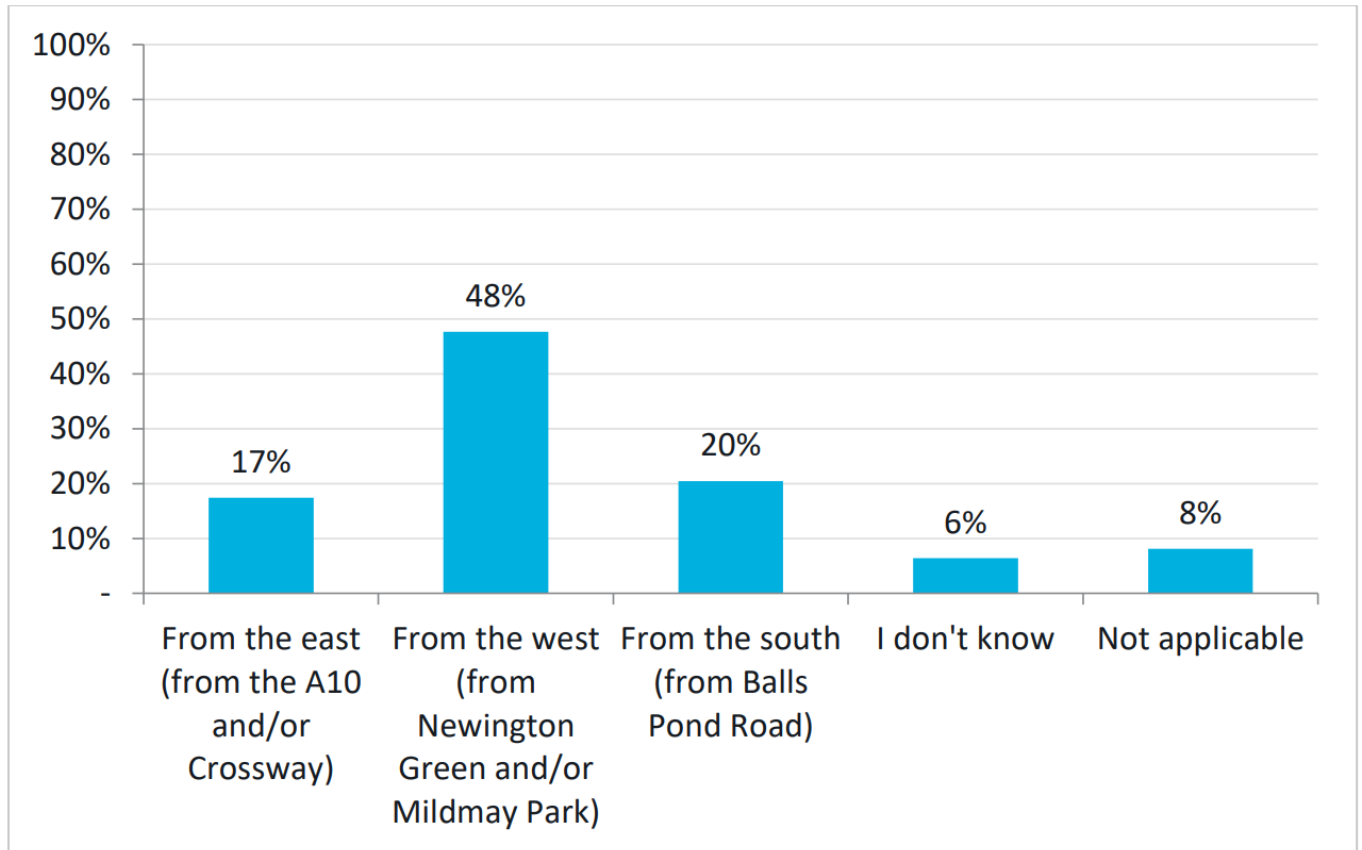


Do the respondents own or have access to a private car?



Where do respondents who drive mostly access the area from?

People who said that they do have access to a private vehicle were asked which direction they usually enter and leave the project area from when they are driving.

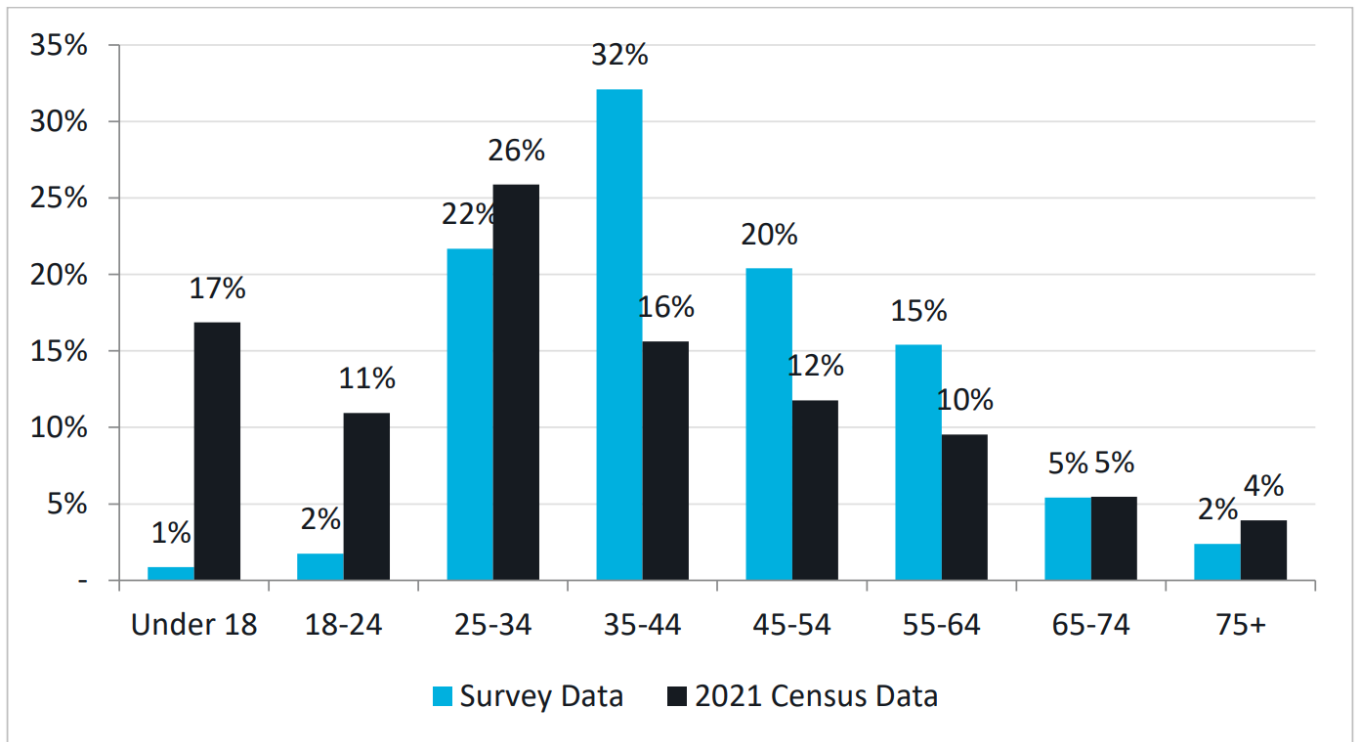


Demographic questions

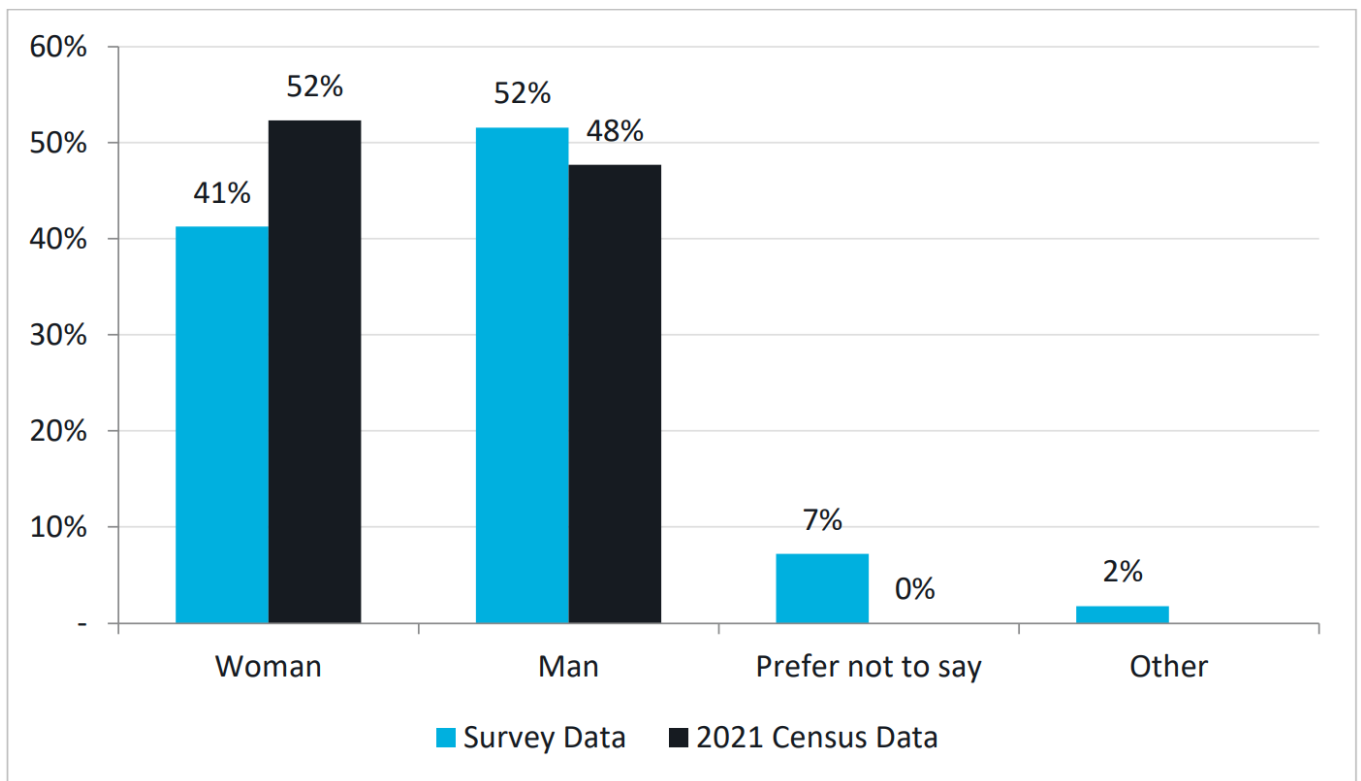
Respondents were asked some optional questions about their demographic profile. These questions were included to see whether responses were from a representative sample of Islington's diverse population.

The following graphs show the results in comparison to borough-wide demographic data from the 2021 Census. It should be noted that not all respondents were residents of the borough, and therefore comparison with borough averages is only a rough guide to the representativeness of the sample).

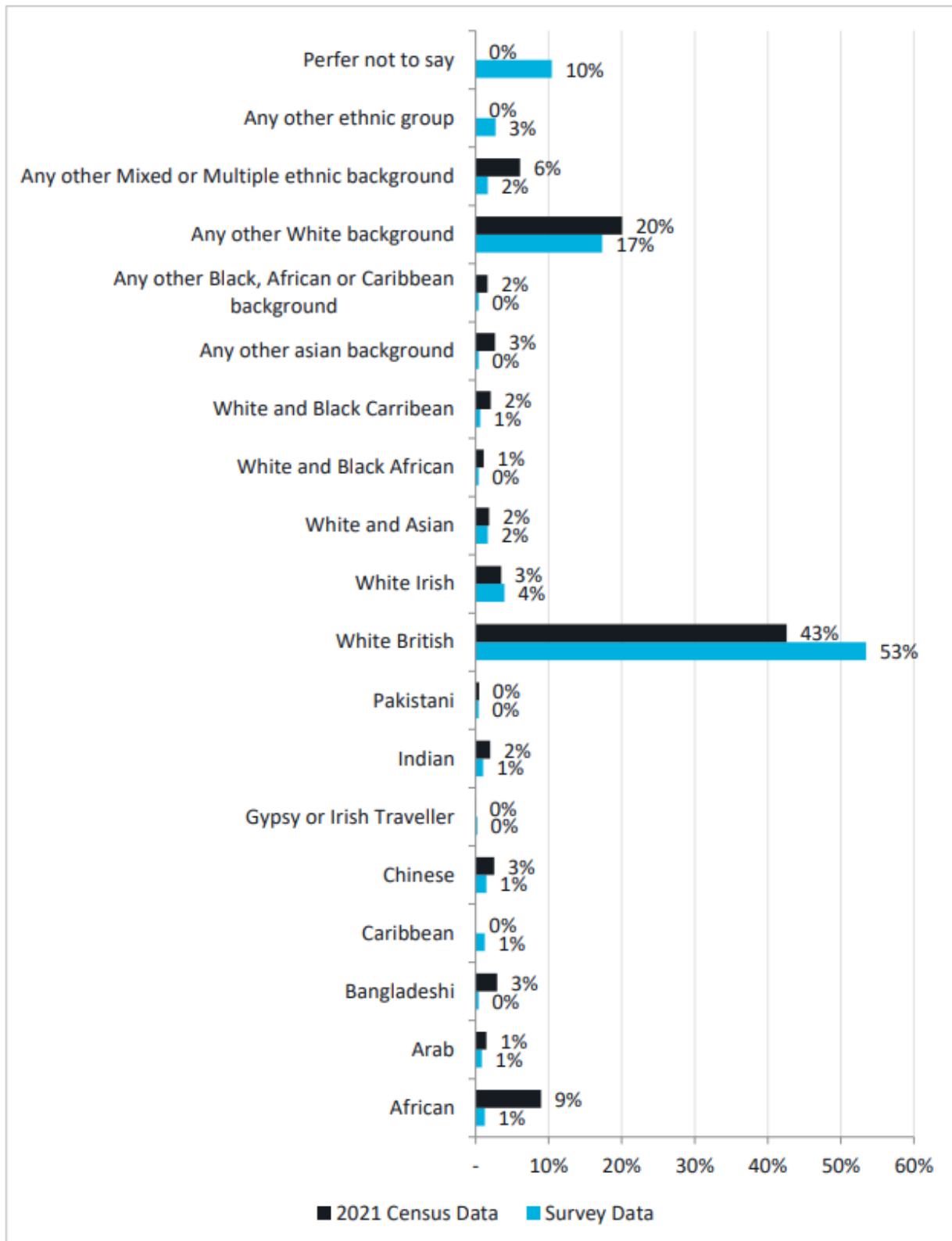
Which age group to the respondents fit into?



What best describes the respondents' gender identity?



What is the respondents' ethnicity?



Do respondents consider themselves to have a disability?

