

Consultation Results

Environmental improvements on Canonbury Road and Blackstock Road

Service Area: Environment

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1 Executive Summary

In 2019, the council consulted on its draft Transport Strategy, which was adopted in October 2020. This made the case for the introduction of measures aimed at enabling a reduction in motor traffic, enabling more people to walk, cycle and wheel and lead active lifestyles, reducing road danger and reducing the impact of transport on local air pollution and climate change. Because of the latter, it also forms part of the council's Vision 2030 (Net Zero Carbon) Strategy, which was consulted on in early 2020, and adopted in November of the same year.

Both of these strategies included policies and programmes to introduce School Streets or alternative interventions where possible at all primary schools by 2022. The council committed in 2021 to delivering alternative interventions at two schools; Ambler Primary School on Blackstock Road and Canonbury Primary School on Canonbury Road. A public consultation for proposals was held from 13 December 2021 to 16 January 2022. The proposals aim to make the areas around the school gates cleaner, greener and healthier.

The public consultation comprised an online questionnaire for each location, which was promoted through leaflets and posters distributed and displayed in the local vicinity, as well as through Islington council's social media channels. A dedicated telephone number and email address were made available. A one-day event was held at each location, which featured a custom-built playful structure to engage the school community, local residents and passers-by, manned from 8.30am to 4pm.

222 responses to the Ambler Primary School/Blackstock Road online questionnaire were received, and 271 responses to the Canonbury Primary School/Canonbury Road online questionnaire were received.

Support for the objectives underpinning the proposals is high across both locations. At Ambler, 74% of respondents are concerned about danger from traffic, 82% are concerned about air pollution, 67% think that action should be taken to promote active travel. At Canonbury, the response figures are very similar, at 74%, 80% and 68% respectively.

The percentage of respondents who think that the proposals will achieve those objectives is lower at both locations. Support for the proposals is generally higher at the Ambler Primary School location than at the Canonbury Primary School one. 54% of respondents at Ambler and 45% at Canonbury think that the proposals will make active travel safer. 49% of respondents at Ambler and 37% at Canonbury think that proposals will improve air quality. 52% of respondents at Ambler and 49% at Canonbury think that proposals will make it more difficult to drive in the area. 64% of respondents at Ambler and 55% of respondents at Canonbury think that proposals will make the area more pleasant.

Support for improvement to pavements, improved crossing facilities, speed reduction measures and planting is high across both locations, with support for

planting especially high at Ambler, and support for improved pedestrian crossings especially high at Canonbury.

The open text box analysis has a much greater percentage of respondents in favour of proposals than opposed, especially at the Ambler Primary School location, where 39% of respondents described the proposals as a positive change, against 13% asking for them not to be implemented.

At Canonbury Primary School, 33% of respondents described the proposals as a positive change, against 13% asking for them not to be implemented. 15% also mentioned that they would like to see segregated cycle lanes implemented, and 9% mentioned that they would like a pedestrian crossing introduced.

Parents/carers are generally more supportive of the proposals than local residents, and respondents with disability/illness less so than those without.

2 Introduction and background

2.1 Timeline

The Islington Transport Strategy and Vision 2030: Building a Net Zero Carbon Islington by 2030, both adopted in November 2020, set a timescale to deliver School Streets or similar interventions where possible at all primary schools in the borough by 2022.

The council's Executive, at its meeting on 14 October 2021, delegated authority to the Corporate Director of Environment, in consultation with the Executive Member for Environment and Transport, to continue the delivery of School Streets programme, which includes the delivery of School Streets or similar interventions where possible at all primary schools by 2022.

The council committed to delivering alternative interventions at these schools to achieve objectives of the School Streets programme, starting with two schools in 2021. The two schools are Ambler Primary School on Blackstock Road and Canonbury Primary School on Canonbury Road.

The public consultation on environmental improvement proposals on Blackstock Road and Canonbury Road commenced on 13 December 2021 and closed on 16 January 2022.

Following public consultation outcomes, the council will make a final decision on the proposed environmental improvements in March 2022.

2.2 Proposals

School Streets programme: primary schools on main roads

Islington's School Streets programme aims to create a cleaner, greener and healthier environment for children, their caregivers and everyone who travels in the area. The key aims of the programme are:

- improve air quality, and reduce pollution at the school gates;
- reduce road danger, making it safer for children to get to and from school;
- make it easier for children, and their parents and carers, to be more active on their way to school by walking, scooting or cycling.

So far, the council has introduced 36 School Streets schools across Islington. However, there are a number of primary schools located on main roads where it has not been possible to introduce camera-enforced School Street interventions. Instead, we are starting to deliver environmental improvements outside main road primary schools that would improve air quality, reduce road danger and would encourage active travel amongst school community.

Ultimately, the implementation of each scheme will make it easier and safer for people to travel on foot and encourage more people to cycle, supporting a

healthier lifestyle and enabling residents to stay socially connected to their community.

The main benefits of the School Streets programme will be encouraging a healthier lifestyle for Islington residents and schools due to the improved pedestrian and cyclist environment around school locations. The project encourages walking, cycling and the use of public transport, which are key policies outlined in the Islington Transport Strategy.

Blackstock Road environmental improvements outside Ambler Primary School

The proposal will include measures to reduce air pollution, increase road safety, promote active travel amongst school community, thereby making the area around the school gates cleaner, greener and healthier. The proposals comprise footway widening, greening, cycle parking facilities, children co-designed seating. Seating unit to be manufactured with potential relocation to school grounds if needed.

The proposal includes a kerb build out of 2m (extending the footway space to 5meters), and a new planting area, including 3 new trees on the build out section, which will work as a buffer for noise and air pollution between the road and the school grounds, and will improve air quality. Two singular seating units will be provided within the greening areas. Also, wall climbing plants will be placed against school wall.

This option includes removal of two parking bays opposite the school on Blackstock Road. These would be replaced by double yellow lines. Plans also include re-paint of yellow lines and 'school keep clear' signs to adjust for kerb build out.

The illustration below shows concept designs for the space outside Ambler Primary School.

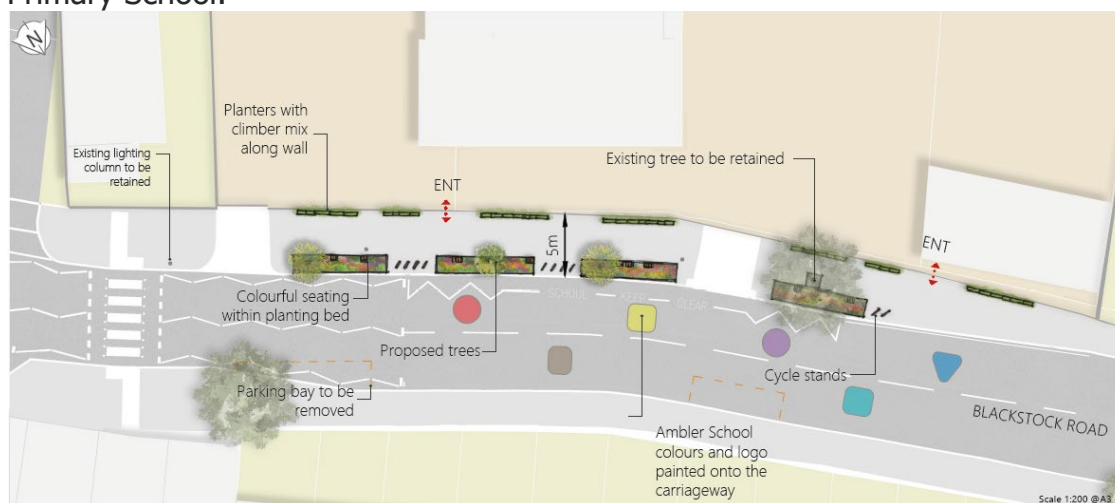


Figure 1: Ambler Primary School Concept Sketch Plan

Canonbury Road environmental improvements outside Canonbury Primary School

The proposal will include measures to reduce air pollution, increase road safety, promote active travel amongst school community, thereby making the area around the school gates cleaner, greener and healthier. The proposals comprise footway widening, greening, cycle parking facilities, children co-designed seating. Seating unit to be manufactured with potential relocation to school grounds if needed.

This will form part of wider traffic management scheme on Canonbury Road (Phase 1). Phase 1 will deliver intermediate measures to improve environment outside the school, while Phase 2 will look into the wider area improvements. This phase is currently in feasibility stage, different options are being considered. These will be brought to the board at a later date.

Phase 1 plans propose a 1.15m kerb build out to provide additional footway space (extending to 3.6m at the widest point) by the school entrance. The footway extension will gradually decrease at north end to allow existing cycling lane on Highbury Corner to merge into the traffic. Planters will be located on the footway widening to create physical barrier between pedestrians and vehicles.

The plans also include climbing plants within the school grounds, adjacent to the pavement, which will work as a buffer for noise and air pollution between the road and the school grounds and will improve air quality.

Plans also include re-paint and new double yellow lines to Canonbury Square. 'School keep clear' signs to be adjusted for kerb build out.

The illustration below shows concept designs for the space outside Canonbury Primary School.

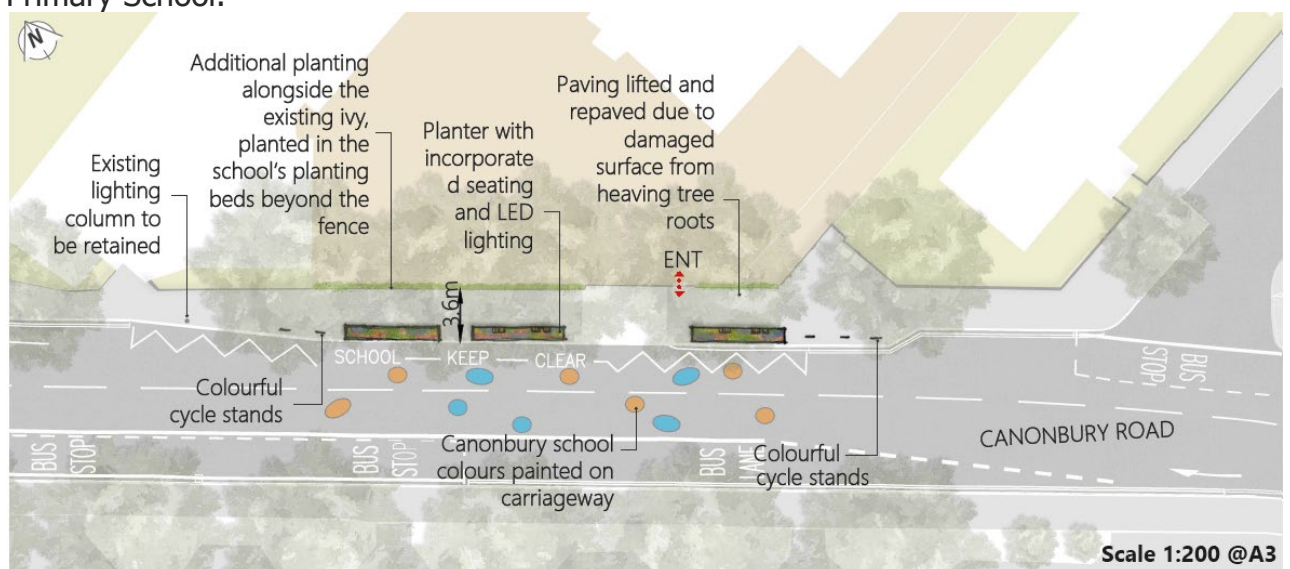


Figure 2: Canonbury Primary School Concept Sketch Plan

2.3 Objectives

The consultation objectives were set out to shape the consultation approach. The objectives were based on School Streets programme aims and council consultation requirements. The key objectives of the consultation were:

- To gauge the level of support for each of the proposals to feed into future decision-making
- To understand any concerns and objections
- To ensure that children, parents, residents and businesses within the proposal areas been represented and have had an opportunity to express their views
- To ensure that the views of other users have had an opportunity to express their views
- To ensure that the respondents to the consultation are representative of the diversity of Islington, specifically focusing on: children and residents with disabilities (and their carers, where appropriate)
- To understand general public's priorities in terms of different public space elements
- To collect any other feedback or concerns local people may have in the area in relation to road safety

3 Consultation

3.1 Background and timeline

The consultation lasted four weeks starting on the 13 December 2021 and ending on 16 February 2022. Responses to the public consultation were invited via an online questionnaire, which was advertised through posters, leaflets, email and social media. This was promoted though and complemented by on-site events at each School. The on-site consultation methodology was devised by external consultant Mark Lemanski/School of Streets on behalf of and in consultation with Islington council.

3.2 Consultation events

Consultation events were held at both primary schools, where children, caregivers, local residents and people that travel in the area were invited to have their say on the proposals, ask any questions or raise concerns. The events took place as follows:

- Ambler Primary School – Monday, 10 January 2022
- Canonbury Primary School – Tuesday, 11 January 2022

A bespoke foldable stall was designed in order to create a playful, accessible and engaging experience for children and adults alike, and to facilitate conversations to go beyond binary responses.

The conception of the consultation aimed to retain a focus on the bigger picture, particularly the well-being of school children. The consultation structure helped to frame conversations in this sense from the start.



Figure 3: A photo of the bespoke consultation stall

3.3 Questionnaires

493 completed online questionnaires were received, 222 at Ambler and 271 at Canonbury.

In response to Question 1, a majority share the concerns driving the proposed changes. At Ambler, 74% of respondents are concerned about danger from traffic, 82% are concerned about air pollution, 67% think that action should be taken to promote active travel. At Canonbury, the response figures are very similar, at 74%, 80% and 68% respectively.

In response to Question 2, the percentage of respondents who think that the proposals will achieve those objectives is lower at both locations. Support for the proposals is generally higher at the Ambler Primary School location than at the Canonbury Primary School one. 54% of respondents at Ambler and 45% at Canonbury think that the proposals will make active travel safer. 49% of respondents at Ambler and 37% at Canonbury think that proposals will improve air quality. 52% of respondents at Ambler and 49% at Canonbury think that proposals will make it more difficult to drive in the area. 64% of respondents at Ambler and 55% of respondents at Canonbury think that proposals will make the area more pleasant.

In response to question 3, support for improvement to pavements, improved crossing facilities, speed reduction measures and planting is high across both locations, with support for planting especially high at Ambler, and support for improved pedestrian crossings especially high at Canonbury.

Free text box analysis

Free text box input was possible for question 4 ('What else would you like to see on Canonbury Road outside Canonbury Primary School?') and Question 6 ('Overall, what do you think about the proposal?').

In response to Question 4, the request most commonly made at Ambler was for a further reduction in traffic (7%). At Canonbury, 15% mentioned that they would like to see segregated cycle lanes implemented, 9% mentioned that they would like a pedestrian crossing introduced, and 8% requested the speed limit to be enforced.

In response to Question 6, a much greater percentage of respondents are in favour of proposals than opposed, especially at the Ambler Primary School location, where 39% of respondents described the proposals as a positive change, against 13% asking for them not to be implemented.

At Canonbury Primary School, 33% of respondents described the proposals as a positive change, against 13% asking for them not to be implemented.

Profile of respondents

The majority of respondents were either local residents (51% at Ambler, 42% at Canonbury) or parents/carers of students at the respective schools (36% at Ambler, 39% at Canonbury).

5% at Ambler and 6% at Canonbury described themselves as local workers, business owners, or 'other'.

51% of respondents at Ambler and 52% of respondents at Canonbury state that their household owns at least one car or van. 36% of respondents at both Ambler and Canonbury state that they do not own a car.

11% of respondents at Ambler and 13% of respondents at Canonbury described themselves as having a disability, long term illness, or impairment.

Differences in responses depending on demographic characteristics

Respondents tend to answer key questions differently depending on their demographic characteristics.

Generally, parents/carers are more supportive of the objectives and proposals than local residents. For example, 93% of parent/carer respondents at Ambler and 91% of parent/carer respondents at Canonbury agree or strongly agree with the statement 'I am concerned about the danger from traffic in this area', in comparison to only 66% of local resident respondents at Ambler and 54% of local resident respondents at Canonbury who do.

Respondents without access to a private car are more supportive of the objectives and proposals than those who own a car. For example, 91% of respondents without a car at Ambler and 86% of respondents without a car at Canonbury agree or strongly agree with the statement 'I am concerned about the danger from traffic in this area', in comparison to only 70% of car-owning respondents at Ambler and 64% of car-owning respondents at Canonbury who do.

Respondents with disabilities or long-term illnesses were generally less supportive of the proposals than those without.

For example, 83% of respondents without disability at Ambler and 77% of respondents without disability at Canonbury agree or strongly agree with the statement 'I am concerned about the danger from traffic in this area', in comparison to only 50% of disabled respondents at Ambler and 44% of disabled respondents at Canonbury who do.

Considerations on data contamination / methodology

Responses appear genuine. Spot checks of IP addresses aligned with details provided by respondents. There was one case of duplicate responses at each site, which has been removed.

3.4 Head teacher engagement

Engagement with the schools has been at the core throughout different stages of the project. Officers initiated conversations with the head teachers at both primary schools in spring/summer 2021 to better understand ideas, requirements and the challenges each school is facing.

Following initial conversations, the council prepared concept designs and gathered views of the head teachers before the public consultation. Both head teachers – Juliet Benis (Ambler Primary) and Patrick Mildren (Canonbury Primary) supported the proposals in principle. Both head teachers were also present at the consultation events.

Where concerns were raised, for example, location of cycle stands and seating on Canonbury Road, the officers considered the feedback and relocated these features to reach agreement with the school. Furthermore, the school was asked to select colours of some design elements, such as seating and planters.

The officers also provide periodic updates on the progress of the projects.

3.5 Children workshops

Considering that the proposed improvements are to be delivered at schools the council wanted to engage children as part of the consultation process, enable them to contribute meaningfully to the final designs, and by doing so introduce an element of 'playfulness' into the final designs.

Workshops were held with students at both schools to develop ideas and designs for art works that could be realised as part of the proposed environmental improvements. The art works would take the form of a bespoke piece of street furniture that would be specific to the students' requirements.

Workshops were held at Canonbury Primary School on Monday 7 February and Monday 21 February 2022 with a Year 5 class, and on Tuesday 8 February and Tuesday 22 February 2022 at Ambler Primary School with two Year 6 classes. The first workshops opened a conversation about the nature of street furniture and asked what street furniture would have to be able to do to cater to the specific needs of children at the start and end of their school days.

Ideas were captured in words, drawings, and enactments to establish a set of components that the street furniture could comprise. A second workshop built on this 'kit of parts' and produced collages exploring composition, materiality and colour. Final designs will be presented to the schools during a future school assembly.



Figure 4: props used for the enactment of proposals

3.6 Statutory consultees

As part of the process, statutory consultees were notified of the proposals to deliver environmental improvements on Blackstock Road and Canonbury Road in January 2022.

We have contacted the Metropolitan Police, London Fire Brigade, Ambulance service, NHS Blood Transport, LOGISTICS, the Road Haulage Association and TfL Network Management, Royal Mail, and bus operating companies, local MPs, member of GLA, and bordering boroughs with details of the proposed changes. All queries raised were addressed by the project manager. The table below lists queries and officer's responses to these.

Statutory consultee	Question/Feedback	Officer response
Metropolitan Police	Coloured carriageway paintings may potentially distract drivers.	As part of the design requirements, Islington council procured an independent Road Safety Audit (RSA) to review the safety implications the proposals will have for all road users. The RSA carried out in February 2022 did not raise any issues relating to the coloured carriageway paintings.

3.7 Emails

A dedicated consultation email was set up in September 2021 for correspondence relating to School Streets consultations

(schoolstreetsconsultations@islington.gov.uk)

The council received a total of 8 emails relating to the proposals at Ambler Primary and Canonbury Primary schools during the consultation period. Further email communication was received by ward members, schools and council officers.

The table below summarises key themes of correspondence at each of the locations.

Proposal location	Overall key themes of correspondence
Ambler Primary School	Traffic volumes on Blackstock Road Air Quality on Blackstock Road Impacts on traffic from the proposed improvements Consultation event Impacts of low traffic neighbourhoods in the area Feedback on the elements of the proposed improvements Cyclist safety on Blackstock Road Ambler/Blackstock Road traffic lights
Canonbury Primary School	Traffic volumes on Canonbury Road Air Quality on Canonbury Road Impacts on traffic from the proposed improvements Highbury Corner traffic lights Safety concerns about Highbury Corner/ St Paul's Road pedestrian crossing Impacts of low traffic neighbourhoods in the area Feedback on the elements of the proposed improvements

3.8 Conclusions on representativity and outreach

Of responses received to the question on ethnicity, White British are over-represented in comparison to the Islington-wide average, and most other ethnic groups are under-represented in both the Ambler and the Canonbury consultations.

Of responses received to the question on ethnicity, 64.7% at Ambler and 62.9 at Canonbury described themselves as White British compared with 48% Islington-wide according to 2011 Census data.

Of responses received to the question on car ownership, car-free households are under-represented in comparison to the Islington average in both the Ambler and the Canonbury consultations.

41.5% of respondents at Ambler and 40.6% of respondents at Canonbury state that their household does not own a car, which is considerably less than the Islington-wide average of 71% of households not having access to a private car (according to TfL 2016/17-2018/19 data).

Of responses received to the question on disability, those describing themselves as having a disability, long term illness or impairment are slightly under-represented in comparison to the Islington average in both the Ambler and the Canonbury consultations.

12.4% of respondents at Ambler and 14.4% of respondents at Canonbury described themselves as having a disability, long term illness, or impairment, compared to the Islington-wide average of 15.6% (2011 Census data).

It is worth noting that the questions of the census (Day-to-day activities limited a lot, Day-to-day activities limited a little, Day-to-day activities not limited) differ from those in the School Streets questionnaire.

	Ambler Primary School	Canonbury Primary School	Islington average
Ethnicity			(source: 2011 Census data)
African	1.2%	1.7%	6.1%
Arab	0.0%	0.0%	0.9%
Bangladeshi	1.2%	0.6%	2.3%
Caribbean	0.0%	0.6%	3.9%
Chinese	1.2%	1.1%	2.2%
Gypsy or Irish Traveller	0.0%	0.0%	0.1%
Indian	1.2%	0.6%	1.7%
Pakistani	0.0%	0.0%	0.5%
White British	64.7%	62.9%	47.7%
White Irish	1.8%	2.3%	3.9%
White and Asian	2.4%	2.3%	1.4%
White and Black African	0.0%	0.0%	0.9%
White and Black Caribbean	1.2%	0.6%	2.1%
Any other Asian background	0.6%	1.7%	2.6%

Any other Black, African or Caribbean background	0.0%	1.1%	2.8%
Any other Mixed or Multiple ethnic background	3.6%	2.3%	2.1%
Any other White background	18.0%	18.9%	16.4%
Any other ethnic group	3.0%	3.4%	2.4%
Disability			(source: 2011 Census data)
Disability, long term illness, impairment	12.4%	14.4%	15.6%
no disability	87.6%	85.6%	84.3%
Car Ownership			(source: TfL, 2016/17-2018/19 data)
household with car(s)	58.5%	59.4%	-
Car-free households	41.5%	40.6%	71%

4 Consultation responses

4.1 Overview Ambler Primary School

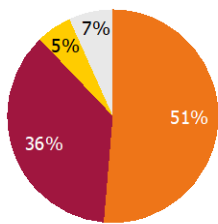
4.1.1 Summary

222 responses to the online questionnaire were received. Of those, 51% were from local residents. Concern about road safety and air pollution is high, as is support for measures promoting active travel and increasing safety. With regards to proposed changes, a majority think that proposals will increase safety and result in a more pleasant environment.

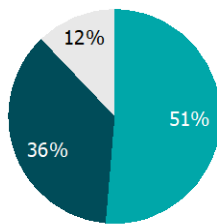
There is substantial support for additional greening and planting, both in response to Question 3, and in the open text box responses.

In response to open Question 6, 107 respondents mention that they think the proposed changes are positive, against 36 who say that they disagree with the proposals.

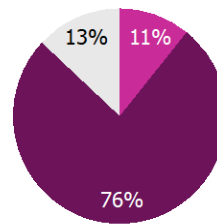
4.1.2 Demographics of responses received



- Local residents
- Parent / carer
- Other
- No response



- Car-owner
- Car-free
- No response



- Disabled
- Not disabled
- No response

4.1.3 Responses to Question 1: 'Tell us how much do you agree or disagree with the following statements about Blackstock Road outside Ambler Primary School'

Q1.1 I am concerned about the danger from traffic in this area



Q1.2 I am concerned about air pollution from traffic in this area



Q1.3 I think action should be taken to improve people's health by making it easier for people to walk, wheel and cycle more



Q1.4 I think streets should be safer for children, parents and carers to walk, wheel and cycle to school



- Agree / strongly agree
- Neither agree nor disagree
- Disagree / strongly disagree

4.1.4 Responses to Question 2: 'Tell us how much do you agree or disagree with the following statements about our proposals to improve space on Blackstock Road outside Ambler Primary School'

Q2.1 The proposals will improve air quality for those studying, living and working in the area



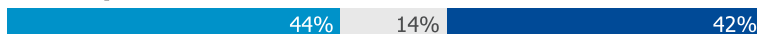
Q2.2 The proposals will reduce noise from the traffic in the area



Q2.3 The proposals will make it safer and easier to travel in the area by walking, wheeling or cycling



Q2.4 The proposals will encourage me to walk, cycle or wheel more in the area



Q2.5 The proposals will make the area more pleasant

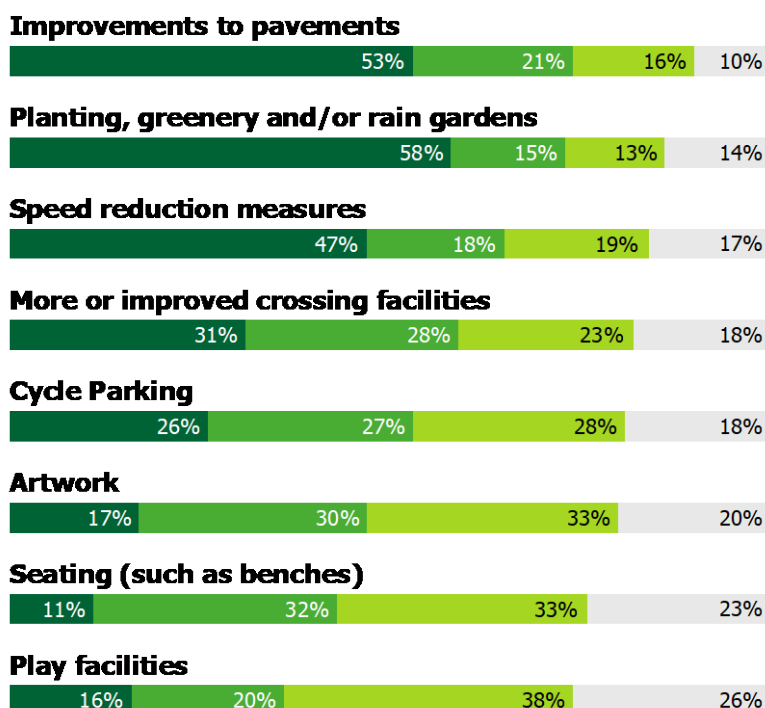


Q2.6 The proposals will make it more difficult to drive in the area



- Agree / strongly agree
- Neither agree nor disagree
- Disagree / strongly disagree

4.1.5 Responses to Question 3: 'What would you like to see more of within the space?'



- High priority
- Medium priority
- Low priority
- Not a priority / I don't know

4.1.6 Responses to Question 4: 'What else would you like to see on Blackstock Road outside Ambler Primary School?'

The figures given are the number of mentions of respective topics. Some individual responses comprised more than one mentioned topic.

	number of mentions	percent of total responses
further reductions in traffic	20	9%
all LTNs and other traffic restrictions to be removed / local roads to be opened	15	7%
more greenery / planting / trees to be introduced	14	6%
idling to be prevented (signage / warden / red route)	9	4%
enforcement of existing speed limit / signage and traffic calming measures	8	4%
pavements to be widened even more / for a longer stretch	8	4%
more parking spaces / electric car charging points	7	3%
more car parking removed	6	3%

traffic flow to be improved to prevent cars backing up and idling	6	3%
a segregated secure cycle lane	5	2%
Blackstock/Ambler/Somerfield traffic lights to be improved / introduce box junction	5	2%
improvements to the pedestrian crossing near school gate / change times	3	1%
enforcement of no stopping / double parking	3	1%
better cleaning / more bins	3	1%
a new railing separating the pavement from the road	2	1%
more bicycle stands	2	1%
further measures to reduce pollution	2	1%
Blackstock Road to become car-free	2	1%
seating	1	0%

4.1.7 Responses to Question 5: 'Do you support the proposals to introduce double yellow lines on Blackstock Road along Ambler Primary School and outside No.65-73?'

69% responded 'Yes', 31% responded 'No.'

4.1.8 Responses to Question 6: 'Overall, what do you think about the proposal?'

The figures given are the number of mentions of respective topics. Some individual responses comprised more than one mentioned topic.

	number of mentions	percent of total responses
proposals are positive/very good/necessary/overdue	107	48%
disagree with proposals / proposals are a waste of money / will make life harder	36	16%
proposals are going to make traffic / pollution / cycling worse	29	13%
even more needs to be done to address pollution/road safety/encourage walking and cycling	23	10%
LTNs and other road closures are the real problem	23	10%
the proposals will not make a difference	14	6%
more planting /trees are needed / along Blackstock Road /also inside school grounds	9	4%
cycle stands and seating are a bad idea / restrict pavement width / would encourage loitering	6	3%
Blackstock/Ambler/Somerfield Road corner is a problem / needs improving	6	3%
speed limit needs enforcing / traffic needs slowing down further	5	2%

idling needs to be prevented by signage / enforcement	4	2%
cycle lanes are needed	3	1%
pavement should be further widened	2	1%
parking restrictions need enforcing	2	1%
pedestrian crossing by school needs improving, green phase too short	2	1%
delivery bays / resident parking is needed	2	1%
traffic flow needs improving	2	1%
the proposals will cause problems regarding parking for elderly/disabled residents	2	1%
health concerns regarding the relocation of traffic closer to residents' houses on the opposite street side	2	1%
the scheme needs good maintenance	1	0%
re-orientate the school entrance to Romilly Road instead	1	0%

4.2 Overview Canonbury Primary School

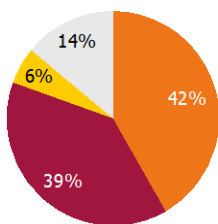
4.2.1 Summary

271 responses to the online questionnaire were received.

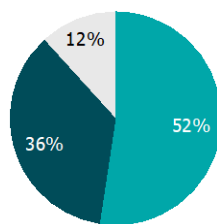
Concern about road safety and air pollution is high, as is support for measures promoting active travel and increasing safety. With regards to proposed changes, a majority of respondents think that proposals would result in a more pleasant environment. More respondents are disagreeing with the statement that the proposals will improve air quality and help to reduce noise, than respondents who agree with it.

There is substantial support for improved pedestrian crossings in Question 3, and in the open text box responses. Segregated cycle lanes are requested 40 times. In response to open Question 6, 89 respondents mention that they think the proposed changes are positive, against 35 who say that they disagree with the proposals.

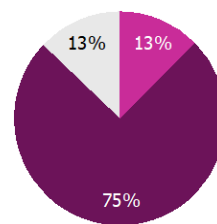
4.2.2 Demographics of responses received



- Local residents
- Parent / carer
- Other
- No response



- Car-owner
- Car-free
- No response



- Disabled
- Not disabled
- No response

4.2.3 Responses to Question 1: 'Tell us how much do you agree or disagree with the following statements about Canonbury Road outside Canonbury Primary School'

Q1.1 I am concerned about the danger from traffic in this area



Q1.2 I am concerned about air pollution from traffic in this area



Q1.3 I think action should be taken to improve people's health by making it easier for people to walk, wheel and cycle more



Q1.4 I think streets should be safer for children, parents and carers to walk, wheel and cycle to school



- Agree / strongly agree
- Neither agree nor disagree
- Disagree / strongly disagree

4.2.4 Responses to Question 2: 'Tell us how much do you agree or disagree with the following statements about our proposals to improve space on Canonbury Road outside Canonbury Primary School'

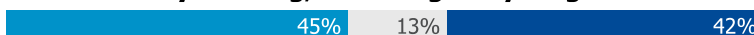
Q2.1 The proposals will improve air quality for those studying, living and working in the area



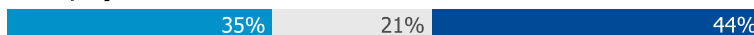
Q2.2 The proposals will reduce noise from the traffic in the area



Q2.3 The proposals will make it safer and easier to travel in the area by walking, wheeling or cycling



Q2.4 The proposals will encourage me to walk, cycle or wheel more in the area



Q2.5 The proposals will make the area more pleasant

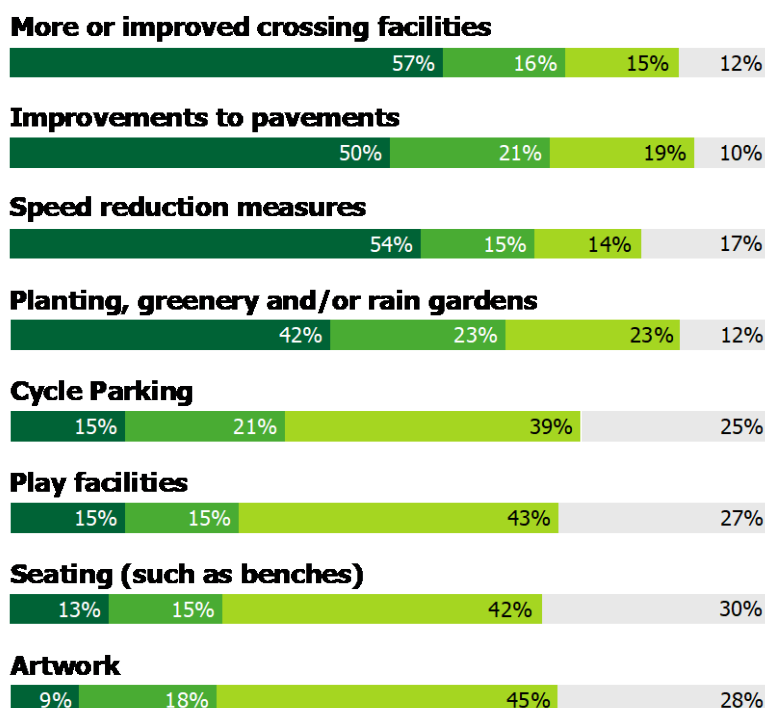


Q2.6 The proposals will make it more difficult to drive in the area



- Agree / strongly agree
- Neither agree nor disagree
- Disagree / strongly disagree

4.2.5 Responses to Question 3: 'What would you like to see more of within the space?'



- High priority
- Medium priority
- Low priority
- Not a priority / I don't know

4.2.6 Responses to Question 4: 'What else would you like to see on Canonbury Road outside Canonbury Primary School?'

The figures given are the number of mentions of respective topics. Some individual responses comprised more than one mentioned topic.

	number of mentions	percent of total responses
a segregated secure cycle lane	40	15%
a safe pedestrian crossing near school gate	25	9%
existing speed limit to be enforced / reduced to 10mph / signage and traffic calming measures	23	8%
all LTNs and other traffic restrictions to be reversed	20	7%
traffic flow at Highbury Corner to be improved to prevent cars backing up and idling	18	7%
further measures to reduce pollution	13	5%
pavements to be widened even more	8	3%
Canonbury Road to be bus and bikes only	7	3%
a School Street-like road closure	6	2%

more greenery / planting	5	2%
avoid seating/ keep pavement uncluttered	5	2%
no stopping to be better enforced to prevent idling	4	1%
all parking to be removed / enforce no stopping and idling	3	1%
traffic to be further reduced	3	1%
space to be taken from the school grounds rather than the street to improve pedestrian circulation	3	1%
a 'keep clear' box at the Compton Avenue junction	1	0%
traffic lights	1	0%
noise monitors	1	0%
loading bays	1	0%
a more child friendly environment	1	0%
parents not driving their children to school	1	0%
a fence separating the pavement from the road	1	0%
pavement to be repaired	1	0%
lights	1	0%
a lolly pop lady	1	0%
people to be prioritised over cars	1	0%
remove trees and street furniture	1	0%
a no loitering sign outside school	1	0%
remove double yellow lines between the school and Colbeck Mews	1	0%

4.2.7 Responses to Question 5: 'Do you support the proposals to introduce double yellow lines on Canonbury Road between Canonbury Square and Canonbury Primary School (both directions)?'

67% responded 'Yes', 33% responded 'No.'

4.2.8 Responses to Question 6: 'Overall, what do you think about the proposal?'

The figures given are the number of mentions of respective topics. Some individual responses comprised more than one mentioned topic.

	number of mentions	percent of total responses
positive/very good/necessary/overdue	89	33%
even more needs to be done to address pollution/road safety/encourage walking and cycling	35	13%
disagree with proposals / proposals are a waste of money / will make life harder	35	13%
cycle lanes are needed / especially as proposals will make cycling less safe	31	11%

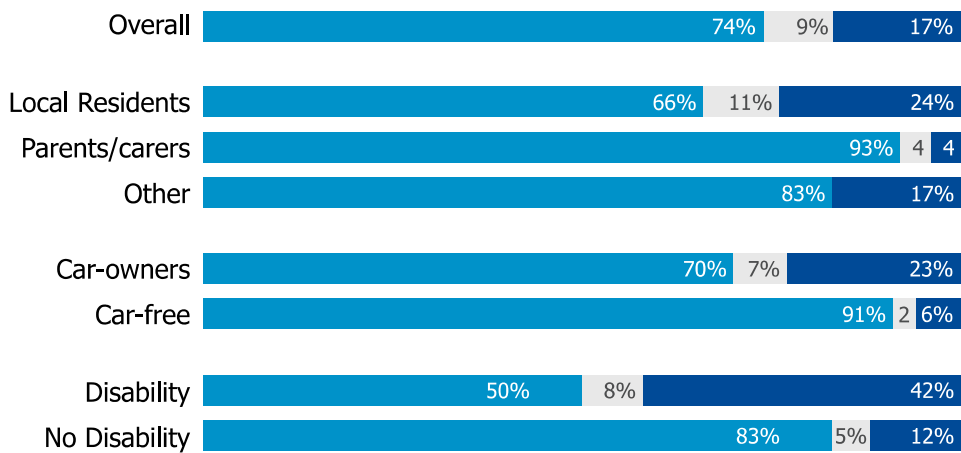
cycle stands and seating are a bad idea / restrict width / would encourage loitering	27	10%
Highbury Corner is the problem / needs improving	25	9%
going to make traffic / pollution worse	21	8%
LTNs and other road closures are the real problem	18	7%
not sure it would help / missed opportunity	15	6%
a pedestrian crossing is needed	10	4%
introduce School Street - type measures	8	3%
school grounds should be used for waiting parents and cycle parking	7	3%
speed limit needs enforcing / slow traffic down further	5	2%
widen pavement further	5	2%
delivery bays are needed	5	2%
parking restrictions need enforcing	3	1%
road to be buses and cycles only	3	1%

4.3 Ambler Primary School Crosstabs

When breaking down answers by demographics, it becomes apparent that parents/carers are more supportive of both the intent to make roads safer, less polluted, to promote active travel, and the proposals presented, than local residents. Respondents who do not own car are more supportive than those who do not. People with disabilities/long term illness tend to be less supportive of proposed changes than people without.

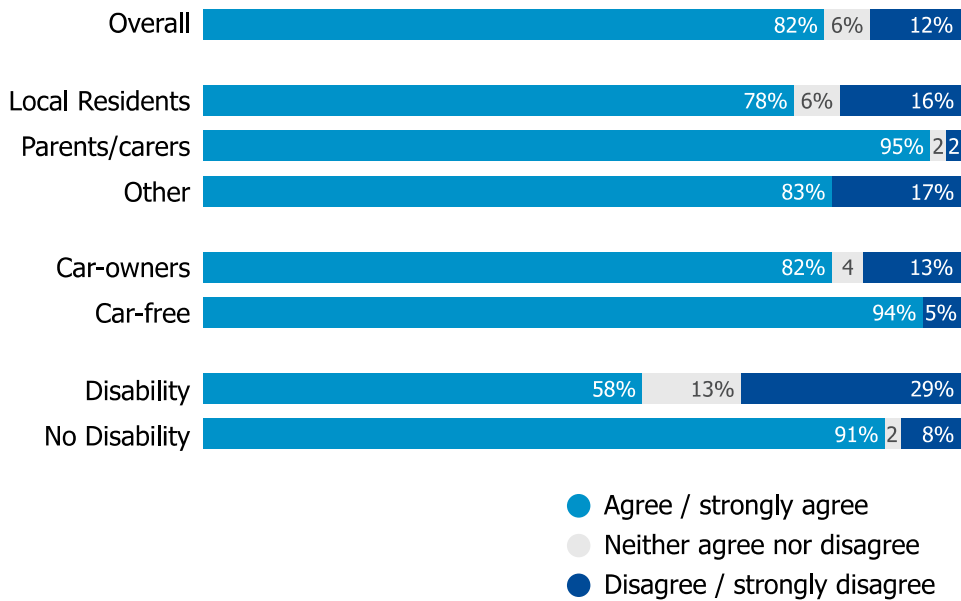
Question 1: Tell us how much do you agree or disagree with the following statements about Blackstock Road outside Ambler Primary School:

Q1.1 I am concerned about the danger from traffic in this area

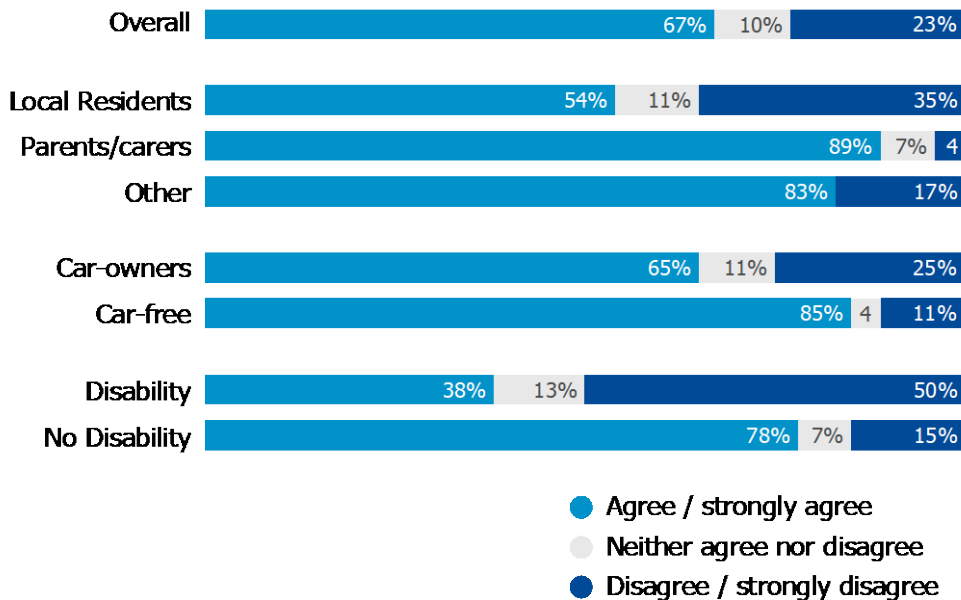


- Agree / strongly agree
- Neither agree nor disagree
- Disagree / strongly disagree

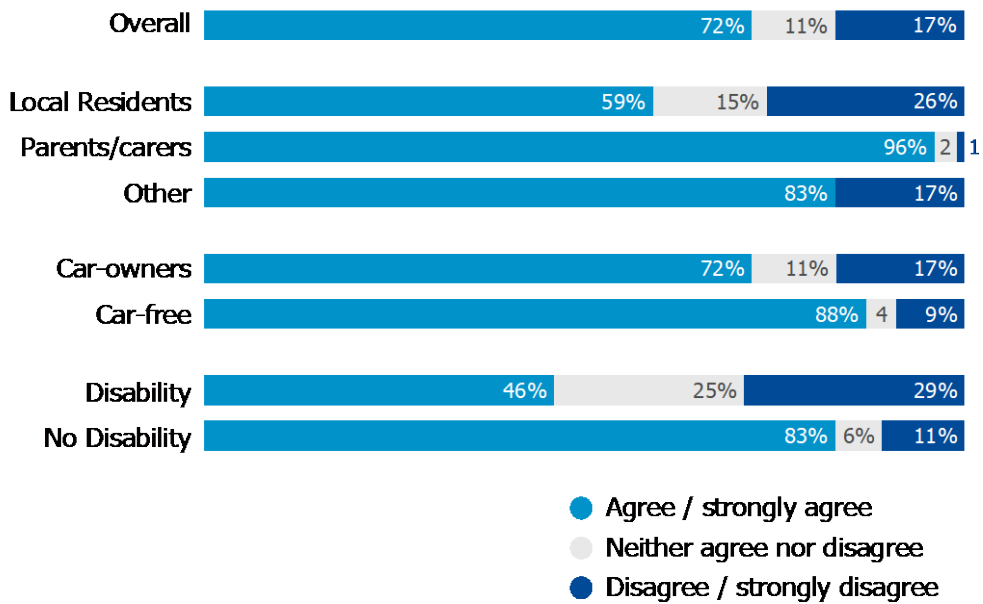
Q1.2 I am concerned about air pollution from traffic in this area



Q1.3 I think action should be taken to improve people's health by making it easier for people to walk, wheel and cycle more

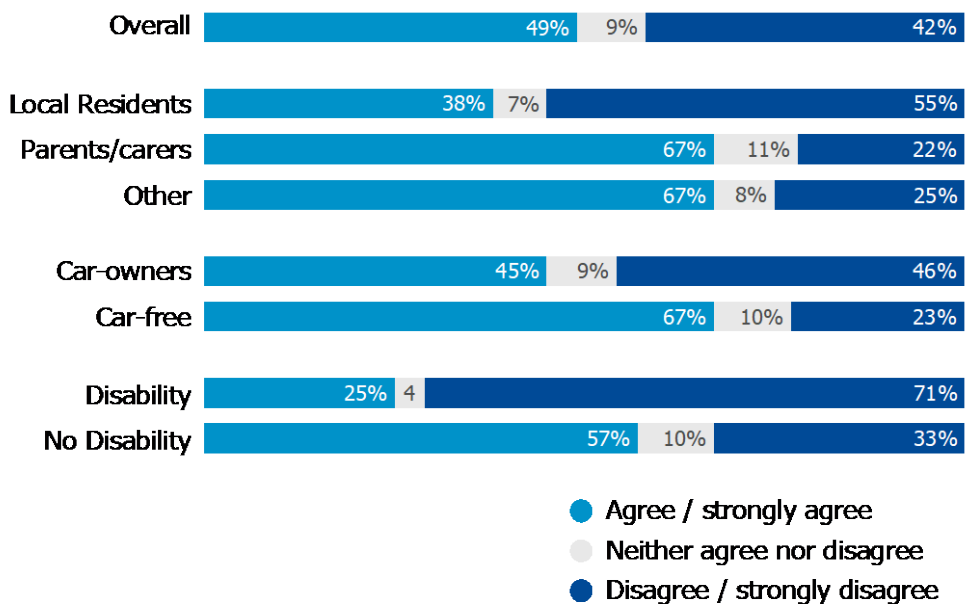


Q1.4 I think streets should be safer for children, parents and carers to walk, wheel and cycle to school

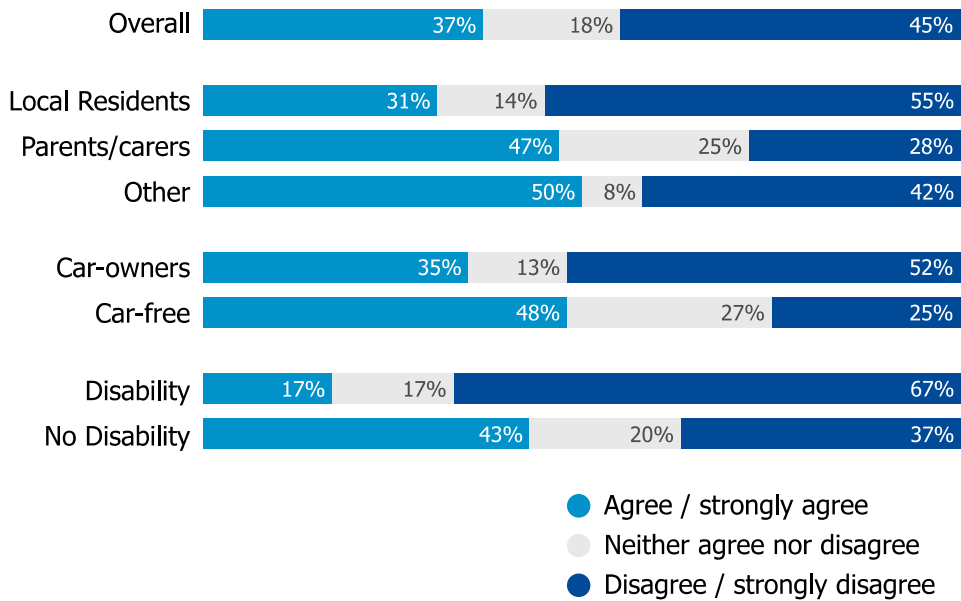


Question 2: Tell us how much do you agree or disagree with the following statements about our proposals to improve space on Blackstock Road outside Ambler Primary School:

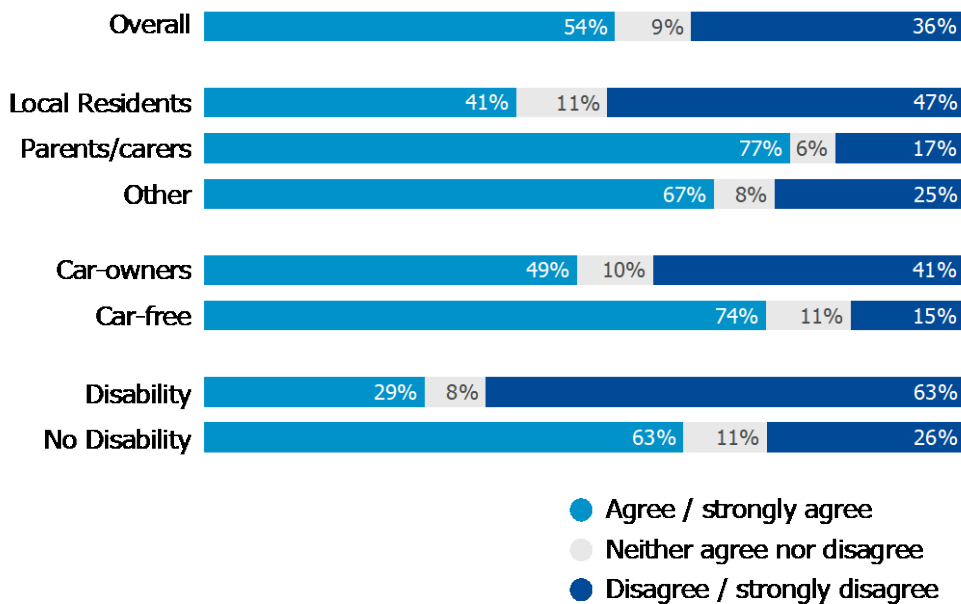
Q2.1 The proposals will improve air quality for those studying, living and working in the area



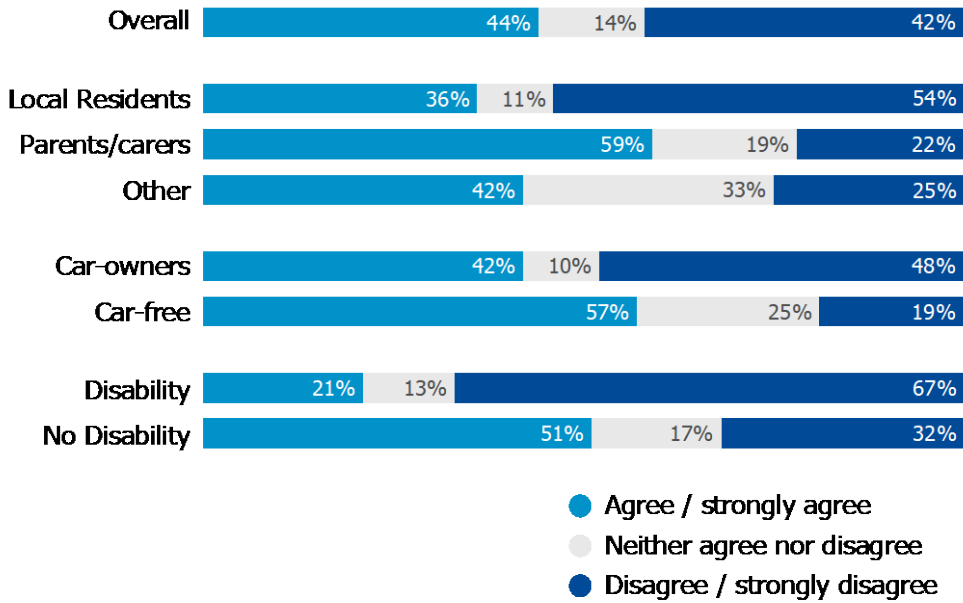
Q2.2 The proposals will reduce noise from the traffic in the area



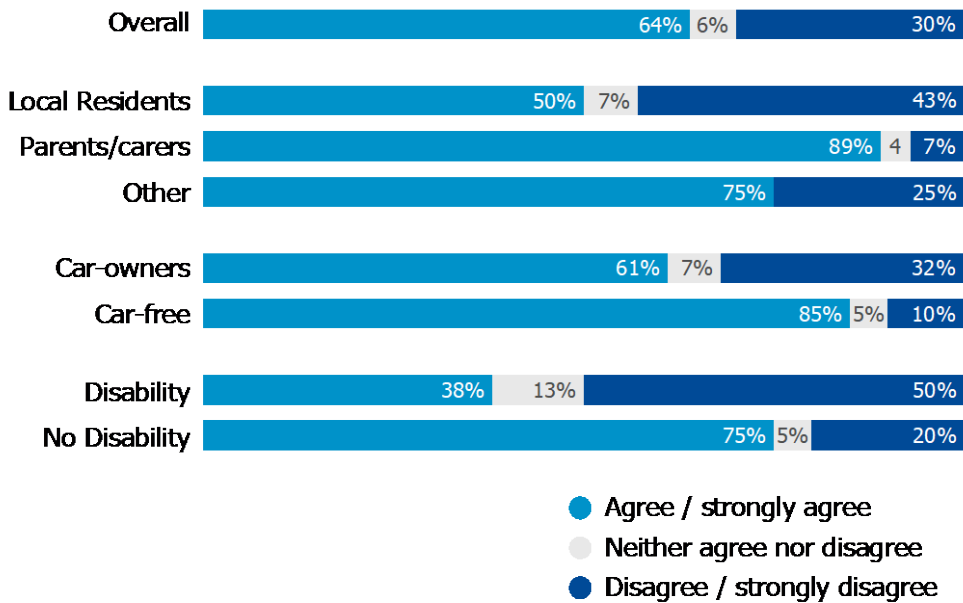
Q2.3 The proposals will make it safer and easier to travel in the area by walking, wheeling or cycling



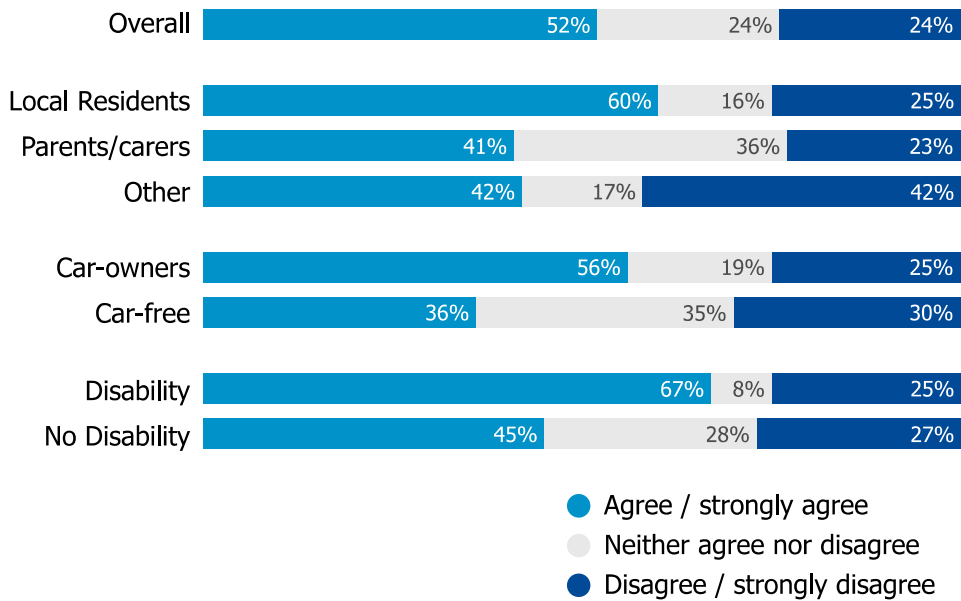
Q2.4 The proposals will encourage me to walk, cycle or wheel more in the area



Q2.5 The proposals will make the area more pleasant

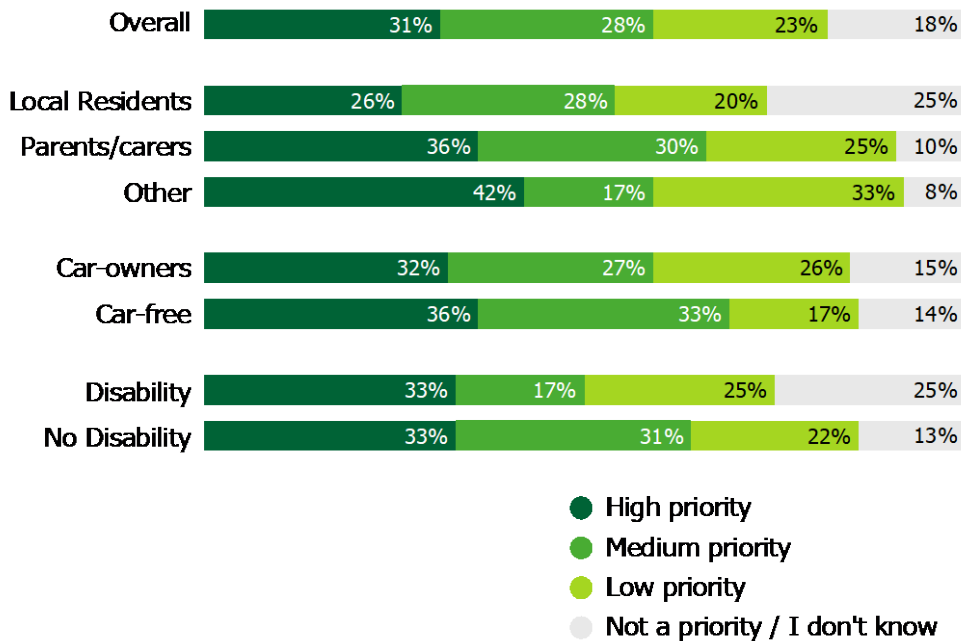


Q2.6 The proposals will make it more difficult to drive in the area

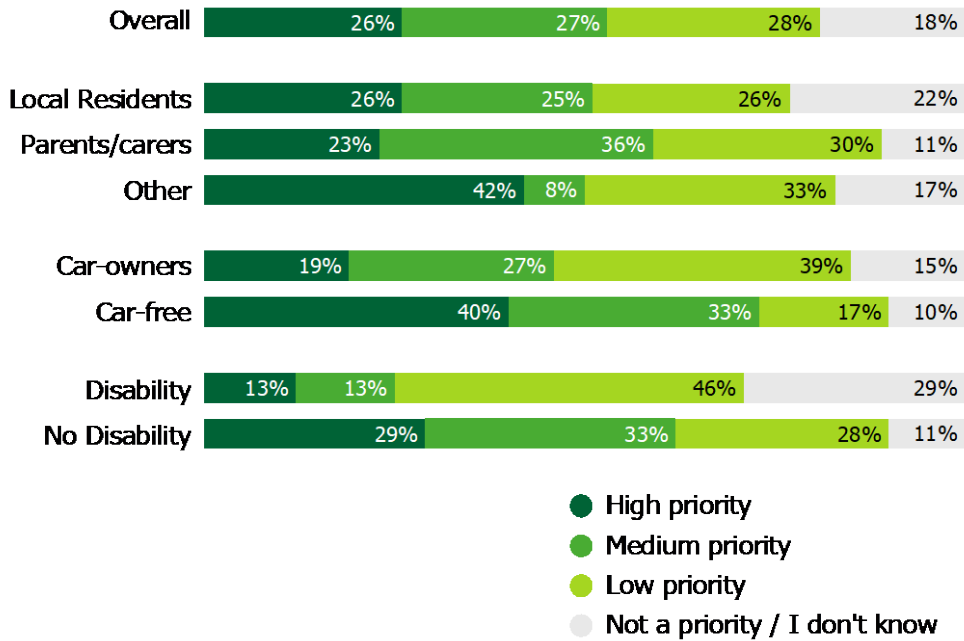


Question 3: What would you like to see more of within the space?

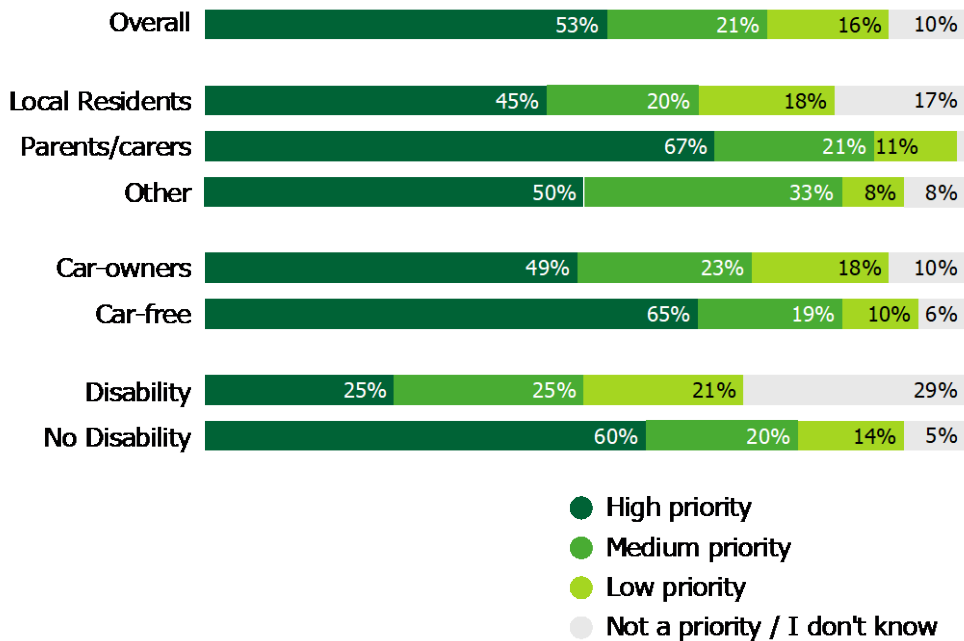
Q3.1 More or improved crossing facilities



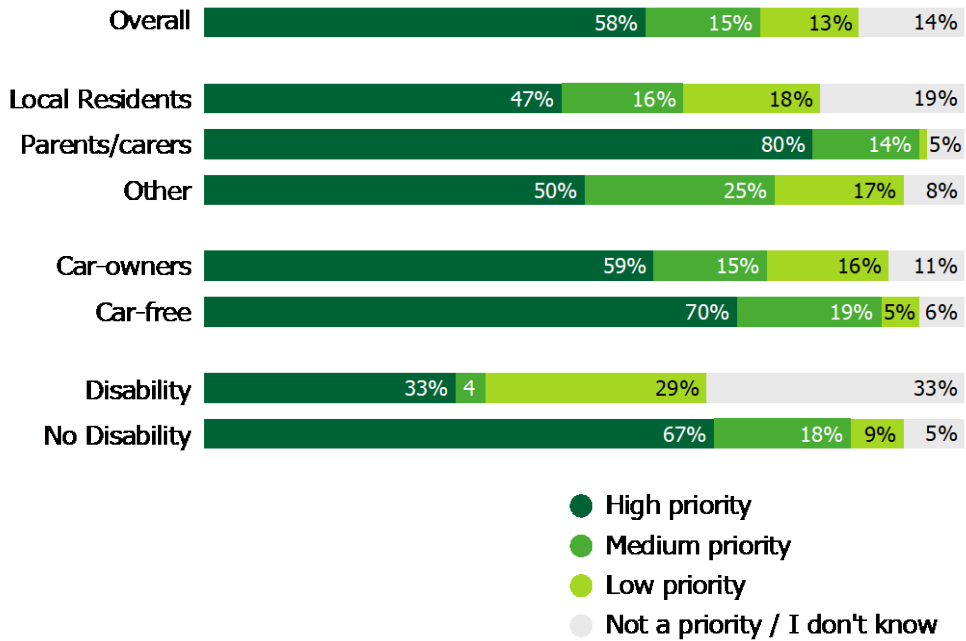
Q3.2 Cycle Parking



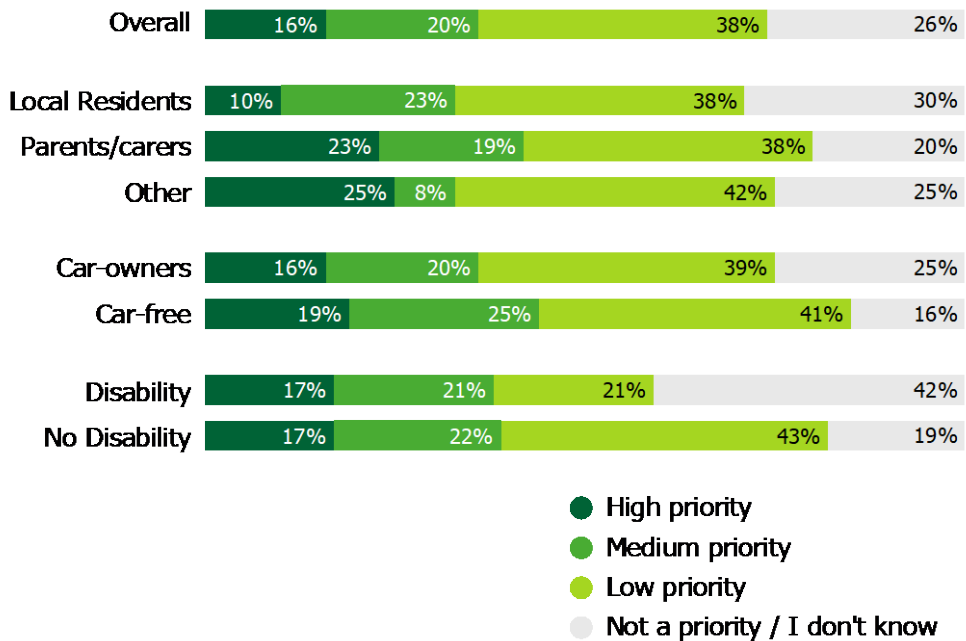
Q3.3 Improvements to pavements



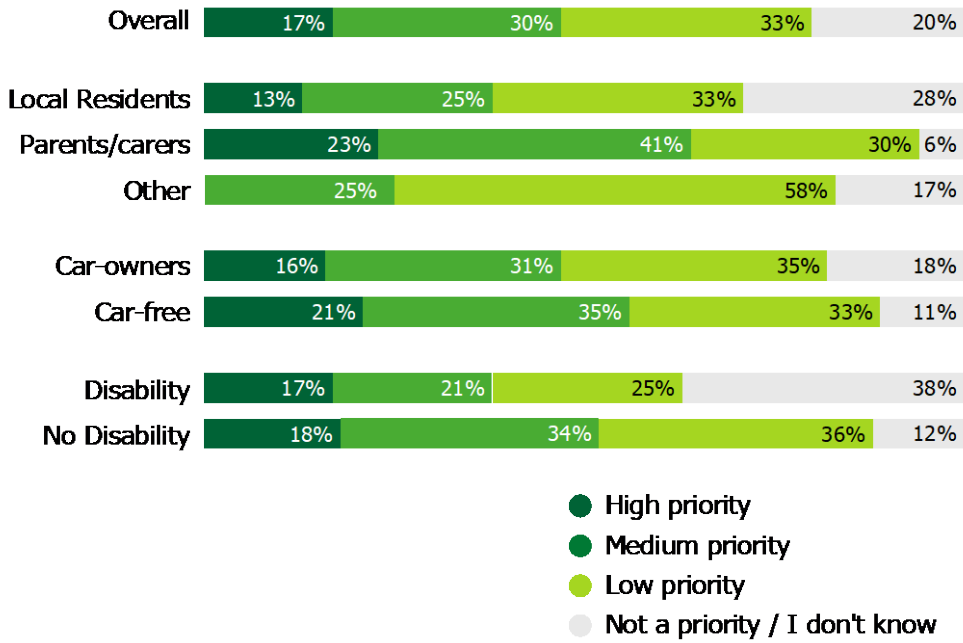
Q3.4 Planting, greenery and/or rain gardens



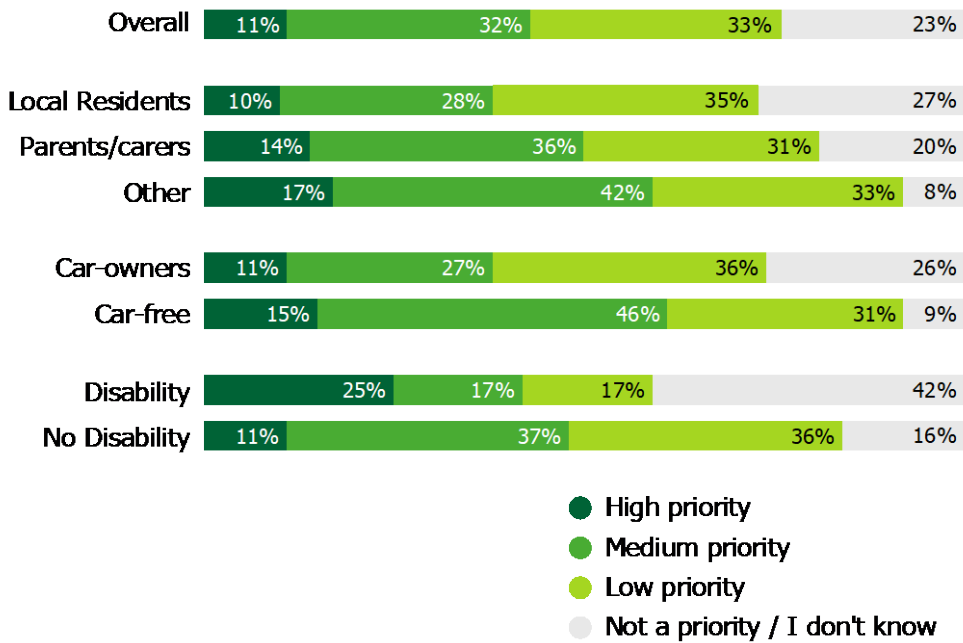
Q3.5 Play facilities



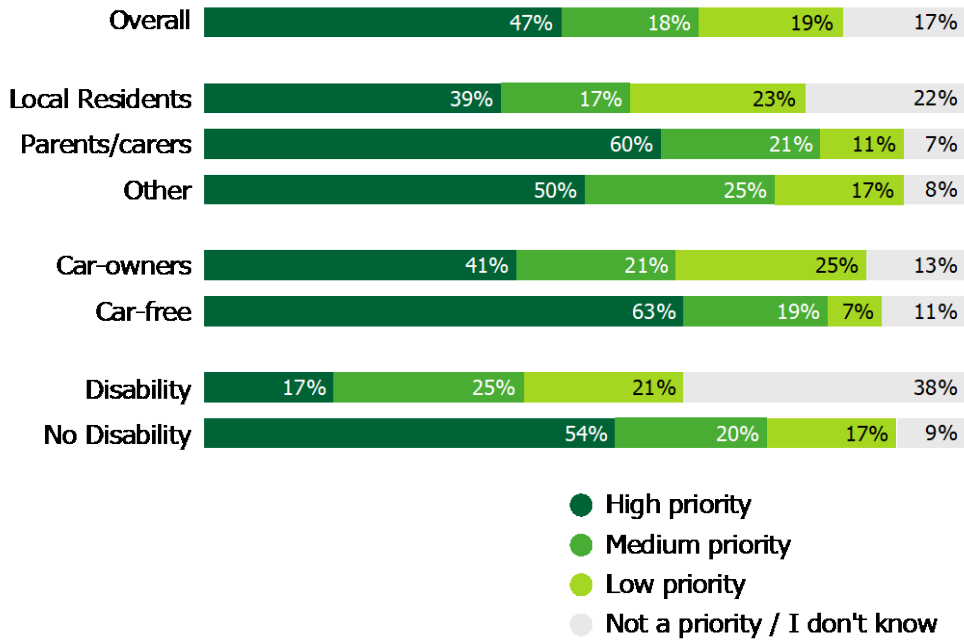
Q3.6 Artwork



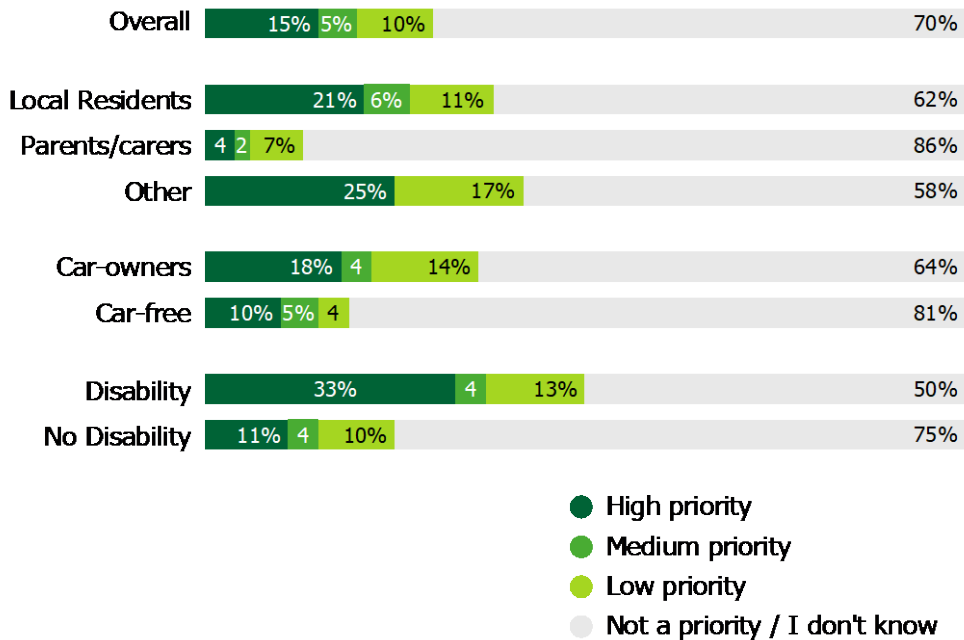
Q3.7 Seating (such as benches)



Q3.8 Speed reduction measures



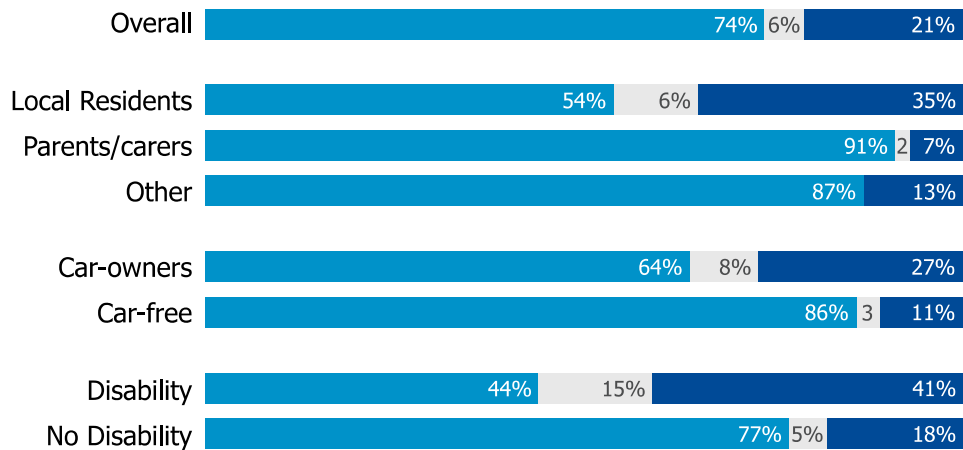
Q3.9 No other measures



4.4 Canonbury Primary School Crosstabs

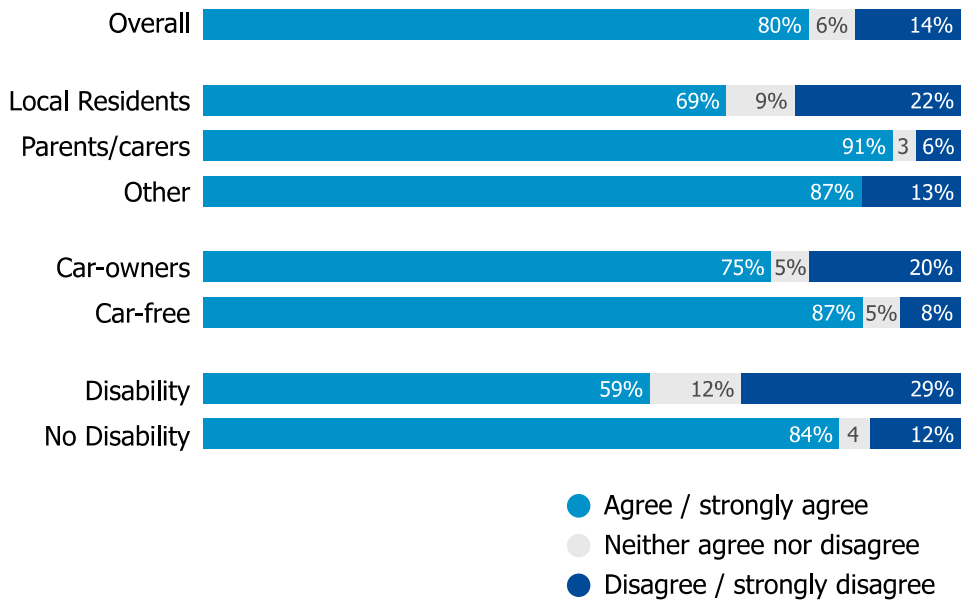
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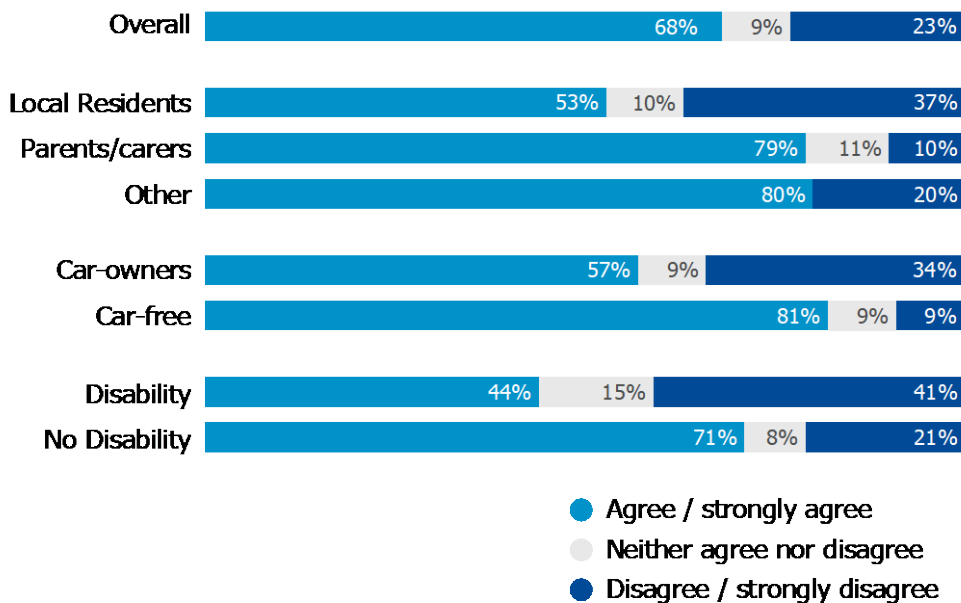


- Agree / strongly agree
- Neither agree nor disagree
- Disagree / strongly disagree

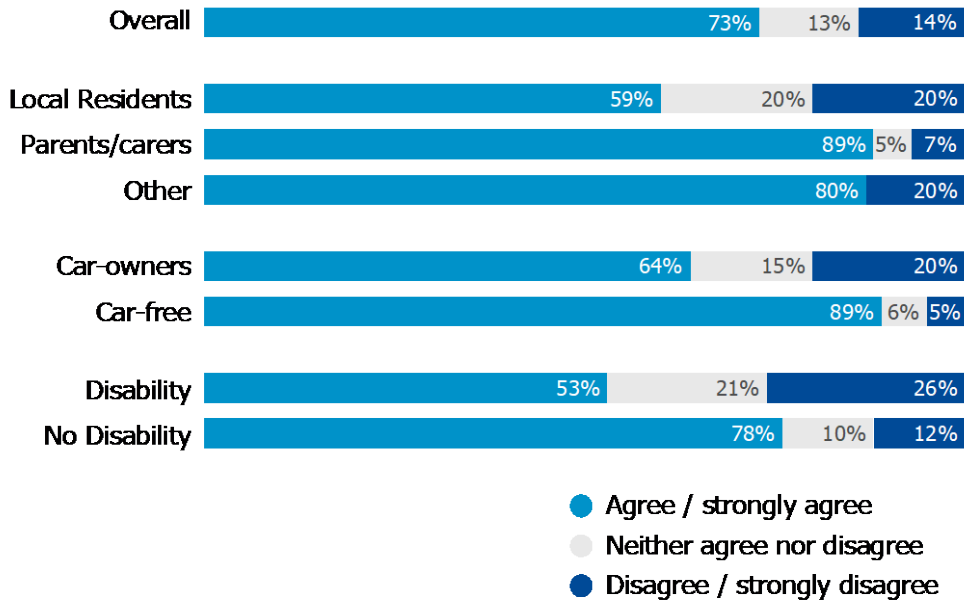
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Q1.3 I think action should be taken to improve people's health by making it easier for people to walk, wheel and cycle more

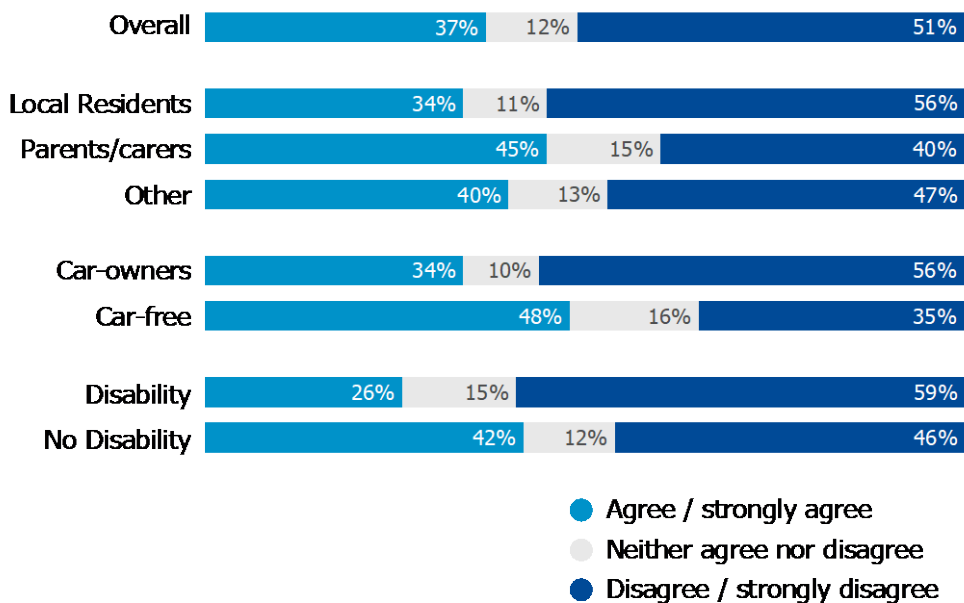


Q1.4 I think streets should be safer for children, parents and carers to walk, wheel and cycle to school

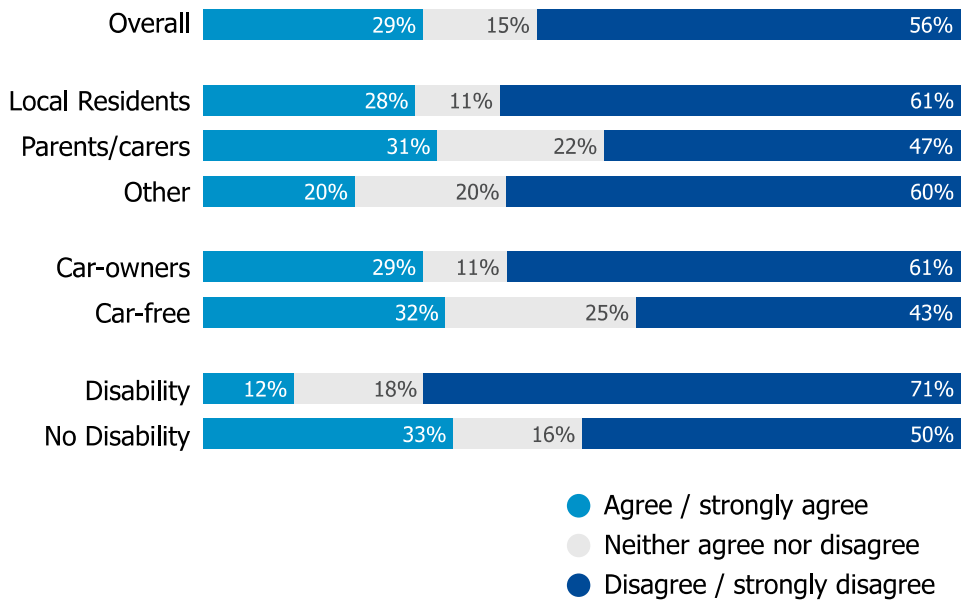


Question 2: Tell us how much do you agree or disagree with the following statements about our proposals to improve space on Canonbury Road outside Canonbury Primary School:

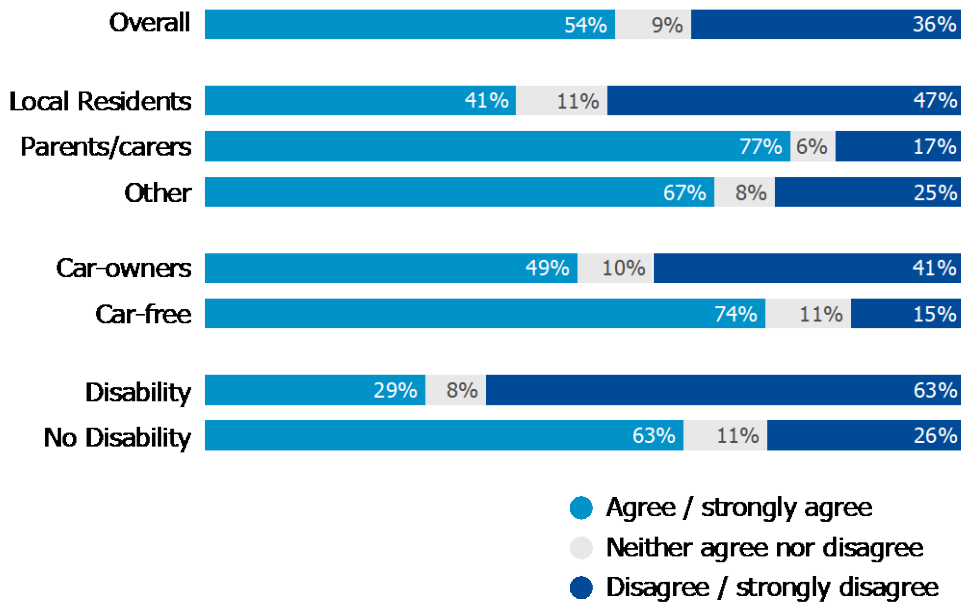
Q2.1 The proposals will improve air quality for those studying, living and working in the area



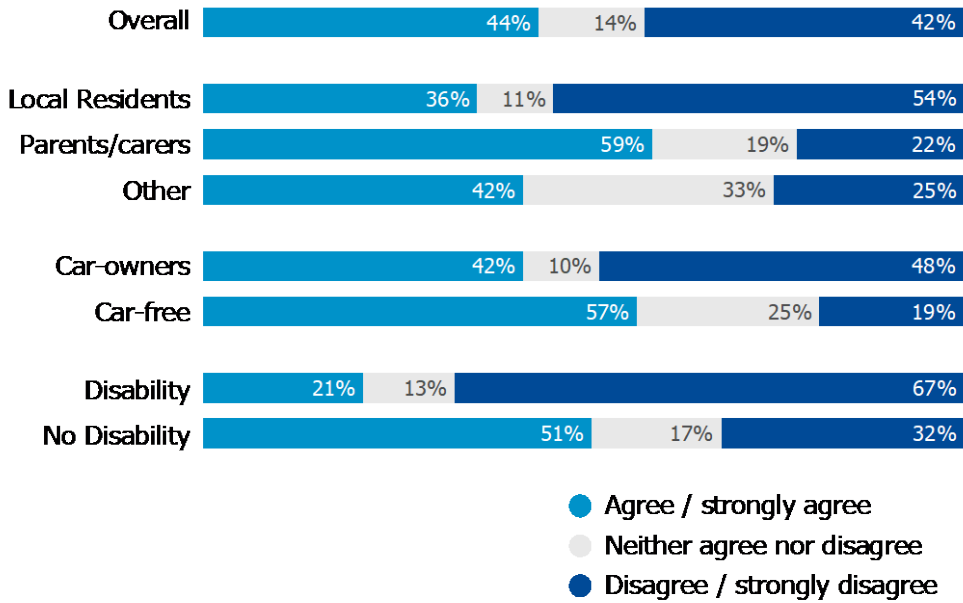
Q2.2 The proposals will reduce noise from the traffic in the area



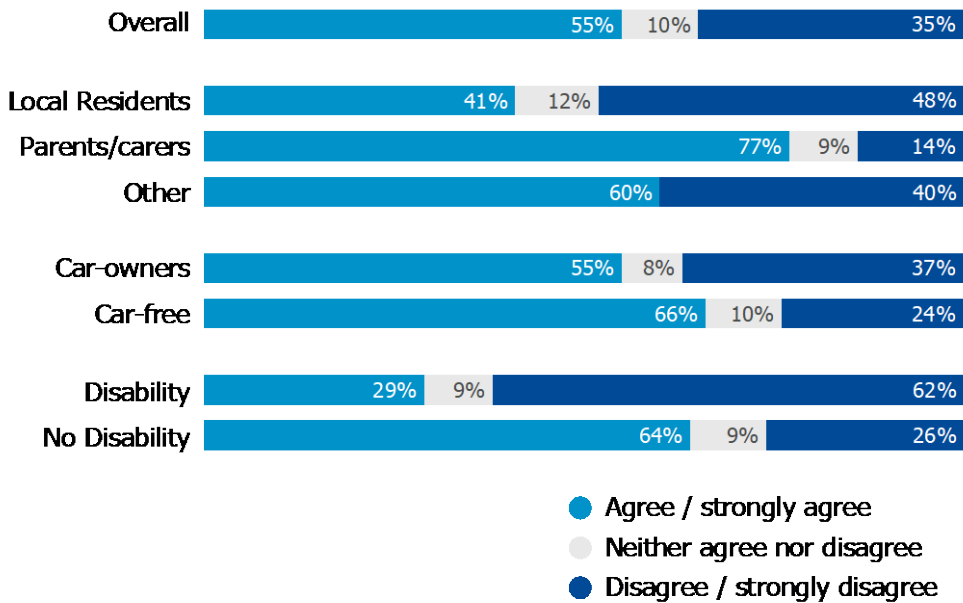
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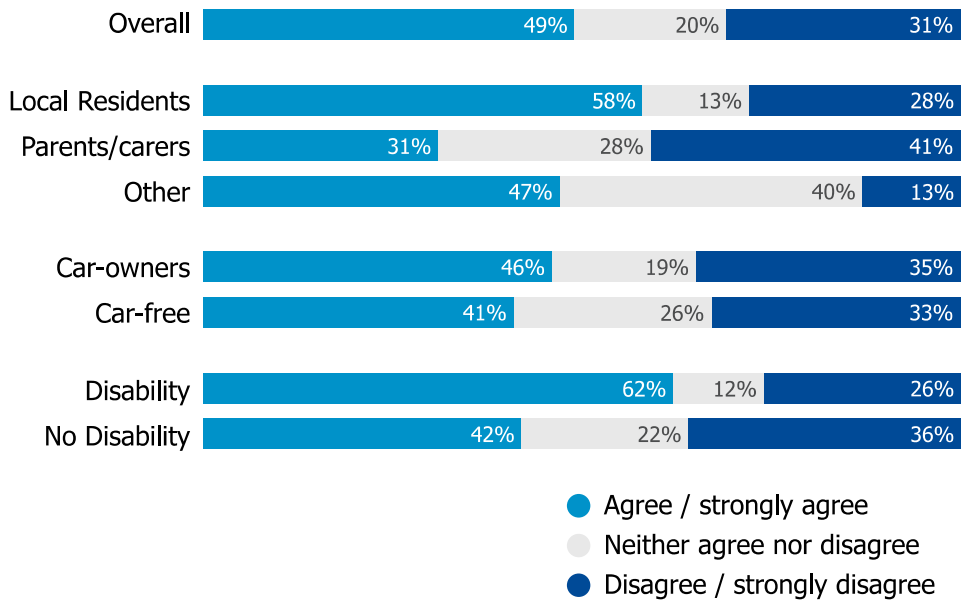
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Q2.5 The proposals will make the area more pleasant

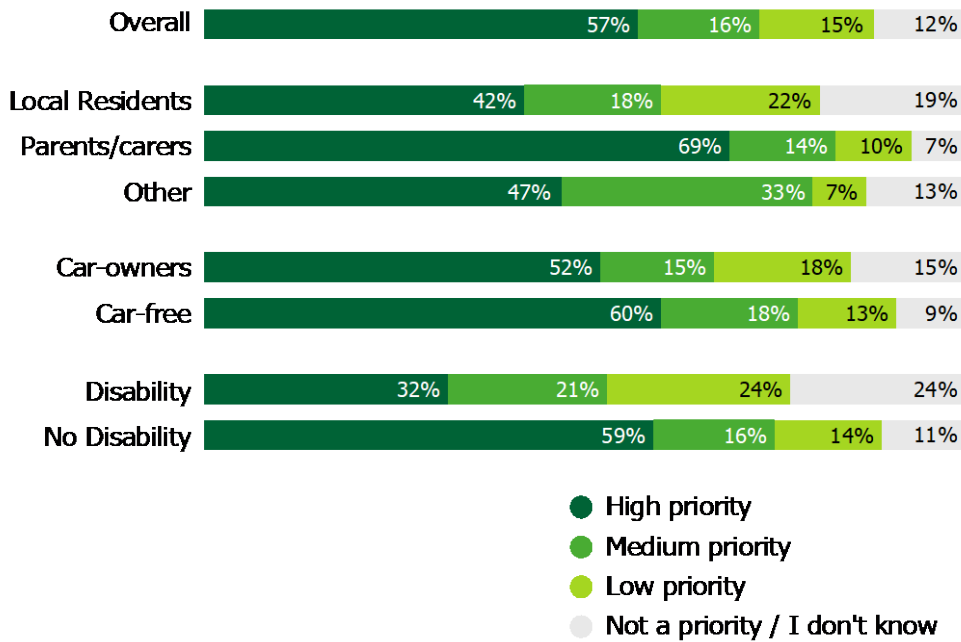


Q2.6 The proposals will make it more difficult to drive in the area

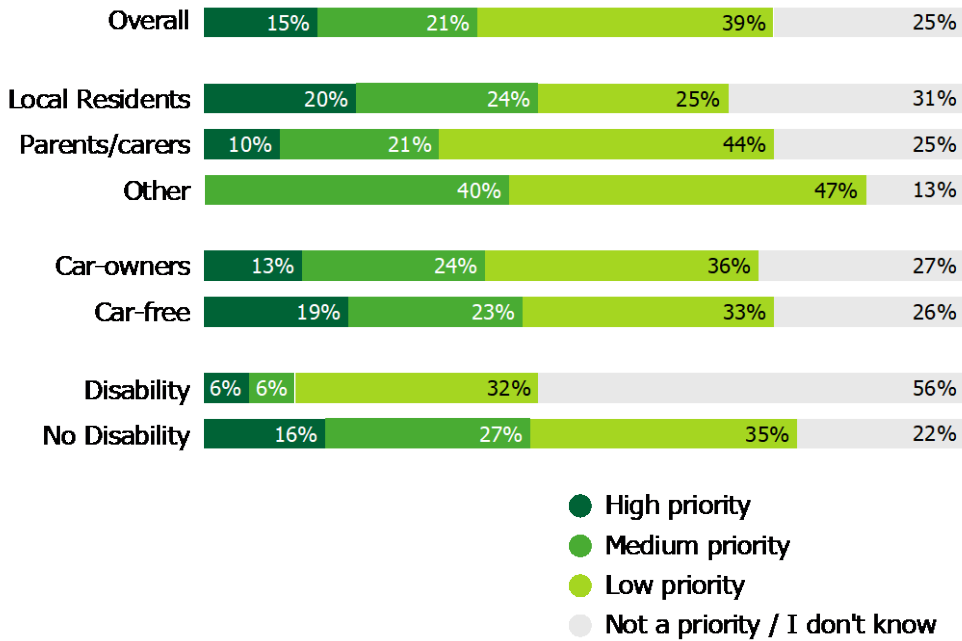


Question 3: What would you like to see more of within the space?

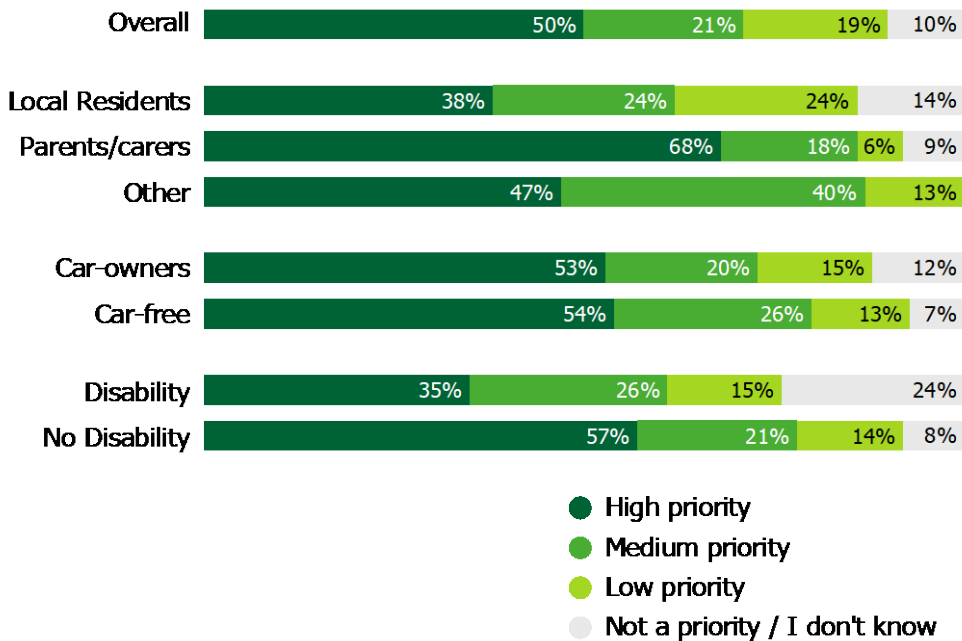
Q3.1 More or improved crossing facilities



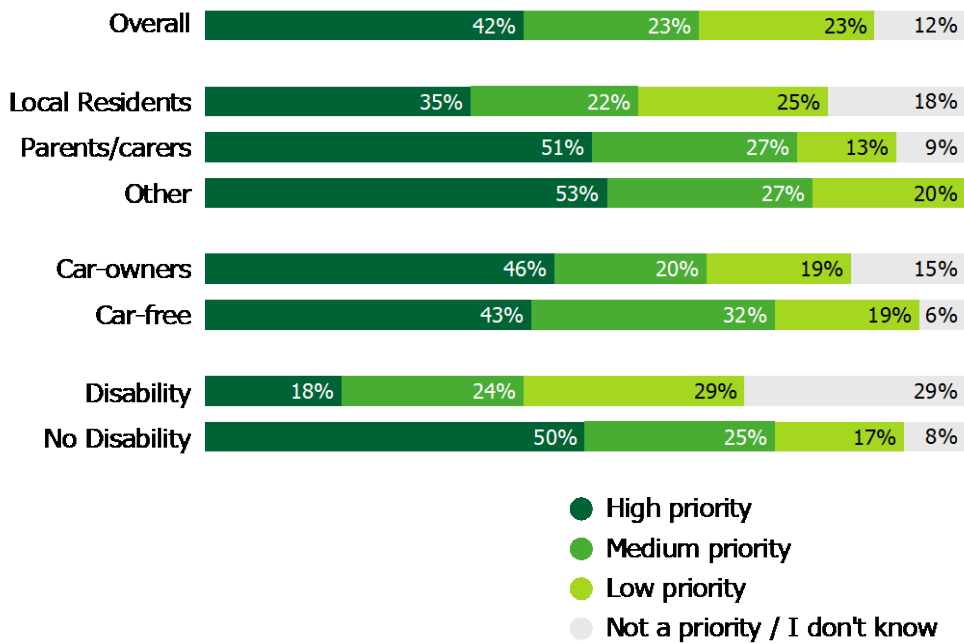
Q3.2 Cycle Parking



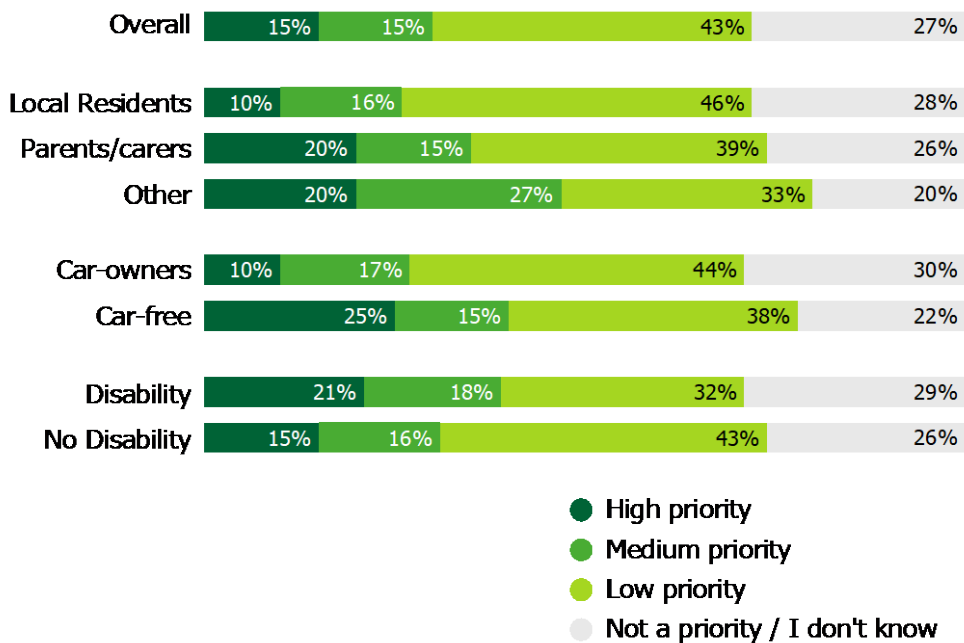
Q3.3 Improvements to pavements



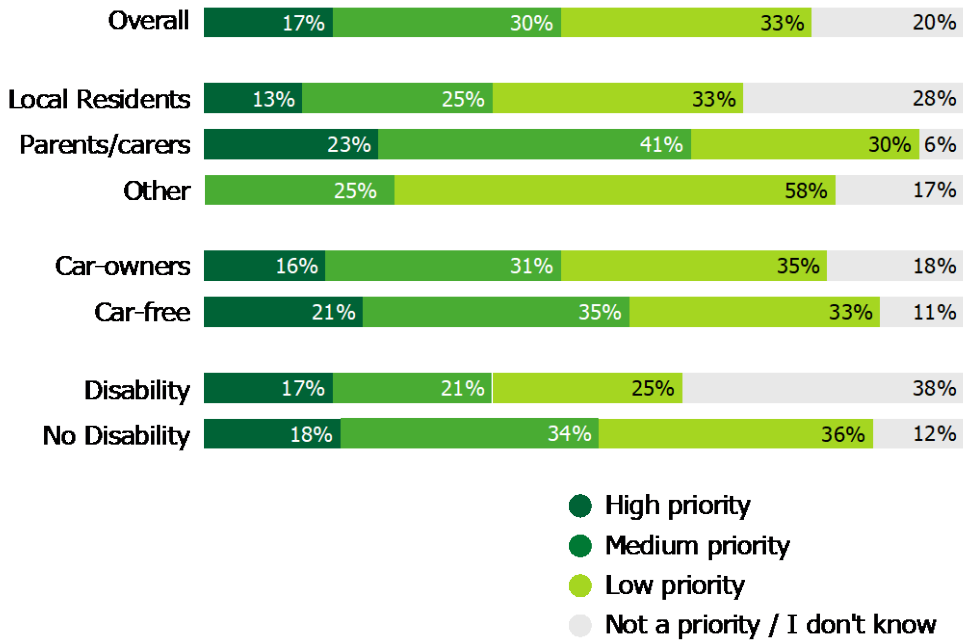
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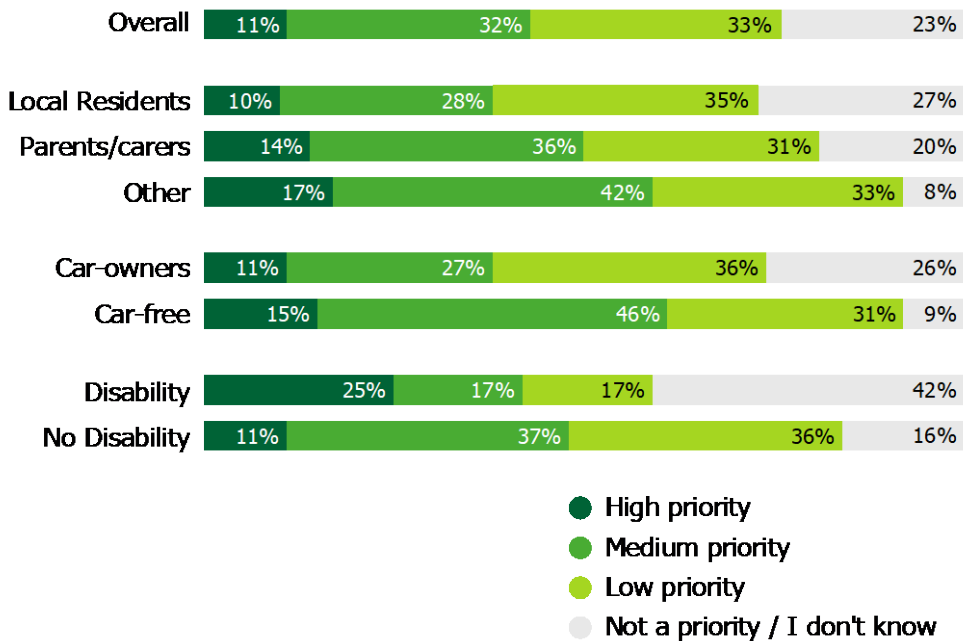
Q3.5 Play facilities



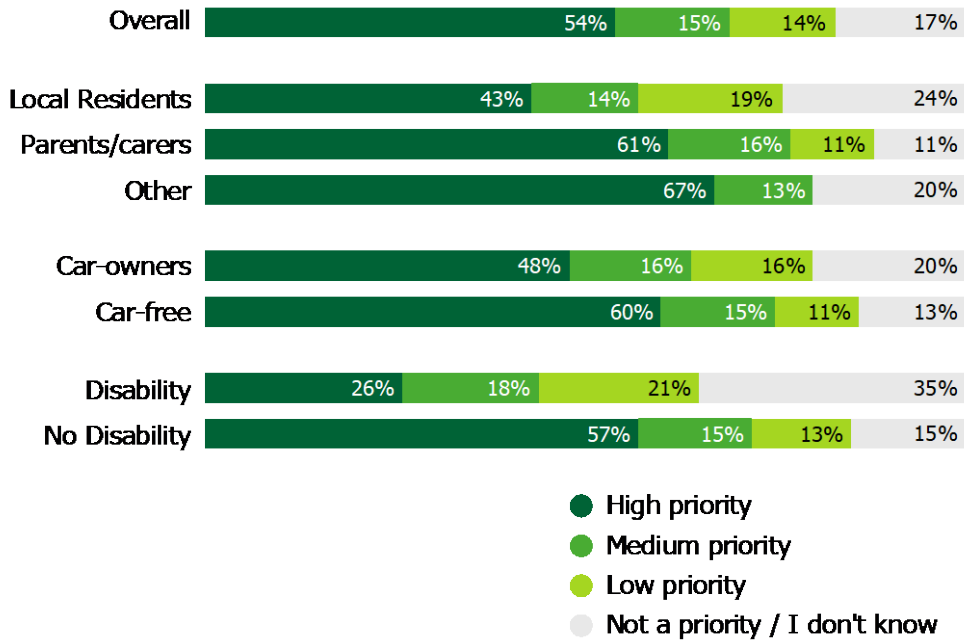
Q3.6 Artwork



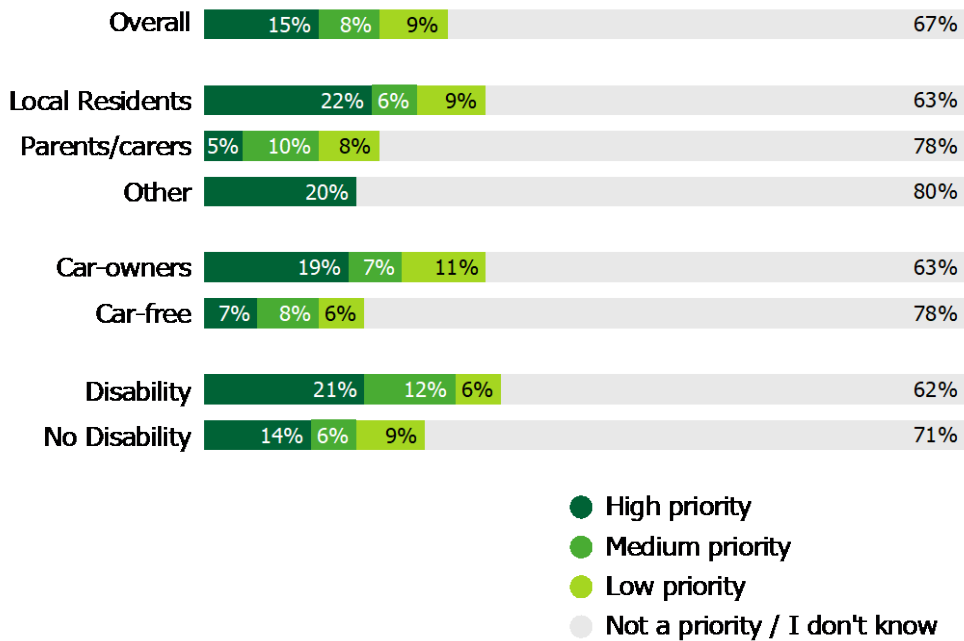
Q3.7 Seating (such as benches)



Q3.8 Speed reduction measures



Q3.9 No other measures



5 Conclusions

5.1 General trends

Overall, more respondents are supportive of the proposed changes than opposed.

Parents/carers were generally much more supportive of the proposed changes than local residents. Car-free households are also more supportive of proposed changes than car owners. People with disabilities and long term illnesses are generally less supportive of proposed changes.

A considerable number of respondents were generally supportive of the aspirations behind people-friendly streets, but expressed scepticism that the proposals would achieve the stated objectives. Other people-friendly street initiatives were mentioned as having contributed to problems such as idling traffic on both Canonbury Road and Blackstock Road. Recent changes to nearby junctions were also mentioned.

Numerous respondents requested wider-reaching actions to further reduce traffic levels and pollution, and to increase road safety

5.2 Recommendations

Based on the responses received, there is support for the proposed changes. Further measures, such as additional planting on Blackstock Road, as well as introduction of dedicated cycle lanes, a pedestrian crossing, and traffic calming could be considered at the Canonbury Road site.

5.3 Who is underrepresented

Regarding ethnicity, respondents describing themselves as White British are over-represented by a considerable margin, whereas most other ethnicities are under-represented.

Respondents describing themselves as having a disability or long-term illness are also under-represented by a small margin.