

# Montem and Samuel Rhodes

Consultation Report

March 2023



# Montem and Samuel Rhodes: Consultation Report

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# Executive Summary

This report details the results of a consultation on proposed designs for improvements to the street environment and a northbound cycleway on Hornsey Road, outside Montem and Samuel Rhodes Primary Schools. Feedback on the designs was collected using: an online survey with 85 respondents; drop-in and pop-up events; a workshop with primary school students; and engagement with businesses.

In the consultation and in the following pages of this report, feedback related to improvements to the street environment and the northbound cycleway are separated.

## Scheme Feedback:

Overall, engagement showed **support for the proposals**. This included the proposals for environmental improvements and the northbound cycleway. **Support was shown among survey respondents, pupils at the two schools and parents and residents attending pop-up and drop-in events.**

- **79%** of survey respondents agree\* that the proposals for environmental improvements will make it **safer and easier to travel in the area by walking, wheeling or cycling**
- **79%** of survey respondents agree\* that the proposals for environmental improvements will **make the area more pleasant**
- **75%** of survey respondents agree\* that the proposals for environmental improvements will **improve road safety in the area**
- **74%** of survey respondents agree\* that the proposals for a northbound cycleway will make it **safer to cycle or use an adapted cycle in the area**

Similar sentiments were also reflected in responses at engagement events.

Breaking down survey responses by car ownership, **respondents who do not own or have access to a private car were more supportive of the proposals for environmental improvements and the northbound cycleway than those who do.**

**Open-text comments also highlighted support for proposals**, with respondents commenting that they will make walking, wheeling and cycling safer and more pleasant. There were a number of **suggestions for changes** to the proposals for street improvements and the northbound cycleway which included:

- Adding a pedestrian phase to the junction of Hornsey Road and Seven Sisters Road
- Continuing the cycleway further along Hornsey Road and adding in a Southbound Cycleway
- Ensuring that the cycleway is segregated with wands

**When asked about the different design elements of the proposals, pupils at both school were positive about all of them.**

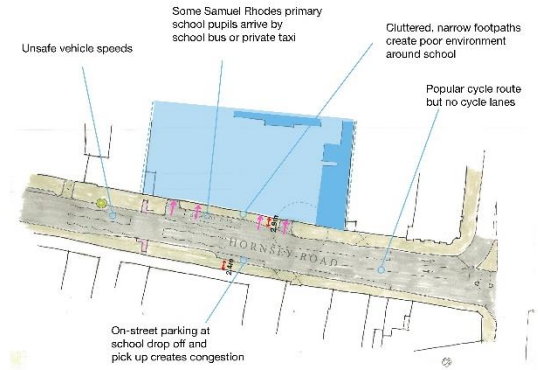
# Report Overview

This report details the results of a consultation on proposed designs for improvements to the street environment and a northbound cycleway on Hornsey Road, outside Montem and Samuel Rhodes Primary Schools. These findings will be used by Sustrans and London Borough Islington to inform detailed designs.

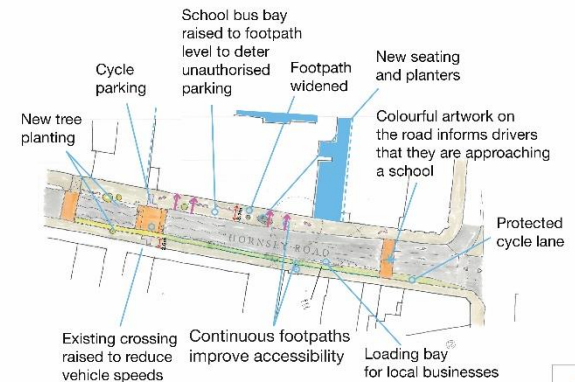
The school community and local people were asked for their views on the designs through an online survey, a drop-in workshop, a playground pop-up, an online event, and a student workshop involving students from Montem and Samuel Rhodes Primary Schools. Businesses in the area were also spoken to. There is more detail about these methods on the following page.

The survey and drop-in session were advertised via a leaflet posted to local residents and an email to parents and carers. Posters and lamppost wraps were also put up in the local area and leaflets were given to parents and carers in the playground. Staff visited businesses in the area to ask about their parking and loading requirements.

This report discusses the findings of the survey and engagement activities. It first discusses feedback on proposed environmental improvements before addressing feedback on the proposed northbound cycleway.



Hornsey Road: Proposed



# Engagement Activities

## Survey

The survey was open between 23<sup>rd</sup> January 2023 to 19<sup>th</sup> February 2023. Respondents were asked a series of questions about themselves. They were then presented with before and after images of the designs for the street, and designs for the cycleway, and asked a series of Likert style questions about how much they agreed or disagreed with a series of statements about the proposals. Respondents were also given an opportunity to leave open-text comments giving their views on the proposals and suggestions for changes. Demographic questions were also asked.

## Drop-in, pop-up, and online sessions

Local residents and the school community were invited to attend an after school 'drop-in' session on the 6<sup>th</sup> February 2023. A 'pop-up' event was also held in the school playground at pick-up time on the 2<sup>nd</sup> February 2023. At these events participants were presented with before and after images of the designs for Hornsey Road. At these events participants were encouraged to give their views on the designs by using sticky dots to indicate how much they agreed or disagreed with a series of statements about the proposals. They were also invited to leave additional comments on post-it notes.

## Student Sessions

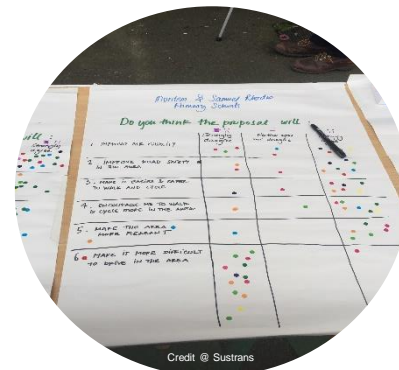
Eleven pupils took part in a workshop on the 2<sup>nd</sup> February 2023. Pupils were presented with the designs for the streets and asked for their opinions on different design elements. The pupils held up emoji cards to indicate their answers to the questions and were then asked for further comments.

## Business Engagement

Businesses in the area were visited and asked about their parking and loading requirements. Details about parking and loading requirements are detailed separately to retain the anonymity of businesses.



Student Workshop

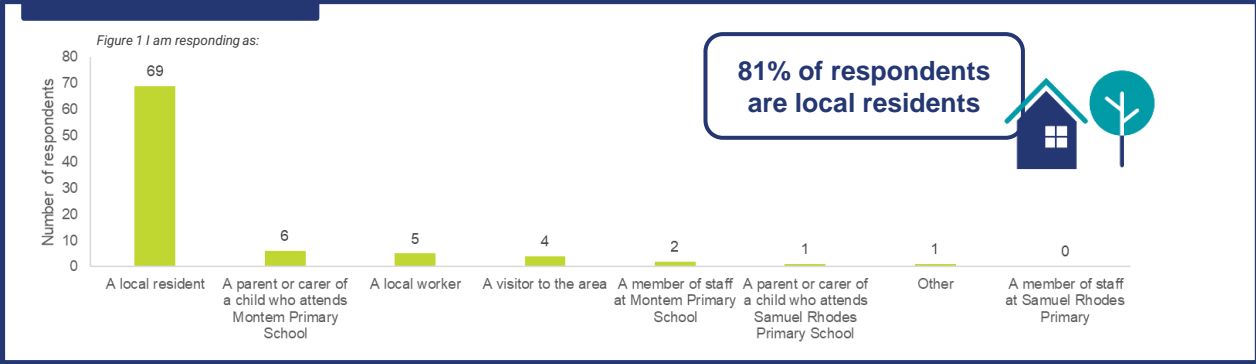


Sticky dot exercise

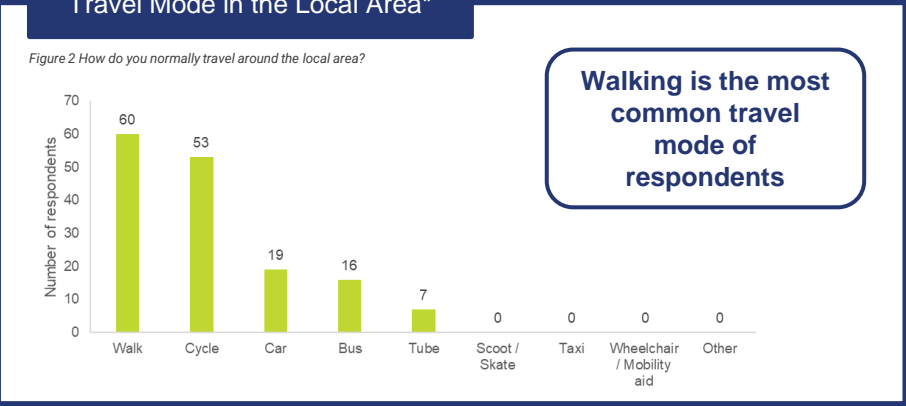
# Survey Respondents

Number of respondents: 85

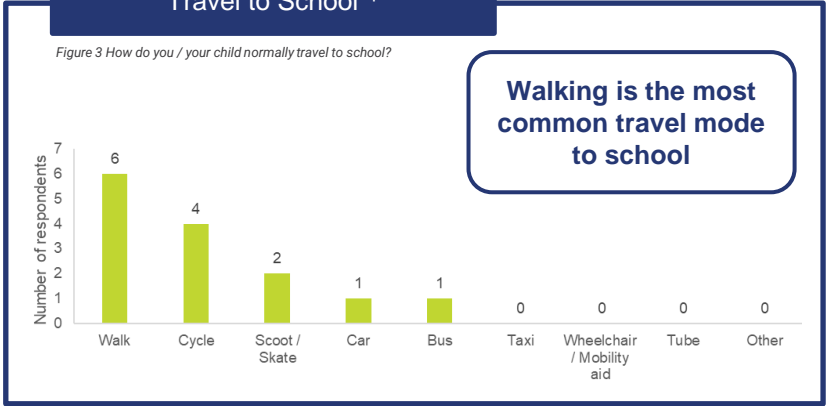
## Relationship to Area\*



## Travel Mode in the Local Area\*



## Travel to School\*\*



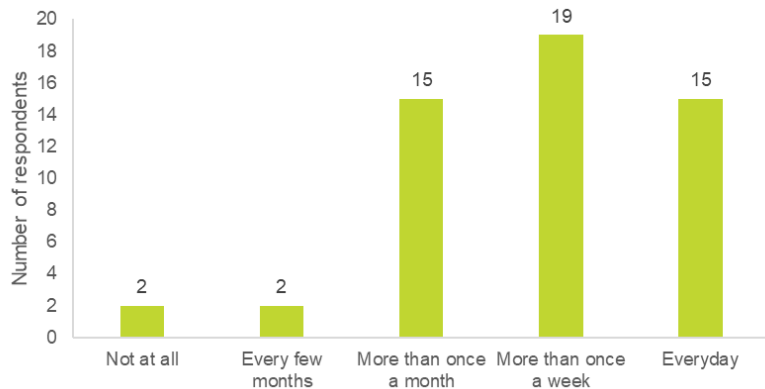
\*Respondents could choose multiple answers

\*\* Only asked to those who answered 'A parent or carer of a child at this school' and 'A member of staff at this school' (n=9)

# Survey Respondents

## Cycling on Hornsey Road\*

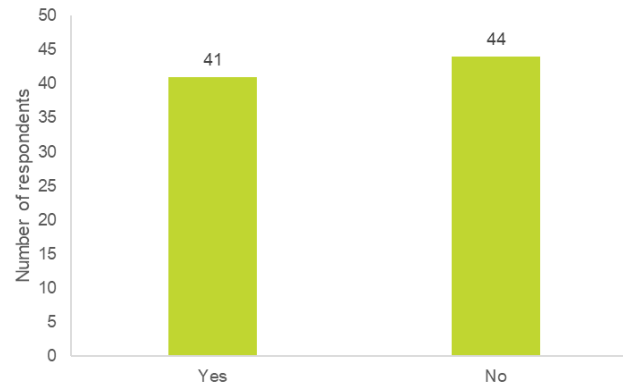
Figure 4 How often do you cycle on Hornsey Road?



**92% of respondents cycle on Hornsey Road at least once a month**

## Private Car Access

Figure 5 Do you own or have access to a private car?



**52% of respondents do not own or have access to a private car**

\*32 survey respondents left this question blank

# Scheme Feedback

Scheme feedback is split into two parts. Feedback on proposed environmental improvements are addressed first before discussing feedback on the proposed northbound cycleway.





# Environmental Improvements, Survey Results

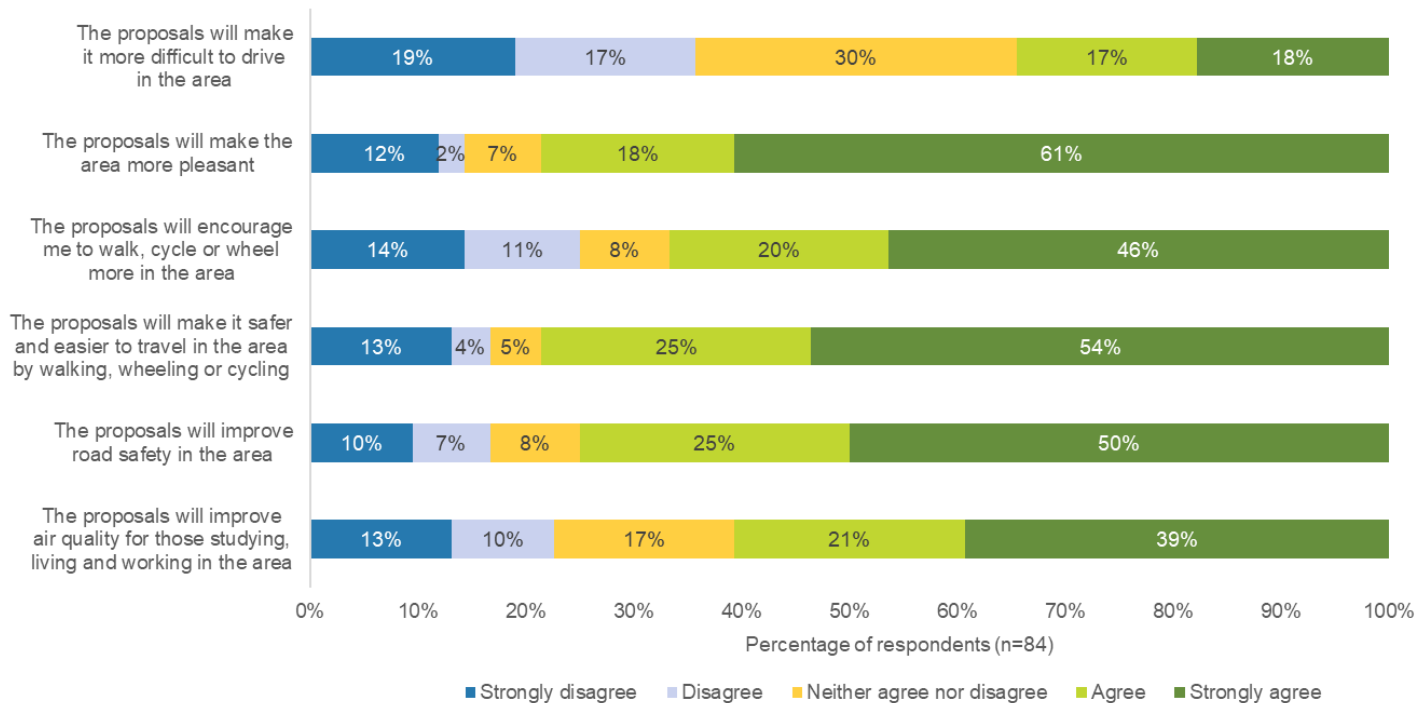
**79% of respondents agree\* that the proposals will make the area more pleasant**

**79% of respondents agree\* that the proposals will make it safer and easier to walk, wheel and cycle**

**75% of respondents agree\* that the proposals will improve road safety**

**61% of respondents agree\* that the proposals will improve air quality**

Figure 6 How much do you agree or disagree with the following statements about our proposals?



\*A combination of 'agree' and 'strongly agree'

# Environmental Improvements, Open-Text Survey Comments

## Benefits:

The **majority of comments were in support** of the scheme. Several people commented that they thought the proposals will make it **safer to walk** in the area, particularly due to the wider footways and traffic calming measures. A few respondents also mentioned that the proposals will **improve air quality** in the local area.

## Issues:

The most common issue highlighted was the **lack of pedestrian crossing at the junction of Hornsey Road and Seven Sisters Road**, creating a dangerous road crossing. Multiple people questioned why this issue is not being addressed in the proposals.

Several people had **issues with the artwork on the road**. One commented that they felt this is ineffective at slowing down traffic and would rather see money spent on better infrastructure for pedestrians and cyclists. Another comment questioned whether artwork may be confusing to drivers and children and suggested more simple coloured tarmac or surface treatment. Another comment mentioned the maintenance of the coloured artwork and questioned how long it would continue to look pleasant for.

## Suggestions for changes:

Multiple people suggested that a **pedestrian phase or zebra crossing should be added** to the crossing to the junction of Hornsey Road and Seven Sisters Road.

Several respondents also suggested **additional measures to reduce vehicle speeds**. These included adding speed cameras, reducing the speed limit around the school or increasing enforcement of the current speed limit.

*"I am very very supportive of this proposal. It has been long needed. I bike up there and I have so much trouble with cars passing me too close. I'm always so anxious with the kids walking around narrow pavements and cars that are always speeding. Improvements: Please could you also include speed cameras and also please could you change the crossing at Hornsey Road and Seven Sisters Road - there's no pedestrian or cycle crossing there and it's very dangerous. If you can't do that could you consider moving or adding a pedestrian crossing nearer to the Seven Sisters Road? Thanks "*

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Open-text comment on survey

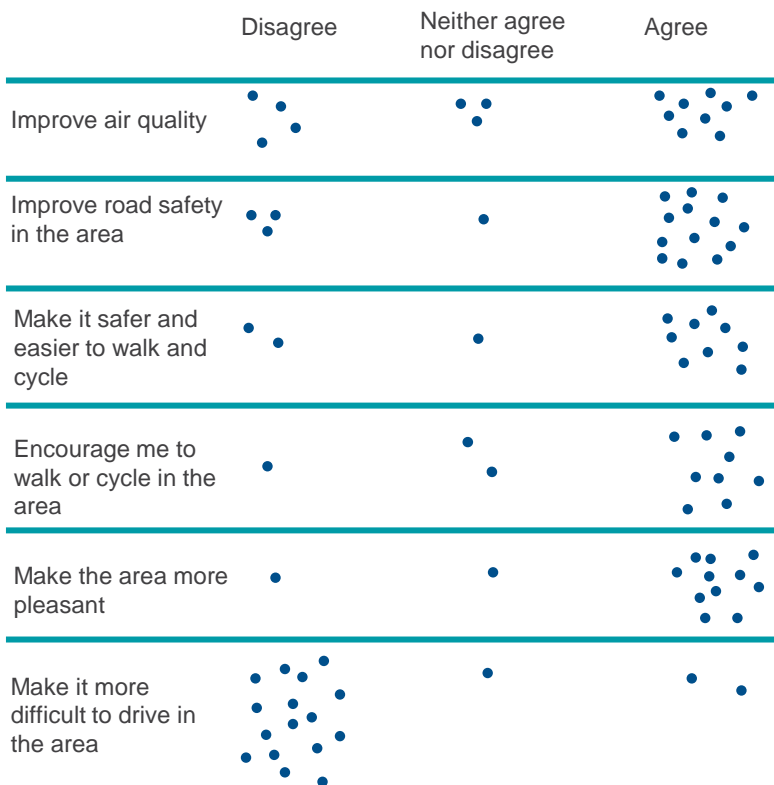
*"The most dangerous traffic/ pedestrian interaction in this area is the junction with seven sisters road, which has no pedestrian phases. Why are you not spending this money on that? It is clearly the cheaper and easiest way to make the area safer. You won't maintain the existing assets, yet alone these new ones (how do you think these colour blobs will look in 5years- faded and terrible), which we will have to pay to be made right in five years."*

---

Open-text comment on survey

# Environmental Improvements, Drop-in and Pop-up

Figure 7. Do you think the proposal will?



## Feedback and Suggestions for changes:




Multiple people commented on the lack of pedestrian phase at the junction of Hornsey Road and Seven Sisters Road. One person suggested putting a pelican crossing at this junction to make the crossing safer.

Another comment suggested adding a zebra crossing outside of the school gate, with another person suggesting a lollipop person should also be on the crossing outside of the school.

One comment suggested resurfacing the road to make it smoother. Another suggested that there should be more cleaning of rubbish on the street.

Another person asked for 'chaos' on the road to be generally minimised.

# Environmental Improvements, School Workshop

			
Artwork on the road	0	0	8
Raised parking	0	2	6
Greening	0	2	6
Seating	0	2	6
Wider and better footpaths	0	4	3
Signs to warn drivers	1	0	7

## Feedback and Suggestions for Changes:

Students had lots of **ideas for the artwork on the road** including:

- Flowers and plants
- Rainbows
- Hopscotch or other games
- A pond with a frog and a lily-pad
- Positive words
- An Arsenal logo

**Suggestions for greening** including:

- Having lots of small trees instead of one big one
- Having fruit trees so the school community could enjoy the food
- Make sure we have the right types of plants that can withstand the rain

Students were **positive about seating** but wanted to make sure there is enough seating so it was not cramped. They also wanted to ensure it serves older people and those with young children, suggesting adding a priority logo similar to the underground and making it softer to increase comfort.

Students were **positive about widening the pavement**, as some students felt it was right to be prioritising pedestrians. However, some were concerned that it may make traffic worse if there is less space for cars. One suggested that there could also be bright colours on the pavement.

Students liked the idea of **designing their own signs**. Although, one felt that it may not be necessary if there are colours on the road.

# Northbound Cycleway

## Pupil Session

			
cle Lane	1	1	6

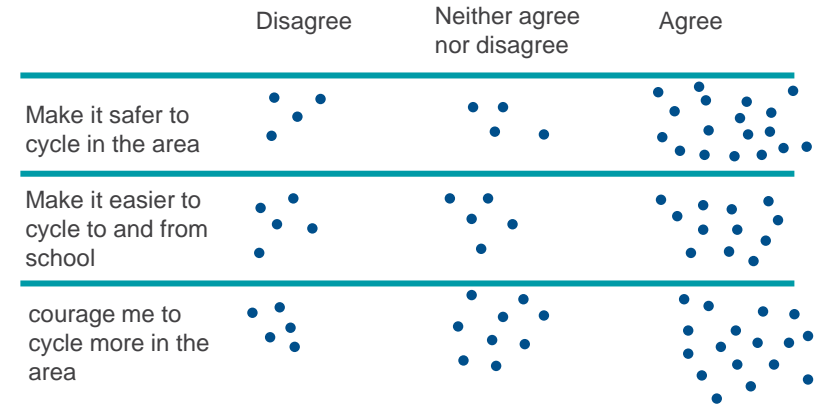
The majority of the students were **positive about the cycleway** as they enjoyed cycling and wanted to cycle to school more.

**Suggestions for the cycleway** included:

- Making it a bright colour
- Making it wide so two cyclists could cycle alongside each other
- Making one lane for adults and one lane for children
- Writing the Montem logo on the cycleway
- Slowing the speed of cyclists

## Drop-in and Pop-up

Figure 9 Do you think the cycleway will?\*



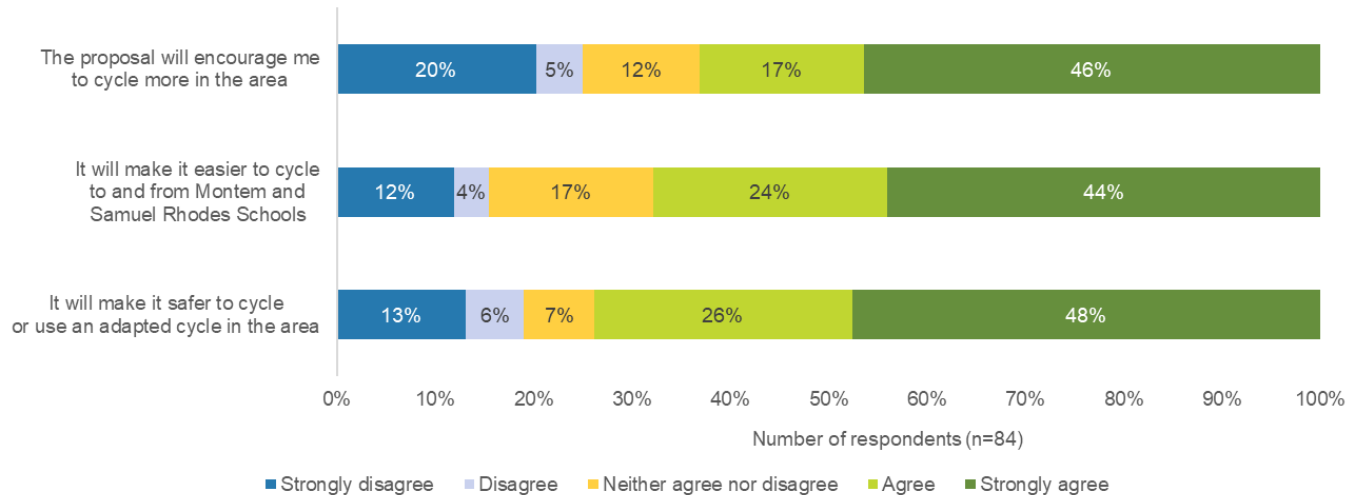
\*Dots represent sticky dots from engagement exercise

# Northbound Cycleway, Survey Results

**63% of respondents agree\* that the proposals will encourage them to cycle more**

**74% of respondents agree\* that the proposals will make it safer to cycle or use an adapted cycle**

Figure 8 Thinking about the proposed northbound cycleway on Hornsey Road?



\*A combination of 'agree' and 'strongly agree'

# Northbound Cycleway, Open-text Survey Comments

## Benefits:

Generally, respondents were in support of the cycleway. Multiple people mentioned that the cycleway will make it **safer to cycle on Hornsey Road**. Several respondents said that the proposals will **encourage more cycling**.

**The majority of comments were also in support of removing parking.** Respondents felt it was right to give this space to cyclists as parked cars are a major barrier to safely cycling on the road currently.

## Issues:

Several respondents took issue with the fact that the **cycleway is not well connected with other cycleways**. Another common issue highlighted was the **lack of a southbound cycleway** in the proposals – although several respondents said that they felt if cycleways on both sides of the road are not possible then northbound is the appropriate choice.

Concerns were raised over **visibility for vehicles exiting the petrol station**, due to signage on the street, with worries that this may cause vehicles to pull out into the cycleway in order to get clear sight lines. There were also concerns about the **angle of vehicle entry and exit** into the petrol station, with the current kerb design potentially encouraging dangerous turning over the proposed cycleway.

There were a few comments that were not supportive of the cycleway, with respondents feeling that a **cycleway is not needed**. There were also multiple comments that were **against parking removal**. Some felt that there was already limited parking and loading bays for residents in the area, whilst others felt that some parking was necessary for parents to drop-off children in cars.

*“Great to see this happening as it feels truly dangerous to cycle along Hornsey Road at the moment. Cars go fast and it doesn’t feel safe as there is very little space to cycle along on Hornsey Road. The cycle way is most welcome!”*

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Open-text comment on survey

*“Creating a cycle path on such a short and random stretch of Hornsey road without proposing any continuation beyond tollington way is pointless. It does not demonstrate any joint up thinking or commitment to cycling . Unless the plan includes the continuation up Hornsey road it should be scraped. ”*

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Open-text comment on survey

# Northbound Cycleway, Open-text Survey Comments (continued)

## Suggestions for changes:

The most common suggestion was to **continue the cycleway** along Hornsey Road, with several people asking for it to connect to the Arsenal stadium cycleway. Multiple respondents also asked for a **cycleway running southbound**.

Multiple respondents also wanted to **ensure that the cycleway is protected**, rather than just a painted strip. This would help it feel safer and would prevent cars from parking on the cycleway. This was seen as particularly key to protecting cyclists from traffic turning north from Andover Road and Newington Barrow Way. There was also a request for the advanced stop line at the north end of the cycleway to have a feeder lane from the cycleway into it.

Some respondents asked that a **minimum usable width of 1.5m** is ensured along the cycleway. There were particular concerns that this may not be the case where the cycleway passes loading bays and where gutter segments and utility covers reduce the usable width.

It was suggested that the council should work with the petrol station to **ensure clear sight lines** for vehicles exiting the forecourt are kept. It was also suggested that the **curbs around the vehicle entrances could be re-designed** to create a 90 degree turning radius for vehicles entering and exiting the station.

It was also suggested that a **dropped kerb be added at the entrance to Minguard Walk**, to enable easy access for cyclists to the high-quality zero-traffic route through the estate.

There was a suggestion to **add signage** directing cyclists at the end of the north end of the cycleway to turn west onto Tollington Way and then north onto Sussex Way. This provides a quieter and safer alternative route to continuing on Hornsey Road.

*“The new cycle way needs to have more protection than just a line on the ground, especially as children may want to use it with their parents. Armadillos are a minimum.”*

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Open-text comment on survey

*“cyclists who want to avoid motor traffic northbound at the end of the cycle track will turn west onto Tollington Way and then north onto Sussex Way. This should be signed at the signal so that cyclists who are less familiar with the road layout in the area can discover the filtered backstreet route”*

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Email response



# Northbound Cycleway, Open-text Survey Comments (continued)

## Suggestions for changes:

A few respondents commented on the poor surface of the road and therefore asked for the **road to be resurfaced** to ensure safer cycling on the cycleway and on the southbound side of the road. There was also a suggestion for the gullies, gutters and utility covers to be reviewed for safety.

One comment also mentioned that in the raised parking bays just north of the schools, cars frequently park on the pavement rather than in the allotted spaces. They highlighted that this removes space from the pavement for pedestrians. It was suggested that bollards could be included in the plans at these parking bays to stop this happening.

Several respondents asked that **alternative parking provisions** be made, with ideas including making some estate parking payable and the creation of a short-stay parking zone nearby.

A number of locations for additional cycle parking along Hornsey Road were also suggested. These included:

- At the current location of the fences near the pedestrian crossing
- On the pedestrian island in the middle of Hornsey Road
- On the wide pavement south of The Roasting Shed
- Where there are existing bike racks outside of The Roasting Shed, these could be replaced with Sheffield stands – providing higher quality cycle parking.

*“The present surface of Hornsey Road has many sections which are terrible to cycle on. To be attractive and safe, any sections of pavement dedicated to cyclists needs to be free of ruts, holes, or fissures. It must also be smooth which means it must be laid by machine not by hand”*

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Email response

*“Needs to have a good surface. It should also be longer than the proposal - people don't get off their bikes and walk at Tollington Way...”*

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Open-text comment on survey

*“With the southbound lane narrowed to accommodate the northbound track, the surface condition for cyclists needs to be considered southbound as well. There are also large gaps and hazardous gullies on the southbound stretch”*

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Email response

# Responses x Car Ownership

Comparison of respondents who own or have access to a private car with those who do not, showed that **those who do not own or have access to a car were more supportive of the proposals than those who do.**

Response breakdown of questions related to **street improvements** showed that:

- **74%** of non-car owners compared to **46%** of car owners agree\* that the proposals will **improve air quality**
- **86%** of non-car owners compared to **63%** of car owners agree\* that the proposals will **improve road safety**
- **88%** of non-car owners compared to **68%** of car owners agree\* that the proposals will make it **safer and easier to travel in the area by walking, wheeling or cycling**
- **81%** of non-car owners compared to **51%** of car owners agree\* that the proposals will **encourage them to walk, cycle or wheel more**
- **86%** of non-car owners compared to **71%** of car owners agree\* that the proposals will **make the area more pleasant**
- **26%** of non-car owners compared to **44%** of car owners agree\* that the proposals will make it **more difficult to drive in the area**

Response breakdown of questions relating to the **northbound cycleway** showed that:

- **81%** of non-car owners compared to **66%** of car owners agree\* that the cycleway will make it safer to cycle or use an adapted cycle in the area
- **79%** of non-car owners compared to **56%** of car owners agree\* that the cycleway will make it easier to cycle to and from Montem and Samuel Rhodes Schools
- **74%** of non-car owners compared to **51%** of car owners agree\* that the cycleway will encourage them to cycle more in the area

*\*A combination of 'agree' and 'strongly agree'*

# Business Responses

The majority of businesses on Hornsey Road do not have parking or loading requirements. This is either as they do not receive deliveries or have private off-road space they can use.

Two businesses on Hornsey Road, close to the junction of Seven Sisters Road, use the parking bays to receive deliveries. One receives multiple deliveries per day and the other uses it a few times a week.

They reported that a loading bay would be preferable to the parking bays that are currently outside of the business as they are often occupied.

Some businesses also complained that private parking garages are sometimes blocked by parents parking at drop-off and pick-up.

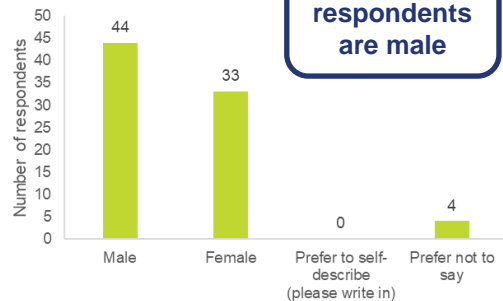
One construction business on Hornsey Road does not have need for on-street parking or loading, but needs large vehicles to be able to turn into the yard.



# Appendix: Survey Respondents, Demographics

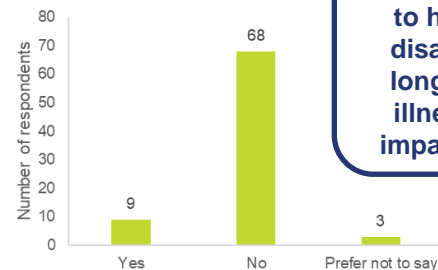
## Gender

Figure 10 What best describes your gender?



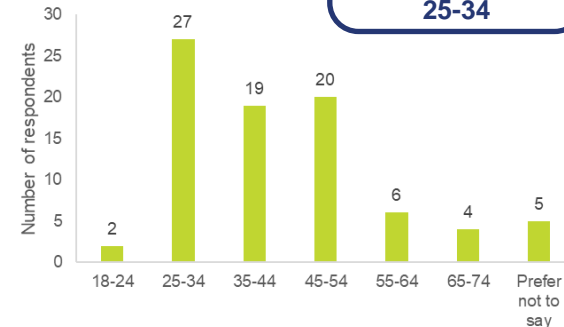
## Disability

Figure 11 Do you consider yourself as having a disability, long-term illness or impairment that affects your day-to-day activities?



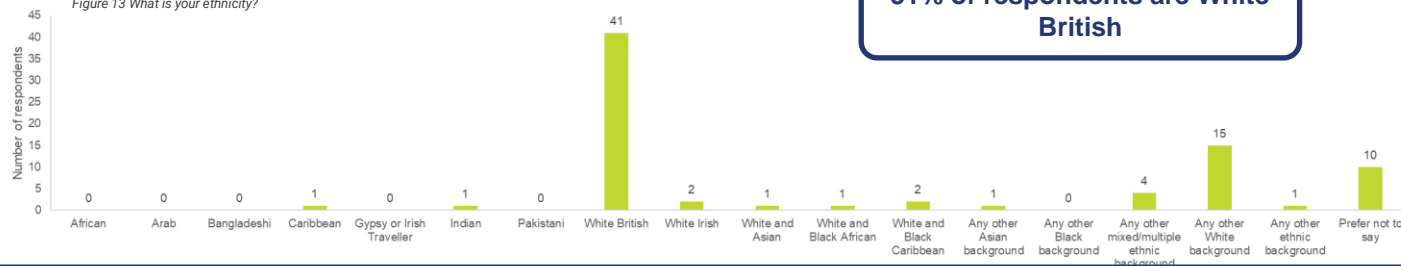
## Age

Figure 12 Which age group do you belong to?



## Ethnicity

Figure 13 What is your ethnicity?



# Appendix: Survey Methodology

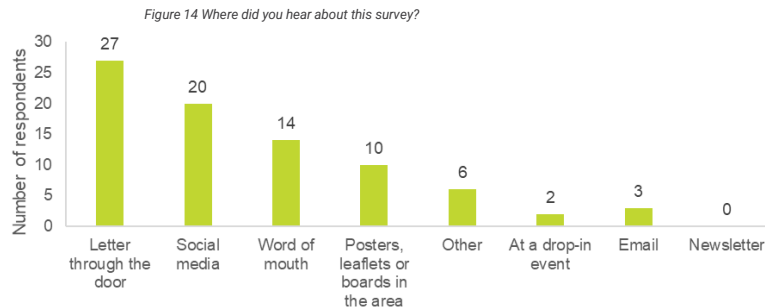
**Analysis of the survey was undertaken by the Sustrans Research and Monitoring Unit (RMU) using the data collected from an online survey (hosted on JISC). This survey was open between 23<sup>rd</sup> January 2023 to 19<sup>th</sup> February 2023.**

The survey was developed by Sustrans RMU in collaboration with Sustrans Collaborative Design Team and LB Islington. Respondents were asked a series of questions. They were then presented with before and after images of the designs for the street, and designs for the cycleway, and asked a series of Likert style questions about how much they agreed or disagreed with a series of statements about the proposals. Respondents were also given an opportunity to leave an open-text comments giving their views on the proposals and suggestions for changes. Demographic questions were also asked.

Open-text comments were all read and coded manually using a basic coding technique. Coding themes were established from an initial analysis of a sample of comments, with the themes emerging from the data. Codes were checked by at least one additional analyst to ensure consistency. All open-text quotes within the report are copied verbatim with original errors unedited.

Percentages are rounded to the nearest whole number. As such some percentages may not total 100%. Percentages are calculated based on the number of responses to that question.

**The graph below breaks down how respondents found out about the survey:**



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