

## Consultation Results Report:

# St Luke's Church of England Primary School Street

Service area: Environment

# 1. Introduction & Background

## 1.1 Background

- 1.1.1 This report presents key findings relating to the St Luke's School Street trial at St Luke's Church of England Primary School in Bunhill ward.
- 1.1.2 The St Luke's School Street trial was introduced on 1 November 2021 under an Experimental Traffic Order (ETO).
- 1.1.3 The School Street is in place on the full length of Radnor Street, Lizard Street, Bartholomew Square, and Mitchell Street, Mondays to Fridays from 8.40am – 9.20am and 3.00pm – 3.45pm during term-times only.
- 1.1.4 Monitoring was undertaken in July 2021 and again in September 2022 to assess volumes and speeds of traffic as well as cycling levels. Nitrogen dioxide levels have been monitored outside the school since 2018.
- 1.1.5 A public consultation on the trial scheme was held from 6 March 2023 to 2 April 2023.

## 1.2 Objectives

- 1.2.1 The consultation objectives were set out to shape the consultation approach. The objectives were based on the School Streets programme aims and council consultation requirements. The key objectives of the consultation were:
- To ensure that children, parents, carers, residents and businesses within the School Street have been represented and have had an opportunity to express their views.
  - To ensure that 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 respondent support/disagreement with the implementation of the School Street.
  - To respond to and clarify information and questions.
  - To gather feedback, ideas and concerns raised by students, parents, carers, teachers, residents and other users of the School Street.
  - To understand respondent perceptions of the School Street's impact on road danger and air quality.
  - To understand priorities in the local area.
  - To see if respondents' choice of travel modes has been impacted by the School Street.
  - To understand what effect School Streets may have had in relation to the Climate emergency and Islington Net Zero Carbon ambitions relating to reducing car-use.

## 2. Pre-consultation Engagement

### 2.1 Statutory Consultees

- 2.1.1 As part of the consultation, statutory consultees were notified of the consultation about whether to amend, remove or make the School Street trial permanent.
- 2.1.2 The School Street does not impact on access for any of the emergency services and the council has not received any objections from the emergency services.
- 2.1.3 Details of the proposals were shared with the Metropolitan Police Service, London Fire Brigade, London Ambulance Service, NHS Blood Transport, the Road Haulage Association, Logistics UK (formerly known as FTA) and TfL Network Management, Royal Mail, bus operating companies, local MPs and members of the GLA. All queries raised were addressed by the project managers.

### 2.2 Commonplace

- 2.2.1 The Commonplace online engagement tool was set up in May 2020 and closed on March 2021. This platform allowed local communities and stakeholders to share their views and ideas to help improve the walking and cycling environment in their localities. Respondents were asked a number of questions about their local area, including ways of travel, barriers to active travel and suggestions on improvements.
- 2.2.2 For Radnor Street, Lizard Street, Mitchell Street and Bartholomew Square, 6 comments were left during the Commonplace tool operation time.
- 2.2.3 Respondents were able to select multiple options for each question.
- 2.2.4 In total, 9 responses were received to the question 'What is the problem?'. Two comments were received each highlighting issues with 'pavement parking' and 'unsafe for children'. A comment each mentioned 'Anti-social behaviour', 'bad driving', 'idling', 'pavement clutter' and 'physical barrier to cycling'.
- 2.2.5 Respondents were also asked how the streets could be improved, for which they could select multiple responses. In total, 9 selections were received for the question 'How could we make it better?'. Two comments each mentioned 'Make the street access only', 'More space for cycling' and 'More enforcement'. One comment each mentioned 'remove the guardrail', 'remove pavement clutter' and 'introduce road closure except for cycles and buses'.

## 3. Public Consultation Analysis

### 3.1 Background and Activities

- 3.1.1 Responses to the public consultation were invited via an online questionnaire, which was advertised through posters, flyers and social media. 34 responses were received.
- 3.1.2 The consultation was promoted and complemented by on-site leafletting events and drop-in sessions at the school gate held on 22 March 2023. Paper copies of the questionnaire were also made available at Islington Town Hall and could be requested by post or collected at the school reception.
- 3.1.3 Pupils were invited to complete a children's survey. 76 children's questionnaires were completed.

### 3.2 Data Contamination

- 3.2.1 There is no evidence to suggest that there was any data tampering or contamination to the consultation responses.

### 3.3 Email correspondence

- 3.3.1 The council received no emails referring to St Luke's School Street as part of the public consultation.
- 3.3.2 One parent raised their concerns about Blue Badge holder access to Bath Street and Peerless Street by contacting the headteacher. Neither of these streets form part of the School Street. However, the relevant information was shared with the headteacher to pass on to the parent. The concerns raised have been included in Table 9.
- 3.3.3 A dedicated School Streets email ([schoolstreets@islington.gov.uk](mailto:schoolstreets@islington.gov.uk)) was set up in 2018.
- 3.3.4 A further email communication channel is the dedicated School Streets consultation email ([schoolstreetsconsultation@islington.gov.uk](mailto:schoolstreetsconsultation@islington.gov.uk)). No emails were received about the St Luke's School Street trial consultation.
- 3.3.5 No formal objections were received to the Experimental Traffic Order for the scheme.

### 3.4 Consultation with the School

3.4.1 The headteacher expressed support by email for the scheme and to make it permanent.

### 3.5 Consultation with pupils

3.5.1 A short survey was designed for students from Year 4 to Year 6 to fill out. The survey asked whether they have noted any changes in the area and their perception of the impact of these as well as any further suggestions for changes. 76 questionnaires were completed.

3.5.2 Figure 1 shows that 41% of pupils said they saw less traffic on the School Street, 45% said they saw no changes, 4% that the area was greener, 3% said there was more active travel in the area, and 3% said they saw changes at Bath Street.

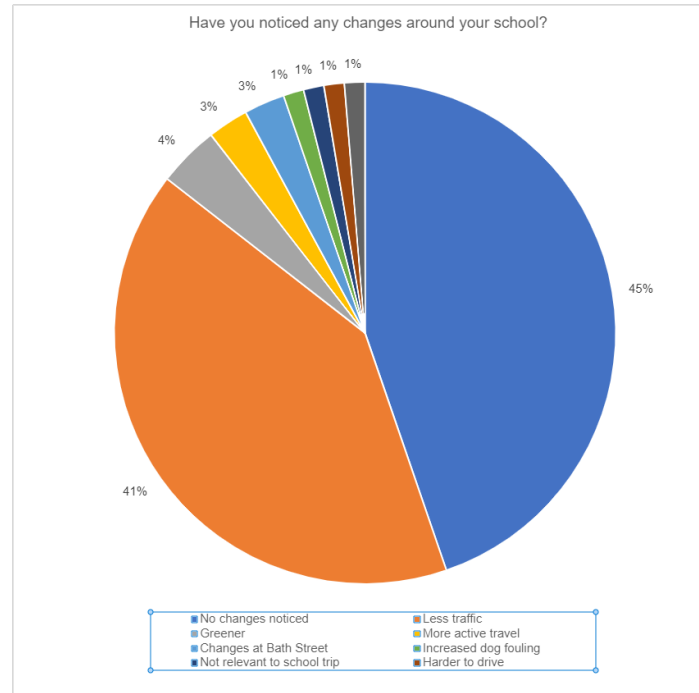


Figure 1: Have you noticed any changes around your school?

3.5.3 8% strongly agreed that air quality around the school has improved during School Street times. 26% agreed, 50% were not sure, 11% disagreed and 5% strongly disagreed.

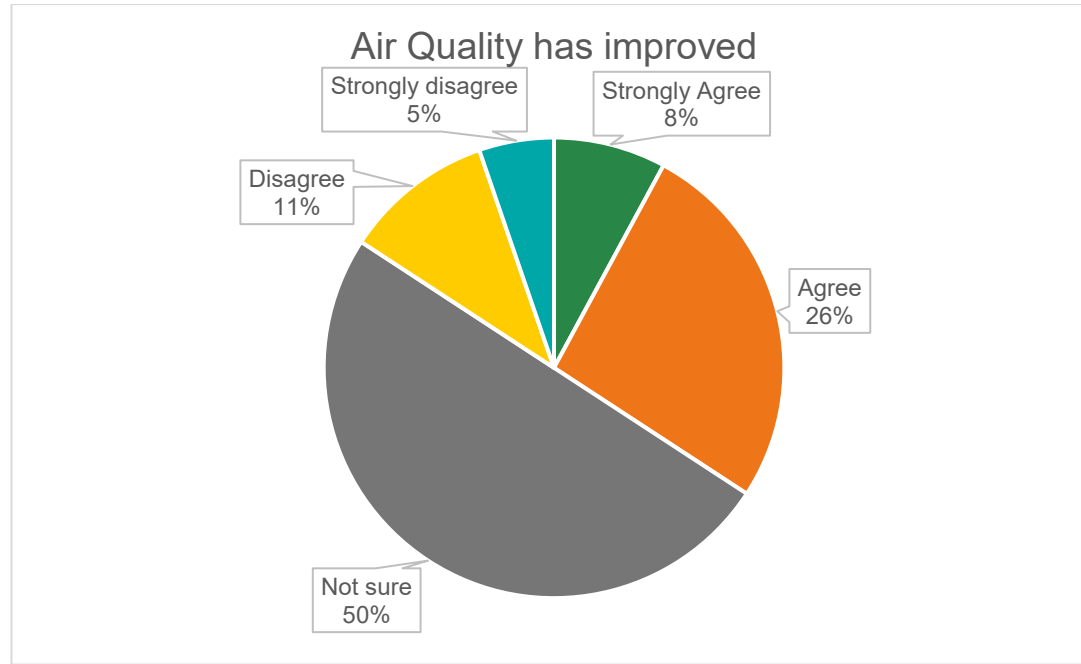


Figure 2: Air quality has improved

3.5.4 21% strongly agreed that they felt safer around the school during School Street times. 49% agreed, 16% were not sure, 9% disagreed and 5% strongly disagreed.

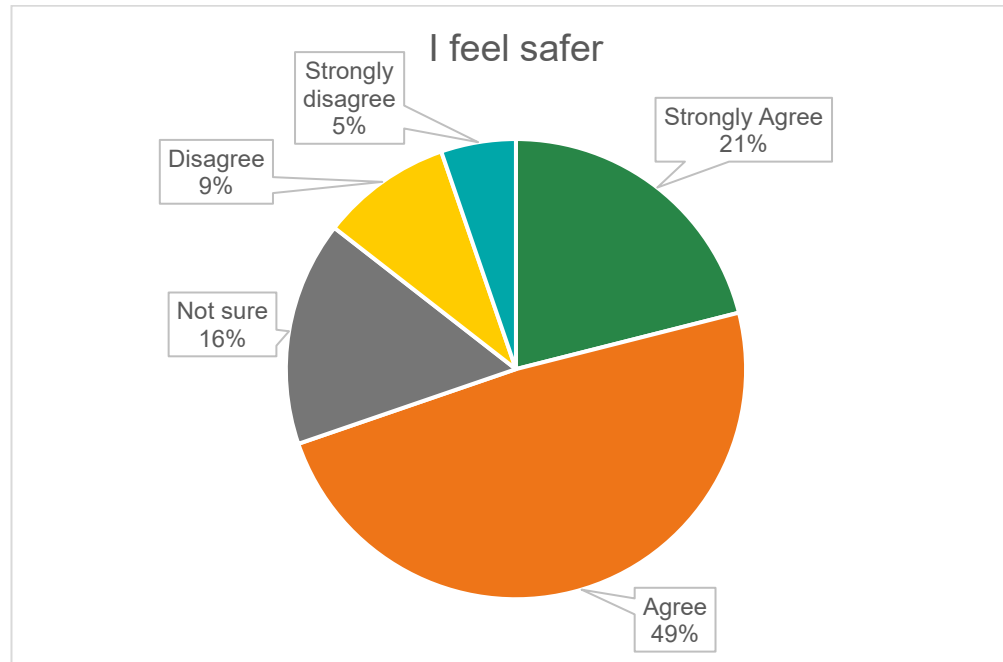


Figure 3: I feel safer

3.5.5 34% strongly agreed that more people are cycling, walking and scooting during School Street times. 32% agreed, 26% were not sure, 7% disagreed and 1% strongly disagreed.

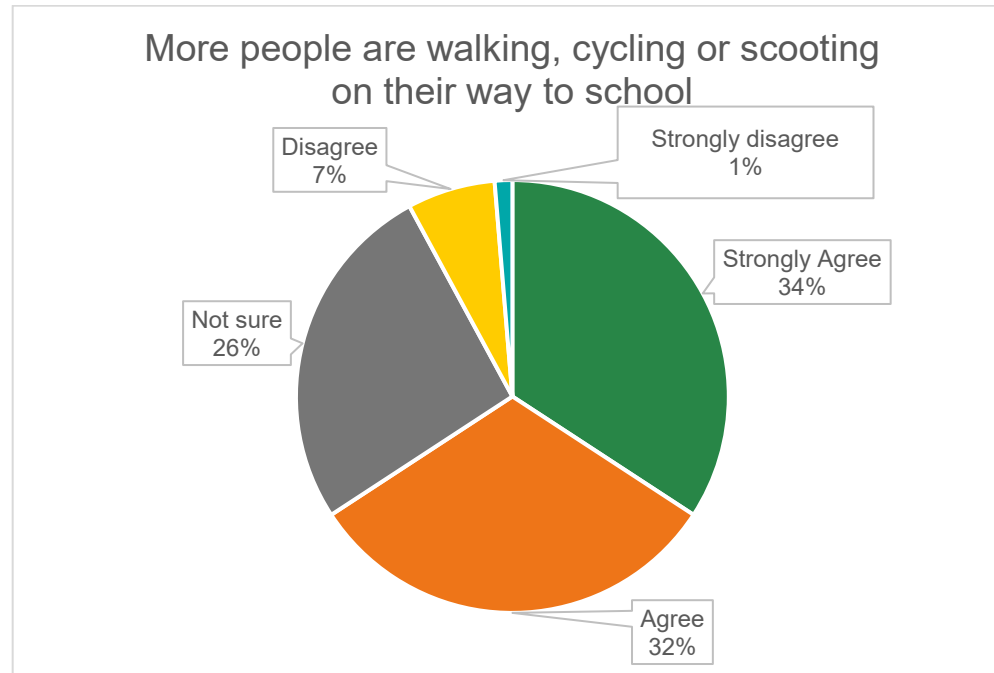


Figure 4: More people are walking, cycling or scooting

	Air Quality around the school has improved during School Street times.	I feel safer around the school during School Street times.	More people are cycling, walking and scooting during School Street times.
<b>Strongly Agree</b>	6 8%	16 21%	26 34%
<b>Agree</b>	20 26%	37 49%	24 32%
<b>Not sure</b>	38 50%	12 16%	20 26%
<b>Disagree</b>	8 11%	7 9%	5 7%
<b>Strongly disagree</b>	4 5%	4 5%	1 1%

Figure 5: Children's perception of changes in air quality, road danger and active travel



3.5.6 In response to the question 'Have you noticed any changes on the streets near your school and if so, what are they?', 45% pupils said that they had not noticed any changes compared to 41% who said that they are noticed there were fewer cars. 4% noted that the area was greener and 3% noted that there was more active travel and that there had been changes at Bath Street.

Comment	Number of mentions	%
No changes noticed	34	45%
Less traffic	31	41%
Greener	3	4%
More active travel	2	3%
Changes at Bath Street	2	3%
Increased dog fouling	1	1%
Not relevant to school trip	1	1%
Harder to drive	1	1%
Poor cycling behaviour	1	1%

Table 1: Have you noticed any changes on the streets near your school?

3.5.7 In response to the question 'What else would you like to change near your school?', 49% had no further suggestions, 7% suggested removing all vehicles around the school, 6% suggested more traffic lights, 4% suggested more cycling lanes and closing Bath Street for safety.

Comment	No. of mentions	%
No further ideas for chang	42	49%
Remove all cars around thchool	6	7%
More traffic lights for safe	5	6%
More cycle lanes	3	4%
Close Bath Street for safet	3	4%
Remove greenery	2	2%
Address poor cycling behaviour	3	4%
Encourage more active trel	2	2%
More traffic wardens & sige	2	2%
ASB Concerns	2	2%
Less littering & dog fouling	2	2%

Comment	No. of mentions	%
Address road danger	2	2%
Introduce a school bus	1	1%
Reduce pollution	1	1%
Remove pavement parking	1	1%
Open Bath Street	1	1%
More greenery	1	1%
More happy people	1	1%
More even roads	1	1%
Keep the School Street	1	1%
Concerns about delays ced by SS	1	1%
Concerns about road closes around the borough	1	1%

Table 2: What else would you like to change near your school?

- 3.5.8 The responses show that most pupils noted some positive changes in terms of their safety and the levels of active travel around the school. Responses to the question about air quality were less clear. This may be due to the fact that the question is about a more technical aspect of the scheme and less tangible to assess.
- 3.5.9 In terms of the open text box responses, there is an almost even split between those pupils that noted no changes or that were unaware of changes and those that noted lower levels of traffic. This might be because children may not be as aware of changes in roads as road users such as drivers. Additionally, a year is perceived as a long time in a child's mind and it may therefore be harder to remember what the street looked and functioned like prior to the implementation of the School Street.

## 3.1 Survey Responses: Key Characteristics and Background

### 3.1.1 Profile of Respondents

- 3.1.1.1 Overall, 34 complete survey responses were received.
- 3.1.1.2 65% of respondents were from residents, 15% were from residents who also had children at the school, 12% from businesses, 6% from visitors to the area, and 3% from parents and carers of children at the school,
- 3.1.1.3 32% of respondents are car owners while 68% are car-free.

3.1.1.4 18% of respondents stated that they were disabled.

## 3.2 Analysis of responses

### 3.2.1 Survey Response Analysis

3.2.1.1 Respondents were asked about their perception of the impact of the School Street on activities around the school, air quality, road danger, social distancing and changes to their travel behaviour.

3.2.1.2 When asked about changes to activities around the school, respondents could select several options.

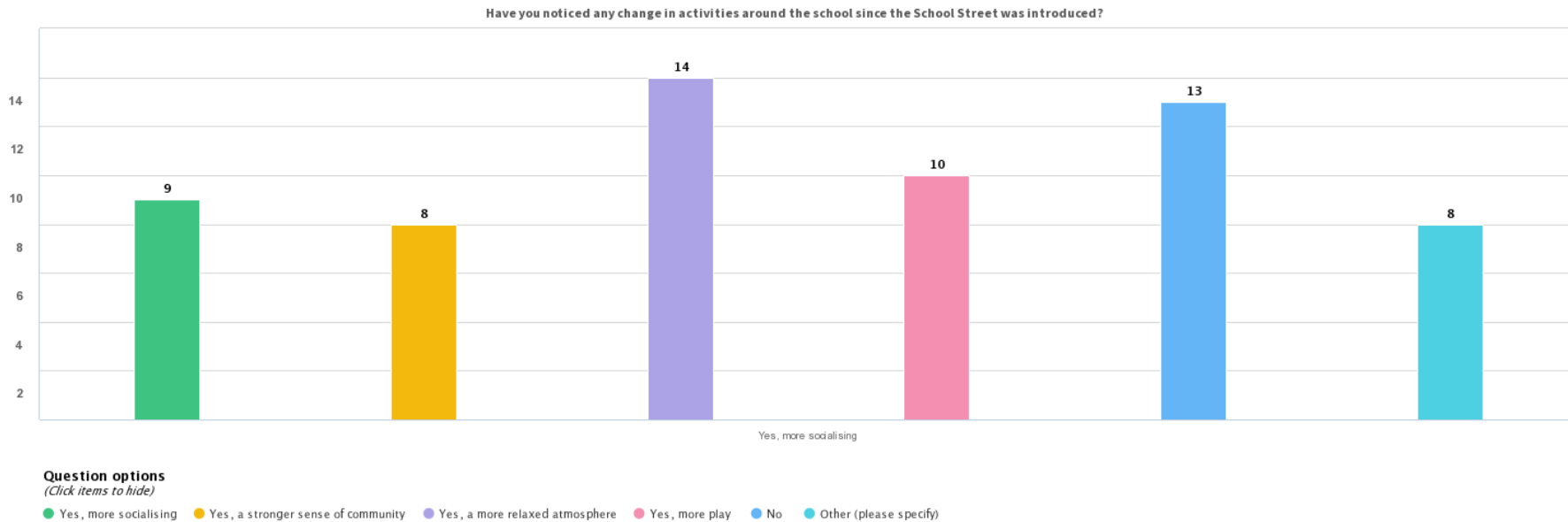


Figure 6: Have you noticed any changes in activities around the school since the introduction of the School Street?

**Table 3: Have you noticed any change in activities around the school since the School Street was introduced?**

	Yes, more socialising	Yes, a stronger sense of community	Yes, a more relaxed atmosphere	Yes, more play	No	Other (please specify)
<b>Overall</b>	9	8	14	10	13	8
	15%	13%	23%	16%	21%	13%
<b>Busin</b>	0	0	0	0	3	2
	0%	0%	0%	0%	60%	40%
<b>Residens</b>	5	5	10	7	8	4
	13%	13%	26%	18%	21%	10%
<b>Parent</b>	0	0	0	0	1	0
	0%	0%	0%	0%	100%	0%
<b>Visitor</b>	1	1	1	1	1	0
	20%	20%	20%	20%	20%	0%
<b>Residens who are also parts</b>	2	2	3	2	0	2
	18%	18%	27%	18%	0%	18%
<b>Car ows</b>	1	1	4	1	6	3

	Yes, more socialising	Yes, a stronger sense of community	Yes, a more relaxed atmosphere	Yes, more play	No	Other (please specify)
	6%	6%	25%	6%	38%	19%
<b>Car-free</b>	8	7	10	9	7	5
	17%	15%	22%	20%	15%	11%
<b>Disabled</b>	0	0	1	1	2	2
	0%	0%	17%	17%	33%	33%
<b>Not Disaed</b>	8	7	12	8	8	6
	16%	14%	24%	16%	16%	12%

Table 3: Have you noticed any change in activities around the school since the School Street was introduced?

3.2.1.3 Comments received by those who ticked 'Other, please specify' included: improved air quality, lower volumes of traffic, lower traffic speeds. Concerns included increased traffic on Ironmonger Row, idling and parent parking blocking access as well as poor cycling behaviour, low compliance and an increase in fines for those with parking permits.

3.2.1.4 When asked about changes to travel behaviours, respondents could select several options.

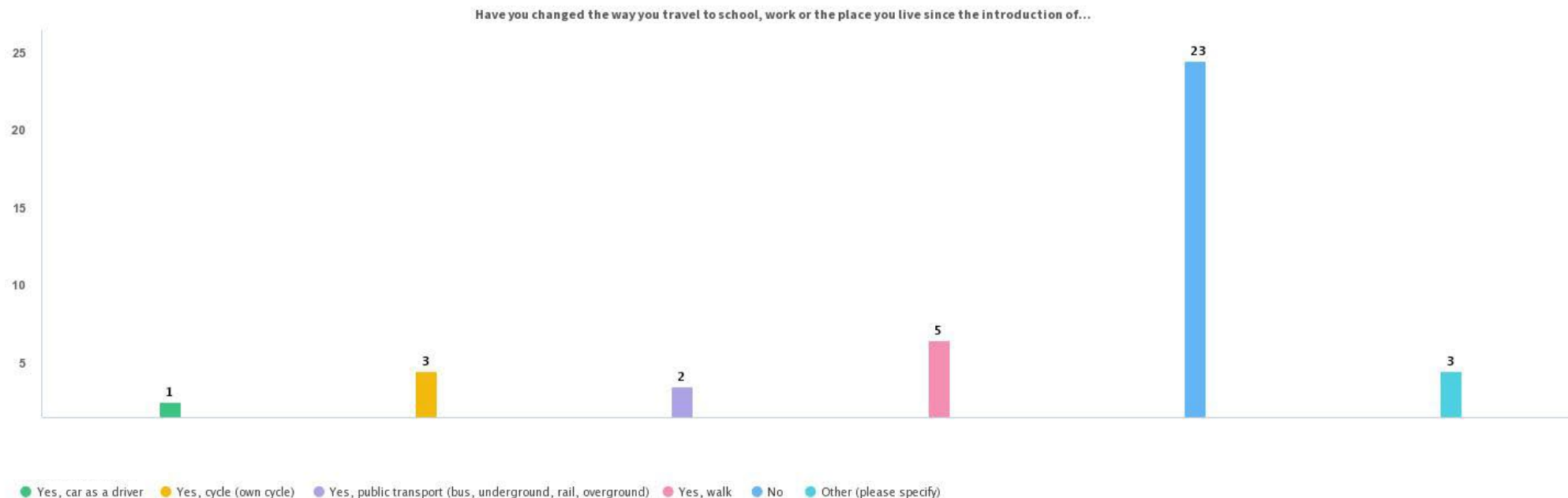


Figure 7: Have you changed the way you travel to school?

**Table 4: Have you changed the way you travel to school, work or the place you live since the introduction of the School Street? (If yes, select all you use at least once in a typical week)**

	Yes, car as a driver	Yes, cycle (own cycle)	Yes, public transport	Yes, walk	No	Other (please specify)
<b>Overall</b>	1	3	2	5	23	3
	3%	8%	5%	14%	62%	8%
<b>Busin</b>	0	0	0	0	3	1

	Yes, car as a driver	Yes, cycle (own cycle)	Yes, public transport	Yes, walk	No	Other (please specify)
	0%	0%	0%	0%	75%	25%
<b>Residents</b>	1	3	2	4	14	1
	4%	12%	8%	16%	56%	4%
<b>Parents</b>	0	0	0	0	1	0
	0%	0%	0%	0%	%	0%
<b>Visitor</b>	0	0	0	0	2	0
	0%	0%	0%	0%	%	0%
<b>Resident who are also parents</b>	0	0	0	1	3	1
	0%	0%	0%	20%	60%	20%
<b>Car owner</b>	1	0	1	2	7	1
	8%	0%	8%	17%	58%	8%
<b>Car-free</b>	0	3	1	3	16	2
	0%	12%	4%	12%	64%	8%

	Yes, car as a driver	Yes, cycle (own cycle)	Yes, public transport	Yes, walk	No	Other (please specify)
<b>Disabled</b>	0	0	0	0	3	2
	0%	0%	0%	0%	60%	40%
<b>Not Disabled</b>	1	2	1	4	17	1
	4%	8%	4%	15%	65%	4%

Table 4: Have you changed the way you travel since the introduction of the School Street? Note that options included wheelchair, mobility scooter, taxi, motor bike or moped, car as a passenger, car as a Blue Badge Holder, cycle hire and scooter. They received no response and were therefore not included in the above table.

- 3.2.1.5 Comments received by those who ticked 'Other, please specify' included: an increased appetite to use active travel for the school run. Concerns included having to walk more as a disabled person.
- 3.2.1.6 Questions around the impact of the School Street on air quality, road danger and social distancing allowed respondents to definitely agree, somewhat agree, neither agree nor disagree, somewhat disagree and definitely agree.



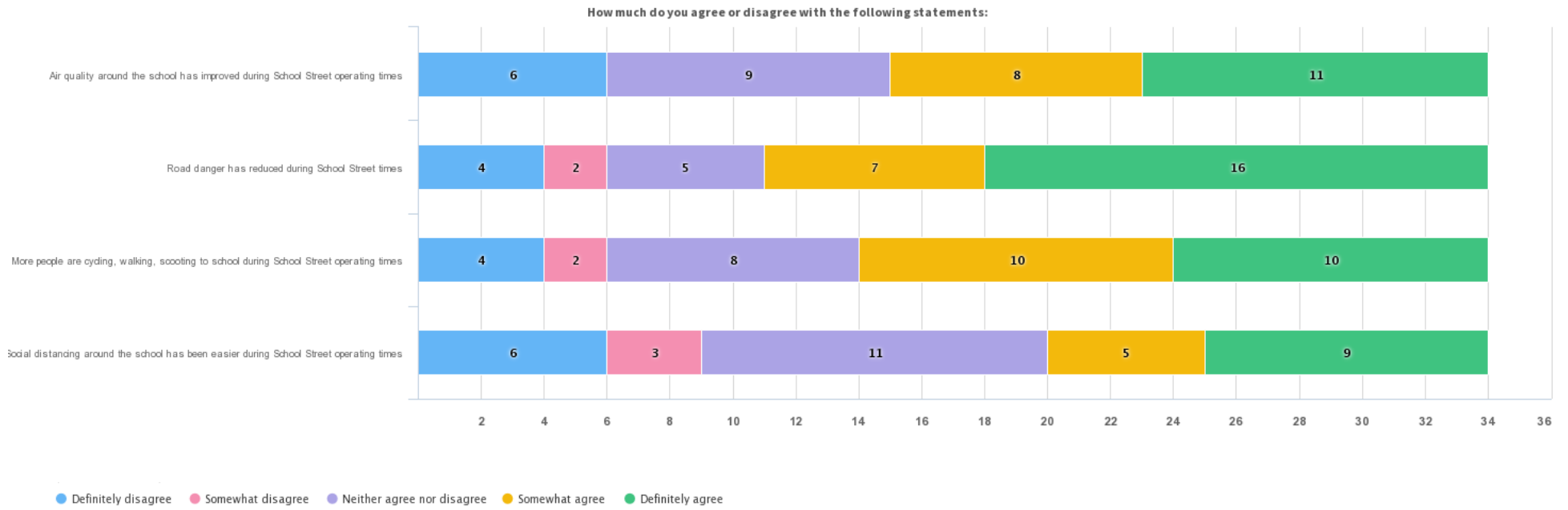


Figure 8: Perception of changes to air quality, road danger, active travel and social distancing since the introduction of the School Street

**Table 5: Air quality around the school has improved during School Street operating times**

	<b>Definitely Agree</b>	<b>Somewhat agree</b>	<b>Neither agree nor disagree</b>	<b>Somewhat disagree</b>	<b>Definitely disagree</b>
<b>Overall</b>	11	8	9	0	6
	32%	24%	26%	0%	18%
<b>Busin</b>	0	2	2	0	0
	0%	50%	50%	0%	0%
<b>Residents</b>	8	4	4	0	6
	36%	18%	18%	0%	27%
<b>Parent</b>	0	1	0	0	0
	0%	100%	0%	0%	0%
<b>Visitor</b>	1	1	0	0	0
	50%	50%	0%	0%	0%
<b>Residents who are also pents</b>	2	0	3	0	0
	40%	0%	60%	0%	0%
<b>Car owrs</b>	1	2	7	0	1

	Definitely Agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree
	9%	18%	64%	0%	9%
<b>Car-free</b>	10	6	2	0	5
	43%	26%	9%	0%	22%
<b>Disabled</b>	1	0	2	0	2
	17%	0%	33%	0%	33%
<b>Not Disabled</b>	9	7	6	0	3
	36%	28%	24%	0%	12%

Table 5: Air Quality around the school has improved during School Street operating times

**Table 6: Road danger has reduced during School Street times**

	Definite Agree	Somewha agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree
<b>Overa</b>	16	7	5	2	4
	47%	21%	15%	6%	12%
<b>Busin</b>	2	1	1	0	0
	50%	25%	25%	0%	0%
<b>Residts</b>	11	2	3	2	4
	50%	9%	14%	9%	18%
<b>Parent</b>	0	1	0	0	0
	0%	100%	0%	0%	0%
<b>Visitor</b>	0	2	0	0	0
	0%	100%	0%	0%	0%
<b>Residts who are also pents</b>	3	1	1	0	0
	60%	20%	20%	0%	0%
<b>Car owners</b>	5	3	2	1	0

	Definitely Agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree
	45%	27%	18%	9%	0%
<b>Car-free</b>	11	4	3	1	4
	48%	17%	13%	4%	17%
<b>Disabled</b>	1	1	1	0	2
	17%	17%	17%	0%	33%
<b>Not Disabled</b>	14	5	4	1	1
	56%	20%	16%	4%	4%

Table 6: Road danger has reduced during School Street times

**Table 7: More people are cycling, walking, scooting to school during School Street operating times**

	Definitely Agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree
<b>Overall</b>	10	10	8	2	4
	29%	29%	24%	6%	12%
<b>Busin</b>	0	3	1	0	0
	0%	75%	50%	0%	0%
<b>Residens</b>	7	4	5	2	4
	32%	18%	18%	9%	18%
<b>Parent</b>	0	1	0	0	0
	0%	100%	0%	0%	0%
<b>Visitor</b>	1	1	0	0	0
	50%	50%	0%	0%	0%
<b>Residens who are also pents</b>	2	1	2	0	0
	40%	20%	60%	0%	0%

	Definitely Agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree
<b>Car owners</b>	2	4	4	0	1
	18%	36%	64%	0%	9%
<b>Car-free</b>	8	6	4	2	3
	35%	26%	9%	9%	13%
<b>Disabled</b>	0	2	2	0	1
	0%	33%	33%	0%	17%
<b>Not Disable</b>	9	7	5	2	2
	36%	28%	24%	8%	8%

Table 7: More people are cycling, walking or scooting during School Street operating times

**Table 8: Social distancing around the school has been easier during School Street operating times**

	Definitely Agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree
<b>Overall</b>	9	5	11	3	6
	26%	15%	32%	9%	18%
<b>Business</b>	0	2	2	0	0
	0%	50%	50%	0%	0%
<b>Residents</b>	6	0	7	3	6
	27%	0%	18%	14%	27%
<b>Parents</b>	0	1	0	0	0
	0%	100%	0%	0%	0%
<b>Visitor</b>	1	1	0	0	0
	50%	50%	0%	0%	0%
<b>Residents who are also parts</b>	2	1	2	0	0
	40%	20%	60%	0%	0%
<b>Car owrs</b>	1	2	5	2	1



	Definitely Agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree
	9%	18%	64%	18%	9%
<b>Car-free</b>	8	3	6	1	5
	35%	13%	9%	4%	22%
<b>Disabled</b>	0	1	2	0	2
	0%	17%	33%	0%	33%
<b>Not Disabled</b>	8	3	9	2	3
	32%	12%	24%	8%	12%

Table 8: Social distancing around the school has been easier during the School Street operating times

### 3.2.2 Free textbox analysis

3.2.2.1 There were several open text box responses for respondents to share their thoughts. These have been coded and categorised by themes.

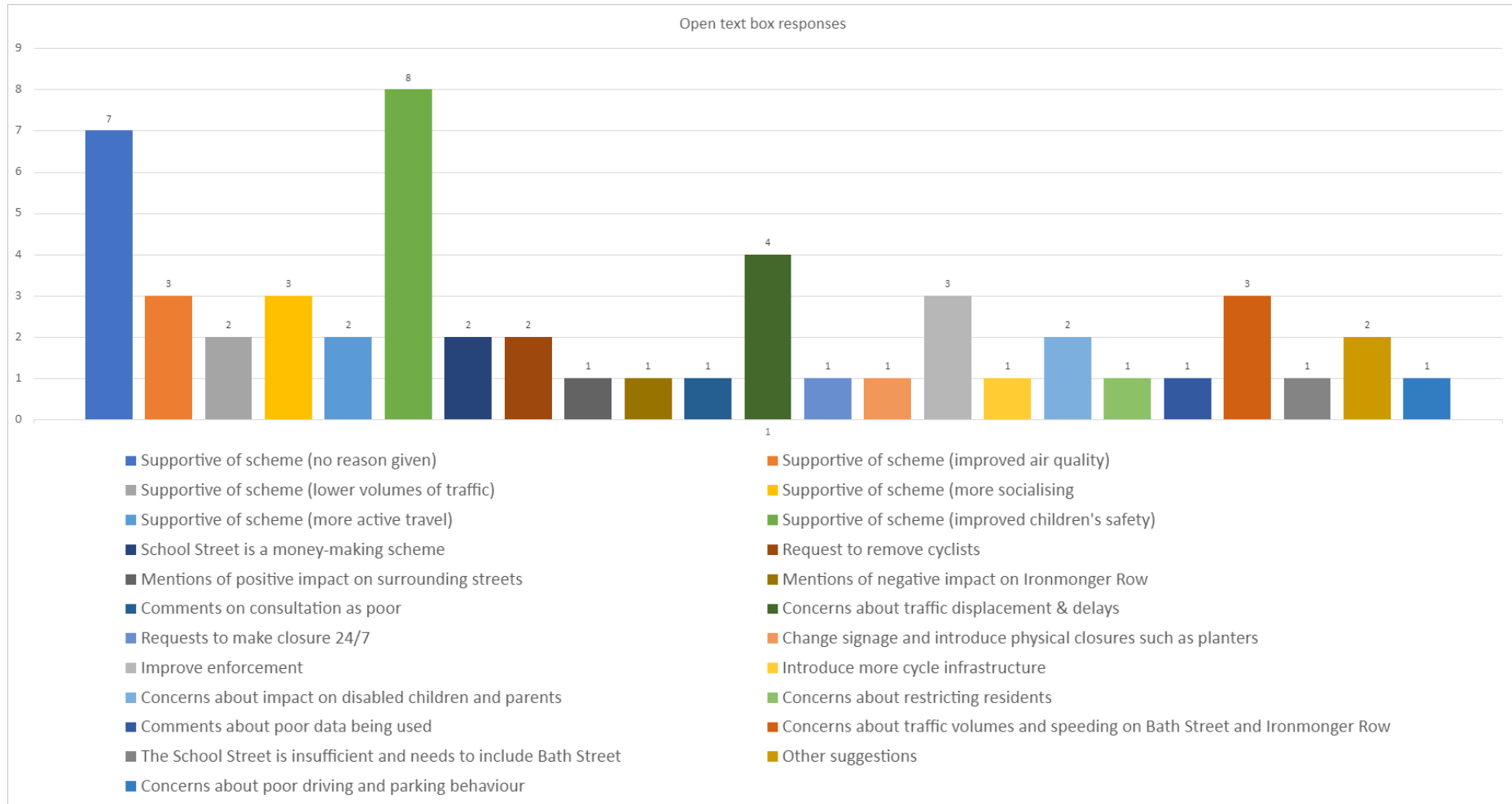


Figure 9 - Open text box responses

Theme	Detailed Comment	No. of mentions	%
Support for scheme	Supportive of scheme - no reason given	7	13%
	Improved children's safety	8	15%
	Improved air quality	3	6%
	Increased socialising	3	6%
	Increased active travel	2	4%
	Lowered volumes of traffic	2	4%
	Mentions of positive impact on surrounding streets	1	2%
Concern about scheme	Concerns about traffic displacement & delays	4	8%
	School Street is a money-making scheme	2	4%
	Concerns about impact on disabled children and parents	2	4%
	Comments on consultation exercise as insufficient	1	2%
	Concerns about restricting residents	1	2%
Wider concerns about traffic in the area	Concerns about traffic volumes and speeding on Bath Street and Ironmonger Row	4	8%
	Concerns about poor driving and parking behaviour	1	2%
Scheme amendment suggestions and requests	Improve enforcement	3	6%
	Request to ban cyclists	2	4%
	Change signage and introduce physical closures such as planters	1	2%
	Requests to make closure 24/7	1	2%
	Introduce more cycle infrastructure	1	2%
	The School Street is insufficient and needs to include Bath Street	1	2%
Other	Other suggestions	2	4%
	Comments about poor data being used	1	2%
<b>Totalber of comments received</b>		<b>53</b>	

Table 9: Coded Open Textbox responses

### 3.2.3 Feedback received in person at drop-in session

3.2.3.1 As part of the leafletting events, residents and parents were able to give feedback to the officers present outside the school on 22 March 2022.

3.2.3.2 Comments included:

- Support for the scheme,
- Queries about the Bath Street and Peerless Street scheme (not part of the School Street)

- Concerns about disabled people and Blue Badge holder access
- Concerns about the council's people-friendly streets programme in general
- Concerns about the impact on surrounding streets as Ironmonger Row and Radnor Street have become a cul-de-sac and the School Street restricts access to Old Street.
- Concerns about increased parking pressure and low levels of enforcement.
- Requests for people with a parking permit to be exempt from the School Street restriction.
- Requests to extend the School Street to the junction of Ironmonger Street with Lever Street so that residents can be exempt.

## 4. Conclusions

### 4.1 General Trends

- 4.1.1 The biggest variation in the response is between car owners who tend to be less supportive of the proposals and car-free respondents who tend to be more supportive.
- 4.1.2 Respondents who were parents and residents were generally more positive about the School Street than residents.

## 4.2 Representativeness

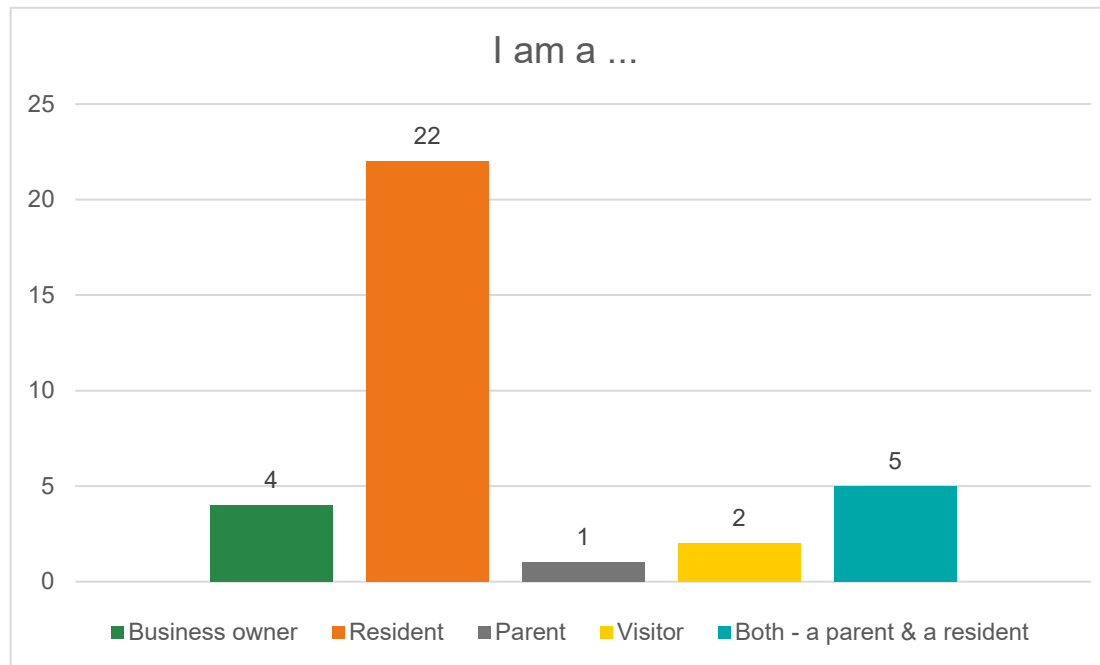


Figure 10: Are you a local resident, parent, local worker or visitor to the area?

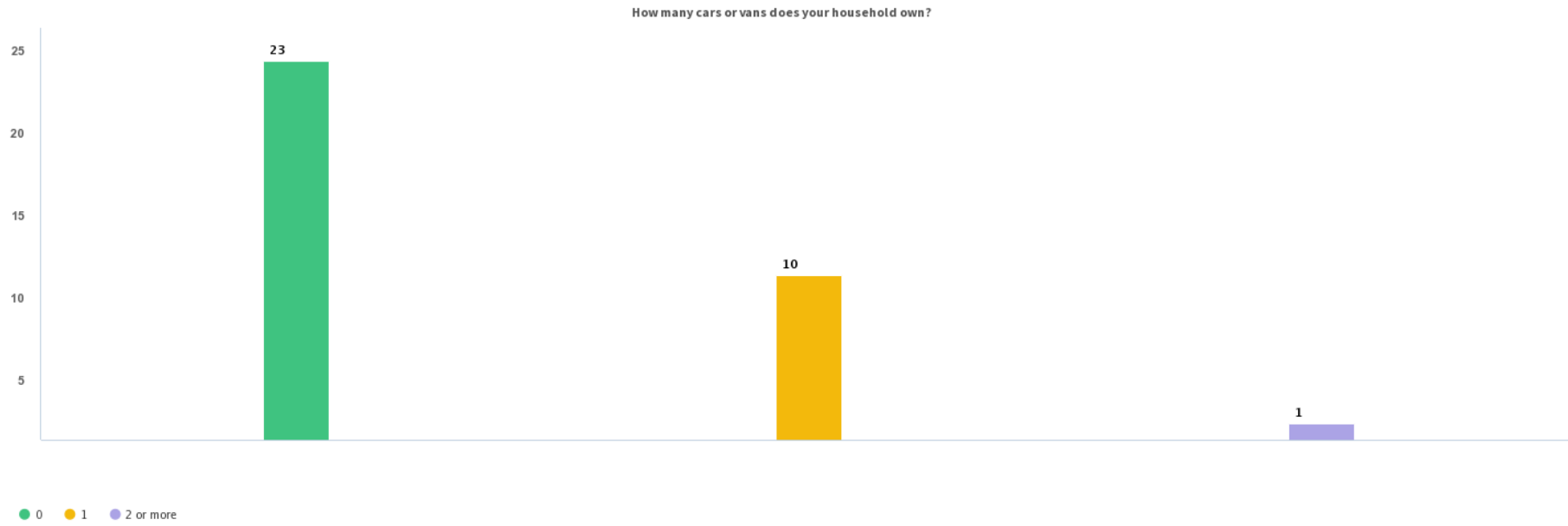


Figure 11: How many cars or vans does your household own?

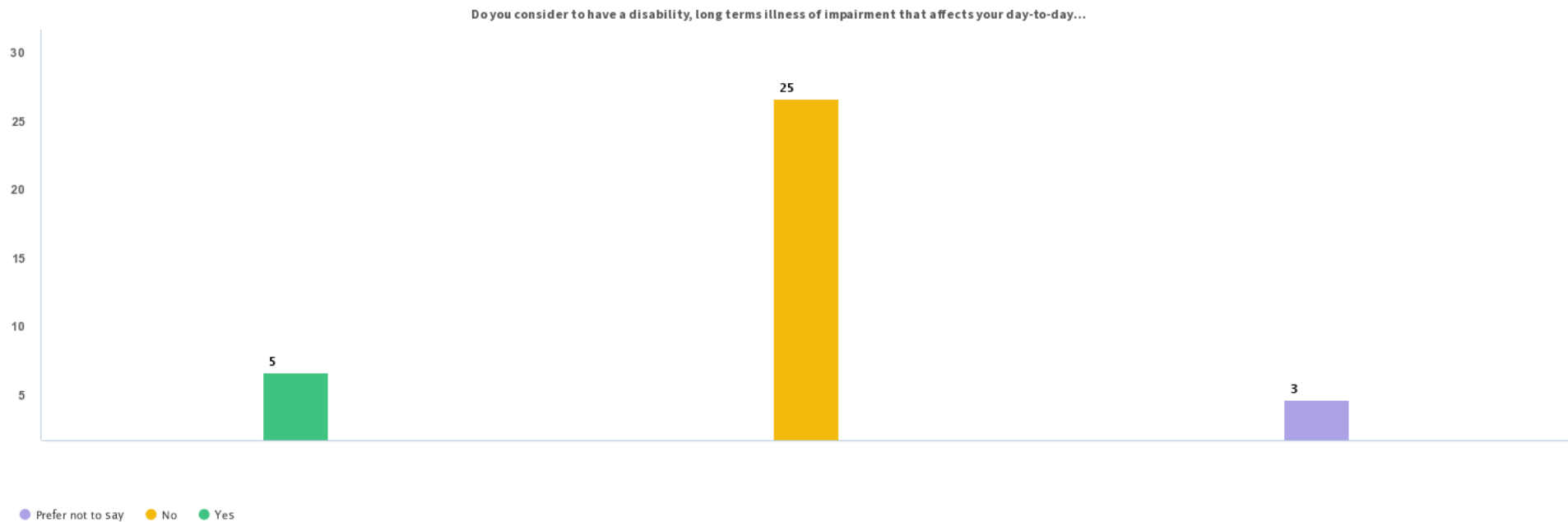


Figure 12: Do you consider yourself as having a disability, long-term illness or impairment that affects your day-to-day?

- 4.2.1 The response rate was low at 34 respondents. More respondents were local residents than parents who were also residents and parents (65% compared to 15% and 3% respectively).
- 4.2.2 There were less respondents who were car-owners (23%) than those that were car-free (68%).
- 4.2.3 Feedback to the consultation questionnaire from local workers and business owners was low.
- 4.2.4 Disabled people (18% of respondents) are slightly over-represented in comparison to the Islington average (16%).
- 4.2.5 Respondents who state their ethnicity as White British are over-represented, and respondents from Black, Asian and Minority Ethnic backgrounds are under-represented in comparison to the Islington average.
- 4.2.6 Car-free households are under-represented in comparison to the Islington average.

# 5. Appendix

## Promotional Material

### Leaflet

**School Street Consultation**  
**St Luke's School Street**  
**Have your say between Monday 6 March and Sunday 2 April**

▲ St Luke's Primary School  
■ School Street  
● Location of signs & cameras

To find out more about our School Streets programme please visit [www.islington.gov.uk/SchoolStreets](http://www.islington.gov.uk/SchoolStreets) where you will also find answers to frequently asked questions. If you have further questions, drop us a line at [SchoolStreetsConsultation@islington.gov.uk](mailto:SchoolStreetsConsultation@islington.gov.uk) or write to: Public Realm, 1 Cottage Road, London, N7 8TP.

Do you need this information in another language or reading format such as Braille, large print, audio or Easy Read? Please contact us at [SchoolStreets@islington.gov.uk](mailto:SchoolStreets@islington.gov.uk) or write to: Public Realm, 1 Cottage Road, London, N7 8TP.

**Islington Together**  
for a greener future

**ISLINGTON**  
For a more equal future

Figure 14: Consultation leaflet, front and back

**Dear resident or business,**

In November 2021, as part of our commitment to make our streets cleaner, greener and healthier, Islington Council introduced a trial School Street in your neighbourhood.

The School Street prevents cars from driving on Radnor Street, Lizard Street, Bartholomew Square and Mitchell Street during pick-up and drop-off times.

**Why did we introduce School Streets in Islington?**

The first School Street in Islington was introduced in 2019 in response to increased traffic levels and pollution outside school gates. We wanted to create a calmer, safer and cleaner environment around our schools.

School Streets:

- 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.

Following the successful pilot, Islington Council introduced 35 School Streets across the borough as part of our people-friendly streets scheme.

You can read the full monitoring results on our website [www.islington.gov.uk/schoolstreets](http://www.islington.gov.uk/schoolstreets)

**How can you take part in the consultation?**

Now we want to hear from your school community, local people, and businesses about how you think the trial is going and whether the changes should be made permanent.

- **Drop in and speak to us**  
We will be at St Luke's Primary School entrance on Radnor Street on Wednesday, 22 March at 8.30-9.30am or at 3-5pm
- **Scan the QR code** to access the online questionnaire,
- or visit [www.letstalk.islington.gov.uk/stiukes](http://www.letstalk.islington.gov.uk/stiukes)
- If you would like a paper copy of the questionnaire:
  - write to: Public Realm, 1 Cottage Road, N7 8TP.
  - visit us at Islington Town Hall reception (N1 2UD) or at the school reception

The survey closes at 11.59pm on **Sunday, 2 April 2023**

The outcome of the questionnaire, consultation events and the monitoring data will feed into any changes we make to the School Street and the final decision on whether to amend, remove or make the trial permanent.

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

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

Figure 13: Consultation leaflet, content pages