

Consultation Results

Islington School Streets Programme Acceleration: Phase 1 Trials

Service Area: Environment



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I think children should have a say because we don't always get a say but we should because this is our street.

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 borough-wide.

On 18 June 2020 the council's Executive took the decision to accelerate the delivery of School Streets, alongside low traffic neighbourhoods, pop-up cycle lanes and a lorry control scheme, as part of its people-friendly streets (PFS) programme. With regards to School Streets, the decision was taken to introduce them as trials, to be followed by monitoring and a full public consultation once they had been in place for twelve months.

In response to the Covid-19 public health emergency in early 2020, the council began a listening exercise in May 2020 to help inform this low traffic neighbourhood (LTN) programme.

The Commonplace interactive tool was used to carry out a borough wide engagement exercise between 29 May 2020 and 2 March 2021. The exercise asked residents, businesses and local organisations to suggest how local streets can be improved for pedestrians and cyclists. The tool enabled local people to map their comments at specific locations across the borough. The feedback provided during this engagement exercise has guided the development and design of the borough-wide programme of people-friendly streets. Comments have also been isolated to individual areas to gather more information on areas significant to specific schemes.

At the close of the Commonplace engagement on 2 March 2021, there were 96 comments submitted related to the School Streets Phase 1 areas.

A public consultation to evaluate the Acceleration: Phase 1 Trials of the School Streets Programme comprising 13 locations was held from 18 September to 31 October 2021.

The public consultation comprised an online questionnaire for each School Street, 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 three strands:

- a custom-built playful structure to engage the school community, local residents and passers-by, manned from 8.30am to 5.30pm.

- A workshop held with Year 5 or Year 6 students at each of the schools.
- A door knocking exercise to engage businesses in the vicinity.

Overall, 722 Adults' Questionnaires were received, and 312 Children's Questionnaires, which also included interviews with a further 231 children and 4 adults.

Across all locations, 61% of respondents described School Streets as a positive change. 11% asked for them to be discontinued.

60% of respondents to the Adult Questionnaire noticed changes in how children and parents/carers travel to school, 40 did not. 18% have changed the way they travel to school/work/their homes to sustainable transport modes. 38% noticed improvements in air quality (versus 5% who said air quality worsened), 61% feel safer during the School Street operating hours (27% said it did not feel safer), and 45% find that social distancing has been easier (versus 26% who said it was not).

64% said that they had noticed an increase in activities such as walking cycling, scooting, socialising around schools, with 24% also mentioning an increased sense of community and social interaction.

11% of respondents are concerned about traffic displacement, particularly to adjacent road junctions.

3% of respondents reported problems due to reduced mobility.

Children were generally more supportive of the School Streets than their adult peers. 81% of respondents voiced support of School Streets, with safety stated as the main reason, followed by decreased stress, and a decrease in pollution.

Demographics of respondents across all locations

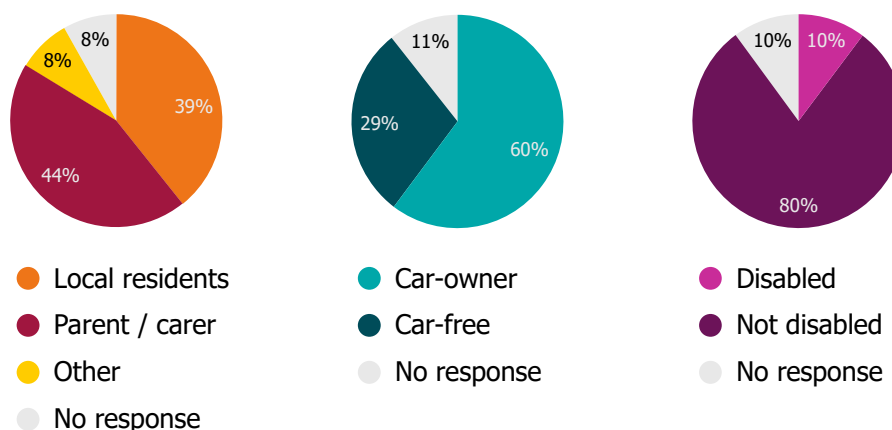


Figure 1: Demographics across all locations

Overall responses to key questions of Adults' Questionnaires

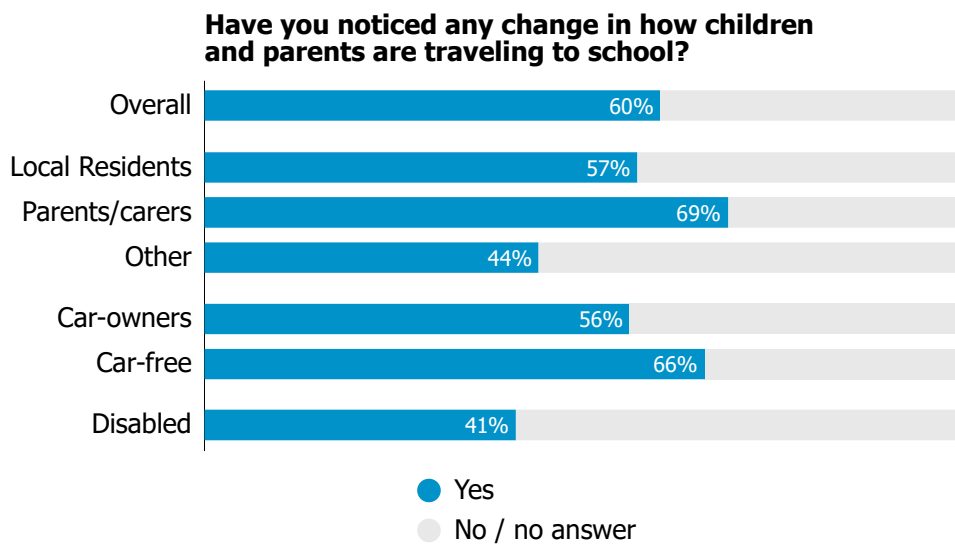


Figure 2: Overall responses to Question 1 of Adults' Questionnaires

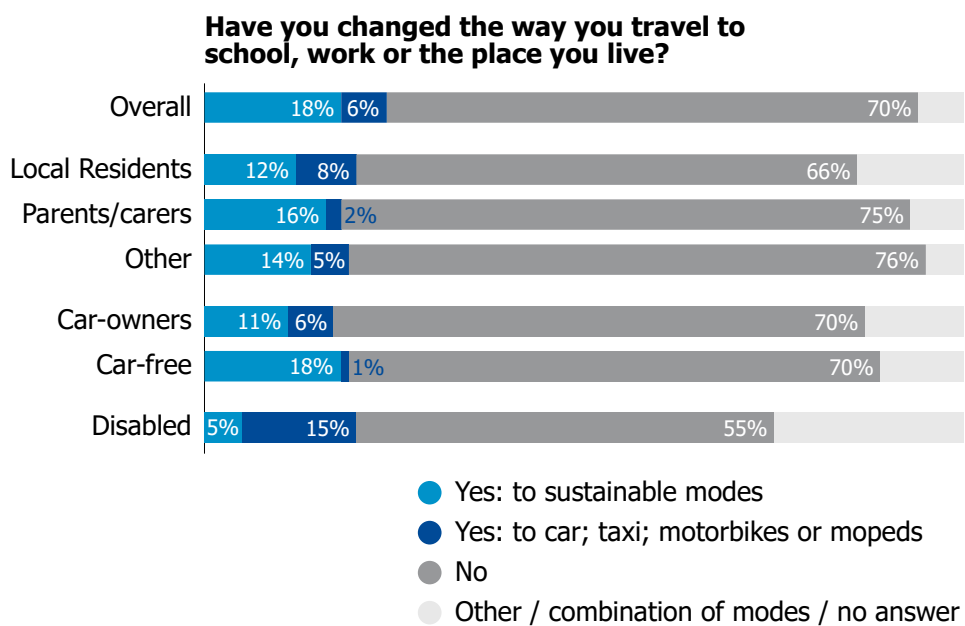


Figure 3: Overall responses to Question 3 of Adults' Questionnaires

Have you noticed any change in air quality around the school during School Street times?

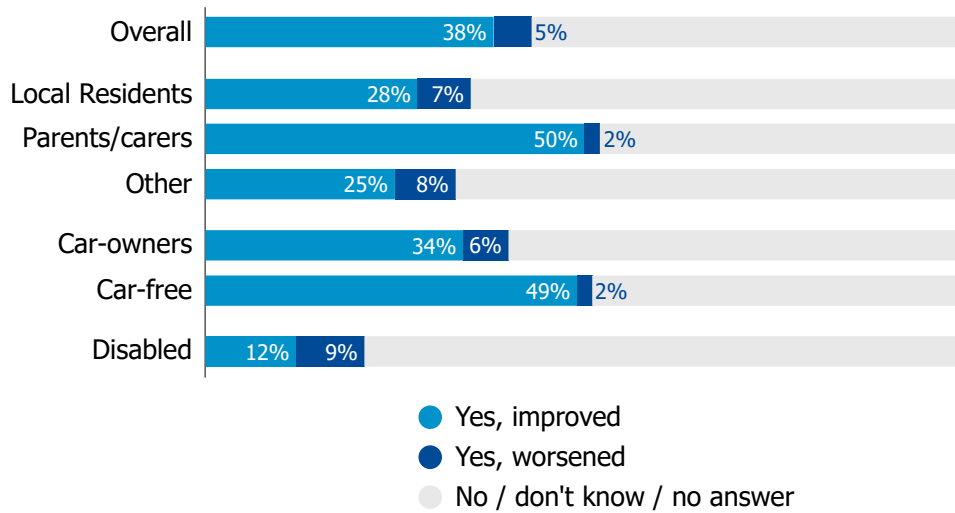


Figure 4: Overall responses to Question 4 of Adults' Questionnaires

Do you and others feel safer around the school during School Street times?

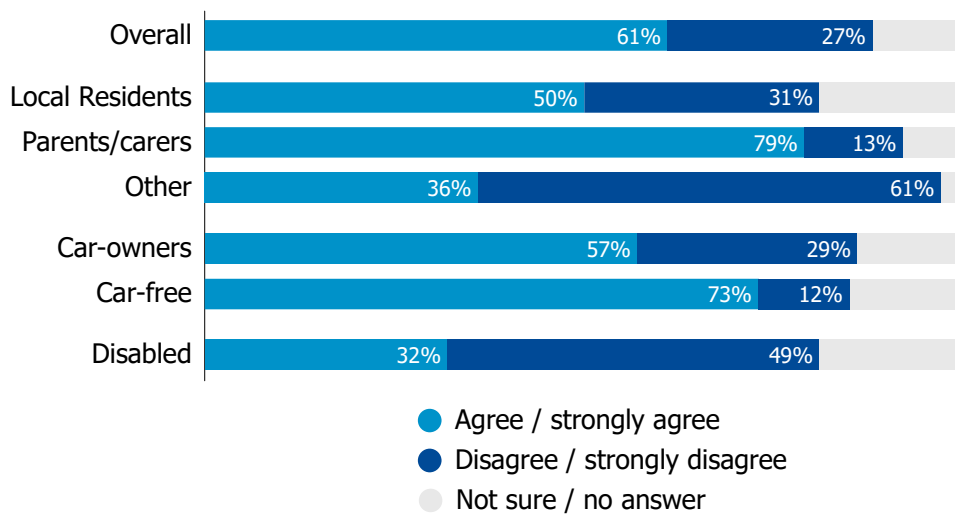


Figure 5: Overall responses to Question 5 of Adults' Questionnaires

Have you found that social distancing has been easier during School Street times?

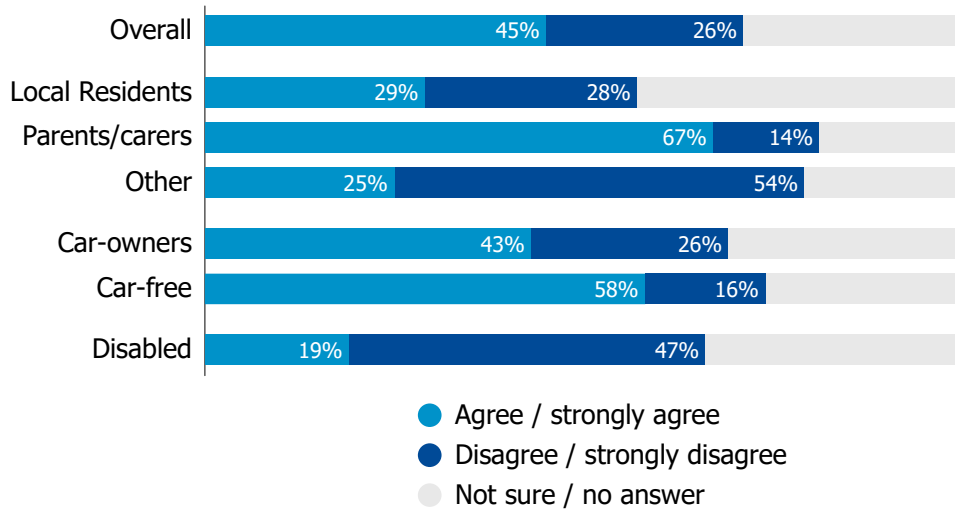


Figure 6: Overall responses to Question 7 of Adults' Questionnaires

Responses to key topics across locations

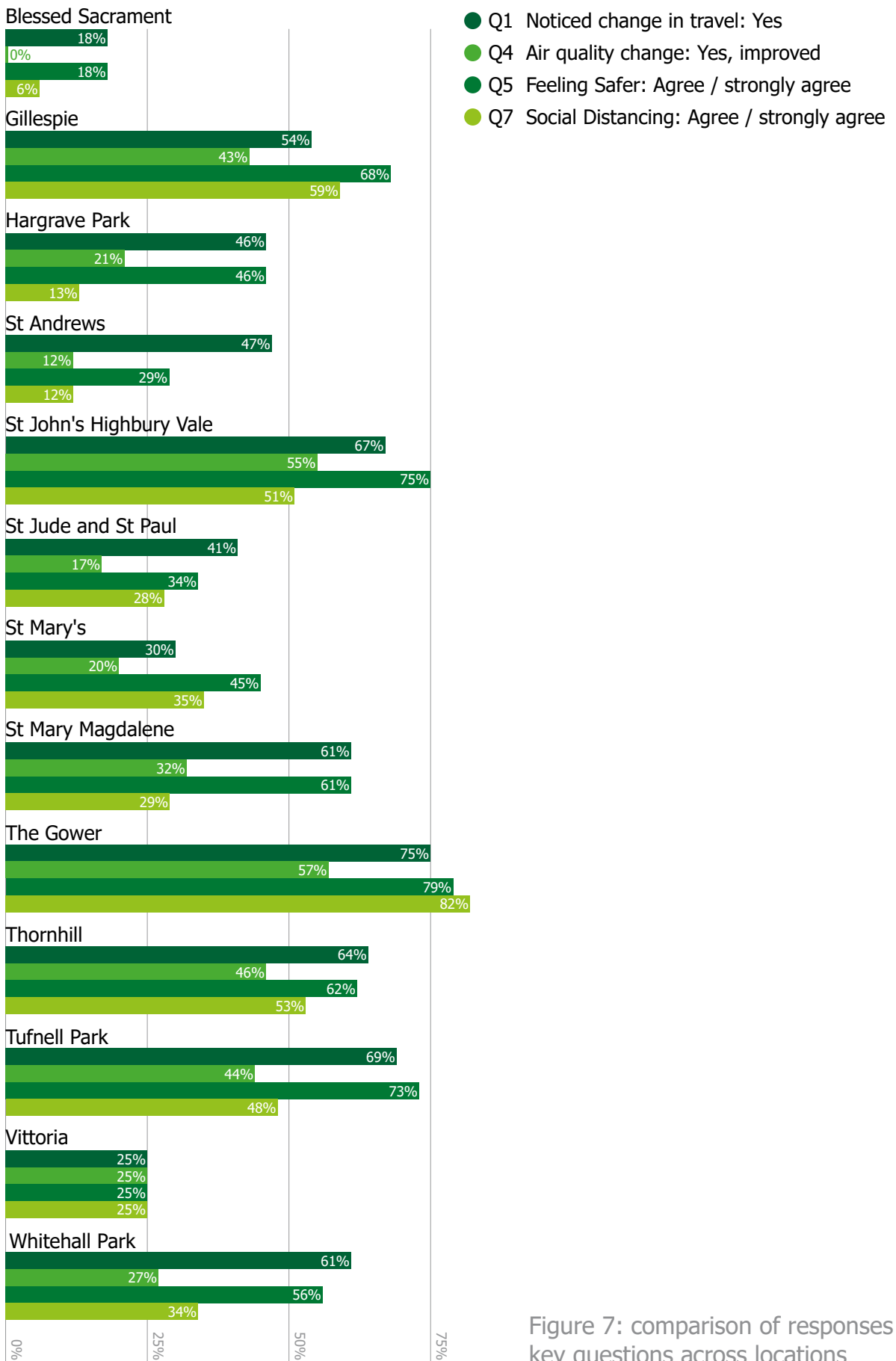


Figure 7: comparison of responses to key questions across locations

1. Introduction and background

1.1 Timeline

1.1.1 The Experimental Traffic Order (ETO) relating to the phase 1 of School Street trials came into force on 14 August 2020, which was amended with an updated ETO coming into force on 4 September 2020.

1.1.2 The 13 School Streets included in the phase 1 of the programme's acceleration were implemented on 7 September 2020. To evaluate the impacts of the trials, the monitoring approached consisted of three traffic monitoring periods: the baseline (August 2020), interim (February 2021) and 11-months after the implementation (July 2021).

1.1.3 A public consultation was held 12 months into the trial, and took place from 27 September to 31 October 2021. The decision on the phase one School Street trials will be made in March 2022, when the 18-month ETO expires.

1.2 Overview of School Street locations

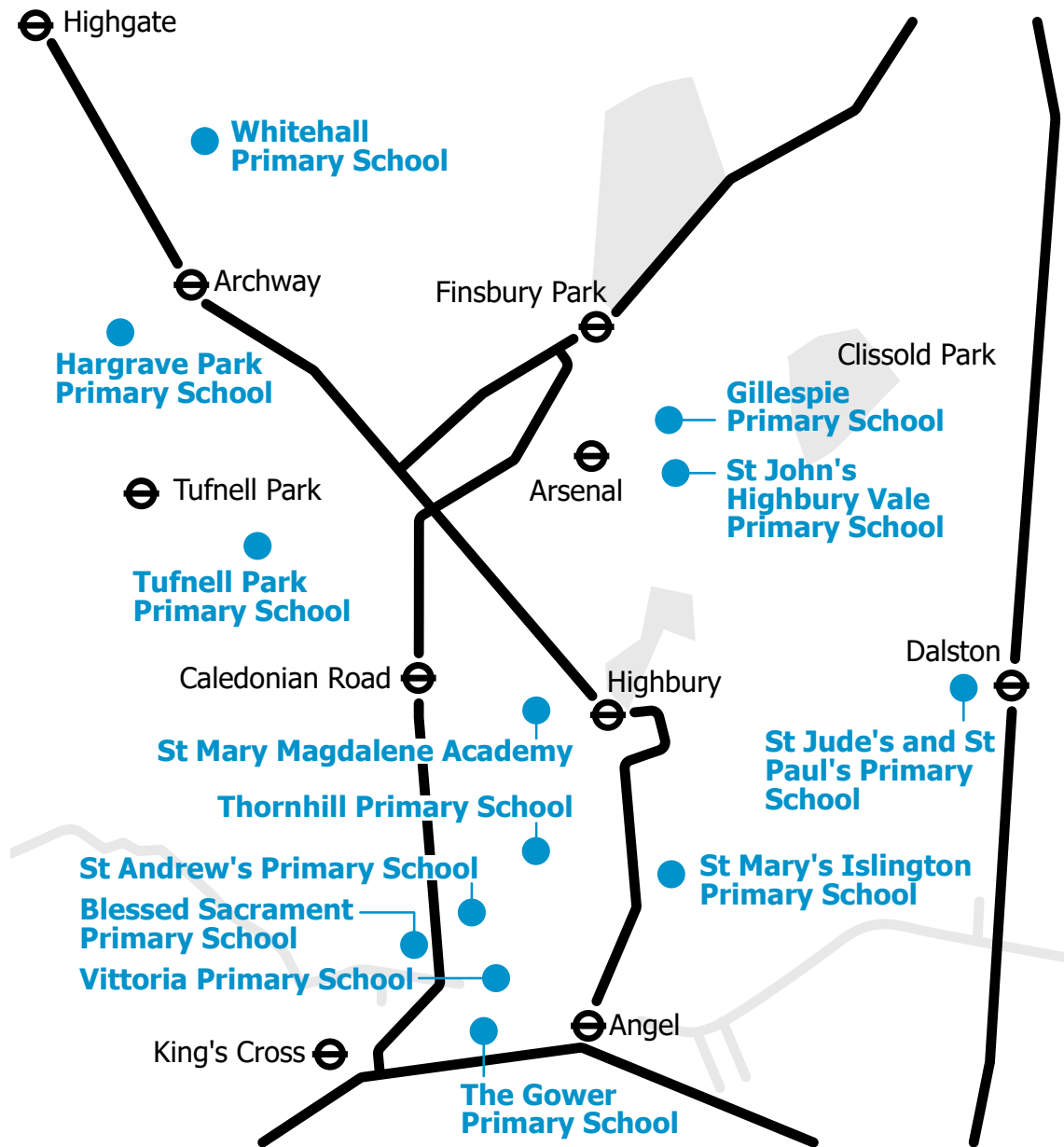


Figure 8: location of Phase 1 School Streets

1.3 Objectives

1.3.1 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 School Street to feed into future decision-making

- To understand any concerns and objections
- To ensure that children, parents, residents and businesses within the subject School Streets have been represented and have had an opportunity to express their views
- To ensure that the views of other users of the subject School Streets 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 demonstrate that the Council is being open and transparent.
- To understand if active travel has increased within and around the subject School Street during the trial
- To understand if perceived road safety has increased within and around the subject School Street during the trial
- To understand if perceived air quality improved within and around the subject School Street during the trial
- To understand what effect School Streets may have had in relation to Covid-19 pandemic

1.4 Monitoring

1.4.1 The council has been monitoring the 13 School Streets for 11-month period and published monitoring results for each School Street in advance of the public consultation. The monitoring report reflects before and after assessment of the trial using the following data: motorised traffic counts and speeds, cycling counts, and air quality data. The first full monitoring report was published in September 2021 for phase 1 School Streets. Monitoring reports, together with the outcomes of public consultation, will inform the final decision-making about each scheme.

2. Pre-consultation Engagement

2.1 Statutory consultees

2.1.1 As part of the ETO process, statutory consultees were notified of any new proposals or any changes to existing proposals. The School Streets schemes do not impact on access for any of the emergency services and the council has not received any objections from the emergency services for all of the School Street schemes that have been implemented to date.

2.1.2 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 proposals. All queries raised were addressed by the project managers.

2.2 Engagement with schools

2.2.1 The officers contacted the head teachers and offices of all 13 primary schools, informing about school street scheme at each school in August 2020. Further to the initial correspondence, additional communication took place via emails, video and on-site meetings with individual schools to discuss particular ideas or concerns.

2.3 Email correspondence

2.3.1 The council received a number of emails since the start of phase 1 School Streets. A dedicated School Streets email (schoolstreets@islington.gov.uk) was set up in 2018. Further email communication was received by ward members, schools and council officers.

School Street scheme	Overall key themes of correspondence
Blessed Sacrament RC Primary School	Exemptions Penalty Charge Notices
Gillespie Primary School	Exemptions Penalty Charge Notices Enforcement/compliance
Hargrave Park Primary School	Exemptions Penalty Charge Notices Zone operation times
St Andrew's (Barnsbury) CofE Primary School	Exemptions Penalty Charge Notices Illegal parking Impact on nearby roads
St John's Highbury Vale CofE Primary School	Exemptions Penalty Charge Notices

St Jude's and St Paul's CofE Primary School	Exemptions Penalty Charge Notices
St Mary Magdalene Academy (Primary)	Exemptions Penalty Charge Notices Illegal parking Impact on nearby roads
St Mary's CofE Primary School	Exemptions Penalty Charge Notices
The Gower School	Exemptions Penalty Charge Notices Impact on nearby roads Enforcement/compliance Zone operation times
Thornhill Primary School	Exemptions Penalty Charge Notices Impact on nearby roads Enforcement/compliance Speeding of cyclists Signage
Tufnell Park Primary School	Exemptions Penalty Charge Notices Impact on nearby roads Enforcement/compliance
Vittoria Primary School	Exemptions Penalty Charge Notices
Whitehall Park School	Exemptions Penalty Charge Notices Impact on nearby roads Enforcement/compliance Air quality and traffic on Hornsey Lane

2.4 Formal objections

2.4.1 The public can make a formal objection to a traffic order. There is an initial six-month statutory objection period as part of the Experimental Traffic Order (ETO) process; the feedback must be considered when deciding whether to make a trial scheme permanent.

2.4.2 Any formal objection to a specific ETO had to be in writing and must state the grounds on which it is made. Objections had to be sent by email to

PublicRealm@islington.gov.uk or by post to Public Realm, 1 Cottage Road, London, N7 8TP.

2.4.3 If the ETO is subsequently modified, objections can be made in the six months following from the date of the changes. Initial ETO for the School Streets came into force on 14 August 2020; the modifying ETO came into force on 4 September 2020. Therefore, the statutory objection period was from 14 August 2020 to 4 March 2021.

2.4.4 During this period, a total of six formal objections were received, referring to six School Streets schemes. A list of objection themes and officers responses is provided in the table below.

School Street scheme	Objection theme	Officer response
Gillespie Primary school	Exemption policy – delivery vehicles	<p>Only exempted vehicles are permitted to enter the zone during the times of operation. Vehicles that are not permitted to enter the zone include delivery vehicles.</p> <p>Temporarily closing roads outside schools helps to reduce congestion and pollution at the school gates as well as making it easier and safer for children to get to and from school. To capture the benefits of the scheme, only a small amount of vehicles are permitted to enter the School Street zone during its operational hours. The exemption is given to residents or businesses within a School Street zone who have an on-street Islington parking permit. Residents and businesses with permits should still avoid using during these times whenever possible.</p>
Gillespie Primary school	Exemption policy – trade vehicles	<p>Only exempted vehicles are permitted to enter the zone during the times of operation. Vehicles that are not permitted to enter the zone include trade vehicles.</p> <p>Temporarily closing roads outside schools helps to reduce congestion and pollution at the school gates as</p>

School Street scheme	Objection theme	Officer response
		<p>well as making it easier and safer for children to get to and from school. To capture the benefits of the scheme, only a small amount of vehicles are permitted to enter the School Street zone during its operational hours. The exemption is given to residents or businesses within a School Street zone who have an on-street Islington parking permit. Residents and businesses with permits should still avoid using during these times whenever possible.</p>
St Andrews CofE Primary school	Exemption policy - visitors	<p>Only exempted vehicles are permitted to enter the zone during the times of operation. Vehicles that are not permitted to enter the zone include visitors in the area.</p> <p>Temporarily closing roads outside schools helps to reduce congestion and pollution at the school gates as well as making it easier and safer for children to get to and from school. To capture the benefits of the scheme, only a small amount of vehicles are permitted to enter the School Street zone during its operational hours. The exemption is given to residents or businesses within a School Street zone who have an on-street Islington parking permit. Residents and businesses with permits should still avoid using during these times whenever possible.</p>
St Andrews CofE Primary school	Exemption policy – delivery vehicles	<p>Only exempted vehicles are permitted to enter the zone during the times of operation. Vehicles that are not permitted to enter the zone include delivery vehicles.</p>

School Street scheme	Objection theme	Officer response
		<p>Temporarily closing roads outside schools helps to reduce congestion and pollution at the school gates as well as making it easier and safer for children to get to and from school. To capture the benefits of the scheme, only a small amount of vehicles are permitted to enter the School Street zone during its operational hours. The exemption is given to residents or businesses within a School Street zone who have an on-street Islington parking permit. Residents and businesses with permits should still avoid using during these times whenever possible.</p>
St Andrews CofE Primary school	Clearly that is just a money making scheme	<p>The council does not profit from traffic filter fines. Any revenue generated from the camera-controlled restrictions is re-invested into improving parking, highways and road safety in the borough. We have installed camera-enforced restrictions to allow emergency services to access local streets and we have used the correct signage to inform drivers in advance that they cannot pass through these restrictions. Also, the School Streets closures are limited in time and take place twice a day for 45-60minutes only, making physical barriers such as bollards or planters not a feasible option. This signage is put in place in advance to warn motorists that the scheme is live and to help drivers avoid having to make U-turns.</p>
St Jude and St Paul CofE Primary school	Exemption policy – delivery vehicles	<p>Only exempted vehicles are permitted to enter the zone during the times of operation. Vehicles that are not permitted to enter the zone include delivery vehicles.</p>

School Street scheme	Objection theme	Officer response
		<p>Temporarily closing roads outside schools helps to reduce congestion and pollution at the school gates as well as making it easier and safer for children to get to and from school. To capture the benefits of the scheme, only a small amount of vehicles are permitted to enter the School Street zone during its operational hours. The exemption is given to residents or businesses within a School Street zone who have an on-street Islington parking permit. Residents and businesses with permits should still avoid using during these times whenever possible.</p>
St Jude and St Paul CofE Primary school	Exemption policy – mini cabs and taxis	<p>Only exempted vehicles are permitted to enter the zone during the times of operation. Vehicles that are not permitted to enter the zone include taxis and private hire vehicles.</p> <p>Temporarily closing roads outside schools helps to reduce congestion and pollution at the school gates as well as making it easier and safer for children to get to and from school. To capture the benefits of the scheme, only a small amount of vehicles are permitted to enter the School Street zone during its operational hours. The exemption is given to residents or businesses within a School Street zone who have an on-street Islington parking permit. Residents and businesses with permits should still avoid using during these times whenever possible.</p>
St Jude and St Paul CofE Primary school	By restricting access to private cars you are restricting	<p>The council has carried out a Resident Impact Assessment (RIA) for the School Streets programme. This has now been changed to an</p>

School Street scheme	Objection theme	Officer response
	<p>residents ability to attend appointments at the right time or simply travel</p>	<p>Equality Impact Assessment (EqIA). The EqIA evaluates the impacts of the changes on people with different protected characteristics which includes people with disabilities.</p> <p>School Streets exemption policy permits all resident permit holders to access their property during restriction times.</p> <p>In addition, exemptions are provided to disabled drivers who own a blue badge, if they require access to the area during restriction times.</p>
<p>Thornhill Primary school</p>	<p>Suspended parking bays on Thornhill Road.</p>	<p>At the time of the objection (October 2020) there were temporary parking suspensions in place on Thornhill Road to allow for electrical works to be carried out. These works are now complete. No parking has been removed from within the School Street zone so exempt vehicles should be able to park in the zone.</p>
<p>Tufnell Park Primary school</p>	<p>Closing off two roads in this way you have massively reduced the number of access roads in this area</p>	<p>When designing our schemes, we ensured that access to every property is maintained. When this is not possible, we offer resident exemptions for School Street restrictions to those permit holders that have no other alternative route to access their properties. Residents from the surrounding roads, or with alternative access routes are not eligible for the permit.</p>
<p>Whitehall Park School</p>	<p>No consultation prior to implementation</p>	<p>Section 9 of the Road Traffic Regulation Act 1984 enables the Council to make experimental traffic orders (ETOs) to deliver our School Streets schemes, prior to a public consultation. In deciding whether or not to make an order under section 9, the Council has to comply with the</p>

School Street scheme	Objection theme	Officer response
		<p>provisions of section 122 of the 1984 Act which requires the Council to exercise that function (so far as practicable having regard to the matters specified below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The specified matters are:</p> <p>(a) the desirability of securing and maintaining reasonable access to premises;</p> <p>(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;</p> <p>(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);</p> <p>(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and</p> <p>(d) any other matters appearing to the local authority to be relevant.</p> <p>The Council has complied with section 122, balanced the various considerations and concluded that implementing the ETO is the appropriate decision.</p> <p>Further, when deciding whether to make a traffic order the Council must have regard to the Mayor of London's Transport Strategy (sections 142 and 144(1)(a) Greater London Authority Act 1999) and it has done so. That strategy emphasises the importance</p>

School Street scheme	Objection theme	Officer response
		<p>of reducing emissions and improving air quality.</p> <p>The provisions of the ETO process do not require public consultation prior to the start of the trial, although the Council did in fact engage with the public before the start of the trials.</p> <p>In making the ETO, the Council must follow the procedure set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended by the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020). It has followed this procedure, including consultation of relevant bodies.</p> <p>The Council has also considered the application of relevant provisions of the Human Rights Act 1998 and the Equality Act 2010. It is not considered that the implementation of these ETOs will impede the rights of individuals.</p> <p>Consultation was carried out on the Islington Transport Strategy (in 2019) and the council's Net Zero Carbon Action Plan, Vision 2030 (in 2020). The former had 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.</p>
Whitehall Park School	Traffic displacement on Dresden road	<p>As part of the School Street at Whitehall Park School trial, we monitored traffic for 11 months within the zone and on the surrounding roads. The results of the monitoring will inform the final decision on the School Street trial on Ashmount Road and Gresley Road. Following this we may consider</p>

School Street scheme	Objection theme	Officer response
		changes to the measures where necessary to mitigate impacts on surrounding roads.
Whitehall Park School	Illegal parking on surrounding roads by school parents/carers	<p>One of the objectives of the School Streets schemes is to encourage children and their parents/carers as well as the school staff to choose active modes of travel when traveling to and from schools. We have also employed a number of additional mechanisms to discourage parents/carers driving to schools, such as TfL STARs programme, however a number of individuals may still choose to drive.</p> <p>It is essential that when choosing to travel to school by car, drivers practice safe parking and comply with parking restrictions. Where the council has received reports of illegal parking, enforcement officers have been deployed to discourage dangerous parking and enforce restrictions if necessary.</p>
Whitehall Park School	The council makes money by collect parking tickets	<p>The council does not profit from traffic filter fines. Any revenue generated from the camera-controlled restrictions is re-invested into improving parking, highways and road safety in the borough.</p> <p>We have installed camera-enforced restrictions to allow emergency services to access local streets and we have used the correct signage to inform drivers in advance that they cannot pass through these restrictions. Also, the School Streets closures are limited in time and take place twice a day for 45-60minutes only, making physical barriers such as bollards or planters not a feasible option. This signage is put in place in advance to warn motorists that the</p>

School Street scheme	Objection theme	Officer response
		scheme is live and to help drivers avoid having to make U-turns.

2.5 Commonplace

2.5.1 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 walking and cycling environment in their localities. Respondents are asked a number of questions about their local area, including ways of travel, barriers to active travel and suggestions on improvements.

2.5.2 Across all 13 School Street sites, 96 comments were left during the Commonplace tool operation time (June 2020 to March 2021). 77 (80%) of the responses were received before September 2020, when the School Streets trials were implemented, remaining 19 responses (20%) were received between 2 September and November 2020, when the trials were in place. No comments were received between December 2020 and March 2021 when the platform closed.

2.5.3 Respondents were enabled to select multiple options for each question. In total, 442 responses were received to the question 'What is the problem?'. The most common response was 'unsafe for children', which accounted for 12% of all answers, followed by volume of traffic (11%) and traffic rat running (11%). Graph below (Figure 9) shows all responses received.

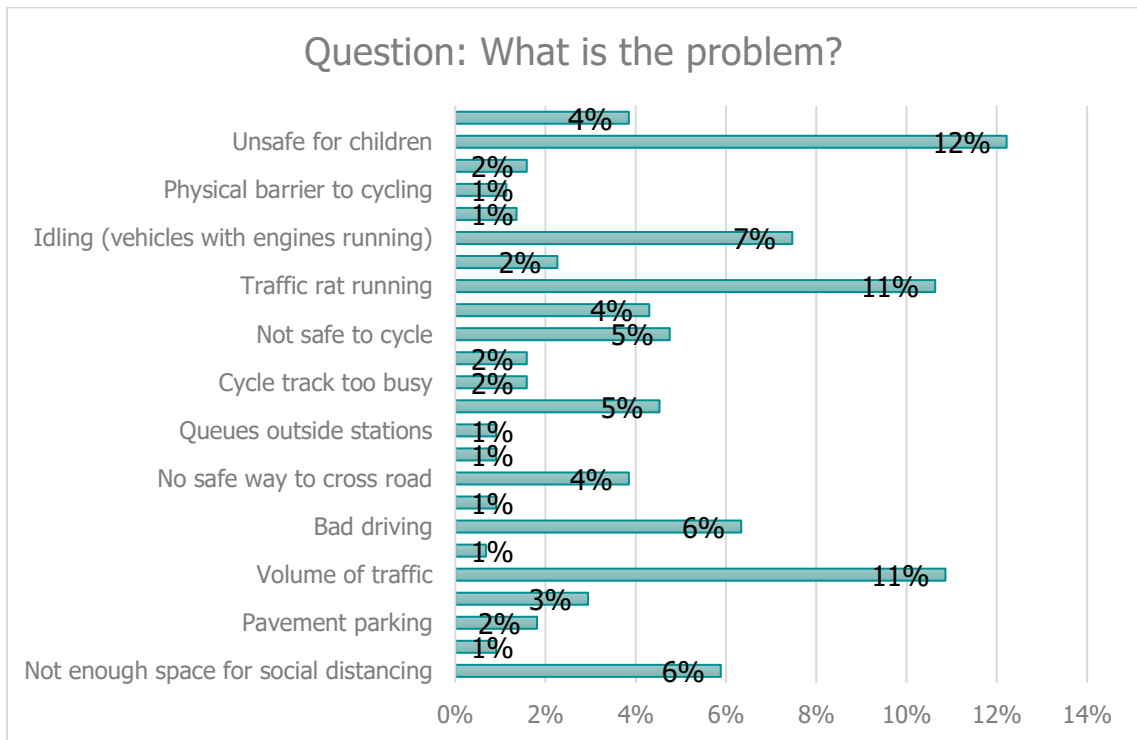


Figure 9: Responses to the question 'What is the problem?'

2.5.4 Respondents were also asked how the local area can be improved, for which they could select multiple responses. In total, 328 selections were received for the question 'How could we make it better?'. The most common response (14%) was the introduction of road closure except for cycles and buses, followed by making roads access only (10%) and allowing more space for walking (10%). Other suggestions also accounted for 10% of responses. Graph below (Figure 10) shows all responses received.

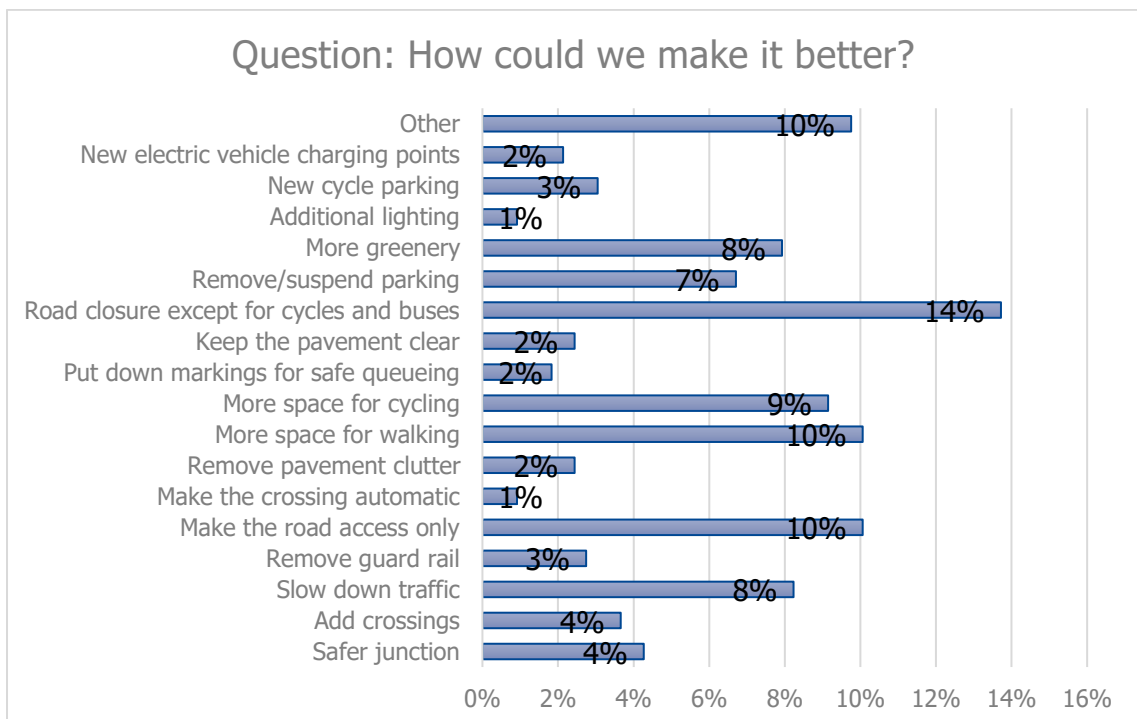


Figure 10: Responses to the question 'How could we make it better?'

2.5.5 When looking into individual School Street zones, the key problems raised on the Commonplace tool varied depending on the location. The table below summarises the key issues ($\geq 10\%$) raised on each of the School Street scheme introduced in September 2020 between May 2020 and March 2021. A vast majority of concerns were related to traffic, children safety, parked or idling vehicles and lack of space for social distancing, except for St Jude's and St Paul's CofE Primary School, where key issues related to the volume of cycling.

School Street scheme	Key problems raised on Commonplace
Blessed Sacrament RC Primary School	No comments received.
Gillespie Primary School	Traffic rat running (13%) Volume of traffic (12%) Unsafe for children (12%) 67 comments received.
Hargrave Park Primary School	Unsafe for children (19%) Idling vehicles (10%) No safe crossing (10%) Bad driving (10%) Volume of traffic (10%) Not enough space for social distancing (10%) 21 comments received.
St Andrew's (Barnsbury) CofE Primary School	No comments received.
St John's Highbury Vale CofE Primary School	Unsafe for children (17%) Idling vehicles (11%) Traffic noise (11%) Volume of traffic (11%) Fast traffic (11%) Other problems – open text (11%)
St Jude's and St Paul's CofE Primary School	Cycle track too busy (33%) Unsafe for children (17%) Volume of traffic (17%) Pavement parking (17%) Not enough space for social distancing (17%) 6 comments received.

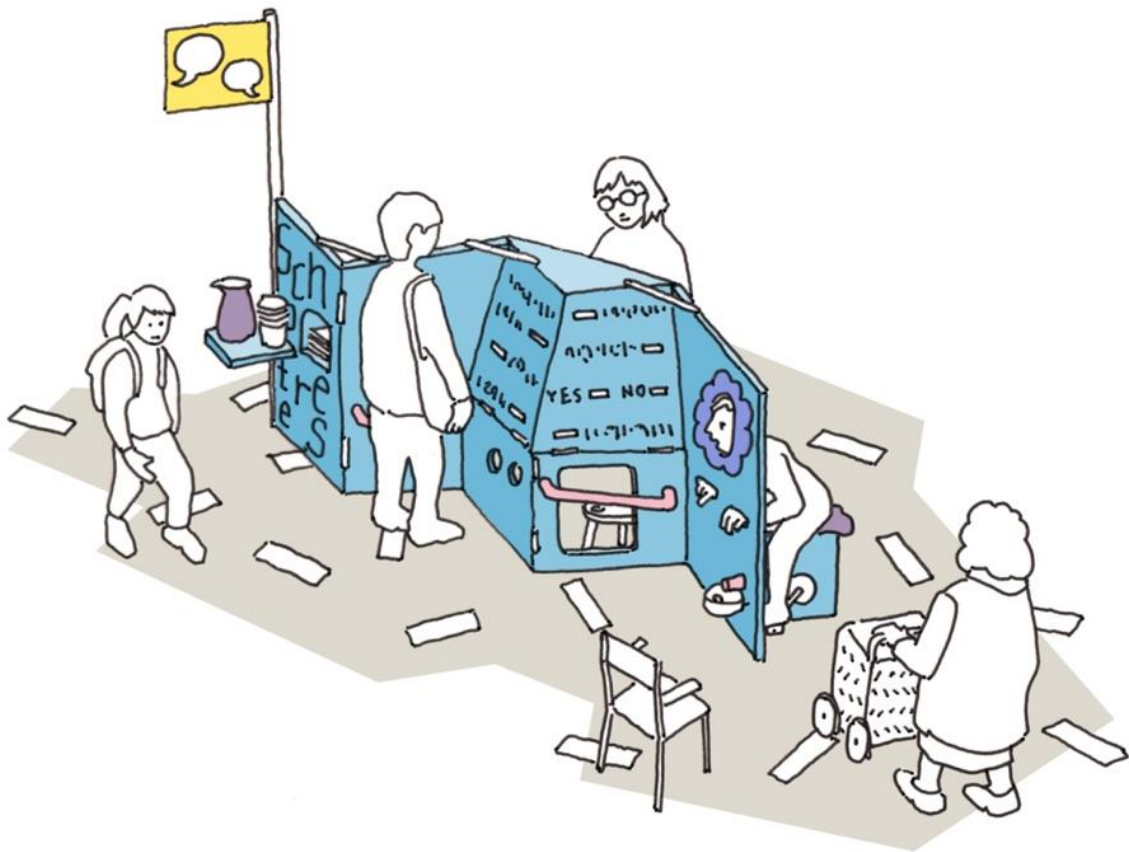
School Street scheme	Key problems raised on Commonplace
St Mary Magdalene Academy (Primary)	<p>Idling vehicles (30%) Unsafe for children (20%) Traffic rat running (10%) Noisy traffic (10%) Bad driving (10%) Volume of traffic (10%) Fast traffic (10%)</p> <p>10 comments received.</p>
St Mary's CofE Primary School	No comments received.
The Gower School	<p>Unsafe for children (14%) Traffic rat running (12%) Traffic volume (10%)</p> <p>49 comments received.</p>
Thornhill Primary School	<p>Unsafe for children (14%) Traffic rat running (12%) Traffic volume (12%)</p> <p>65 comments received.</p>
Tufnell Park Primary School	<p>Unsafe for children (15%) Traffic rat running (15%) Traffic volume (13%)</p> <p>55 comments received.</p>
Vittoria Primary School	<p>Idling vehicles (50%) Physical barrier to cycling (50%)</p> <p>2 comments received.</p>
Whitehall Park School	<p>Traffic rat running (15%) Traffic volume (15%) Unsafe for children (12%)</p> <p>74 comments received.</p>

3. Public consultation analysis

3.1 Background

3.1.1 Responses to the public consultation were invited via an online questionnaire, which was advertised through posters, flyers, postcards, email and social media. This was promoted though and complemented by on-site events at each School Street. This on-site event comprised a bespoke stall, workshops with school children and door knocking outreach.

3.1.2 The on-site consultation methodology was devised by external consultant Mark Lemanski/School of Streets on behalf of and in consultation with Islington council. A key consideration was to consult with children as key stakeholders of the School Streets programme.



3.1.3 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.

3.1.4 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.

3.2 Activities

3.2.1 The on-site event accompanying the online questionnaire was developed along three strands, the on-street consultation stall, a school workshop with pupils, and door knocking outreach.

On-street consultation stall

3.2.2 The on-street consultation event during drop-off and pick-up times was around a custom-built foldable structure. The structure comprised an interactive questionnaire aimed at children, integrated information boards, and playful features such as a marble run and a Sproftacchel (a photo stand-in). Designed as a foldable play space, which for the duration of the exercise added value to the School Streets, it made space for people of all ages to linger or engage with officers and each other. Parents and carers were more likely to engage with the consultation if their children were also interested, and vice versa.

School workshop

3.2.3 A workshop with Y5 or Y6 children comprised question and answer sessions, a questionnaire to be completed, and an exercise in preparation for a task to be completed independently: To interview younger children as well as adult school staff on their views on the School Street.

Door knocking outreach– residents and businesses

3.2.4 An active 'door-knocking' outreach exercise aimed to engage local businesses to engage with the consultation.

3.2.5 These on-site activities were complemented by telephone and email communication with interested parties.

3.3 Consultation questionnaire (Adults)

3.3.1 Overall, 722 Adults' Questionnaires were received. Response rates vary considerably across locations, from 4 responses at Vittoria Primary School, to 163 at Thornhill Primary School.

3.3.2 Across all locations, 60% of respondents have noticed changes in how children and parents/carers travel to school, with 34% saying that they have noticed more walking, cycling, or scooting. 24% mention increased socialising and an increased sense of community, with 5% mentioning a more friendly or relaxed atmosphere. 40% have not noticed any changes.

3.3.3 24% of respondents say that they have changed the way they travel to school, work or home because of the School Street. 18% have changed to sustainable transport such walking, cycling and public transport. 6% have changed to non-sustainable transport modes such as cars, taxi, or motorbike. 70% have not changed the way they travel.

3.3.4 38% of all respondents state that air quality around the school during School Street operating hours has improved, with 5% saying that air quality has worsened.

3.3.5 61% of all respondents state that they and others feel safer around the school during the School Street operating hours, 27% state that they do not.

3.3.6 45% find that social distancing has been easier around the school during the School Street operating hours, 26% that it has not been easier.

Free text box analysis

3.3.7 Free text box input was possible for questions 1, 2, 6 and 8. The free text box option in questions 1 and 2 asks respondents to specify changes they have noticed in travel modes and other changes around the school.

3.3.8 The road safety issue mentioned most frequently in response to Question 6 is compliance with School Street rules (11%), followed by traffic displacement to nearby streets (6%) and parking and idling at the School Street junctions, with associated blocking of pedestrian crossing points, and negative impact on visibility and air quality (5%).

The latter is an issue across most locations, especially at Tufnell Park and St Mary Magdalene, and in the case of St Andrew's and St Jude and St Paul's seems related to relatively low overall support for the schemes.

4% mention that they are concerned about School Streets causing a false sense of security in children or are generally concerned about pedestrians using the carriageway. 5% of respondents overall are concerned about inconsiderate cycling in the School Street, but this is mainly focused on two locations, Thornhill and St Jude's and St Paul's.

4% mention that School Street signage is insufficient, this is an issue at Gillespie especially.

3.3.9 Question 8 is the least prescribed free text box — Overall, what do you think about the School Streets trial? 61% of respondents mention that the School Street trial is positive (successful, necessary, important, fantastic, would like it to become permanent, etc), with safety (14%), air quality (10%) and a more peaceful environment (6%) given as main reasons.

11% mention that the trial should not be continued (is unnecessary, ineffective, terrible, true purpose revenue generation, etc), with inconvenience (4%) and access problems for deliveries, tradespeople and visitors (3%) given as main reasons.

3.3.10 11% mention concerns that School Streets have caused traffic to be displaced to adjacent streets, causing pollution and road safety issues there.

7% of respondents overall say that clearer signage is needed or that barriers /warden/speed bumps/planters should be added.

7% of respondents overall request an extension of School Street operating times primarily in the afternoon, this is focused especially at The Gower School, but also to a lesser degree at Tufnell Park, Hargrave Park and Thornhill.

Numerous respondents suggest that School Street times should be the same across all sites.

3.3.11 3% of respondents state that they are experiencing problems with School Streets due to reduced mobility/need for social care/caring for special needs children.

3.3.12 Exemptions are often mentioned especially by those with mobility/social care issues, who do often not own a car and are dependent on access of different carers/ambulances at all times. Residents without cars who are unable to arrange transport/deliveries etc frequently say that car owners are at an advantage as they receive exemptions.

Profile of respondents

3.3.13 44% of respondents were parents/carers of pupils at the respective schools, 39% were local residents. 8% were local workers, business owners, or 'other'.

60% of respondents state that their household owns at least one car or van. 29% of respondents state that they do not own a car.

10% of respondents described themselves as having a disability, long term illness, or impairment.

Differences in responses depending on demographic characteristics

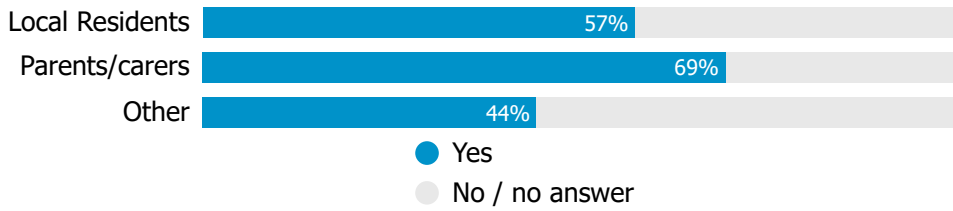
3.3.14 Respondents tend to answer key questions differently depending on their demographic characteristics.

Generally, parents/carers are more supportive of School Streets than residents, and much more likely to state that air quality and road safety have improved, and that social distancing has been easier.

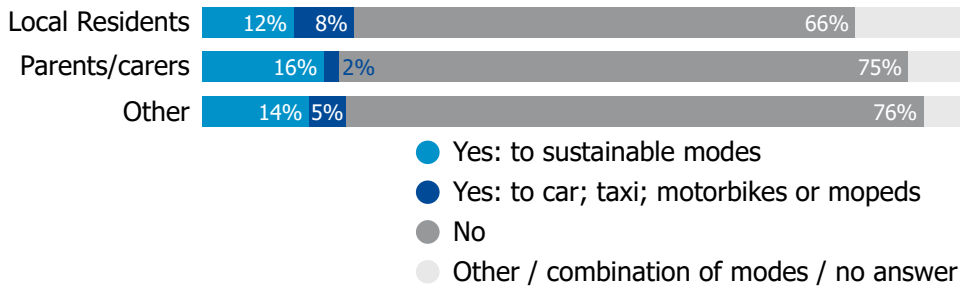
Similarly, respondents without access to a private car were more likely to perceive changes to road safety and air quality positively than those owning a car. They are also much more likely to have changed the way they travel themselves to sustainable transport modes than those owning a car, who often changed to non-sustainable transport.

Respondents with disabilities or long term illnesses were generally less supportive of School Streets than those without, with a majority describing the effects of School Streets as negative.

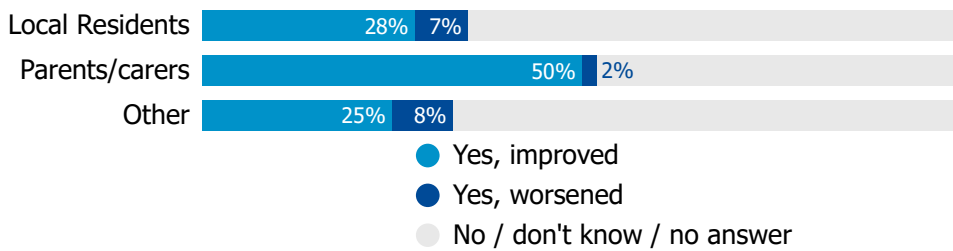
Have you noticed any change in how children and parents are traveling to school?



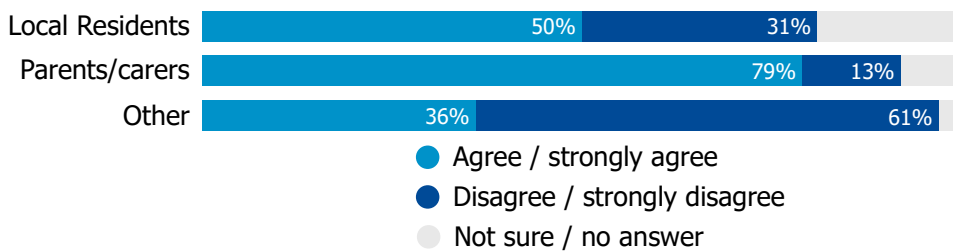
Have you changed the way you travel to school, work or the place you live?



Have you noticed any change in air quality around the school during School Street times?



Do you and others feel safer around the school during School Street times?



Have you found that social distancing has been easier during School Street times?

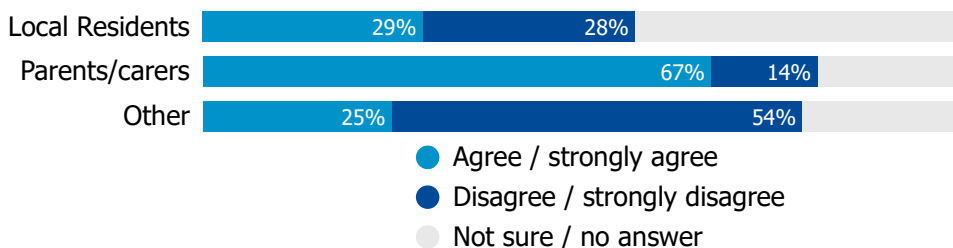
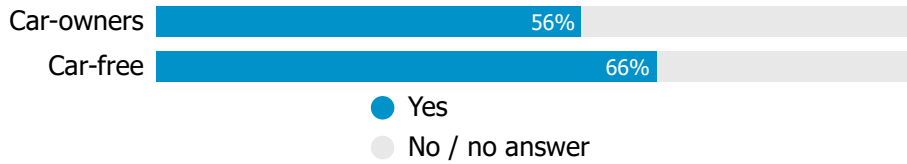
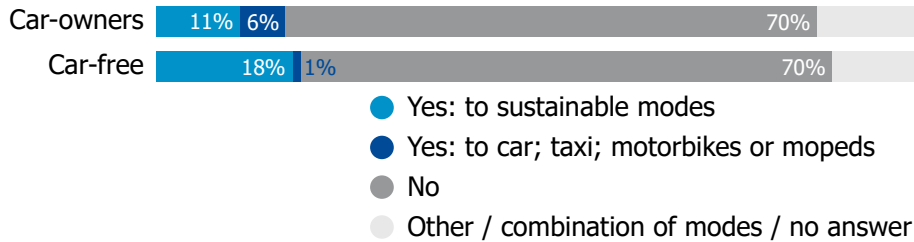


Figure 11: Responses to key questions by local connection of respondents

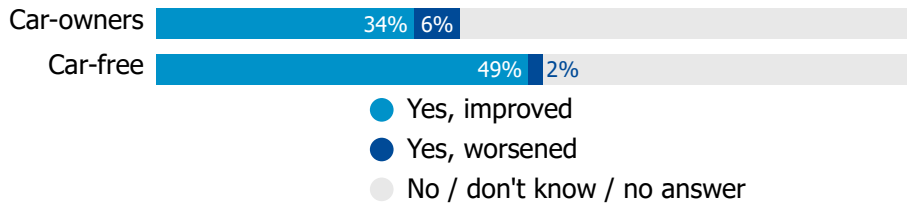
Have you noticed any change in how children and parents are traveling to school?



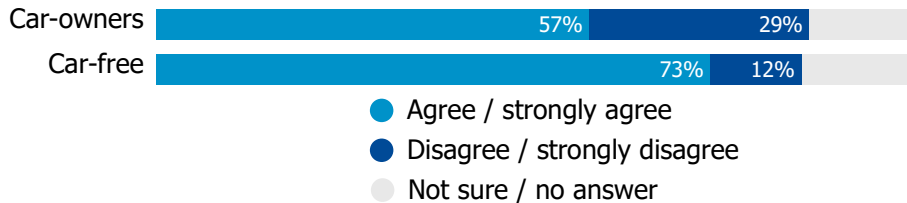
Have you changed the way you travel to school, work or the place you live?



Have you noticed any change in air quality around the school during School Street times?



Do you and others feel safer around the school during School Street times?



Have you found that social distancing has been easier during School Street times?

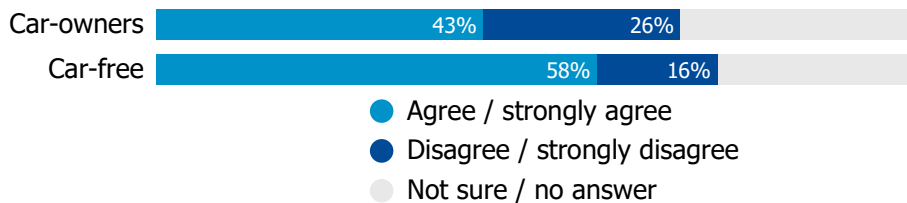
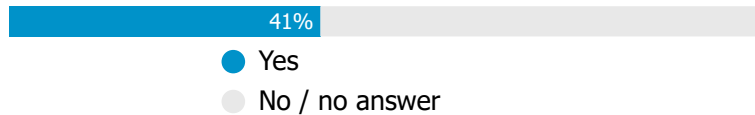
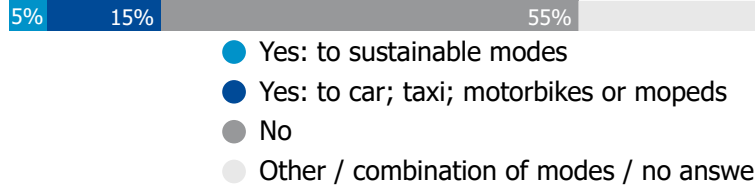


Figure 12: Responses to key questions by car ownership

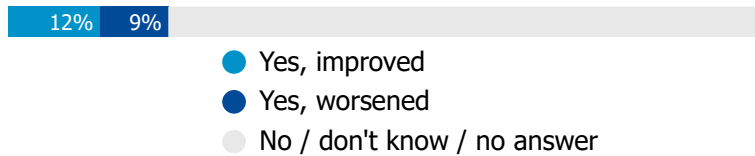
Have you noticed any change in how children and parents are traveling to school?



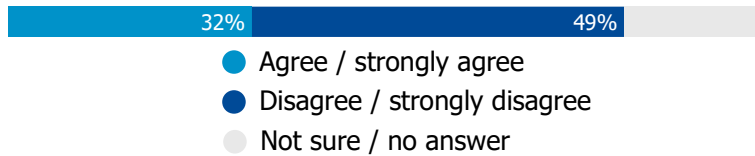
Have you changed the way you travel to school, work or the place you live?



Have you noticed any change in air quality around the school during School Street times?



Do you and others feel safer around the school during School Street times?



Have you found that social distancing has been easier during School Street times?

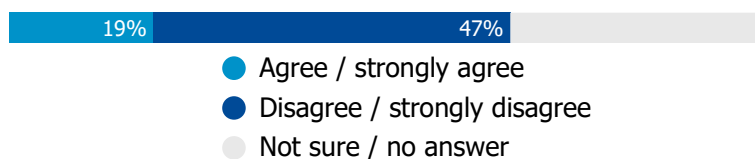


Figure 13: Responses to key questions by respondents with disability

Analysis of demographic representation

3.3.15 Compared to standard consultations where children are under-represented, there has been a real intention in the methodology to focus the engagement on that age group. 312 Children’s Questionnaires have been received through workshops, which comprise another 231 interviews with younger children (and 4 interview with adults). This is a total of 543 responses from children against the 722 responses received from adults.

3.3.16 Car-free households are under-represented: 29% of respondents state that their household does not own a car, which is less than half of the Islington-wide average of 71% of households not having access to a private car (according to TfL 2016/17-2018/19 data).

3.3.17 People with disabilities are under-represented: 10% of respondents 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.

3.3.18 Respondents who describe themselves as White British are over-represented in comparison to the Islington-wide average census data, whereas respondents who describe themselves as BAME are under-represented. Of the 72% of respondents who stated their ethnicity, 62% described themselves as White British (compared with 48% Islington-wide according to 2011 Census data), 20% as White Other (compared with 20% Islington-wide) and 18% as BAME Other (compared with 32% Islington-wide).

Considerations on data contamination / methodology

3.3.19 The majority of responses appear genuine. No cases of duplicate responses have been identified, with the exception of one respondent, who commented generically and negatively on all locations. Spot checks of IP addresses generally aligned with details provided by respondents, with the exception of 8 responses for Blessed Sacrament, which appear to be linked as most of them were submitted within a day, from locations as far away as Lisbon.

3.4 Children's questionnaire

3.4.1 312 Children's Questionnaires were returned, which comprised interviews with another 231 children and 4 adults. The format of the Children's Questionnaires is different and simpler than the Adults' Questionnaires, and comprises free text boxes only.

3.4.2 Children were generally more supportive of School Streets than adults, with 81% of respondents overall saying that they would like the School Streets to become permanent, whilst 9% would not like it to continue.

3.4.3 21% said that they were supportive of the School Street because it made them feel safer, 6% found it easier to cross the road, 6% had noticed improved air quality, 5% a more relaxed and peaceful environment, and 5% mentioned the benefits for the environment and climate.

3.4.4 Of those who made suggestions for further improvements, a majority mentioned additional greening and trees (20%), 6% suggested introduction of cycle lanes, 4% additional signage for cyclists. Inconsiderate cycling is a concern

to many respondents especially at two locations, St Jude and St Paul, and Thornhill.

Other proposals mentioned frequently were benches, cleaner pavements, art works, and proposals to allow no cars at all and turn the School Street into a play street.

Yes, I would like school streets to stay because
it is more peaceful and more safe.

There is less cars There is also less
No Motorbikes.

There is a lot road.

He said he is
fine with everything*
but just needs less
teacher cars.

Arielle ~~has~~ wants to make the
School Streets blocked and into a
Play street.

I like it because then
a car won't crash into you.
I like it because it's
less pollution.*

~~below~~

I would like to make sort of a play street with playground equipment and a lot more greenery and no ~~trucks~~ cars from 7am to 6:10pm on school days and a ^{lower} speed limit.

Yes I would because I ^{found} ~~find~~ it very stressful to try and weave my way through the maze of cars.

Definitely because I cycle to school and this is a lot safer.

I prefer the school street to stay because without it there would be many cars. Danger.

Yes, I would like school streets to stay because it is more peaceful and more safe.

He has noticed the air is fresher, & quieter and it is very safe. He would ~~prefer~~ ^{like} that the street to stay. He would also like a notice sign, more colourful and kid-friendly and plant pots.

She wants the payment she wants it abit more bigger.

I would like it to stay because
its not polluting and worsening climate
change.

Yes because sometimes I pick up my little
sister and she runs out to me and that
would be really dangerous if there were cars

I have noticed the air became cleaner
since this has begun.

yes as I feel as I am more safe but I
notica that other people feel quite angry.

I would like school street to stay because

it makes me feel safer when im walking to school alone.

I would like fewer polluting cars to drive around
my school to prevent climate change from getting worse.

I do think it should stay because there is more
space to move around.

Suggests
Xhe does he want it to
he there the longer till
4:30

I would like ^{there} to be
no cars rather than some cars.

YES! Because before there were so many
cars and it feels a lot safer and nicer without them.

Yes! It's amazing I like that it's quiet ~~the~~ plus the fact that I always hear cars but it's more calm where there isn't.

She thinks if ~~people~~ parents take their kids to school in a car then they are missing ~~out~~ a lot of exercise.

	<u>Ms Mcarney</u>	<u>Headteacher</u>
	Name	Class/Job
She wants people who live closer to school to walk.	She thinks people shouldn't drive to school that much.	
	She wants the main street to be more stricter strict.	
	She thinks it's safer because it makes it more safer there is less pollution.	
	She wants only electric cars to drive.	

3.5 School responses

3.5.1 Schools were invited to respond as stakeholders. Where written responses were received, this is mentioned in the following section 4, as are verbal conversations with school staff held on site. Schools have also frequently mentioned an issue with getting coaches near the school gates for school trips.

4. Public consultation responses

4.1 Blessed Sacrament Primary School

4.1.1 Key Characteristics

The School Street zone comprises Boadicea Street.

Operating times are Monday to Friday, 8.45am to 9.30am, 3pm to 3.45pm during term time.

Monitoring data for Boadicea Street shows that air quality has improved with Nitrogen Dioxide levels decreased by 21% since 2018, traffic has reduced by 78% during School Streets operational hours, and speed has decreased during School Streets operational hours (overall down 18%).

The consultation event was held on Friday 22 October 2021

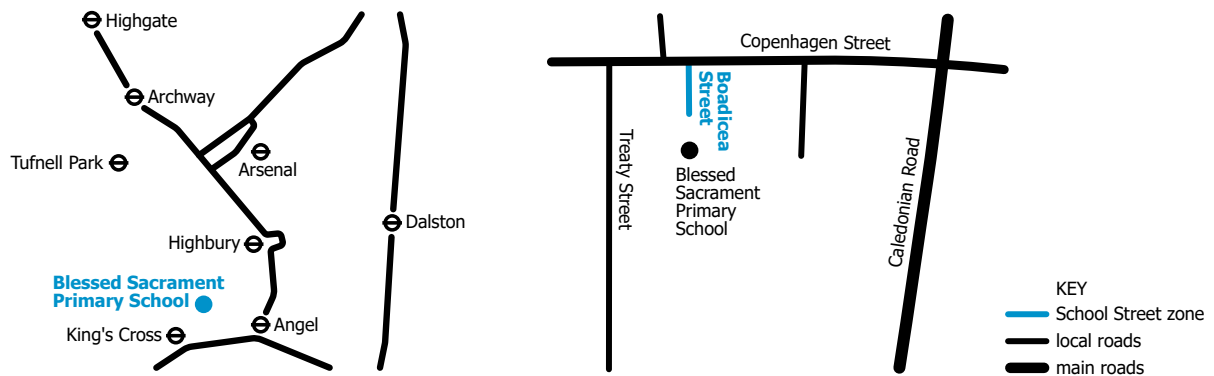


Figure 14: School Street location and local setting



Figure 15: Site photograph and consultation event

4.1.2 Adult Questionnaire

17 responses were received. A relatively low number of respondents (18%) have noticed a reduction in car use during School Street times, and only 18% mention that they perceive the changes as positive. Only 18% report feeling safer, and only 6% found social distancing easier during School Street times. Please refer to 3.3.5 Considerations on data contamination.

Have you noticed any change in how children and parents are traveling to school?



- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

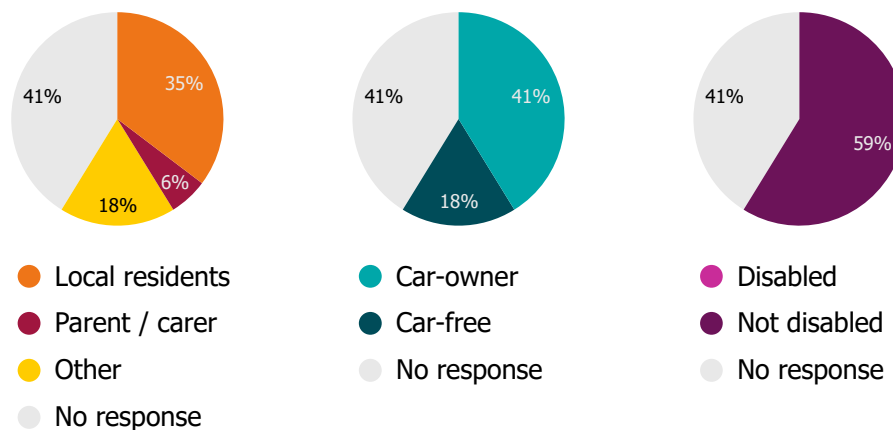


Figure 16: responses overview and respondents' demographics

4.1.3 Children's Questionnaire

13 responses were received, of which 85% are supportive. 23% of respondents mentioned that they would like the School Street to be improved through colour or artwork.

Secondary interviews were of very low quality and were not evaluated.

I think that there is less traffic but
there is still pollution near school.

4.1.4 School's response

No reply was received from Alexandra Fernandez-Madden (HT).

4.1.5 Summary

Low adult response rate. Please refer to 3.3.5 Considerations on data contamination: Almost half of adult responses appear to be from respondents without local connections, all of which express negative views.

Boadicea Street is a small cul-de-sac, on most of which cars are prohibited from stopping and waiting, and where turning cars would pose considerable road safety issues.

4.2 Gillespie Primary School

4.2.1 Key Characteristics

The School Street zone comprises Gillespie Road.

Operating times are Monday to Friday, 8.30am to 9.15am, 3.15pm to 4pm during term time.

Monitoring data for Gillespie Road shows that air quality has improved with Nitrogen Dioxide levels decreased by 33% since 2018, traffic has reduced by 63% during School Streets operational hours, and speed has decreased by 10% during School Streets operational hours.

The consultation event was held on Monday 4 October 2021.

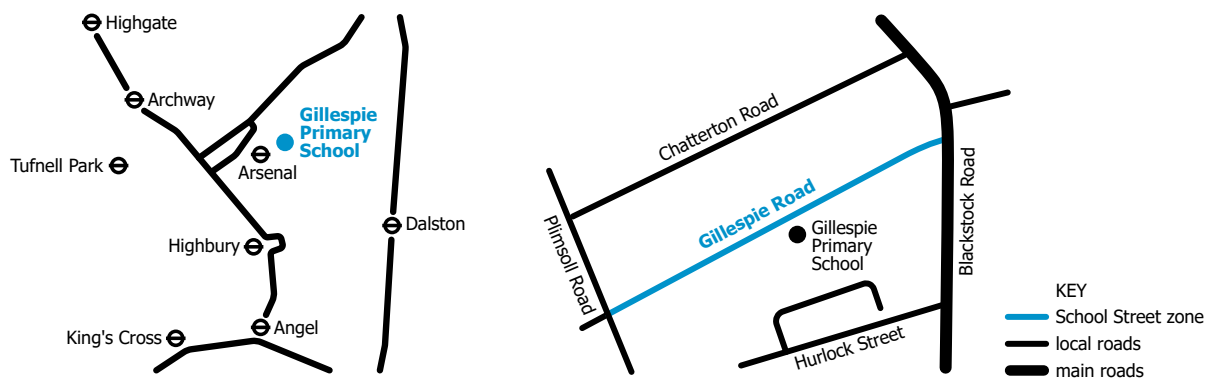


Figure 17: School Street location and local setting



Figure 18: Site photograph and consultation event

4.2.2 Adult Questionnaire

68 responses were received. 74% of respondents mention that they think that the School Street has been a positive change. Relatively high numbers report feeling safer, improved air quality, and ease of social distancing. 10% request that signage should be improved.

Have you noticed any change in how children and parents are traveling to school?



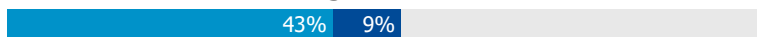
- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

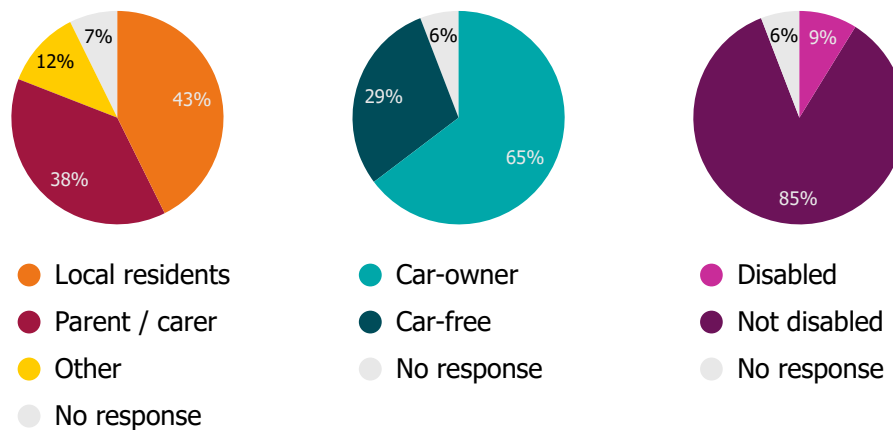


Figure 19: responses overview and respondents' demographics

4.2.3 Children's Questionnaire

24 responses were received, of which 71% are supportive. 29% mentioned that they are feeling safer.

Secondary interviews: 26 responses were received, of which 88% are supportive.

He finds it nice when there are no cars on the street because it's quieter. I would like it to stay like this because when you go to school there are lots of cars and lots of fumes. It isn't nice. I wouldn't like to change anything near the school. I walk to school. I like that this road is peaceful.

4.2.4 School's response

Mark Owen (HT) was very supportive on the day of consultation. He finds the School Streets fantastic. To be able to claim the street was a real help during Corona restrictions. It feels safer. He wonders whether the signage needs to be clearer, as there are still quite a few cars and vans coming through.

4.2.5 Summary

High level of support for changes that have been transformative in this location. A high number of respondents have changed the way to travel since the introduction of the School Street, with 15% (10) changing to walking, 15% (10) changing to cycling, and 9% (6) changing to public transport.

Some issues with compliance (12%) and signage (11%), especially at the Gillespie Road/Blackstock entrance (signs for Arsenal match days, parking rules, No HGV vehicles, School Street times are a lot to take in).

Displacement of traffic to the Gillespie Road/Plimsoll Road junction makes crossing more difficult for pedestrians (1).

Could railings outside school entrance be removed (1).

4.3 Hargrave Primary School

4.3.1 Key Characteristics

The School Street zone comprises Hargrave Park.

Operating times are Monday to Friday, 8.45am to 9.45am, 3pm to 3.45pm during term time.

Monitoring data for Hargrave Park shows that air quality has improved with Nitrogen Dioxide levels decreased by 30% since 2018, traffic has reduced by 28% during School Streets operational hours, and speed has decreased by 13% during School Streets operational hours.

The consultation event was held on Wednesday 29 September 2021.

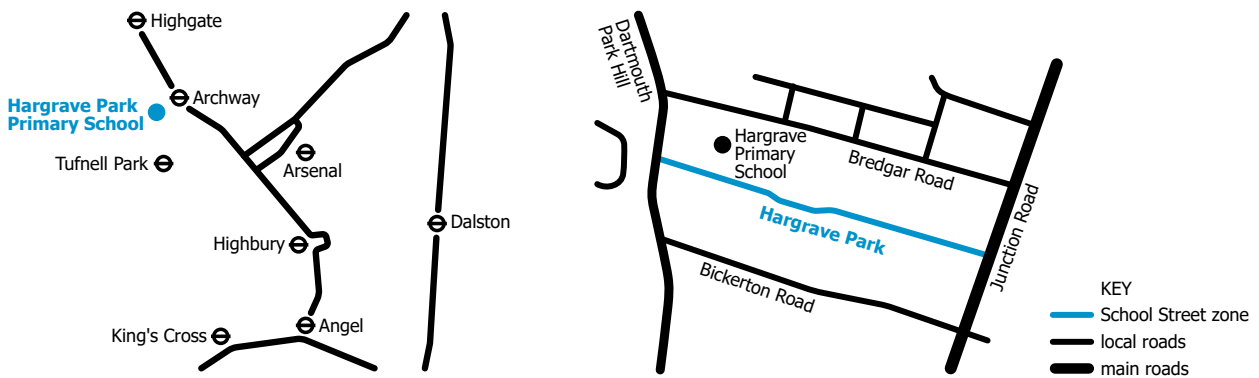


Figure 20: School Street location and local setting

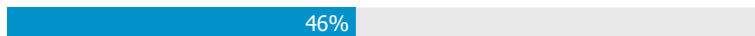


Figure 21: Site photograph and consultation event

4.3.2 Adult Questionnaire

39 responses were received. 46% say that they feel safer and have noticed an increase in active travel and activities around the school. Relatively few respondents (13%) report that they have changed how they travel, and a majority of these have changed to non-sustainable transport modes. 36% report not feeling safer, and 38% feel that social distancing has not been easier. A high number of 26% say that they think the School Street trial should not be continued. Many more residents than parents/carers of pupils have responded, with a relatively high number owning 2 or more cars.

Have you noticed any change in how children and parents are traveling to school?



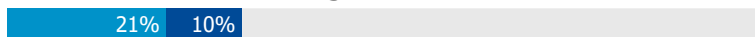
- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

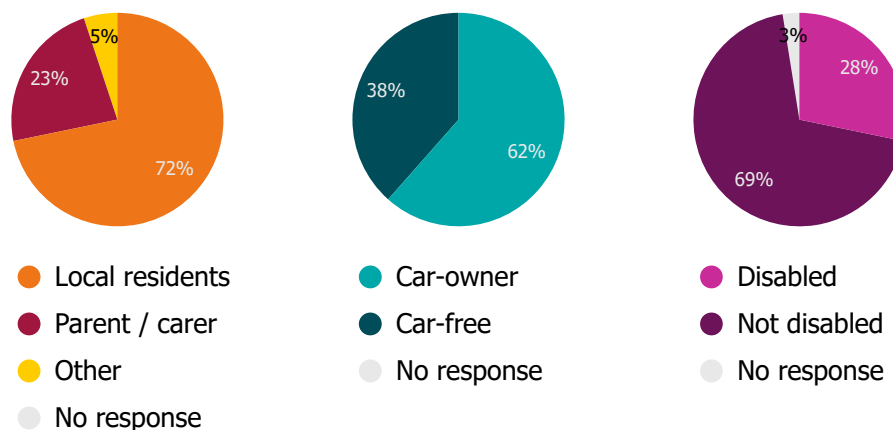


Figure 22: responses overview and respondents' demographics

4.3.3 Children's Questionnaire

11 responses were received, of which 82% are supportive. 18% mentioned that they had noticed an increase in people cycling, walking or scooting. Secondary interviews comprise 17 responses, of which 76% are supportive.

No I like being driven to school

4.3.4 School's response

Lisa Horton (HT) was supportive in conversation on the consultation day, but expressed concerns about Bredgar Road.

4.3.5 Summary

A high percentage of respondents reported that School Street objectives were in their opinion not met, this coincides with a respondent profile of few parents/carers and a high proportion of car owners.

Bredgar Road was mentioned frequently during on-site conversations, with regards to traffic displacement and as a barrier to pedestrian movement from the north. Displacement of traffic to Balmore Street and Doynton Street (residential streets on the other side of Dartmouth Park Hill) was also mentioned (4%).

18% reported compliance issues, 4% reported that cars are entering the School Street just before operating times and idling, and suggested that operating times should be moved forward.

4.4 St Andrew's CofE Primary School

4.4.1 Key Characteristics

The School Street zone comprises Matilda Street.

Operating times are Monday to Friday, 8.15am to 9.15am, 3pm to 3.45pm during term time.

One school entrance is located on Matilda Street, another entrance on Hemingford Road.

Monitoring data for Matilda Street shows that air quality has improved with Nitrogen Dioxide levels decreased by 27% since 2018, traffic has reduced by 59% during School Streets operational hours. Average speed remained the same.

The consultation event was held on Tuesday 19 October 2021.

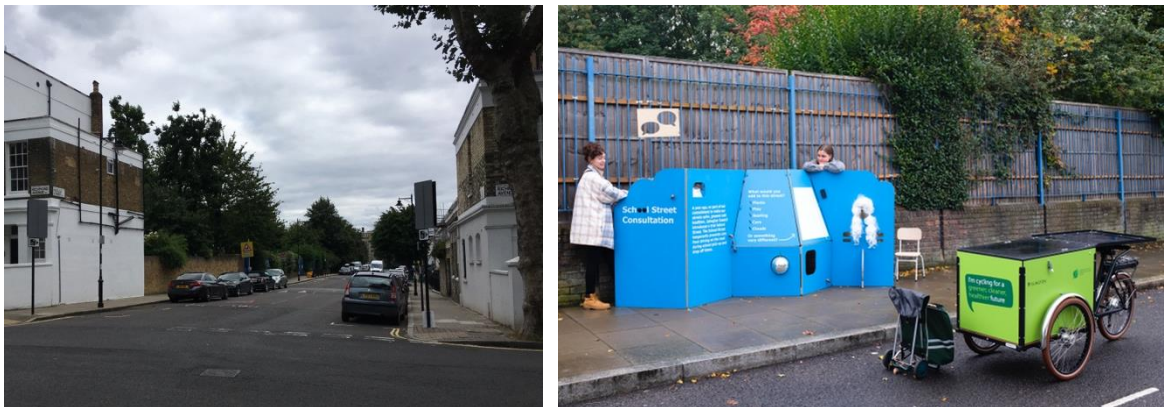
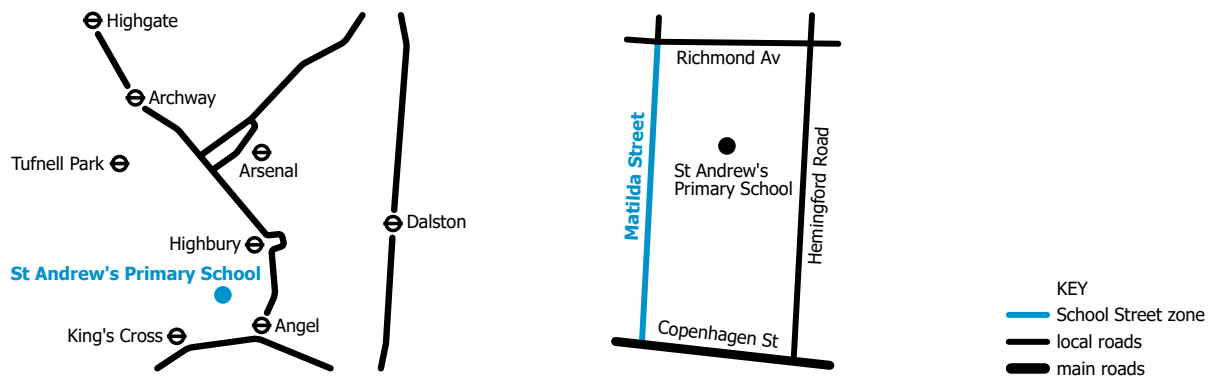


Figure 24: Site photograph and consultation event

4.4.2 Adult Questionnaire

34 responses were received, with 32% mentioning that the School Street has been a positive change, and also 32% asking for it to be discontinued. Only 29% state that they feel safer in the School Street (56% state that they do not) and 12% that social distancing has been easier (44% state that they do not), both of which are relatively low. 32% report problems with displaced traffic at adjacent street corners.

Have you noticed any change in how children and parents are traveling to school?



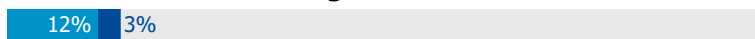
- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

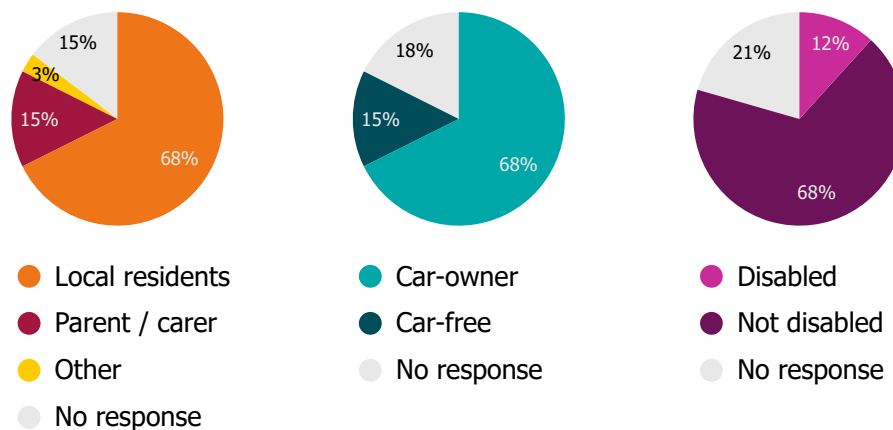


Figure 25: responses overview and respondents' demographics

4.4.3 Children's Questionnaire

27 responses were received, of which 63% are supportive. The relatively low rate of support amongst workshop participants is analogue to the low support in Adults' Questionnaires. 37% say that they do not want the school street to continue, some of them mentioning inconvenience or that they like being driven

to school. It is worth noting that KS2 students enter the school from Hemingford Road and might therefore not have experienced the School Street in operation. Secondary interviews: Only 5 responses were received, these are of very low quality and have not been evaluated.

Yes I think it makes a better environment for the school
and it's good for people who have asthma and it's good for the planet.

4.4.4 School's response

Felicity Djerehe (HT) comments that most parents who brought their children to school in a car still do, just on a different road. Matilda Street is quieter but the surrounding roads have become busier. She is supportive of the aim to improve air quality but is having to deal with residents and parents/carers complaining about traffic displaced to Hemingford Rd and Richmond Avenue.

4.4.5 Summary

Lowest support amongst all locations. Respondents report displacement of traffic to Hemingford Rd and Richmond Avenue, including parking, idling and manoeuvring at the Richmond Avenue/Matilda Street junction, making crossing more dangerous for pedestrians.

Half the school children are not entering the school from a School Street.

4.5 St John's Highbury Vale CofE Primary School

4.5.1 Key Characteristics

The School Street zone comprises Conewood Street and Legard Road. Operating times are Monday to Friday, 8.30am to 9.15am, 3pm to 4pm during term time.

Monitoring data for Conewood Street and Legard Road shows that air quality has improved with Nitrogen Dioxide levels decreased by 31% since 2018, traffic has reduced by 31% during School Streets operational hours, and speed has decreased by 5% during School Streets operational hours.

The consultation event was held on Tuesday 12 October 2021.

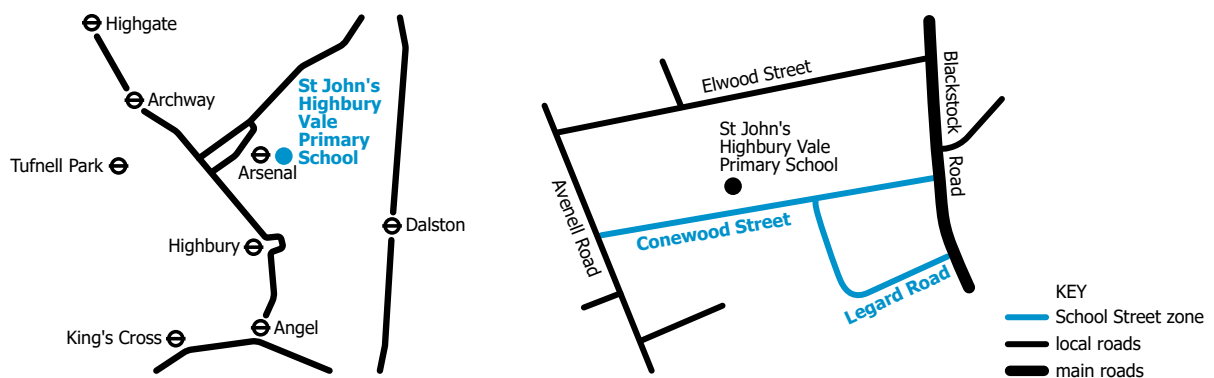


Figure 26: School Street location and local setting



Figure 27: Site photograph and consultation event

4.5.2 Adult Questionnaire

55 responses were received. 80% of respondents mention that they think that the School Street has been a positive change. A high number of respondents report an increase in activities such as walking, cycling, scooting, socialising, etc around the school, 25% report having themselves changed to active travel, but 11% have changed to non-sustainable transport modes. A high number of respondents (75%) report feeling safer.

Have you noticed any change in how children and parents are traveling to school?



- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

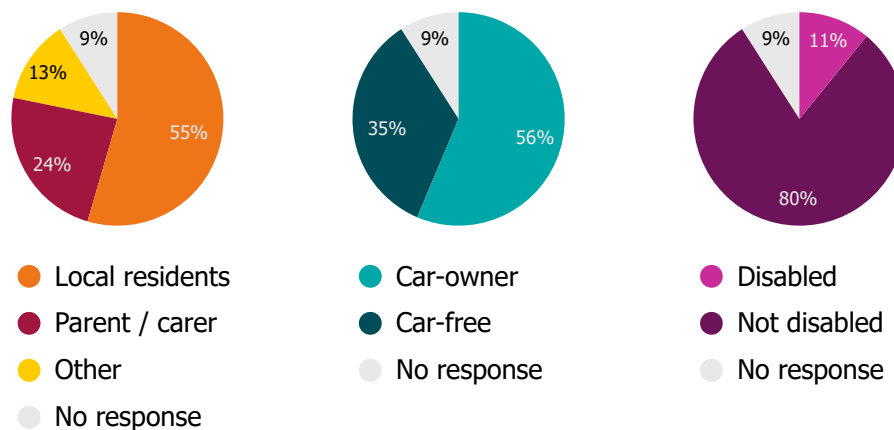


Figure 28: responses overview and respondents' demographics

4.5.3 Children's Questionnaire

20 responses were received, of which 95% are supportive. A high percentage (30%) mention that they are feeling safer during School Street hours, and 10% comment that it is more peaceful. No secondary interviews were received.

I've noticed that I don't see as many
children being driven home.

4.5.4 School's response

Lindsey Hodgson (Deputy Head) has noticed that there are more bikes and scooters in school, to the point where they are struggling to store them all. She needs to remind children and parents that it is not a car-free street. She thinks it is a very good thing for the community and all involved and shows to the children the importance of making a change to the environment.

4.5.5 Summary

There are high levels of support (83%) for a scheme that in this location has been transformative.

A small number of respondents mention traffic displacement and speeding on Avenell Road, and idling cars on Conewood Street.

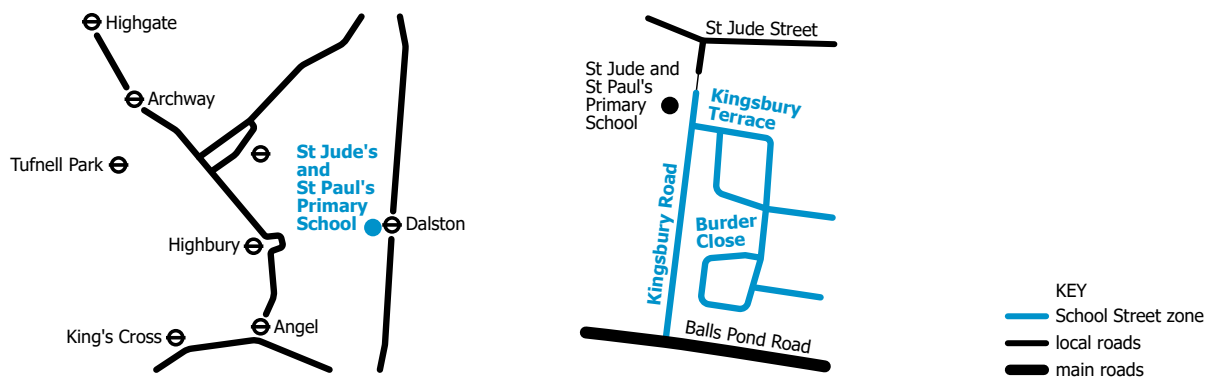
4.6 St Jude's and St Paul's CofE Primary School

4.6.1 Key Characteristics

The School Street zone comprises Kingsbury Road, Kingsbury Terrace and Burder Close. Operating times are Monday to Friday, 8.30am to 9.15am, 3pm to 3.45pm during term time.

Monitoring data for Kingsbury Road shows that air quality has improved with Nitrogen Dioxide levels decreased by 32% since 2018, traffic has slightly increased by 8% during School Streets operational hours, and speed has remained the same during School Streets operational hours.

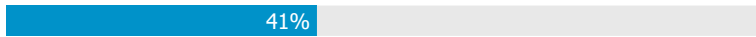
The consultation event was held on Friday 8 October 2021.



4.6.2 Adult Questionnaire

29 responses were received. Overall respondents are supportive, but this is often conditional on additional measures being taken, principally regarding displaced traffic to St Jude (28%) including extending the School Street Zone to include St Jude Street (17%), and addressing the cycle route. A high number of respondents (55%) say that they are not feeling safer. 66% are reporting that they are concerned about road safety issues. 24% of respondents voicing concerns about dangerous cycling.

Have you noticed any change in how children and parents are traveling to school?



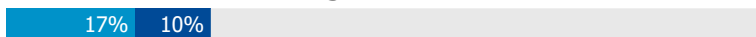
- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?

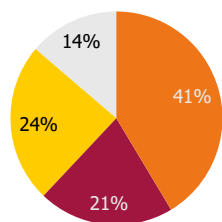


- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

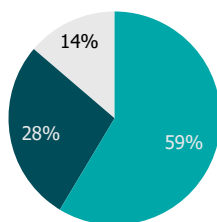
Have you found that social distancing has been easier during School Street times?



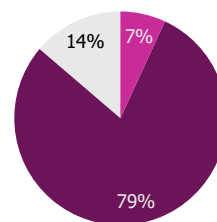
- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer



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



- Car-owner
- Car-free
- No response



- Disabled
- Not disabled
- No response

Figure 31: responses overview and respondents' demographics

4.6.3 Children's Questionnaire

20 responses were received, of which 80% are supportive.

25% of respondents mention that there is less pollution, 30% would like additional measures to prevent inconsiderate and dangerous cycling, such as signs. 30% would like seating to be installed.

Secondary interviews:

28 responses, of which 71% are supportive.

There no cars coming through and there are a lot more cyclist. Isabella would like to keep the street because it is less dangerous and she is safe. She would change the hill because they it is tiring especially because she has a scooter.

4.6.4 School's response

Adeola Oladejo (HT) expressed support overall but has concerns regarding inconsiderate cycling.

She reported that the school has lost some children, particularly special needs ones, to other schools closer to the families' homes because of the School Street.

4.6.5 Summary

Problems with traffic displacement with double parking and idling on St Jude Street and even the bridge.

Problem with inconsiderate cycling. The school's premises manager is outside the school gates daily to prevent collisions between cyclists who come down the bridge at speed, and children.

4.7 St Mary Magdalene Academy (Primary)

4.7.1 Key Characteristics

The School Street zone comprises Bride Street and Lough Road.

Operating times are Monday to Friday, 8am to 9am, 3.15pm to 4.15pm during term time.

Monitoring data for Bride Street and Lough Road shows that air quality has improved with Nitrogen Dioxide levels decreased by 26% since 2018, traffic has decreased by 66% during School Streets operational hours, and speed has decreased by 13% during School Streets operational hours.

The consultation event was held on Monday 11 October 2021.

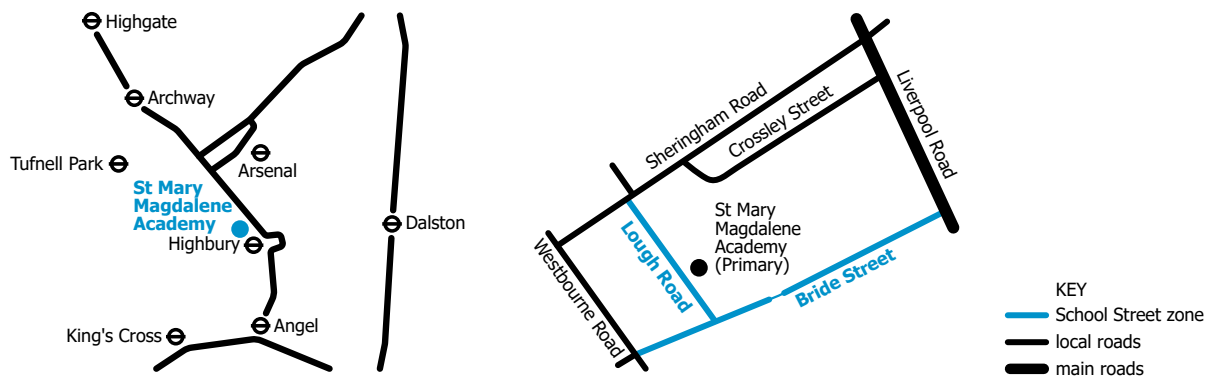


Figure 32: School Street location and local setting

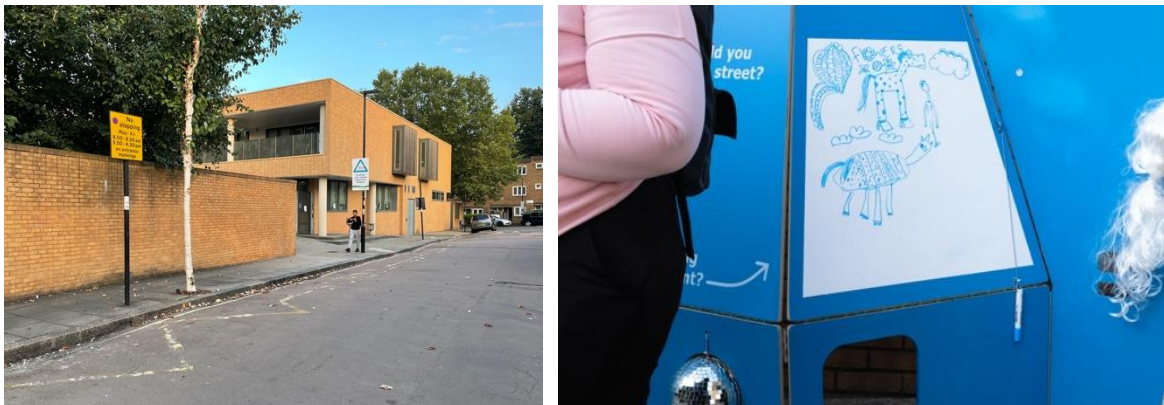


Illustration X: Site photograph and consultation event

4.7.2 Adult Questionnaire

38 responses were received. 61% have noticed changes in how people travel to school, 26% mention the reduction of cars idling. 13% mention traffic displaced to adjacent street corners, which is causing obstructions to pedestrians and with idling.

Have you noticed any change in how children and parents are traveling to school?



- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

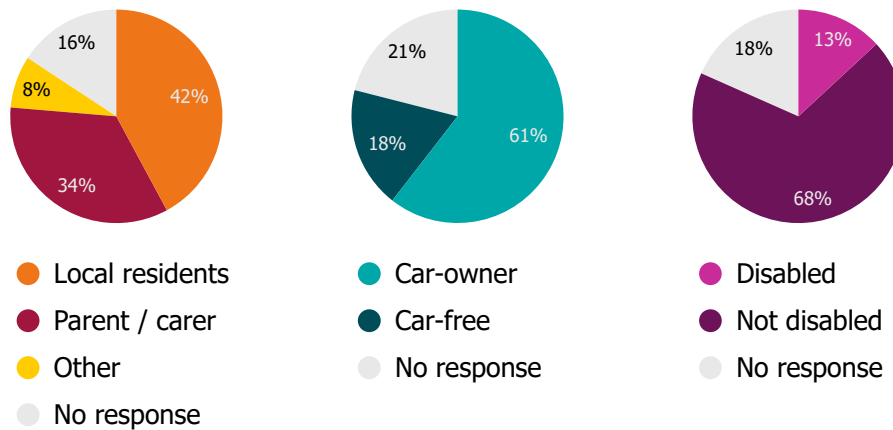


Figure 33: responses overview and respondents' demographics

4.7.3 Children's Questionnaire

30 responses were received, of which 83% are supportive. A relatively high number of respondents (27%) mentioned that they had noticed more people walking, scooting or cycling, 13% mentioned a quieter, more peaceful atmosphere. 25% secondary interviews were received, of which 73% are supportive.

yes, I've noticed that it's easier to cross
the road and it's safer for children
to get home.

4.7.4 School's response

Laurence Standing (HT) was very supportive of the School Street in a conversation on the consultation day.

4.7.5 Summary

2 respondents mention problem with cars double parking and idling at the junction of Sheringham Road and Lough Road. One respondent also mentions the dropped kerb on corner of Sheringham Road and Lough Road where cars often go over the pavement used by children.

4.8 St Mary's CofE Primary School

4.8.1 Key Characteristics

The School Street zone comprises Fowler Road.

Operating times are Monday to Friday 8.30am to 9.15am, 3.15pm to 4pm during term time.

Monitoring data for Halton Road shows that air quality has improved with Nitrogen Dioxide levels decreased by 32% since 2018, traffic has reduced by 12% during School Streets operational hours, and speed has decreased by 7% during School Streets operational hours.

The consultation event was held on Friday 15 October 2021.

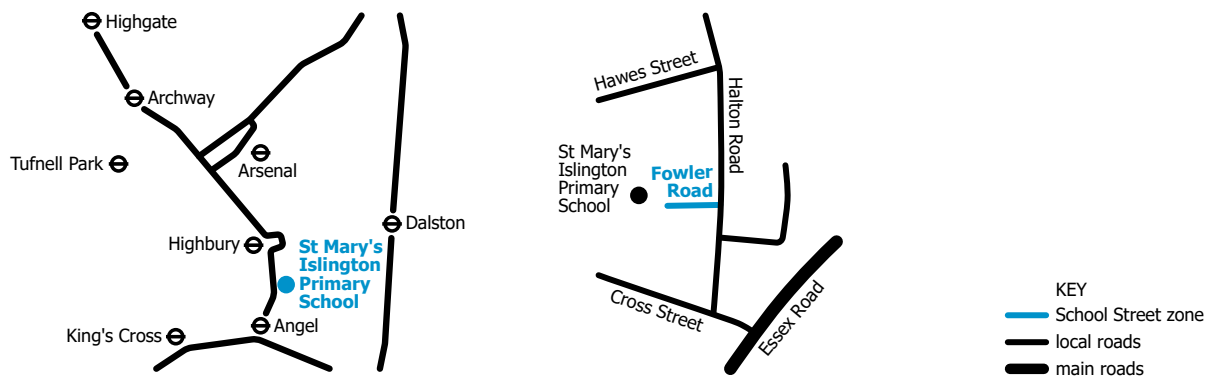


Figure 34: School Street location and local setting

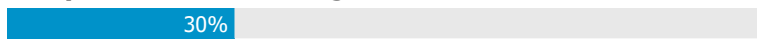


Figure 35: Site photograph and consultation event

4.8.2 Adult Questionnaire

20 responses were received. Whilst 45% of respondents feel safer, another 45% do not. 30% are concerned about double parking and idling cars on Halton Road. 30% mention an increase in socialising around the school.

Have you noticed any change in how children and parents are traveling to school?



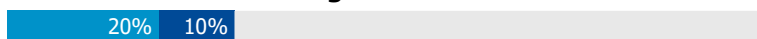
- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

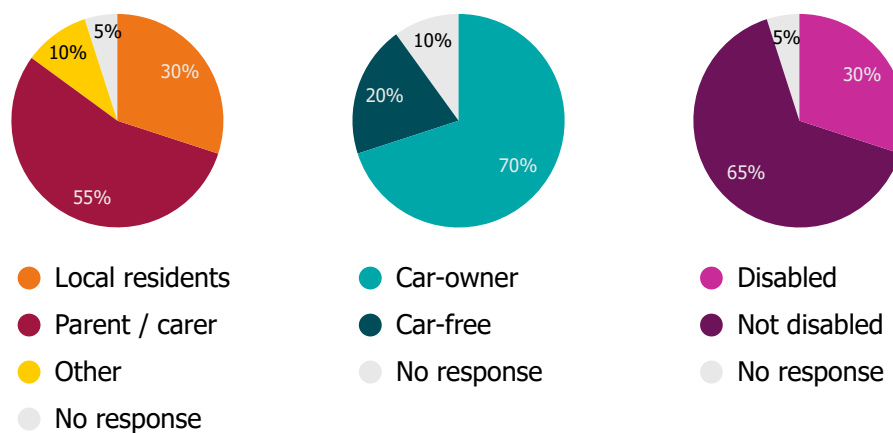


Figure 36: responses overview and respondents' demographics

4.8.3 Children's Questionnaire

25 responses were received, of which 88% are supportive. A relatively high number of respondents (60%) mention that they have noticed fewer cars around school. 25

Secondary interviews: 24 responses received, of which 75% are supportive.

Before I started to walk I came
in my dad's car.

4.8.4 School's response

Genevieve Prayag (HT) expressed strong support for the scheme on the day of the consultation.

4.8.5 Summary

Low response rate and moderate support, even though the School Street in this cul-de-sac is clearly having a transformative effect, with people socialising in the street and a communal atmosphere.

4.9 The Gower School

4.9.1 Key Characteristics

The School Street zone comprises Cynthia Street.

Operating times are Monday to Friday, 8.15am to 9.00am, 3pm to 3.45pm during term time.

Monitoring data for Cynthia Street shows that air quality has improved with Nitrogen Dioxide levels decreased by 37% since 2018, traffic has reduced by 83% during School Streets operational hours, and speed has decreased by 14% during School Streets operational hours.

The consultation event was held on Thursday 21 October 2021.

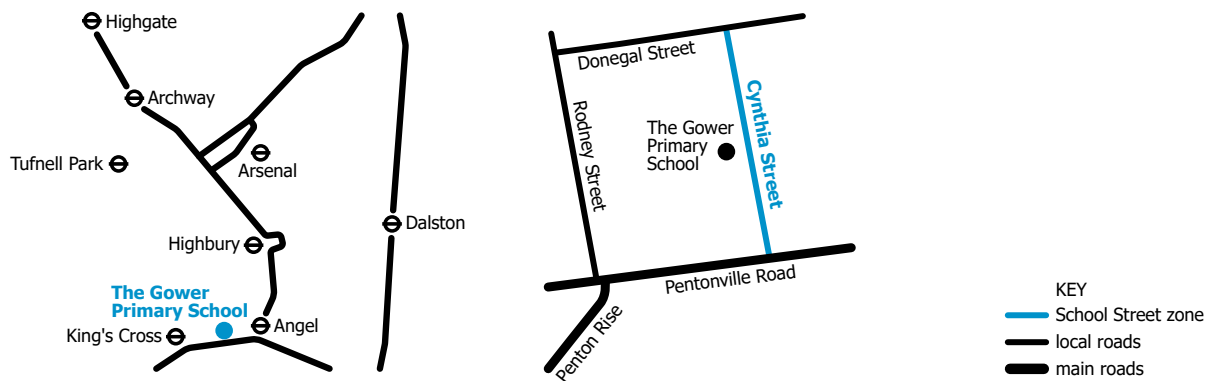


Figure 37: School Street location and local setting



Figure 38: Site photograph and consultation event

4.9.2 Adult Questionnaire

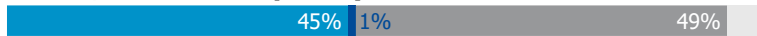
67 responses were received, many of which are enthusiastically supportive. 88% mention that they think that the School Street has been a positive change. A high level of respondents say that they have noticed a change in how children with parents/carers travel to school, and 45% have themselves changed the way they travel to school to sustainable travel modes. 52% report increased socialising and a new sense of community. A high number of electric and cargo bikes can be observed at collection times. A high number (78%) report road safety problems, 24% mentioning compliance issues.

Have you noticed any change in how children and parents are traveling to school?



- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

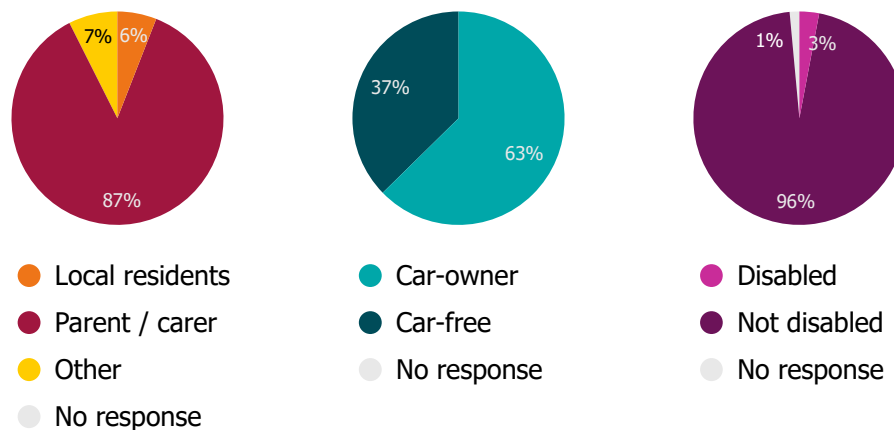


Figure 39: responses overview and respondents' demographics

4.9.3 Children's Questionnaire

20 responses were received, of which 100% (20) are supportive. The enthusiasm amongst children reflects the support expressed by their adult peers. 95% mention that there are more people socialising in the street at drop off and pick

up time, underlining the transformative nature of the School Street in this location. 20% would like School Street operating times to be extended. 45% would like planting to be added to the street.

Secondary interviews: 14 responses, of which 100% are supportive.

I would like to extend the
School Street. From 8am to 6pm
because I nearly got HIT BY A CAR.

4.9.4 Headteacher's response

No formal response was received, but Ms Gower talked to us on the day, expressed her support, and wondered whether additional measures such as barriers could be introduced to increase compliance.

4.9.5 Summary

Possibly the site at which the introduction of the School Street has had the most transformative effect. The school has very little open space so the available street space is celebrated.

Cynthia Street acts as a shortcut from Pentonville Road with cars often speeding, and the contrast at School Street operating hours is often commented on.

39% (26) of respondents request that operating hours should be extended until at least to 4.30pm, which is very high in comparison to other sites. 8% (5) mention traffic displacement and associated problems on Donegal Street specifically, 2 of whom request that The School Street zone should be extended to include Donegal Street.

There are several mentions of cars coming from Pentonville Road, often at speed, and people are suggesting one-way street etc to counter this.

20% (13) request better signage or addition of barriers etc.

4.10 Thornhill Primary School

4.10.1 Key Characteristics

The School Street zone comprises Lofting Road and Thornhill Road. Operating times are Monday to Friday 8.30am to 9.30am, 3pm to 4pm during term time.

Monitoring data for Lofting Road and Thornhill Road shows that air quality has improved with Nitrogen Dioxide levels decreased by 24% since 2018, traffic has reduced by 63% during School Streets operational hours, and speed has decreased by 11% during School Streets operational hours.

The consultation event was held on Wednesday 13 October 2021. The main school entrance is on Thornhill Road, but the consultation event was held on Lofting Road.

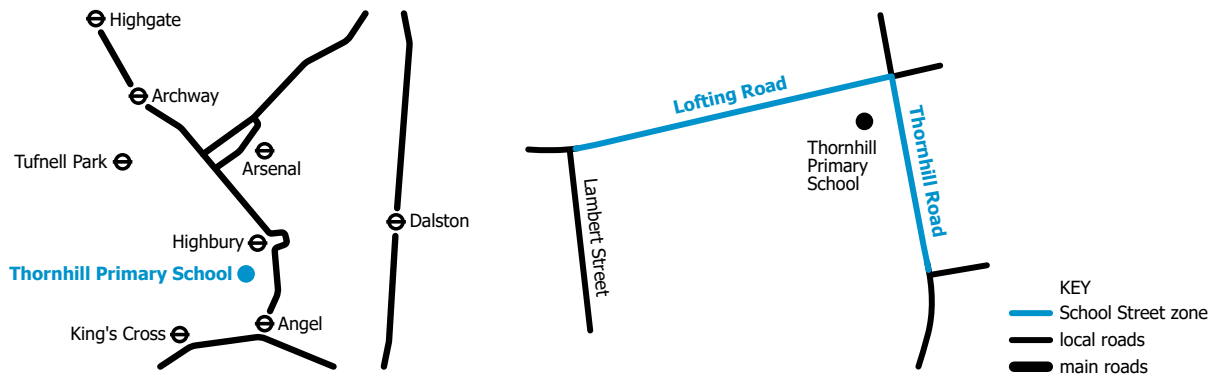


Figure 40: School Street location and local setting



Figure 41: Site photograph and consultation event

4.10.2 Adults' Questionnaire

163 Questionnaires were received, with a high number of respondents noticing improvements due to the School Street. 72% noticed an increase of activity around the school, 32% mentioning an increase in socialising and sense of community. 60% report road safety issues, with 14% mentioning compliance issues, 6% mentioning erratic driver behaviour at the adjacent junction (Lofting Rd /Thornhill Rd), and 14% mentioning inconsiderate cycling.

Have you noticed any change in how children and parents are traveling to school?



- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?

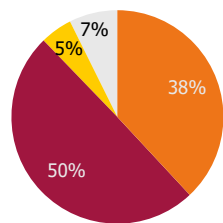


- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

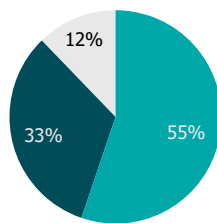
Have you found that social distancing has been easier during School Street times?



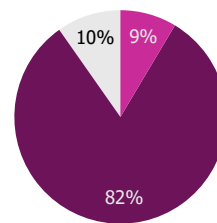
- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer



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



- Car-owner
- Car-free
- No response



- Disabled
- Not disabled
- No response

Figure 42: responses overview and respondents' demographics

4.10.3 Children's Questionnaire

41 responses, of which 83% are supportive. A high proportion of 44% mention that they feel safer during School Street times.

15% of respondents mention inconsiderate cycling and would like additional measures such as signage introduced, 12% would like cycling to be prohibited during School Street times.

Secondary interviews: 55 responses were received, of which 82% are supportive.

yes as I feel as I am more safe but I
noticed that other people feel quite angry.

4.10.4 School's response

Jenny Lewis (HT) has noticed that more children are using scooters, and that there has been a reduction in driving parents. She has however noticed an increase in parents who have disability badges.

She has submitted proposals to address what she describes as daily mayhem at the Lofting Rd /Thornhill Rd junction. This is where the majority of the school's children have to cross the road, which is dangerous.

She thinks that if the issues with the signage, speeding cyclists and the number of motorists arguing and trying to turn at the Lofting Rd / Thornhill Rd junction could be addressed, Schools Streets would be a success for the children, parents, staff and local community.

4.10.5 Summary

The Lofting/Thornhill Road junction is frequently mentioned, as are considerable compliance issues.

5% of respondents (8) say that operating times should be extended, but 3 people are also requesting operating times to be reduced. 5 people request that the School Street zone should be extended geographically.

Inconsiderate cycling especially at the zebra crossing is mentioned 23 times (14%) in passionate terms.

4.11 Tufnell Park Primary School

4.11.1 Key Characteristics

The School Street zone comprises Carleton Road and Dalmeny Road. The main school entrance is on Dalmeny Road.

Operating times are Monday to Friday 8am to 9am, 3pm to 4pm during term time.

Monitoring data for Carleton Road and Dalmeny Road shows that air quality has improved with Nitrogen Dioxide levels decreased by 34% since 2018, traffic has reduced by 62% during School Streets operational hours, and speed has decreased by 15% during School Streets operational hours.

The consultation event was held on Friday 1 October 2021.

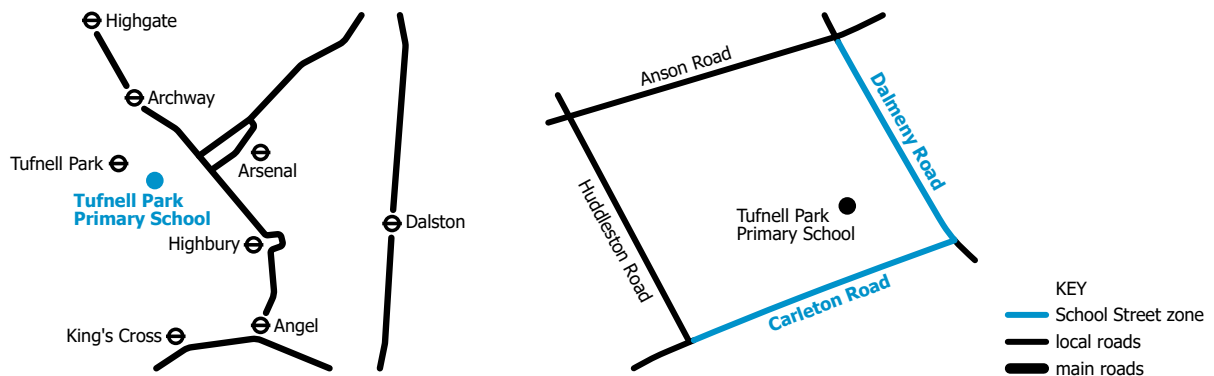


Figure 43: School Street location and local setting



Figure 44: Site photograph and consultation event

4.11.2 Adult Questionnaire

94 responses were received. 72% of respondents mention that they think that the School Street has been a positive change. 69% say that they have noticed a change in how children with parents and carers travel to school. 21% say that they have changed the way they travel and are now walking or cycling. 11% mention a more pleasant atmosphere. Whilst 73% say that they feel safer, 14% mention problems with displaced traffic at School Street junctions.

Have you noticed any change in how children and parents are traveling to school?



- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?

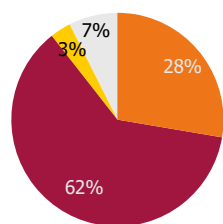


- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

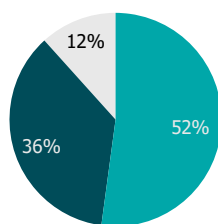
Have you found that social distancing has been easier during School Street times?



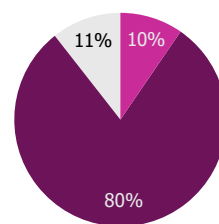
- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer



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



- Car-owner
- Car-free
- No response



- Disabled
- Not disabled
- No response

Figure 45: responses overview and respondents' demographics

4.11.3 Children's Questionnaire

27 responses were received, of which 93% are supportive. 30% mention feeling safer, 15% mention that the measures are good for the environment/the planet. Good ideas regarding possible improvements to Dalmeny Road were put forward, including a 'discovery path with trees and grass and things.'

Secondary interviews: none received

I have noticed that all of the cars have started to use the other roads.

4.11.4 School's response

Martin Scarborough (HT) did not respond formally, but expressed support of the School Street in person.

4.11.5 Summary

Many respondents report problems with cars parking on Huddleston Road, but especially with cars dropping off at the Anson Road/Dalmeny Road junction, blocking crossovers and endangering pedestrians and cyclists. Several respondents request that the School Street Zone be extended to include Anson Road and Huddleston Road. Several residents reported getting fined despite being exempt.

8% (7) request to extend operating times, in the morning to at least 9.10am

12% (11) say that clearer signage is needed.

Low number of objections.

4.12 Vittoria Primary School

4.12.1 Key Characteristics

The School Street zone comprises Eckford Street, Half Moon Crescent and Maygood Street. The main school entrance is accessed by a pedestrian footway connecting these.

Operating times are Monday to Friday 8.30 am to 9.15 am, 2.45pm to 3.45pm during term time.

Monitoring data for Halton Road shows that air quality has improved with Nitrogen Dioxide levels decreased by 20% since 2018, traffic has reduced by 27% during School Streets operational hours, and speed has decreased by 7% during School Streets operational hours.

The consultation event was held on Wednesday 20 October.

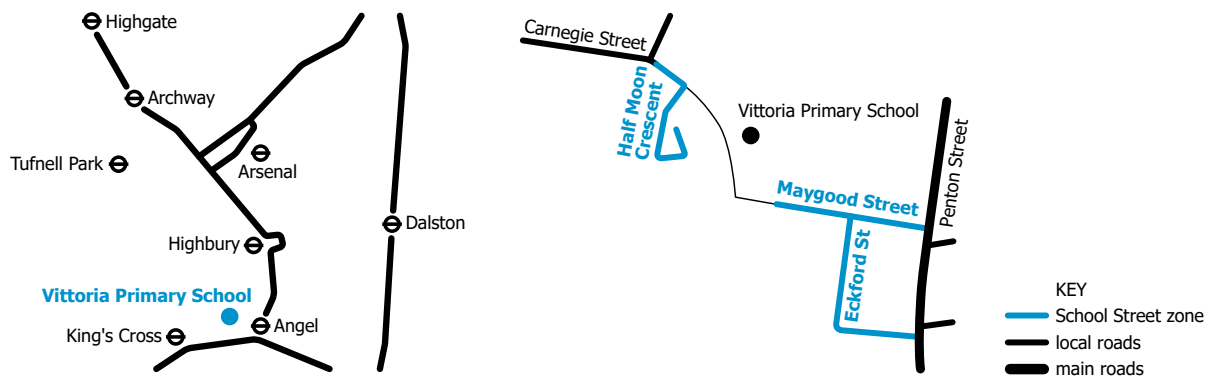


Figure 46: School Street location and local setting

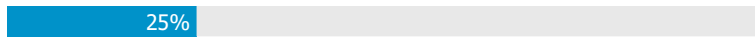


Figure 47: Site photograph and consultation event

4.12.2 Adults' Questionnaire

4 responses were received, none of which were by parents/carers, and one of which is by a person who responded negatively to all locations. The response rate is too low to draw representative conclusions at this location.

Have you noticed any change in how children and parents are traveling to school?



- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

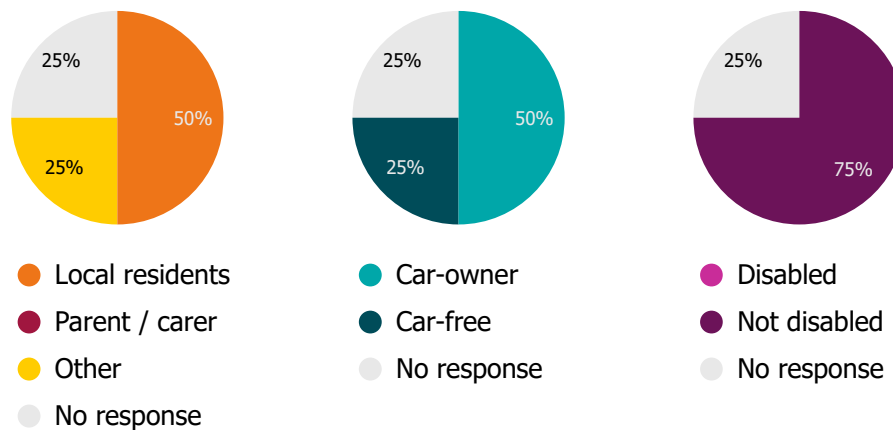


Figure 48: responses overview and respondents' demographics

4.12.3 Children's Questionnaire

22 responses, of which 86% are supportive. A relatively low number of respondents (27%) have noticed a reduction in cars, which might have to do with the characteristics of this particular site.

Secondary interviews: 27 responses were received, of which 74% are supportive.

I want something like a School Street Pass
because some people live far or hurt their
leg.

4.12.4 Headteacher's response

Denise McCarney expressed her support in a telephone conversation, but said that a lot of the cars are still arriving on the Maygood Street side.

4.12.5 Summary

The School Street on Half Moon Crescent seems to have a minor effect as it is a short stretch of road. However the contrast with delivery vans arriving and reversing just after the morning School Street times is pronounced. The streets still feel very car dominated because of wide carriageways and narrow pavements, and Streetscape enhancements such as widening of pavements might make changes more perceptible.

4.13 Whitehall Park Primary School

4.13.1 Key Characteristics

The School Street zone comprises Ashmount Road and Gresley Road

The main school entrance is on Ashmount Road.

Operating times are Monday to Friday 8.30am to 9.15am, 3.15pm to 4pm during term time.

Monitoring data for Ashmount Road and Gresley shows that air quality has improved with Nitrogen Dioxide levels decreased by 19% since 2018, traffic has reduced by 10% during School Streets operational hours, and speed has decreased by 10% during School Streets operational hours.

The consultation event was held on Monday 27 September 2021.

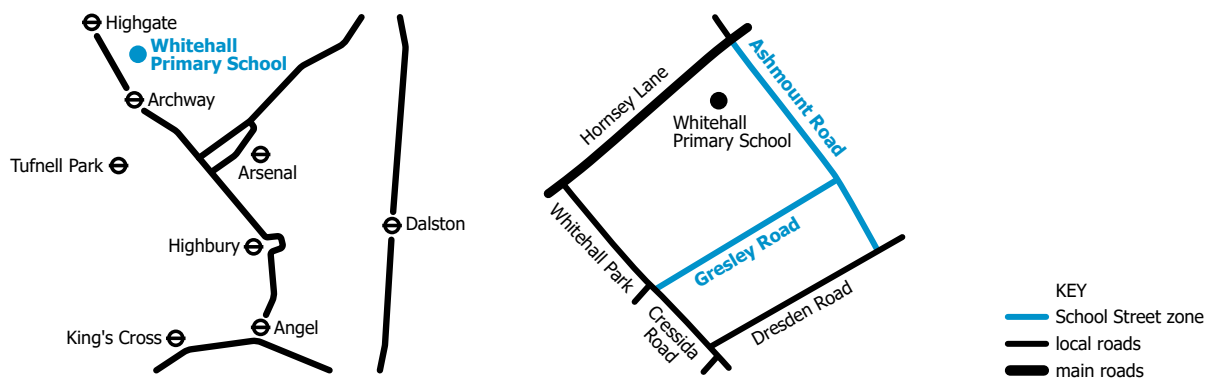


Figure 49: School Street location and local setting



Figure 50: Site photograph and consultation event

4.13.2 Adult Questionnaire

94 responses were received.

Respondents expressed concern about traffic displacement to Hornsey Lane, Gresley Road, Cressida Road, and particularly Dresden Road. 5% of respondents request to extend the School Street Zone to include some or all of these.

11% voice safety concerns about Hornsey Lane, these include that: pavements are too narrow, crossing is dangerous (could it be signalled), parking, speeding 3% request exemptions for residents of Gresley Road, Dresden Road and Hornsey Lane Estate.

Have you noticed any change in how children and parents are traveling to school?



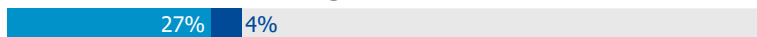
- Yes
- No / no answer

Have you changed the way you travel to school, work or the place you live?



- Yes, to sustainable modes
- Yes, to unsustainable modes
- No
- Other / no answer

Have you noticed any change in air quality around the school during School Street times?



- Yes, improved
- Yes, worsened
- No / don't know / no answer

Do you and others feel safer around the school during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

Have you found that social distancing has been easier during School Street times?



- Agree / strongly agree
- Disagree / strongly disagree
- Not sure / no answer

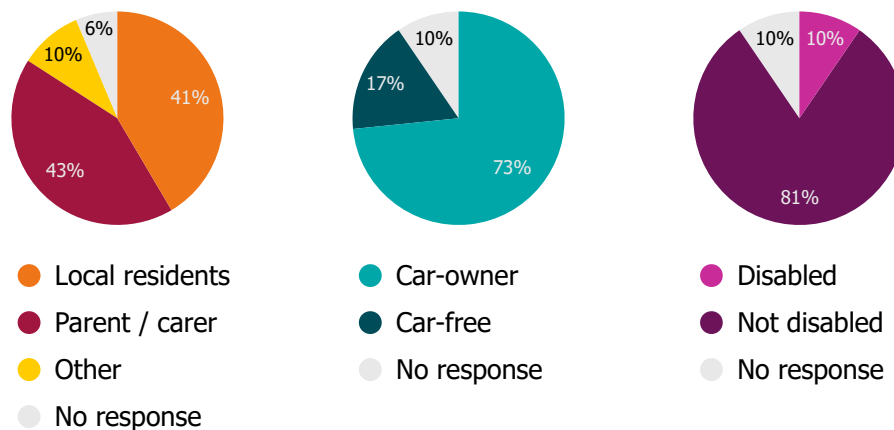


Figure 51: responses overview and respondents' demographics

4.13.3 Children's Questionnaire

32 responses, of which 63% are supportive. A relatively high number of respondents (56%) mention that they have noticed a reduction in cars. Secondary interviews: none received

It's less busy and more safe for
the kids coming out of school.

4.13.4 School's response

The acting head teacher Alison Hatch confirmed the school is happy with the School Street on Gresley Road and Ashmount Road, as it has the intended impacts on air quality and road safety. However, she emphasised concerns about traffic and air quality on Hornsey Lane.

4.13.5 Summary

High response rate with high levels of approval. Concern about displacement to other roads especially Dresden Road. Road safety concerns about Hornsey Lane (which is in Haringey), especially lack of crossing, pavement width and parking.

5. Conclusions

5.1 General trends

5.1.1 Parents/carers were generally much more supportive of the changes introduced through School Streets than local residents, which helps explain the low support at some of the sites with low response rates amongst parent/carers such as Blessed Sacrament, St Andrews and Vittoria. Conversely, the high percentage of parent/carer responses at The Gower helps explain the high levels of support expressed there.

Children are generally much more supportive than adults about School Streets. Both adults and children alike state that road safety and air quality are main benefits, but also both mention qualities such as a less stressful, or more peaceful environment.

5.2 Representativeness and outreach

5.2.1 The transformative effect of School Streets at some locations is not directly reflected in the engagement with the consultation. Tufnell Park and Whitehall Park for example both attracted a relatively high response rate of 94 each, but the School Street at Tufnell Park has resulted in a much more people-friendly environment, whereas the Whitehall Park site remains heavily impacted by the main road near one of the entrances. Conversely, the School Street at St Mary's has had a transformative effect on a small cul-de-sac which now hosts a friendly communal atmosphere, but with only 20 responses the response rate was low. Vittoria and Blessed Sacrament had very low response rates, the responses received at these two sites cannot be considered as representative for either parents/carers or parents.

Feedback received from local workers and business owners has been low at 8% overall.

5.3 Who is underrepresented

5.3.1 People with disabilities are slightly under-represented in comparison to the Islington average.

Respondents who state their ethnicity as White British are over-represented, and respondents from BAME ethnicities are under-represented in comparison to the Islington average.

Car-owning households are over-represented in comparison to the Islington average.

6. Appendix

Appendix I – Adults' Questionnaire

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:

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

Following the successful pilot, Islington Council introduced 15 more School Streets across the borough and in September 2020 we brought in a further 13 streets as part of our people-friendly streets scheme.

What impact has the School Street had?

We monitored the School Street over 11 months and discovered that:

- **Air quality has improved** with Nitrogen Dioxide levels below the council's annual objective and in line with borough-wide trends (decreased by 24% since 2018)
- **Traffic has reduced** on Lofting Road and Thornhill Road during School Streets operational hours (overall down 63%)
- **The speed has decreased** on Lofting Road and Thornhill Road during School Streets operational hours (overall down 11%)

You can read the full monitoring results on our website www.islington.gov.uk/schoolstreets

For further information

visit www.islington.gov.uk/schoolstreets

or contact us by:

telephone 020 7527 6968

email schoolstreetsconsultation@islington.gov.uk



School Street Feedback Form

Thornhill Primary School
Lofting Road and Thornhill Road

In September 2020, as part of our commitment to make our streets safer, greener and healthier, Islington Council introduced a trial School Street. The School Street temporarily prevents cars from driving on Lofting Road and Thornhill Road during pick-up and drop off times.

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.

Have your say on the School Street

Please fill out this questionnaire by **11.59pm on 24 October 2021** when the consultation period ends. It should take around 5-10 minutes.

You can also access the questionnaire online.

Scan the QR code or visit

www.islington.gov.uk/schoolstreetsconsultation

Thank you for sharing your views!



If you would like this information in a different format – another language or reading format, such as audiotape, Braille, large print, or Easy Read, please contact schoolstreetsconsultation@islington.gov.uk

Islington Council will use the information you provide for the purpose of analysing this consultation questionnaire and it will not be used for any other purpose. We will retain the data for a period of 5 years. For further details on how the council processes personal data, please refer to <https://www.islington.gov.uk/about-the-council/information-governance/data-protection/privacy-notice>



Question 1 Have you noticed any change in how children and parents are traveling to school since the School Street was introduced?

- no
 yes (please specify) _____

Question 2 Have you noticed an increase in activities such as walking, cycling, scooting, socialising, etc around the school?

- no
 yes (please specify) _____

Question 3 Have you changed the way you travel to school, work or the place you live since the introduction of the School Street?

- no
yes: (Select all you use at least once in a typical week)
- Car as driver
 - Car as passenger
 - Car as a Blue Badge passenger or driver
 - Cycle (own cycle)
 - Cycle (hire cycle)
 - Mobility scooter
 - Motorbike or moped
 - Public transport (bus, underground, overground, etc)
 - Scooter (electric or manual)
 - Taxi
 - Walk
 - Wheelchair
 - other (please specify) _____

Question 4 Have you noticed any change in air quality around the school during drop off and pick up times

- No yes improved yes worsened don't know

Question 5 Do you and others feel safer around the school during School Street times?

- strongly agree agree not sure disagree strongly disagree

Question 6 Are there any issues in the School Street area on Lofting Road and Thornhill Road with road danger or safety that you would like to tell us about? (Please note we will review your answer, but kindly ask you to email peoplefriendlystreets@islington.gov.uk to report any urgent issues)

- no
 yes (please specify) _____

Question 7 Have you found that social distancing has been easier during School Street times?

- strongly agree agree not sure disagree strongly disagree

Question 8 Overall, what do you think about the School Streets trial?

About you We are asking the following questions to find out more about those who have responded to this consultation – you do not have to fill them in if you would prefer not to.

Your Name _____

First line of address _____

Postcode _____

Email address _____

Question 9 Are you a ... ?

- Local resident
- Parent/carer of a student at Thornhill Primary School
- Business owner
- Local worker
- Other (please state) _____

Question 10 How many cars or vans does your household own?

- 0 1 2 or more

Question 11 Age Group

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 plus

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

- no yes

Question 13 What is your ethnicity?

- African
- Arab
- Bangladeshi
- Caribbean
- Chinese
- Gypsy or Irish Traveller
- Indian
- Pakistani
- White British
- White Irish
- White and Asian
- White and Black African
- White and Black Caribbean
- Any other Asian background
- Any other Black
- African or Caribbean background
- Any other Mixed or Multiple ethnic background
- Any other White background
- Any other ethnic group
- Prefer not to say

Thank you for completing this consultation questionnaire. Due to the high volume of consultation responses expected, we will not be able to provide an individual reply to all the responses received, however all comments will be considered when making changes to the scheme and deciding if the trial should be made permanent.

Appendix II – Adults' Questionnaire responses - Crosstabs
please see separate file

Appendix III –Adults’ Questionnaire responses – Open text boxes
please see separate file

Appendix IV –Adults' Questionnaire responses – Demographics
please see separate file

Appendix V – Children’s Questionnaire

Name _____ Class _____

A My School Street

A year ago, we introduced a School Street at your school. The School Street stops cars driving past the school at the start and end of the school day.

Have you noticed any changes on the streets near your school, and if so what are they?

Would you like the School Street to stay?

What else would you like to change near your school?

B Your School Street

Discuss with your partner:

How would you explain to a younger child what a School Street is?

How would you explain to them what a School Street is trying to do?

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1

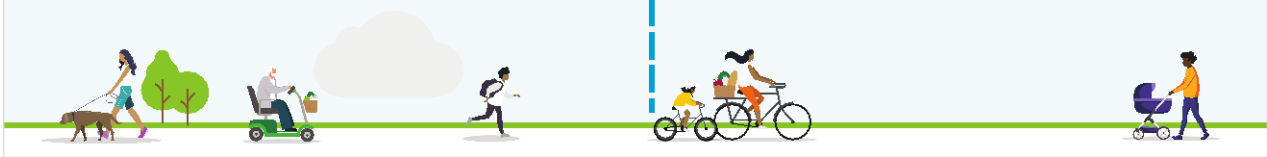
Name _____ Class/Job _____

2

Name _____ Class/Job _____

3


Name _____ Class/Job _____





Appendix VI – Overview of Children’s Questionnaire responses
please see separate file

Appendix VII – Promotional Material

Postcard




School Street Consultation
at Thornhill Primary School
Lofting Road and Thornhill Road
Have your say on the School Street

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Tell us what you think about the School Street between Friday 24 September and Sunday 24 October 2021.

Complete a short online questionnaire:
Scan the QR code or visit www.islington.gov.uk/schoolstreetsconsultation




What would you like to see on this street?



For further information, visit www.islington.gov.uk/schoolstreets or contact us by:
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email schoolstreetsconsultation@islington.gov.uk



Flyer



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at Thornhill Primary School
Lofting Road and Thornhill Road
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You can read the full monitoring results on our website www.islington.gov.uk/schoolstreets


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.

How can you take part in the consultation?

- **Drop in and speak to us**
We will be at the junction of Lofting Road and Thornhill Road on **Wednesday 13 October, 8.30am - 5.30pm**
- **Scan the QR code** with your phone to get access to the online questionnaire, or visit www.islington.gov.uk/schoolstreetsconsultation
The survey closes at 11.59pm on 24 October 2021.

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

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



Poster



School Street Consultation
at Thornhill Primary School
Lofting Road and Thornhill Road
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