

Consultation Results

Islington School Streets Programme Acceleration: Phase 2 Trials

Service Area: Environment



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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.

The Commonplace interactive tool was used to carry out a borough wide engagement exercise between May 2020 and 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 (PFS). Comments have also been isolated to individual areas to gather more information on areas significant to specific schemes.

Across all 4 School Street sites, 11 comments were left during the Commonplace tool operation time. All responses were received before January 2021, when the School Streets trials were implemented.

A public consultation to evaluate the Acceleration: Phase 2 Trials of the School Streets Programme comprising 4 locations was held from 21 February to 20 March 2022.

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 9am to 4pm.
- A workshop held with students at each of the schools.
- A door knocking exercise to engage businesses in the vicinity.

Overall, 177 Adults' Questionnaires were received, and 84 Children's Questionnaires, which also included interviews with a further 30 children and 3 adults.

Key Findings

Across all locations, 63% of adult respondents described School Streets as a positive change in their open text box replies, with children's safety given as reason most frequently. 20% described School Streets as negative, with inconvenience regarding deliveries and visitors given as reason most frequently.

57% of respondents to the Adult Questionnaire had noticed a change in activities around the school since introduction of the School Street (34% did not). 50% noticed a quieter atmosphere, 42% a more relaxed atmosphere, 20% a stronger sense of community, 18% more play, and 14% more socialising.

19% stated that they have changed the way they travel to school to sustainable transport modes since the introduction of the School Streets. 7% stated that they have changed to non-sustainable transport modes. 69% stated that they have not changed the way they travel.

46% of respondents to the Adult Questionnaire agreed or strongly agreed that air quality around the school has improved during School Street times, 22% disagreed or strongly disagreed.

62% of respondents to the Adult Questionnaire agreed or strongly agreed that road danger has reduced during School Street times, 25% disagreed or strongly disagreed.

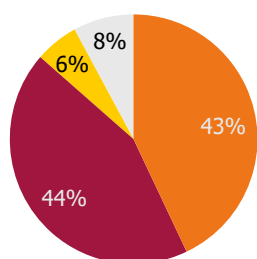
53% of respondents to the Adult Questionnaire agreed or strongly agreed that more people are cycling, walking, scooting to school, 18% disagreed or strongly disagreed.

45% of respondents to the Adult Questionnaire agreed or strongly agreed that social distancing around the school has been easier, 26% disagreed or strongly disagreed.

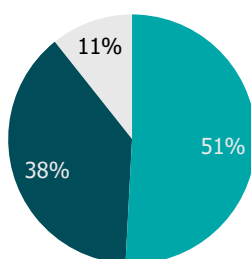
Children were generally more supportive of the School Streets than their adult peers. 40% of children stated that air quality had improved, against 34% of adults. 70% of children agreed that more people are walking, scooting, cycling to school, against 53% of adults. However, 57% of children say that they feel safer, against 62% of adults who agree that road danger has reduced.

7% of respondents to the Adult Questionnaire stated that more needs to be done to reduce car use. 5% voiced concerns about traffic displacement. 1% of respondents reported problems due to reduced mobility.

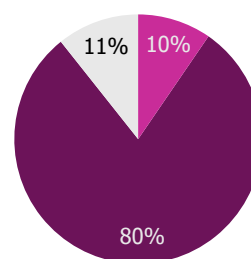
Demographics of respondents across all locations



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



- Car-owner
- Car-free
- No response



- Disabled
- Not disabled
- No response

Figure 1: Demographics across all locations

Overall responses to key questions of Adults' Questionnaires

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



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



Air quality around the school has improved during School Street operating times.



Road danger has reduced during School Street operating times.



More people are cycling, walking, scooting to school during School Street operating times.



Social distancing around the school has been easier during School Street operating times.

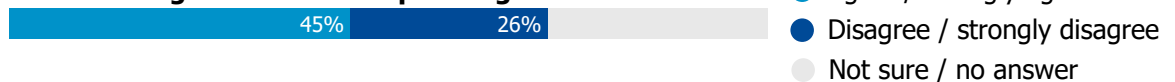
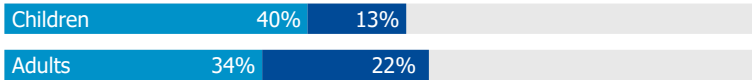


Figure 2: Overall responses to Question 1 of Adults' Questionnaires

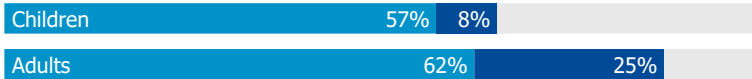
Differences in overall responses between adults and children

Air quality around the school has improved during School Street operating times.



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

Do you and others feel safer/road danger has reduced during School Street operating times.



More people are cycling, walking, scooting to school during School Street operating times.

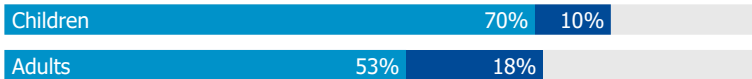


Figure 3: comparison of responses to key questions across locations

Differences in responses to key topics between locations

Agree or strongly agree with the following statements:

- Q3.1 Air quality around the school has improved
- Q3.2 Road danger has reduced
- Q3.3 More people are cycling, walking, scooting to school
- Q3.4 Social distancing around the school has been easier

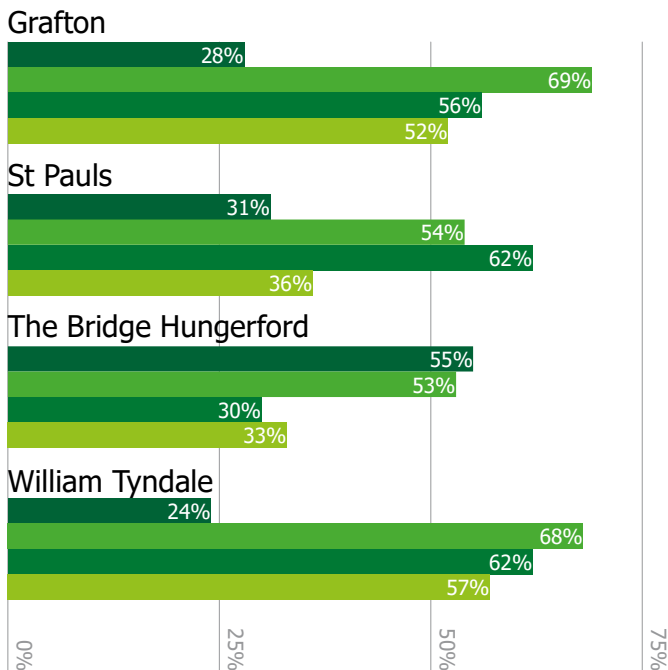


Figure 4: comparison of responses to key questions across locations

1. Introduction and background

1.1 Timeline

- 1.1.1 The Experimental Traffic Order (ETO) relating to the phase 2 of School Street trials came into force on 11 December 2020.
- 1.1.2 The 4 School Streets included in the phase 1 of the programme's acceleration were implemented on 4 January 2021. To evaluate the impacts of the trials, the traffic monitoring was based on three periods: the baseline (December 2020), interim (June 2021) and 11-months after the implementation (November 2021).
- 1.1.3 A public consultation was held 13 months into the trial, and took place from 21 February to 20 March 2022. The decision on the phase 1 School Street trials will be made in June 2022, when the 18-month ETO expires.

1.2 Overview of School Street locations

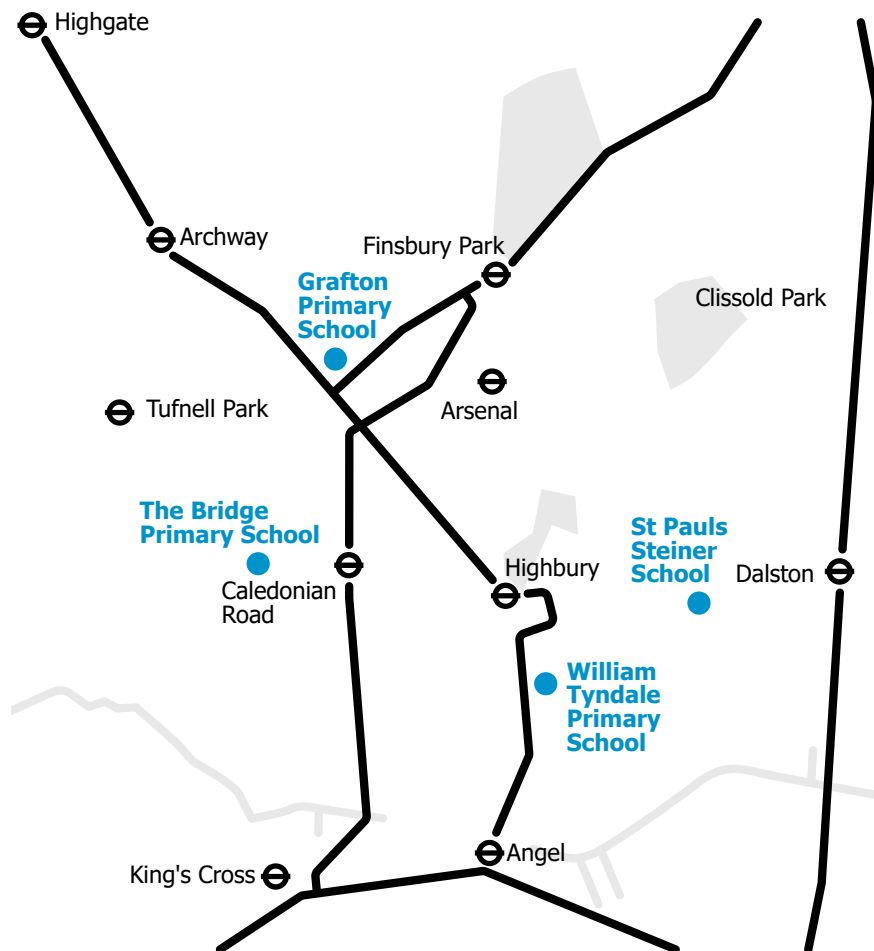


Figure 5: location of Phase 1 School Streets

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 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 4 School Streets for an 11-month period and published monitoring results for each School Street in advance of the public consultation. The monitoring report reflects before and after assessments 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 February 2022. 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 any of the School Street schemes that have been implemented to date.

2.1.2 Details of the proposals were shared with the Metropolitan Police, London Fire Brigade, Ambulance service, NHS Blood Transport, LOGISTICS, the Road Haulage Association and TfL Network Management, Royal Mail, bus operating companies, local MPs, members of the GLA, and bordering boroughs. 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 4 primary schools included in Phase 2 consultation, who were informed about the respective School Street schemes in December 2020. Further to the initial correspondence, additional communication took place via emails and 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 2 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
Grafton Primary School	<ul style="list-style-type: none">• Exemptions• Blue Badge Exemptions• Penalty Charge Notices

The Bridge Hungerford Primary School	<ul style="list-style-type: none"> • Exemptions • School Transport/Blue badge exemptions • Penalty Charge Notices • Signage
William Tyndale Primary School	<ul style="list-style-type: none"> • Exemptions • Penalty Charge Notices • Zone operation times
St Paul's Steiner Primary School	<ul style="list-style-type: none"> • Exemptions • Penalty Charge Notices • Safety concerns on surrounding roads • Parking availability

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 The statutory objection period for this ETO was from 11 December 2020 to 11 June 2021.

2.4.4 During this period, no formal objections were received.

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 were 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 4 School Street sites, 11 comments were left during the Commonplace tool operation time (June 2020 to March 2021). All (100%) responses were received before January 2021, when the School Streets trials were implemented.
- 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 20% of all answers, followed by idling vehicles (15%) and pavement clutter (15%). Graph below (Figure 6) shows all responses received.

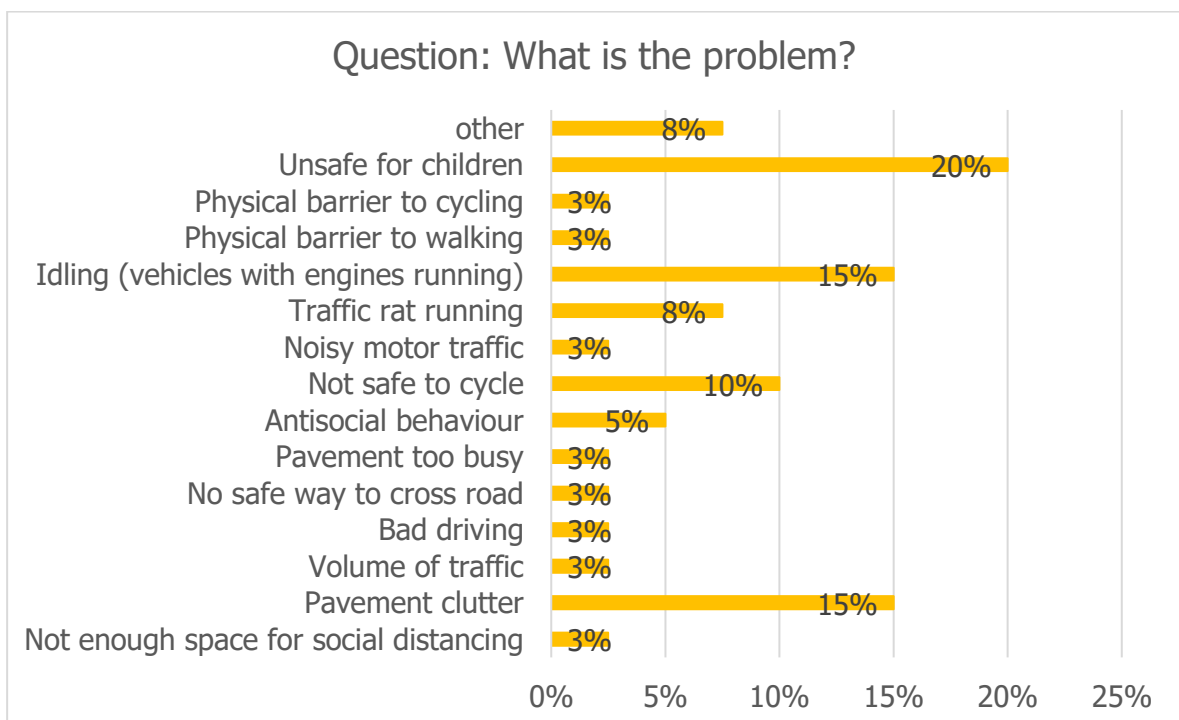


Figure 6: Responses to the question 'What is the problem?'

2.5.4 Respondents were also asked how the local area can be improved, for which they could select multiple responses. In total, 37 selections were received for the question 'How could we make it better?'. The most common response (16%) was free text box for other suggestions, followed by making roads access only (14%) and allowing more space for walking (14%) and cycling (14%). The graph below (Figure 7) shows all responses received.

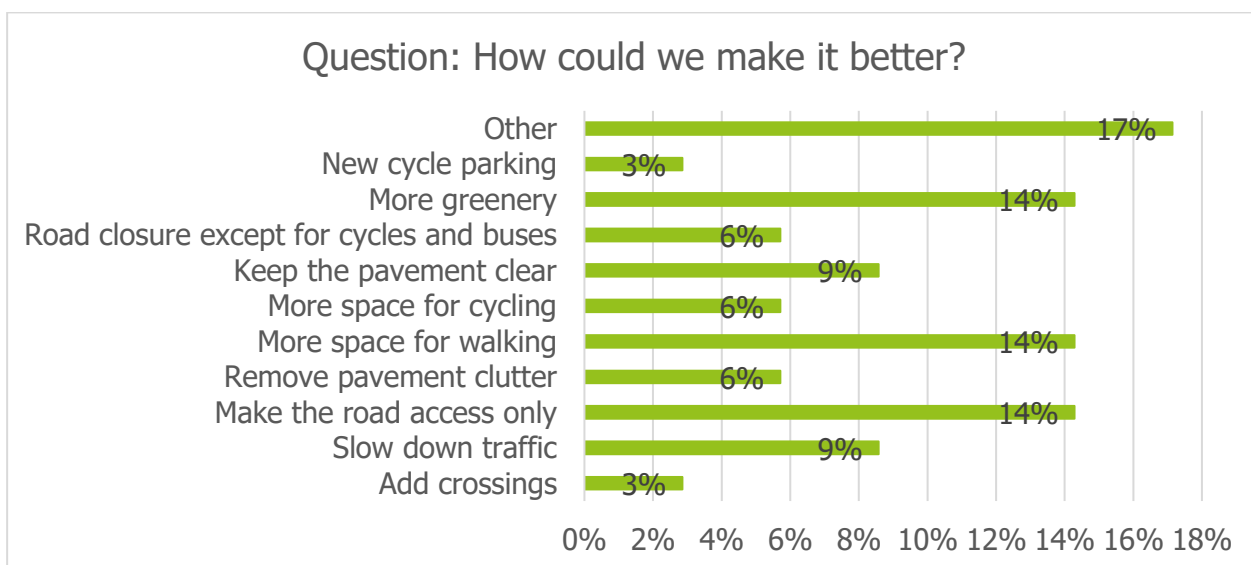


Figure 7: Responses to the question 'How could we make it better?'

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 schemes introduced in January 2021 between May 2020 and March 2021. A vast majority of concerns related to traffic, children safety, idling vehicles, and quality/space of pavement.

School Street scheme	Key problems raised on Commonplace
Grafton Primary School	<p>8 comments received.</p> <ul style="list-style-type: none"> • Unsafe for children (25%) • Pavement clutter (21%) • Idling vehicles (17%) • Not safe to cycle (13%)

School Street scheme	Key problems raised on Commonplace
Hungerford Primary School	One comment received. <ul style="list-style-type: none"> • No safe way to cross • Not safe to cycle • Traffic rat running • Idling vehicles • Unsafe for children
William Tyndale Primary School	One comment received. <ul style="list-style-type: none"> • Pavement clutter • Pavement too busy • Idling vehicles • Unsafe for children
St Paul's Steiner Primary School	One comment received.

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 through 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.

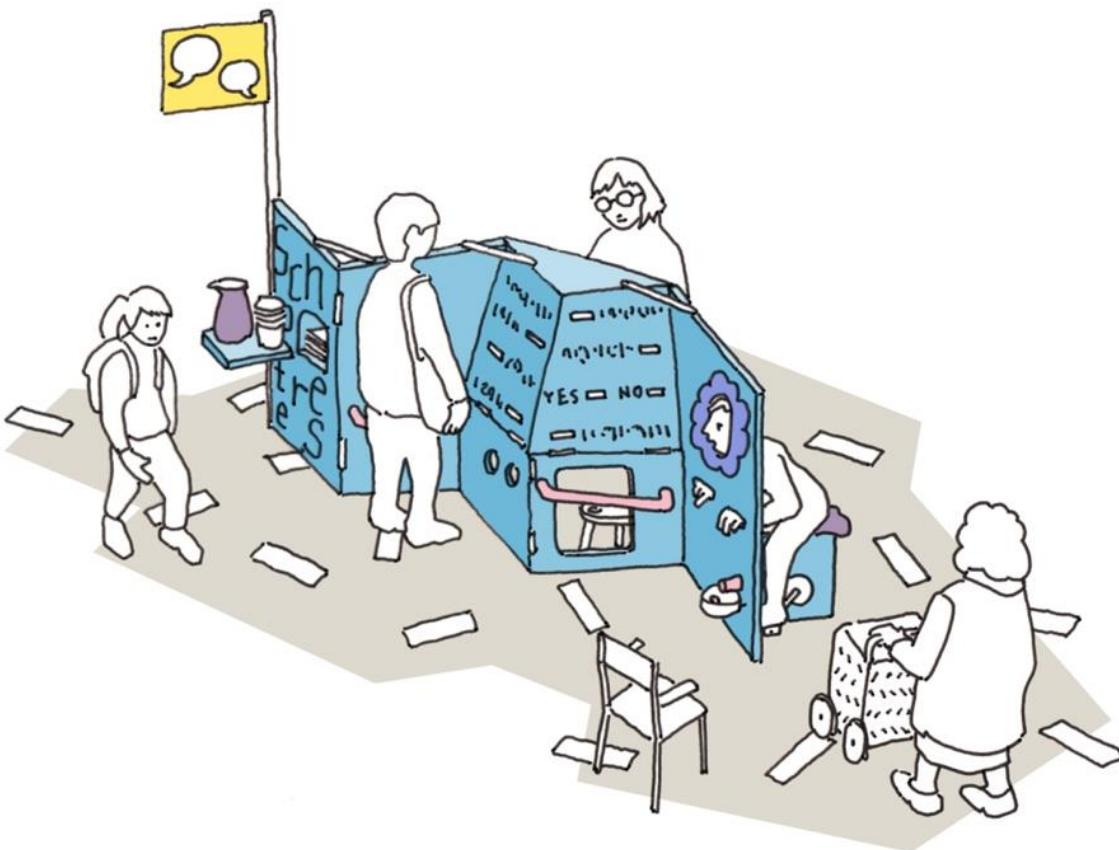


Figure 8: On-street consultation stall

- 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 stall 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.
- 3.2.2 The on-street consultation event during drop-off and pick-up times was held 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.
- 3.2.3 A workshop with students 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.
- 3.2.4 An active 'door-knocking' outreach exercise aimed to engage local businesses to engage with the consultation.

3.3 Consultation questionnaire (Adults)

- 3.3.1 Overall, 177 Adults' Questionnaires were received. Response rates vary across locations, from 37 responses at William Tyndale Primary School, to 61 at Grafton Primary School.

- 3.3.2 Across all locations, 57% of respondents to the Adult Questionnaire have noticed a change in activities around the school since the school street was introduced (34% did not). 50% noticed a quieter atmosphere, 42% a more relaxed atmosphere, 20% a stronger sense of community, 18% more play, and 14% more socialising.
- 3.3.3 19% stated that they have changed the way they travel to school to sustainable transport modes since the introduction of the School Streets, 7% stated that they have changed to non-sustainable transport modes. 69% stated that they have not changed the way they travel.
- 3.3.4 46% of respondents to the Adult Questionnaire agreed or strongly agreed that air quality around the school has improved during School Street times, 22% disagreed or strongly disagreed.
- 3.3.5 62% of respondents to the Adult Questionnaire agreed or strongly agreed that road danger has reduced during School Street times, 25% disagreed or strongly disagreed.
- 3.3.6 53% of respondents to the Adult Questionnaire agreed or strongly agreed that more people are cycling, walking, scooting to school, 18% disagreed or strongly disagreed.
- 3.3.7 45% of respondents to the Adult Questionnaire agreed or strongly agreed that social distancing around the school has been easier, 26% disagreed or strongly disagreed.
- 3.3.8 7% of respondents to the Adult Questionnaire stated that more needs to be done to reduce car use. 5% voiced concerns about traffic displacement. 1% of respondents reported problems due to reduced mobility.

Free text box analysis

- 3.3.9 Free text box input was requested for questions 4 and 5.
- 3.3.10 The free text box option in question 4 asks respondents to specify any issues with road danger. 65% of respondents state that there are no issues, 35% state that there are, those are detailed for each school in Section 4. The issue most frequently mentioned is traffic displacement to nearby streets and associated problems, especially at Grafton and St Paul's.

3.3.11 Question 5 is the most open-ended question: Overall, what do you think about the School Streets trial?

63% of respondents state that the School Street has been a positive change. Reasons most frequently mentioned are children's safety (14%), a quieter/calmer/more liveable atmosphere (7%) and a healthier/less polluted environment (6%). 3% think that operating hours need to be extended. 3% think that signage should be improved.

20% of respondents state that the School Street has been a negative change. Reasons most frequently mentioned are inconvenience regarding deliveries and visitors (6%), speculation that the true purpose is revenue generation (5%), traffic displacement (3%) and inadequate signage (3%). 14% of respondents have a neutral view on the School Streets, with 3% claiming that it has made no difference.

3.3.12 1% of respondents state that they are experiencing problems with School Streets due to reduced mobility.

Profile of respondents

3.3.13 Of respondents who answered Q10, 47% state that they are parents/carers of pupils at the respective schools, 47% that they are local residents, 6% that they are local workers, business owners, or 'other'.

3.3.14 Of respondents who answered Q11, 57% state that their household owns at least one car or van. 43% state that they do not own a car.

3.3.15 Of respondents who answered Q13, 11% state that they have a disability, long term illness, or impairment, 89% that they do not.

Differences in responses depending on locations

3.3.16 Levels of support varied between locations, with support at Grafton and William Tyndale generally highest and at The Bridge Hungerford the lowest, see paragraph 4.3.13 for possible cause.

3.3.17 68% of respondents at William Tyndale stated that they had noticed changes against only 40% at The Bridge Hungerford.

3.3.18 'A more quiet atmosphere' is the change category most frequently mentioned. 48% of respondents at St Paul's say that the atmosphere is more relaxed. Just under a third of respondents state that there is either

more socialising or a stronger sense of community at all schools except the Bridge.

- 3.3.19 26% of respondents at St Paul's state that they have changed the way they travel to school, work, or the place they live to sustainable transport modes, closely followed by respondents at William Tyndale at 22%. Only 13% of respondents at The Bridge Hungerford say they have, and 13% of respondents also state that they have changed to non-sustainable travel modes.
- 3.3.20 A majority of respondents at Grafton (56%) and William Tyndale (57%) agree that air quality has improved, with 16% and 22% disagreeing respectively. At St Paul's and The Bridge Hungerford, only about a third of respondents agree with this statement, with almost as many disagreeing.
- 3.3.21 Across all sites, a majority of respondents agree that road danger has reduced, most decisively at Grafton (69%) and William Tyndale (68%). At St Paul's, 54% agree and 36% disagree. At The Bridge Hungerford, 53% agree and 30% disagree.
- 3.3.22 A majority of respondents agree that more people are walking, scooting and cycling at all locations, except for The Bridge Hungerford, where only 30% of respondents agree and 33% disagree.
- 3.3.22 A majority of respondents at Grafton and William Tyndale state that social distancing has been easier. At St Paul's and the Bridge, only about a third of respondents agree with this statement, and as many are disagreeing.

Differences in responses depending on demographic characteristics

- 3.3.23 Respondents tend to answer key questions differently depending on their demographic characteristics.
- 3.3.24 Respondents without a car are much more likely than those with cars to state that they have noticed positive changes since School Streets have been introduced.
Parents/carers are overall more likely than residents to state that they have noticed positive changes since School Streets have been introduced, but this varies across the specific locations.
- 3.3.25 Parents are much more likely than local residents to have changed to active travel, and car-free households much more likely than households

with cars. Non-disabled respondents are much more likely to have changed to active travel than disabled users.

3.3.26 Local residents are much more likely to disagree that road danger has reduced than parents/carers, especially at The Bridge Hungerford. At St Paul's, respondents without a car are much more likely to agree with the statement than car owners.

3.3.27 The number of respondents with disabilities or long term illnesses was quite low at 3 to 5 respondents per site. At Grafton and William Tyndale, disabled respondents are much less likely to support School Streets than non-disabled respondents, but this tendency is reversed at St Paul's and The Bridge Hungerford.

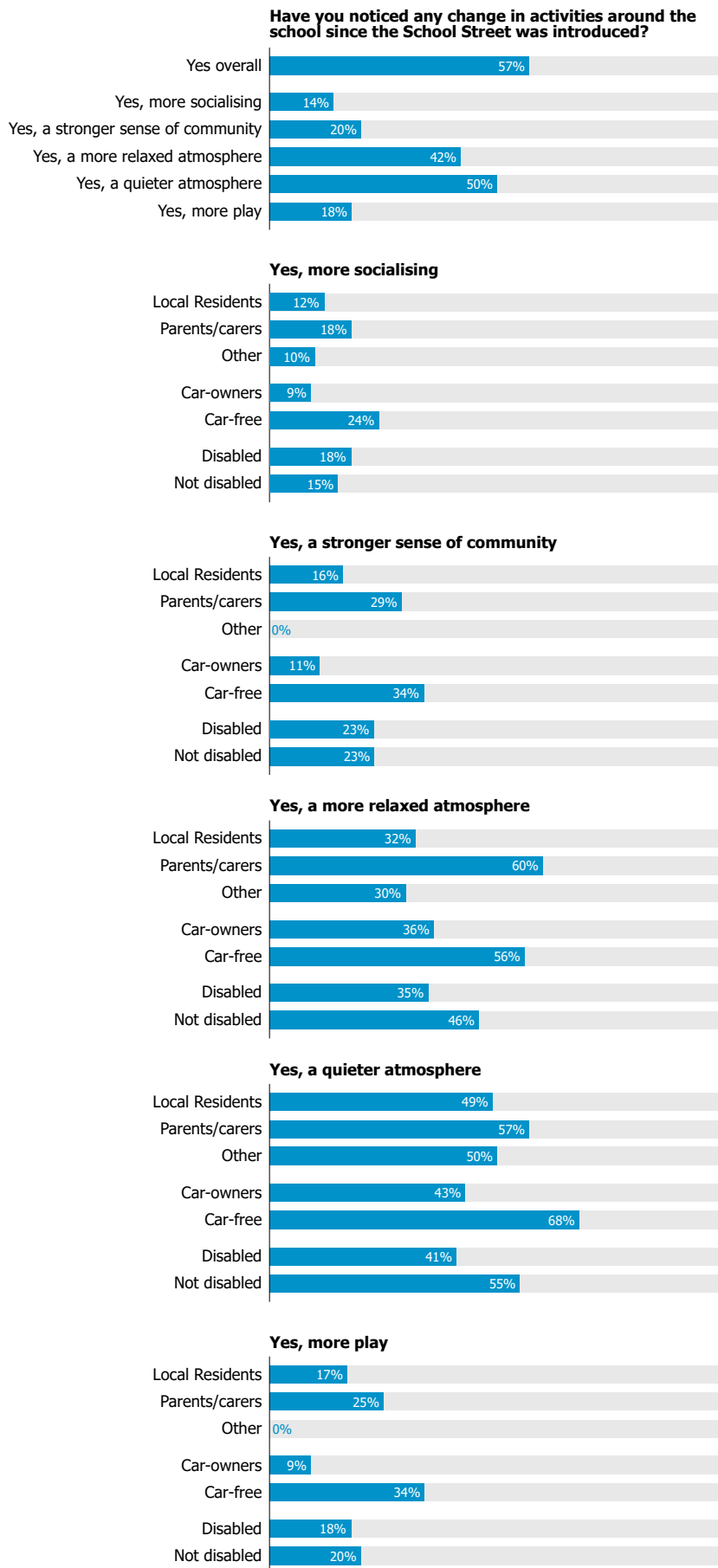


Figure 9: Question 1 Crosstabs

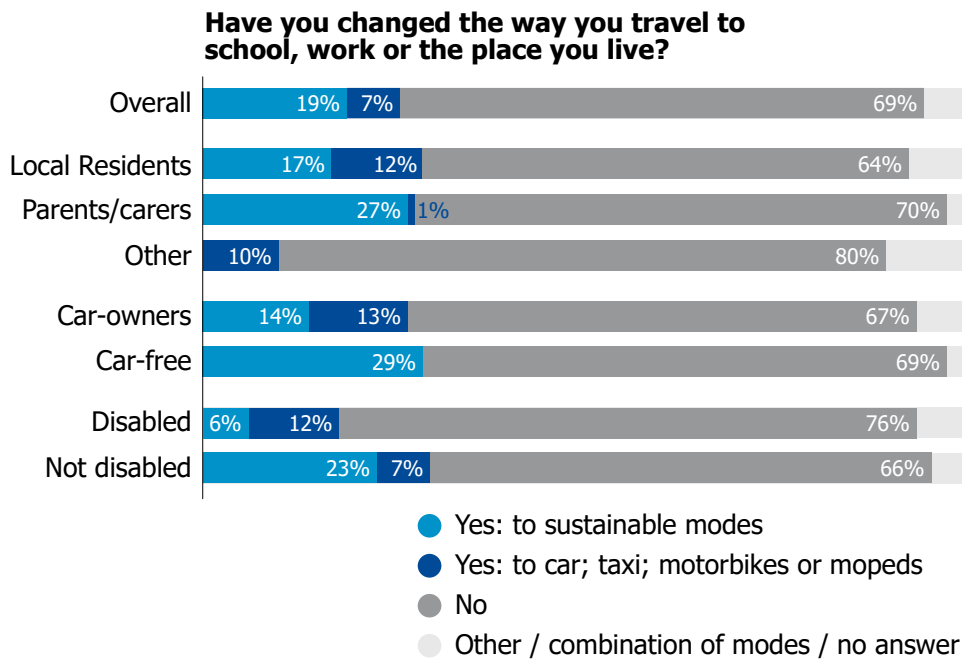


Figure 10: Question 2 Crosstabs

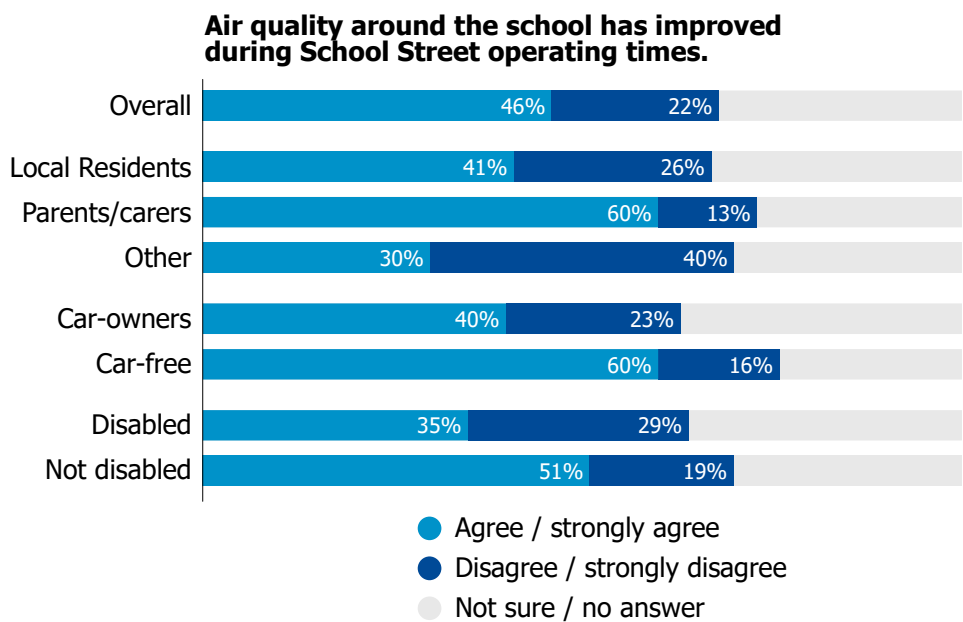


Figure 11: Question 3.1 Crosstabs

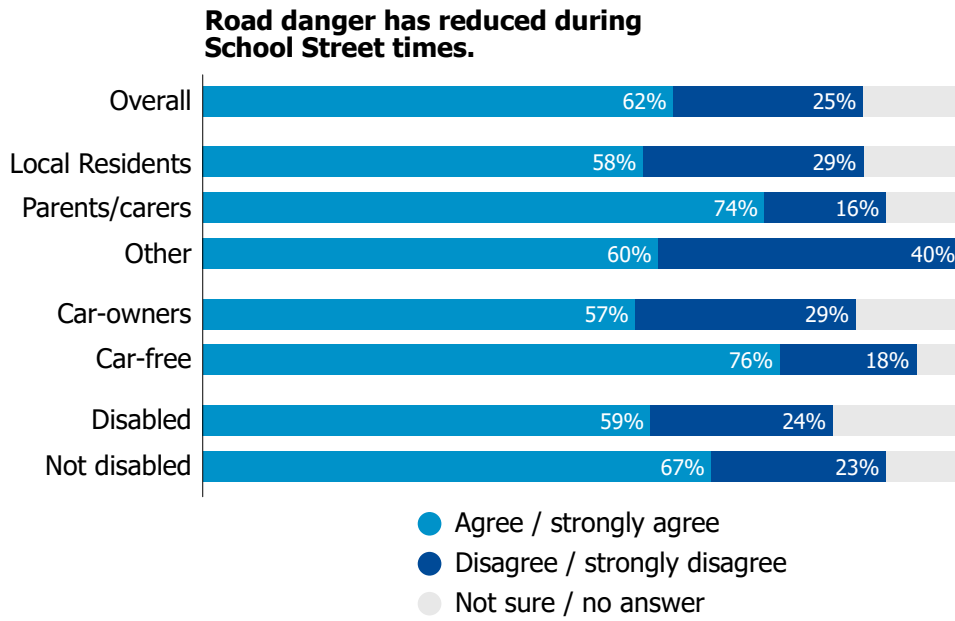


Figure 12: Question 3.2 Crosstabs

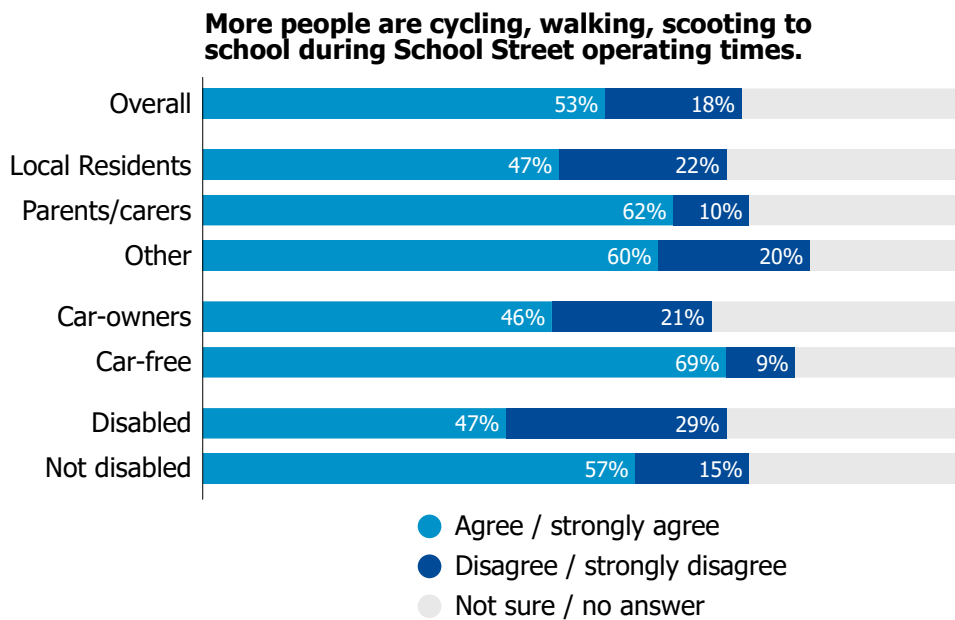


Figure 13: Question 3.3 Crosstabs

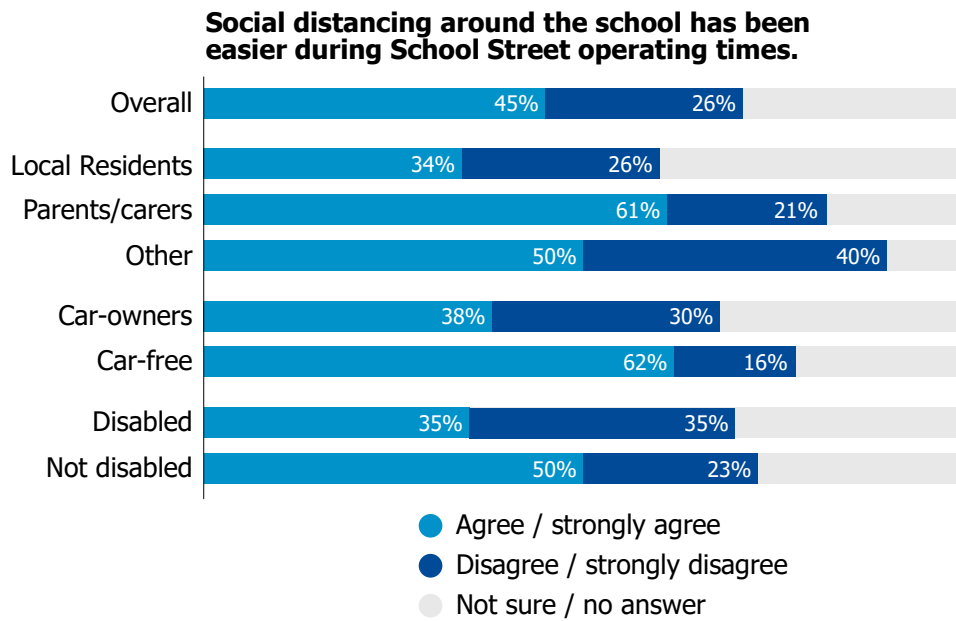


Figure 14: Question 3.4 Crosstabs

Analysis of demographic representation

- 3.3.28 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. 84 Children’s Questionnaires have been received through workshops, which comprise another 30 interviews with younger children (and 3 interview with adults). This is a total of 114 responses from children against the 177 responses received from adults.
- 3.3.29 Car-free households are under-represented: 43% of respondents state that their household does not own a car, which is less than the Islington-wide average of 71% of households not having access to a private car (according to TfL 2016/17-2018/19 data).
- 3.3.30 People with disabilities are under-represented: 11% of respondents describe 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.

3.3.31 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 73% of respondents who stated their ethnicity, 53% described themselves as White British (compared with 48% Islington-wide according to 2011 Census data), 24% as White Other (compared with 20% Islington-wide) and 11% as BAME Other (compared with 32% Islington-wide).

Considerations on data contamination / methodology

3.3.32 The majority of responses appear genuine. Three cases of duplicate responses have been identified. 1 respondent submitted the same answers at Grafton, The Bridge Hungerford and William Tyndale, and 2 respondents submitted the same answers for all four sites.

3.3.33 Spot checks of IP addresses generally aligned with details provided by respondents.

3.4 Children's questionnaire

3.4.1 84 Children's Questionnaires were returned, which comprised interviews with another 30 children and 3 adults. The format of the Children's Questionnaires is different and simpler than the Adults' Questionnaires, but also comprised similar questions regarding air quality, road safety, and active travel.

3.4.2 The Phase 2 questionnaire is different from the Phase 1 questionnaire, in that the Phase 1 questionnaire asked children whether they would like the School Street to stay or not, whereas the Phase 2 children's questionnaire mirrors the format of the adult's questionnaire in asking whether children agree or disagree that key objectives have been met.

3.4.3 Children were generally more supportive of School Streets than adults. 40% overall said that air quality had improved in comparison to 34% of adults. 70% say that more people are now walking, scooting and cycling in comparison to 53% of adults. But only 57% state that they feel safer in comparison to 62% of adults.

3.4.4 The most frequently mentioned proposals for further improvements included planting/trees, better/wider pavements, and cleaner/less littered streets.

3.5 School responses

- 3.5.1 Schools were invited to respond as stakeholders. Responses were received from three of the schools, all of whom were supportive. They are detailed in Section 4.

4. Public consultation responses

4.1 Grafton Primary School

Key Characteristics

4.1.1 The School Street zone comprises Eburne Road and Hercules Street. Operating times are Monday to Friday 8.45am to 9.45am and 3pm to 4pm.

4.1.2 Monitoring data for the School Street shows that

- Air quality has improved with Nitrogen Dioxide levels below the council's annual objective and in line with borough-wide trends based on provisional data (decreased by 30% since 2019, final results still to be collated).
- Traffic has reduced on Eburne Road and Hercules Street during School Streets operational hours (overall down 67%).
- The proportion of vehicles speeding has increased on Eburne Road and Hercules Street during School Streets operational hours (overall up 3%).

The consultation event was held on Thursday 3 March 2022.

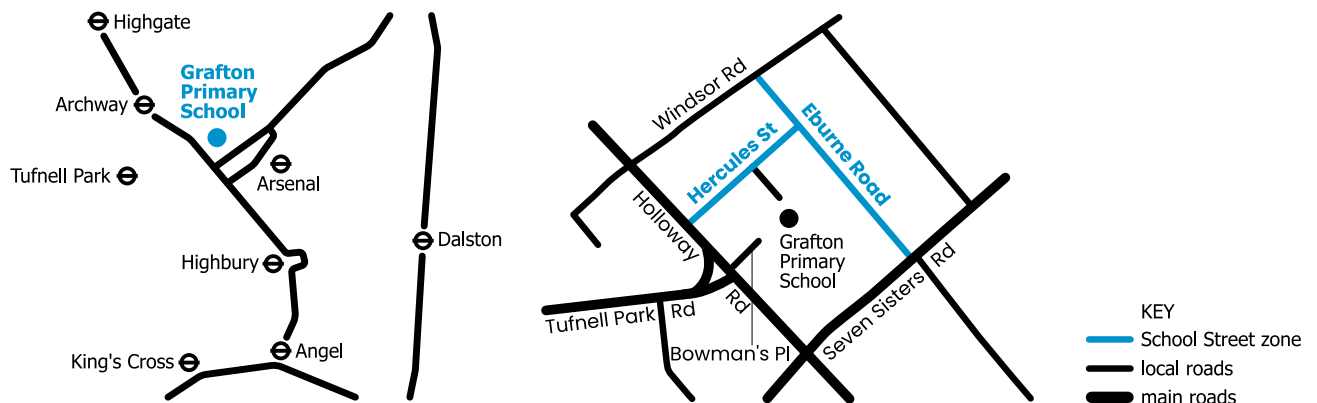


Figure 15: School Street location and local setting



Figure 16: Site photograph and consultation event

Adult Questionnaire

61 responses were received.

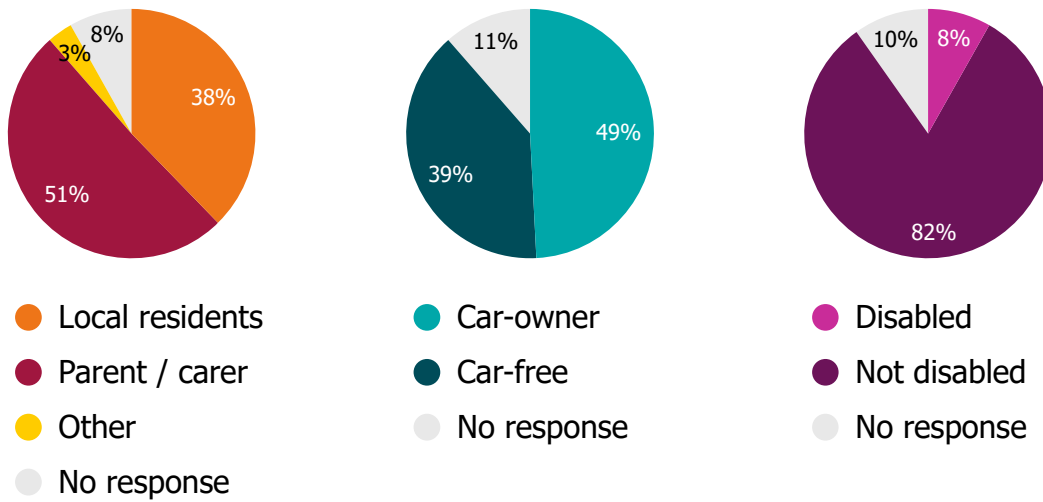


Figure 17: Demographics of respondents

- 4.1.3 70% of respondents stated in the open text box that the School Street trial has been a positive change, 11 % state that they think more needs to be done to reduce car use. 10% of respondents say that the School Street trial has been a negative change.
- 4.1.4 A high percentage of respondents (68%) say that they have noticed changes. 18% of respondents state that they have changed the way they travel to sustainable transport modes, 57% agree that air quality has improved, 68% agree that road danger has reduced.
- 4.1.5 41% of respondents stated that there are road safety issues (59% said there aren't). A high number of respondents (8) state that Windsor Road has become more dangerous, especially the Eburne Road junction, with drivers double parking, idling and reversing, endangering pedestrians

and forming visual and physical obstruction, and creating a more dangerous road crossing area at the junction of Eburne Road and Windsor Road.

The poor state of pavements is often mentioned (5), especially uneven pavement, dog fouling, obstructions by uncollected rubbish. Three respondents requested cycle storage in school, as currently parents have to carry scooters and bikes back home, which is a disincentive.

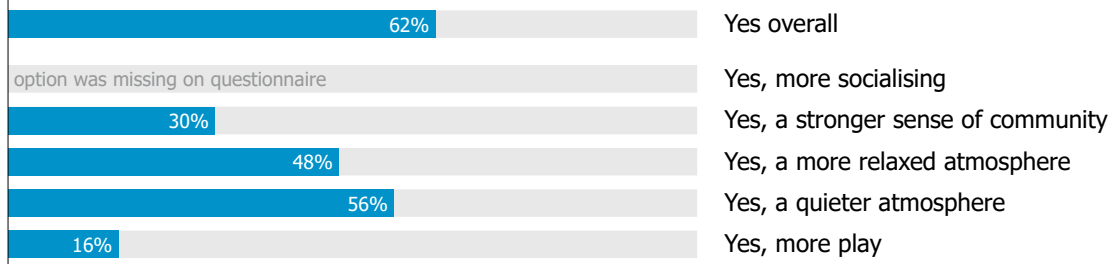
One respondent asked whether residents who do not own a car get exemption passes for other cars, for access for taxis/visitors/delivery drivers/trade, as otherwise car owners seem advantaged.

4.1.6 Example of responses from questionnaires

"Has transformed the morning walk to school for us. Able to chat to kids and parents and not be constantly checking whether cars are about to race down the road or a child might run out into the street. Huge improvement."

"I thoroughly enjoyed it. There was less noise (no cars with engines on) so us parents could chat comfortably when standing on the pavement, less pollution (again, no cars with engines on waiting for kids) and much less worry that our children (mine definitely) would run under a car. Kids play together after school when is parents catch up on social interaction and it was a constant worry that they would run under a car. "

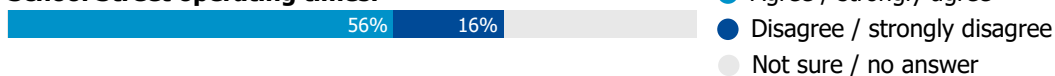
Have you noticed any change in activities around the school since the School Street was introduced?



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



Air quality around the school has improved during School Street operating times.



Road danger has reduced during School Street operating times.



More people are cycling, walking, scooting to school during School Street operating times.



Social distancing around the school has been easier during School Street operating times.

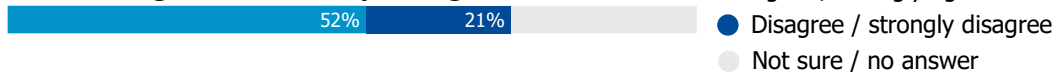


Figure 18: overview of responses received

Children’s Questionnaire

24 responses were received, which included 22 additional secondary interviews.

4.1.7 A large majority say that it feels safer, that air quality has improved, and that more people are walking and cycling. Many also mention quietness. In the open text box reply, 58% state that they would like pavements to be improved (widened, less bumpy, etc).

Air quality around the school has improved during School Street operating times.



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

Do you and others feel safer during School Street operating times.



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

More people are cycling, walking, scooting to school during School Street operating times.



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

Figure 19: overview of responses received

I have noticed that it has been getting quieter since cars can't come at certain times.

School's response

4.1.8 Theonitsa Sergides (HT) stated in a telephone conversation on 10 May 2022 that she is fully supportive of the School Street. She reports that it has been good in that it is very quiet, very calm, and interestingly, that even though the restrictions are limited to drop off and pick up times, motorised traffic seems to have lessened throughout the day, which means that pollution and noise are a lot better.

Eburne Road is much calmer, nicer and safer (not only in terms of road safety, but also in terms of pollution), and staff do not have to be so worried about children being run over, it is easier for people to queue outside the gate as well.

She said she wished something could be done about the entrance by McDonald's on the Seven Sisters Road side, but traffic wardens are doing a good job in moving people on there. There is also a problem with rubbish dumping around the school. It would be good to have more trees planted on the streets.

Summary

4.1.9 The School Street trial is seen as a positive change by a large majority of adult respondents (70%). A large majority of adults and children also state that air quality and road safety have improved, and that more people are walking, cycling and scooting. The changes have had a detrimental effect on Windsor Road, which seems to have become more dangerous, especially at the junction with Eburne Road; environmental improvements could be considered.

4.2 St Paul's Steiner School

Key Characteristics

4.2.1 The School Street zone comprises Marquess Road. Operating times are Monday to Friday 8am to 9am and 3pm to 4pm.

4.2.2 Monitoring data for the School Street shows that

- Air quality has improved with Nitrogen Dioxide levels below the council's annual objective and in line with borough-wide trends based on provisional data (decreased by 17% since 2019, final results still to be collated).
- Traffic has reduced on Marquess Road during School Streets operational hours (overall down 77%).
- The proportion of vehicles speeding has remained the same on Marquess Road during School Streets operational hours.

The consultation event was held on Monday 7 March 2022.

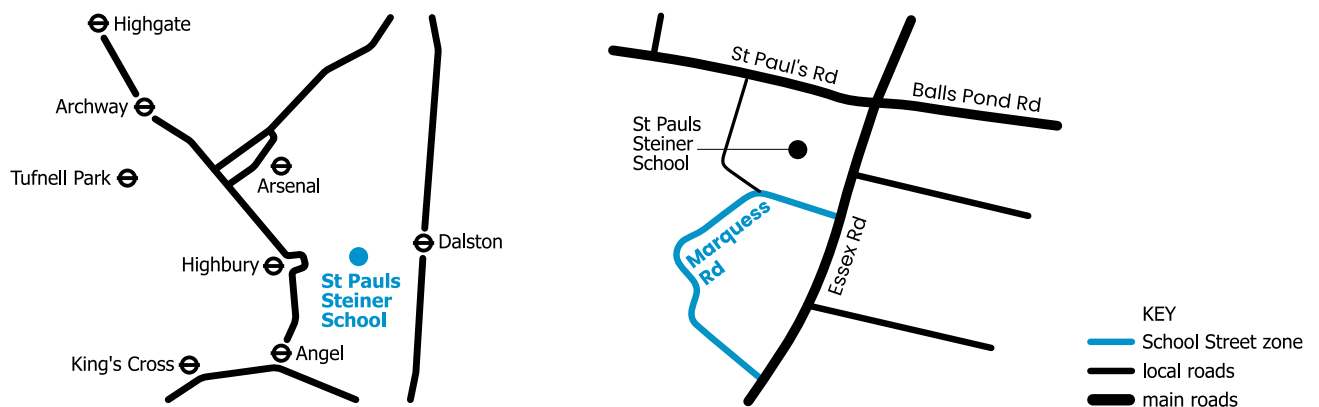


Figure 20: School Street location and local setting



Figure 21: Site photograph and consultation event

Adult Questionnaire

39 responses were received.

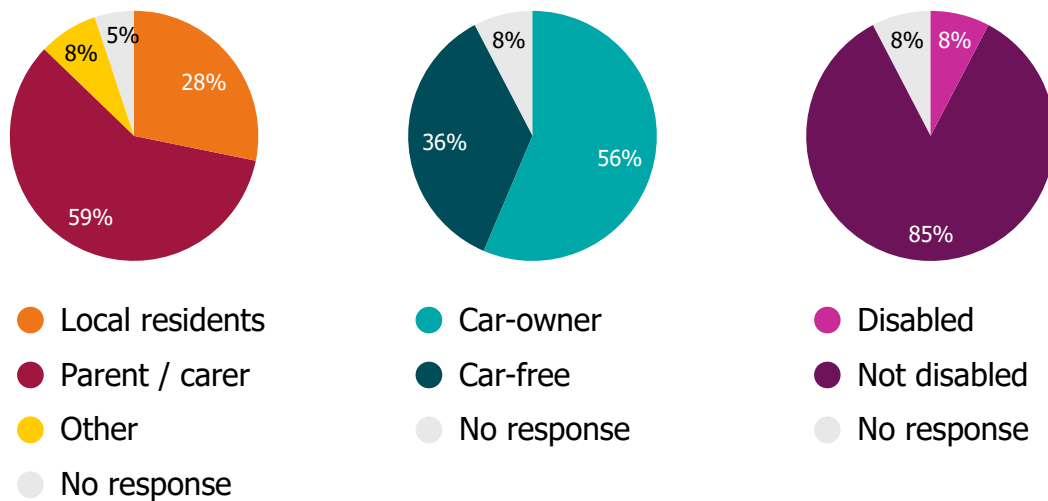


Figure 22: Demographics of respondents

4.2.3 64% of respondents stated in the open text box that the School Street trial has been a positive change. 23% of respondents say that the School Street trial has been a negative change.

4.2.4 The percentage of car-driving parents amongst respondents is higher than in other locations, possibly due to the unique offer the school provides, which attracts a wide catchment area.

4.2.5 A high percentage of respondents (26%) state that they have changed the way they travel to sustainable transport modes. Only 36% agree that air quality has improved, and 26% disagree, which is perhaps not surprising considering the two busy main roads adjacent to the school.

- 4.2.6 33% of respondents state that there are road safety issues (67% said there are not).
- 4.2.7 15% of respondents (6) state that the closure has pushed the majority of car driving parents (St Paul's has a wide catchment area) to drop off on St Paul's Road, which is more dangerous for the children being dropped off, but also for parents and children cycling. Stopping cars obstruct the street and also the alleyway leading to Marquess Road.
- 4.2.8 Two respondents mention that the St Paul's Road/Essex Road junction signals are too short for pedestrians. The pollution from buses and lorries passing close to the school on the surrounding main streets is mentioned.
- 4.2.9 One respondent mentions the difficulty of crossing by bike from Dove Road to Marquess Road.

4.2.10 Example response from adult questionnaire

"The removal of badly parked cars across pavements and park entrances has made our own morning drop off so much easier and safer. (I am a resident on the street and have 2 children who do not attend St Paul's.)"

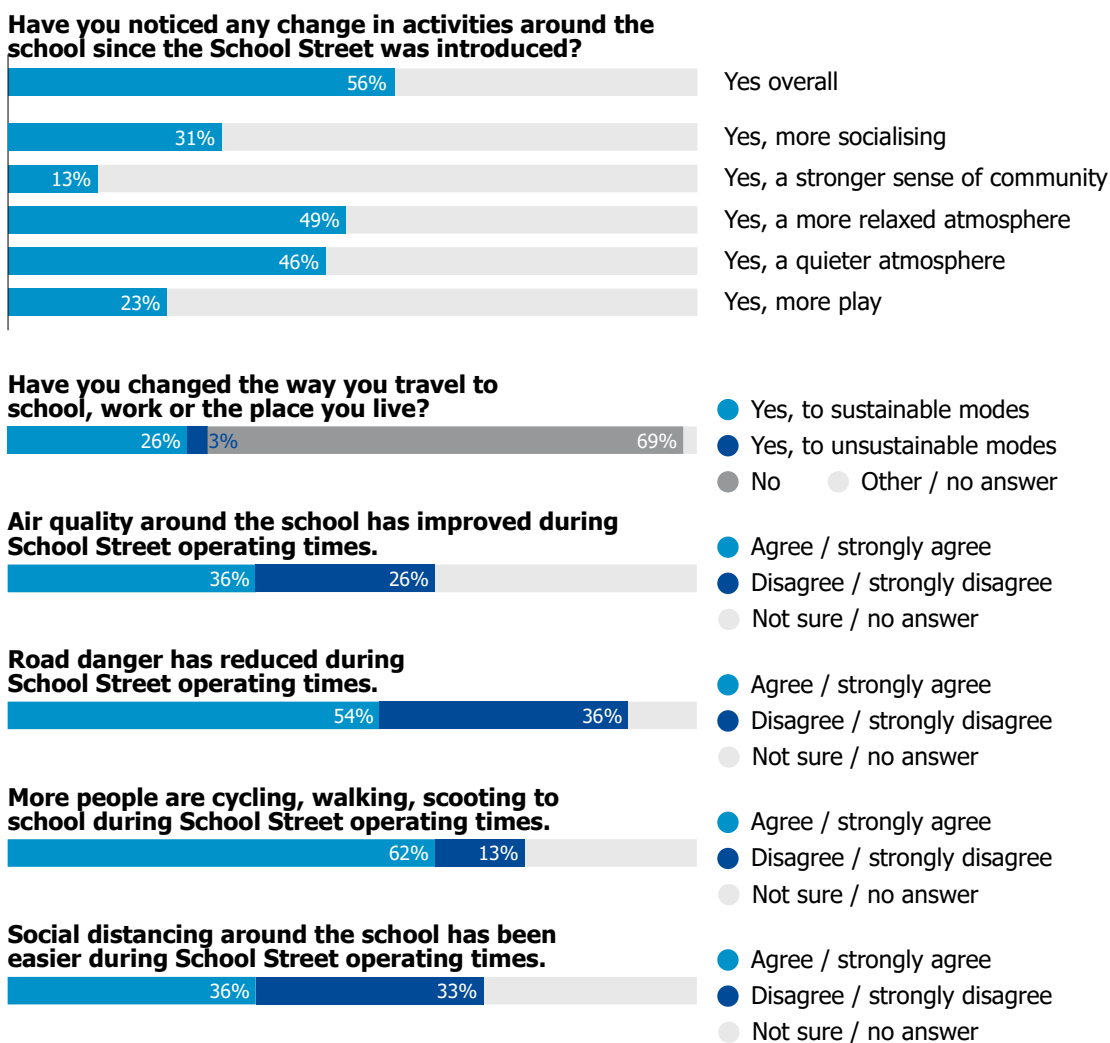


Figure 23: responses overview and respondents' demographics

Children's Questionnaire

4.2.11 12 responses were received, which included 12 additional secondary interviews.

A large majority have observed that more people are walking and cycling.

However, the percentage of respondents who agree that air quality and road safety have improved is low, and the number of those who disagree is relatively high. This mirrors adult responses, and may be related to the fact that the school is bordered by two busy main roads.

4.2.12 In the open text box reply, 50% state that they would like streets to have more planting.

Air quality around the school has improved during School Street operating times.



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

Do you and others feel safer during School Street operating times.



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

More people are cycling, walking, scooting to school during School Street operating times.



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

Figure 24: overview of responses received

*No different air quality,
I feel safer around the school,
I have noticed less cars parked on the pavement
Much calmer at pickup time.*

School's response

4.2.13 The school was invited to share their views on the School Street through Emails and telephone calls. No reply has yet been received from Anna Retsler (HT).

Summary

4.2.14 A majority of adult respondents (64%) state that the School Street has been a positive change. Fewer adults and children agree that air quality and road safety have improved than at other locations, possibly due to the two busy main roads adjoining the school. The drop-off point for pupils arriving by car seems to have moved onto St Paul's Road, which is causing problems for others, especially those cycling, and is occasionally blocking the small alleyway connecting St Paul's Road and Marquess Road.

4.3 The Bridge and Hungerford Primary School

Key Characteristics

4.3.1 The School Street zone comprises Hungerford Road. Operating times are Monday to Friday 8.30am to 9.30am and 3pm to 4pm.

4.3.2 Monitoring data for the School Street shows that

- Air quality has improved with Nitrogen Dioxide levels below the council's annual objective and in line with borough-wide trends based on provisional data (decreased by 36% since 2019, final results still to be collated).
- Traffic has reduced on Hungerford Road during School Streets operational hours (overall down 49%).
- The proportion of vehicles speeding has decreased on Hungerford Road during School Streets operational hours (overall down 3%).

The consultation event was held on Friday 4 March 2022.

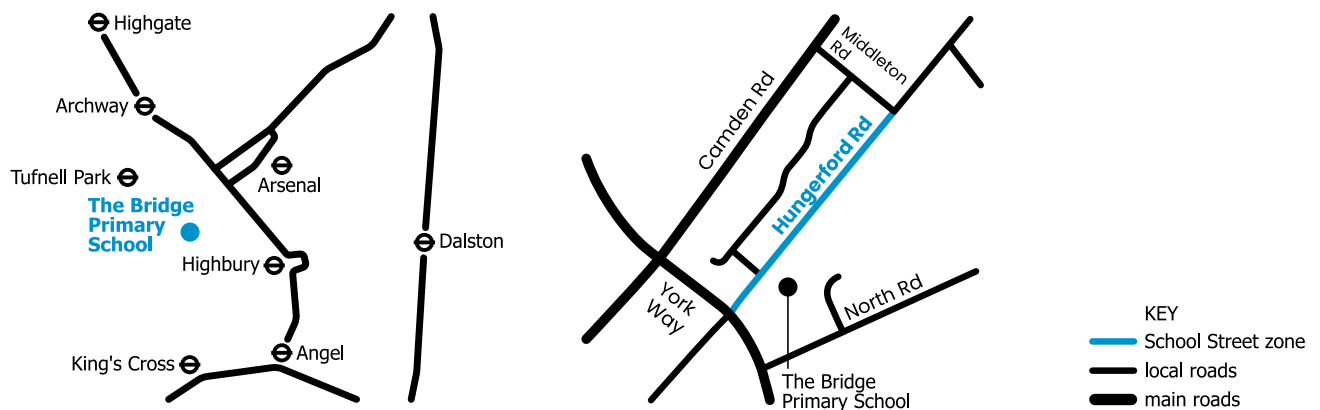


Figure 25: School Street location and local setting



Figure 26: Site photograph and consultation event

Adult Questionnaire

40 responses were received.

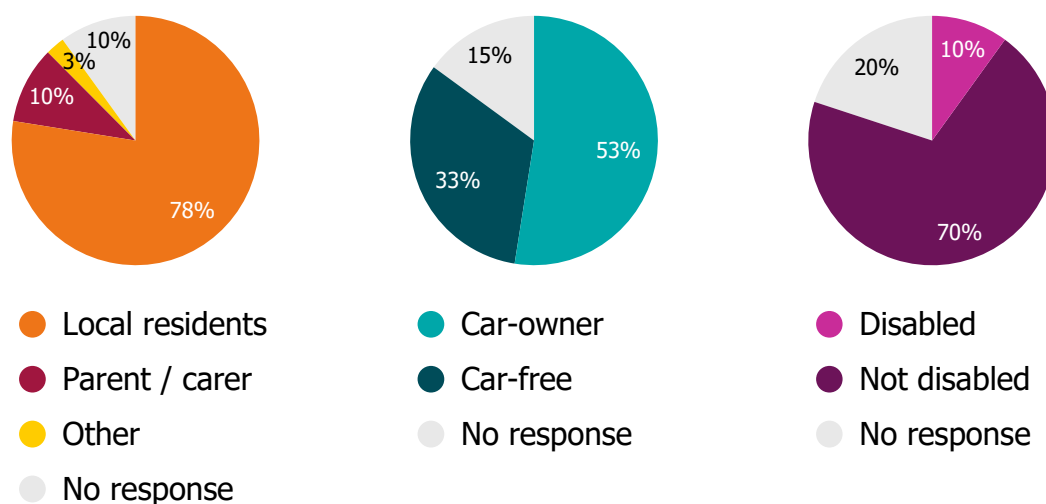


Figure 27: Demographics of respondents

- 4.3.3 48% of respondents stated in the open text box that the School Street trial has been a positive change. 28% of respondents say that the School Street trial has been a negative change, with 13% stating inconvenience with regards to deliveries, visitors etc as a reason.
- 4.3.4 The percentage of parents/carers amongst respondents is much lower than in other locations, which is likely a reason that overall support for the School Street is lower than at other locations – parents/carers tend to be more supportive of School Streets than local residents.
- 4.3.5 A relatively low percentage of 13% state that they have changed the way they travel to sustainable transport modes, and 13% of respondents also state that they have changed to non-sustainable travel modes.

Only 30% of respondents agree the people have changed the way they travel to school, even more (33%) disagree.

Only 33% of respondents agree that air quality has improved, with almost as many (28%) disagreeing.

- 4.3.6 Three respondents have stated that residents of Rowstock Gardens do not seem to have received consultation notifications, and think that there is insufficient clarity on rules.
- 4.3.7 Three respondents have commented on the wider traffic management, particularly regarding restrictions related to Camden Road, which seems to direct traffic past other schools and nurseries, which seems to run counter to the School Street objectives. There is no left turn from Brecknock Road onto Camden Road, which encourages traffic to use Hilldrop Road with two schools on it instead. There is no right turn onto Camden Road from Hilldrop Road so traffic wanting to go west crosses into Middleton Street and then right down Hungerford Road. A sign to Holloway at the intersection of York Way pointing down Hungerford Road was mentioned.
- 4.3.8 Two respondents mention that cars and even buses are still speeding on Hungerford Road, and suggest that enforcement is needed.

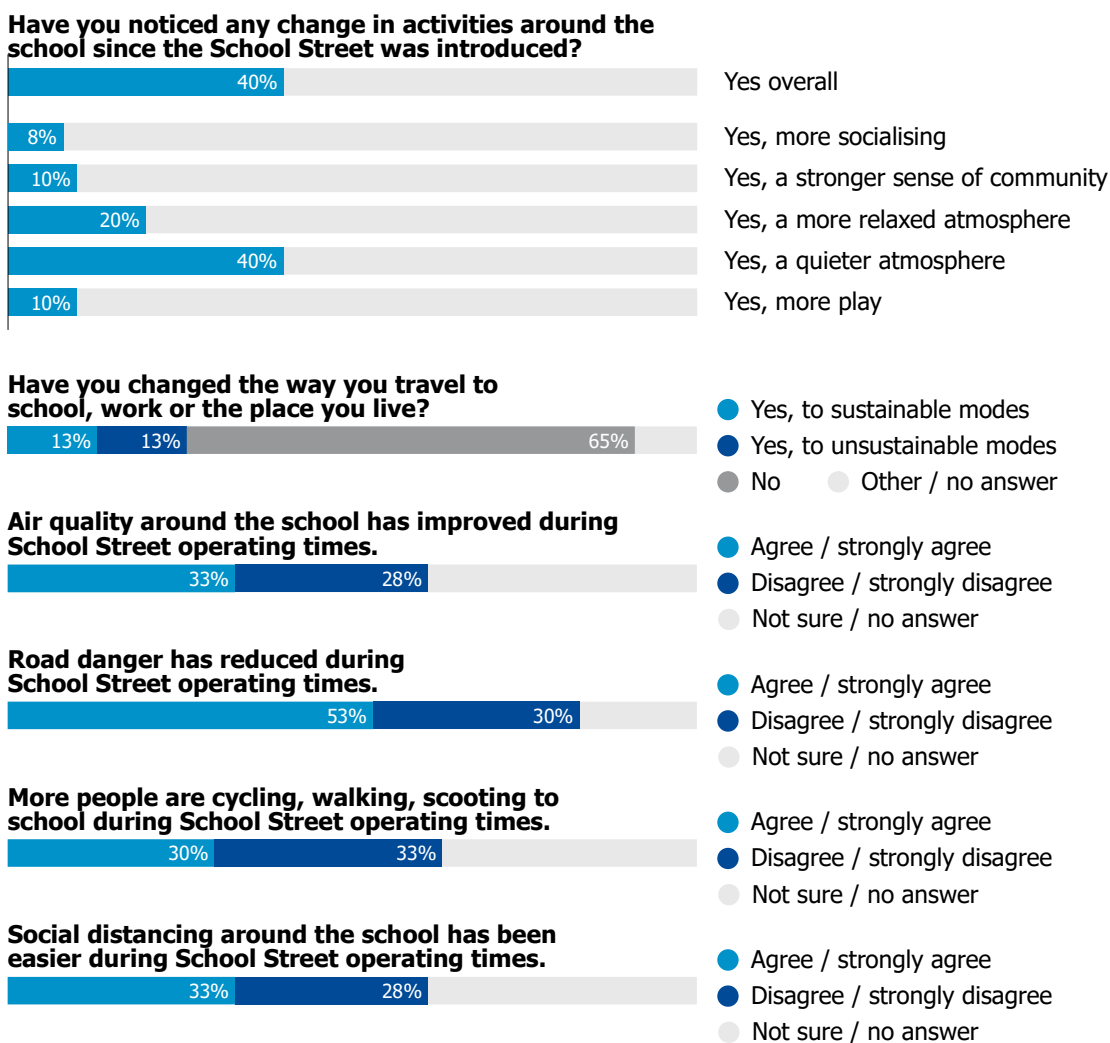
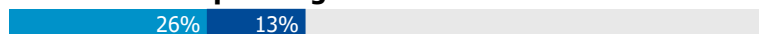


Figure 28: responses overview and respondents' demographics

Children's Questionnaire

- 4.3.9 The workshop participants were Y2 students and therefore much younger than at other schools. They were noticeably challenged by the quite technical questions on air quality and road safety, and would only have had a few months during reception to experience Hungerford Road prior to the pandemic.
- 4.3.10 23 responses were received, no secondary interviews were conducted.
- 4.3.11 In the open text box reply, 52% state that they would like pavements to be cleaner, with 39% mentioning dog fouling.

Air quality around the school has improved during School Street operating times.



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

Do you and others feel safer during School Street operating times.



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

More people are cycling, walking, scooting to school during School Street operating times.



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

Figure 29: overview of responses received

It's e^se to cross the road.
~~easy~~ easier

School's response

4.3.12 In a telephone conversation on 5 May 2022, Jo Stephens (HT) stated that the School Street has been a positive change, especially as it makes drop off and pick up much safer. The majority of parents are walking to school anyway, but previously those driving would enter Hungerford Road and often try and U-turn near the school, sometimes entering the school gates, which was dangerous. Students with special needs are either local, those living further away are coming by bus, or if coming by car would have an exemption. Jo and most of the staff come to school by active travel and aren't affected either. What might have skewed feedback this year is that classes have been split across two sites, which would have added frustration for parents who are driving; Jo speculates that feedback given last year or next year might have been more positive.

Summary

4.3.13 The Bridge Hungerford has the lowest support rates across the four sites, with roughly as many respondents disagreeing as agreeing that key objectives have been met. This could be due to the low percentage of

parents/carers amongst respondents and a higher proportion of residents who tend to be less supportive across all locations. A majority of respondents state that road danger has reduced.

However, a higher percentage of respondents (48%) state in the open text box that the School Street trial has been a positive change than those stating that it has been a negative change (28%).

4.3.14 Children are more supportive of the scheme, as is the school's leadership.

4.4 William Tyndale Primary School

Key Characteristics

4.4.1 The School Street zone comprises Sable Street. Operating times are Monday to Friday 8am to 9am and 3pm to 4pm.

4.4.2 Monitoring data for the School Street shows that

- Air quality has improved with Nitrogen Dioxide levels below the council's annual objective and in line with borough-wide trends based on provisional data (decreased by 16% since 2019, final results still to be collated).
- Traffic has reduced on Hungerford Road during School Streets operational hours (overall down 64%).
- The proportion of vehicles speeding has remained the same on Sable Street during School Streets operational hours.

The consultation event was held on Wednesday 9 March 2022.

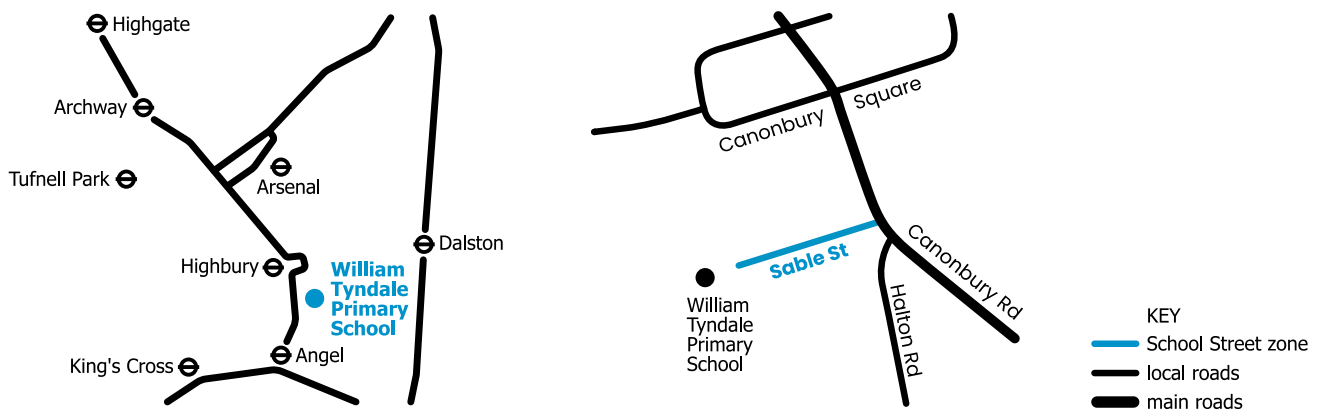


Figure 30: School Street location and local setting



Figure 31: Site photograph and consultation event

Adult Questionnaire

37 responses were received.

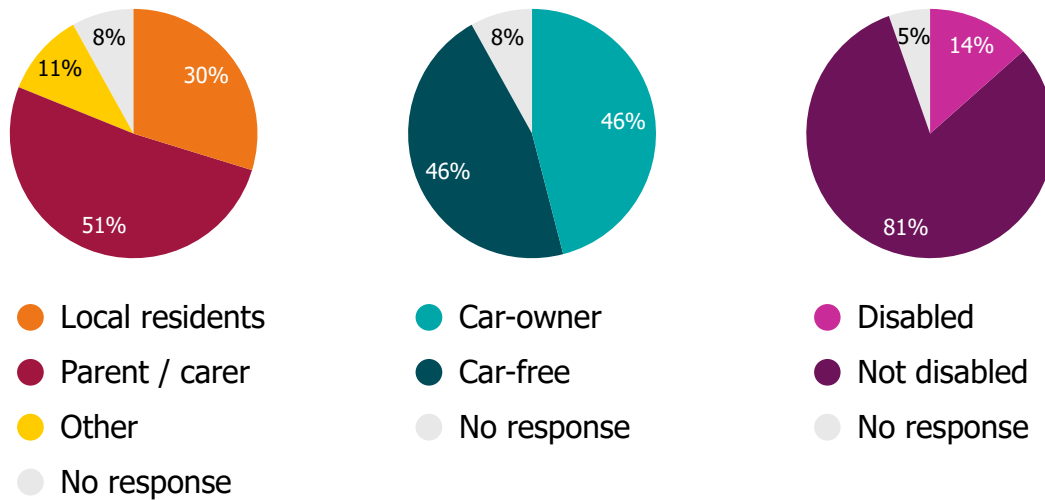


Figure 32: Demographics of respondents

4.4.3 68% of respondents stated in the open text box that the School Street trial has been a positive change. 27% of respondents say that the School Street trial has been a negative change.

4.4.4 Of all four sites, William Tyndale had the highest number of respondents (68%) saying that they had noticed changes around the school since the introduction of the School Street. It has the highest percentage of respondents (57%) who agree that air quality has improved (22% disagree). A high percentage of respondents (68%) agree that road danger has reduced (24% disagree). A high percentage of respondents (57%) agree that social distancing has been easier (24% disagree).

4.4.5 A relatively high number of respondents (22%) state that they have changed the way they travel to sustainable transport modes.

4.4.6 Disabled respondents were less likely to state that they have noticed changes than not disabled respondents.

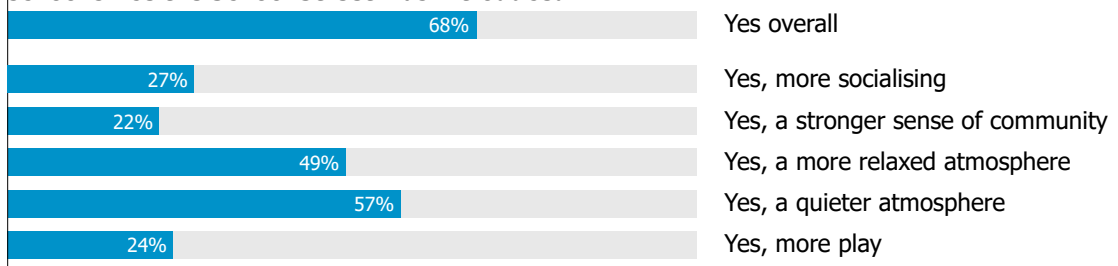
4.4.7 A relatively low percentage of 19% of respondents reported road safety issues.

Example responses from adult questionnaire

“It’s been life changing as sable street is out access to the school. It was very dangerous and stressful prior to the scheme, with non-stop traffic on this tiny little street and a very narrow pavement. It has become much safer with the scheme, as we can walk on the road or cross it to reach the pavement which is on the other side from where we are walking. Please keep this in. ”

“Excellent initiative, more children walking to school alone or in small groups which is nice to see and help them become more independent. ”

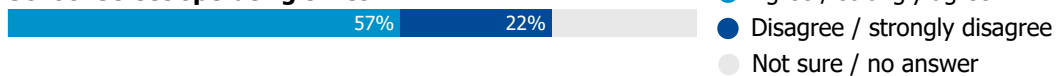
Have you noticed any change in activities around the school since the School Street was introduced?



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



Air quality around the school has improved during School Street operating times.



Road danger has reduced during School Street operating times.



More people are cycling, walking, scooting to school during School Street operating times.



Social distancing around the school has been easier during School Street operating times.

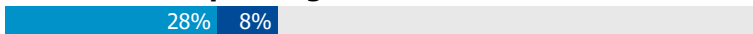


Figure 33: responses overview and respondents’ demographics

Children's Questionnaire

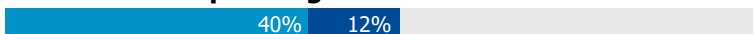
- 4.4.8 25 responses were received. Most secondary interviews were conducted within the class, and mostly repeat the responses of the primary interviews.
- 4.4.9 Children are much less likely to state that air quality and road safety have improved than their adult peers, with a high number of respondents stating that they do not know (64% and 48% respectively).
- 4.4.10 In the open text box reply, 48% state that they would like Sable Street to have more greening, and possibly play opportunities.

Air quality around the school has improved during School Street operating times.



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

Do you and others feel safer during School Street operating times.



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

More people are cycling, walking, scooting to school during School Street operating times.



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

Figure 34: overview of responses received

Oliver says I'm scared of crossing roads. It's my biggest fear!

School's response

- 4.4.11 Feedback was received on the phone from Sophie Gavalda, Assistant Head Teacher at William Tyndale Primary School on 26 April:

The School Street has made a noticeable difference in air pollution on

Sable Street, as there were quite a few idling cars before. Traffic is now further away not only on the Upper Street side, but the Sable Street side also, which is beneficial especially as traffic in the vicinity has noticeably gone up over the last weeks.

The school has a large number of children and staff with asthma, at high density in a small area. One staff member with asthma used to complain about air quality when in the school grounds, and has not complained since introduction of the School Street. It is much more pleasant now, and seems to have a huge positive impact on health.

During the pandemic, when parents and carers got into the routine of dropping children off at the gate, it was great to have that car-free space outside the gate. Previously there had been concerns about safety around the Sable Street entrance, because it does get busy and crowded. Safety has improved, it's much better for school community now, and it seems an improvement for neighbours, too.

We have noticed that many more children are walking, cycling and scooting. People seem to feel that the road closures make it safer, and also that it has become more difficult to drive around. Both seem to have encouraged a change in behaviour, also amongst staff. More staff have signed up to the Cycle to Work scheme, which previously didn't have much uptake.

We are very keen for the School Street to continue. It provides a safe and calm environment to walk into after school, and re-establishes a sense of community.

Summary

- 4.4.12 It is one of the sites with the highest level of support, with 68% of adult respondents stating in the open text box that the School Street trial has been a positive change. Children's responses are less supportive than the adults'. Sable Street is one of two school entrances, so not all respondents might experience the School Street on a daily basis. The School leadership is very supportive of the scheme.

4.4.13 The changes mean that many adults and children can be observed gathering near the school gate on Sable Street and making use of the road to socialise. Very few adverse issues or road safety issues are reported.

5. Conclusions

5.1 General trends

- 5.1.1 Many more respondents agree that the key School Street objectives air quality, road safety and travel promotion have been met, than respondents who disagree (with a single exception at The Bridge/Hungerford, where more respondents are disagreeing than agreeing that more people are now walking, scooting and cycling).
- 5.1.2 Parents/carers were generally more supportive of the changes introduced through School Streets than local residents, which can explain the low support at The Bridge Hungerford, which has a low response rate amongst parent/carers.
- 5.1.3 Children are generally more supportive than adults of the changes.
- 5.1.4 Both adults and children alike state that improved air quality and road safety are main benefits, but also mention qualities such as a less stressful, more peaceful and especially quieter environment.

5.2 Representativeness and outreach

- 5.2.1 The response rate is relatively low across all sites, ranging from 37 to 61, but all sites have a balanced mix of respondents of parents/carers and local residents, and car-owning and car free respondents (with the exception of The Bridge Hungerford, which has a low percentage of parent/carer respondents).
- 5.2.3 Feedback received from local workers and business owners has been low at 6% overall.

5.3 Who is underrepresented

- 5.3.1 People with disabilities are slightly under-represented in comparison to the Islington average.
- 5.3.2 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.
- 5.3.3 Car-free households are under-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 35 School Streets across the borough 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 based on provisional data (decreased by 30% since 2019). Final results still to be collated.
- **Traffic has reduced** on Eburne Road and Hercules Street during School Streets operational hours (overall down 67%).
- **The proportion of vehicles speeding has increased** on Eburne Road and Hercules Street during School Streets operational hours (overall up 3%).

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:

Telephone: 020 7527 6968

Email: schoolstreetsconsultation@islington.gov.uk

Write to: Public Realm, 1 Cottage Road, London, N7 8TP



School Street Feedback Form

Grafton Primary School Eburne Road and Hercules Street

In January 2021, as part of our commitment to make our streets cleaner, greener and healthier, Islington Council introduced a trial School Street in your neighbourhood. The School Street prevents cars from driving on Eburne Road and Hercules Street 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 Sunday 20 March 2022** 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 activities around the school since the School Street was introduced? *

- no
- yes (please specify)
- more socialising
 - a stronger sense of community
 - a more relaxed atmosphere
 - a quieter atmosphere
 - more play
 - other

Question 2 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

Question 3 How much do you agree or disagree with the following statements:

Air quality around the school has improved during School Street operating times.

strongly agree agree not sure disagree strongly disagree

Road danger has reduced during School Street times.

strongly agree agree not sure disagree strongly disagree

More people are cycling, walking, scooting to school during School Street operating times.

strongly agree agree not sure disagree strongly disagree

Social distancing around the school has been easier during School Street operating times.

strongly agree agree not sure disagree strongly disagree

Question 4 Are there any issues in the School Street area on Eburne Road and Hercules Street 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 5 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 Grafton 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 45–54
- 18–24 55–64
- 25–34 65–74
- 35–44 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 White and Asian
- Arab White and Black African
- Bangladeshi White and Black Caribbean
- Caribbean Any other Asian background
- Chinese Any other Black, African or Caribbean background
- Gypsy or Irish Traveller Any other Mixed or Multiple ethnic background
- Indian Any other White background
- Pakistani Any other ethnic group
- White British Prefer not to say
- White Irish

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 demographics

Percentage	Responses	Category
	177	Overall responses
92%	163	respondents stated whether they are local residents, parents/carers, or business, local worker, other
89%	158	respondents stated whether their household owns a car or not
89%	158	respondents stated whether they have a disability or not
73%	130	respondents stated their ethnicity
47%	76	Local residents
47%	77	Parent/Carer
6%	10	Other
	14	No answer
43%	68	Car-free households
57%	90	Car-owners
	19	No answer
11%	17	Disability
89%	141	No disability
	19	No answer
1%	1	African
1%	1	Arab
1%	1	Bangladeshi
1%	1	Caribbean
0%	0	Chinese
0%	0	Gypsy or Irish Traveller
2%	3	Indian
0%	0	Pakistani
53%	69	White British
4%	5	White Irish
3%	4	White and Asian
1%	1	White and Black African
1%	1	White and Black Caribbean
1%	1	Any other Asian background
2%	2	Any other Black, African or Caribbean background
5%	6	Any other Mixed or Multiple ethnic background
24%	31	Any other White background
2%	3	Any other ethnic group
18%	24	Prefer not to say
18%	23	No answer

Appendix III – Adults’ Questionnaire responses Overview

please see separate file

Appendix IV – Adults’ Questionnaire Crosstabs of individual locations

please see separate file

Appendix V – Children’s Questionnaire



My Name _____

My Class _____

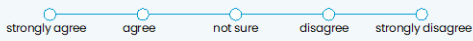
A My School Street

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.

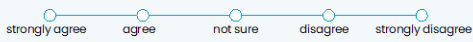
Have you noticed any changes on the streets near your school, and if so what are they?

How much do you agree or disagree with the following statements:

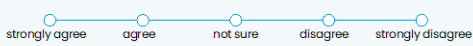
Air quality around the school has improved during School Street times.



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



More people are cycling, walking, scooting to school during School Street times.



What else would you like to change near your school?

B Your School Street

Thinking about the questions you have answered, interview another student or member of staff about the School Street. What is their view?

Their Name _____

Their Class/Job _____



Appendix VI- Promotional Material

Postcard



Flyer



Poster

School Street Consultation
Grafton Primary School, Eburne Road, Hercules Street

Have your say on the School Street
In January 2021, as part of our commitment to make our streets cleaner, greener and healthier, Islington Council introduced a trial School Street. The School Street temporarily prevents cars from driving on Eburne Road and Hercules Street during pick-up and drop-off times. It operates Monday to Friday 8.45am to 9.45am and 3pm to 4pm.

Tell us what you think about the School Street between Monday 21 February and Sunday 20 March 2022

Come and speak to us
Thursday 3 March
9am to 4pm
near the Grafton Primary School entrance on Hercules Place

Fill out our online questionnaire
by 11.59pm on Sunday 20 March 2022
Visit www.islington.gov.uk/schoolstreetsconsultation
or scan the QR code

For further information, visit www.islington.gov.uk/schoolstreets or contact us by:
Telephone 020 7527 6988
Email schoolstreetsconsultation@islington.gov.uk

If you need this information in another language or reading format, please contact us at schoolstreetsconsultation@islington.gov.uk

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For a more equal future