

Appendix P

Summary of consultation

Appendix contents

INTRODUCTION	6
OBJECTIVES OF CONSULTATION	6
SPECIFIC CONSULTATION ACTIVITIES	7
TARGETING STAKEHOLDERS	7
STS/LIP SEMINARS	8
TARGETING THE GENERAL PUBLIC	8
RESIDENTS PANEL SURVEY FINDINGS	9
INTRODUCTION	9
TRANSPORT OWNERSHIP AND USE	9
<i>Main transport used</i>	9
<i>Vehicle ownership</i>	9
STRATEGIES TO CHANGE TRANSPORT USE	10
<i>Increasing walking</i>	10
<i>Increasing cycling</i>	10
<i>Increasing use of public transport</i>	10
APPROACHES TO IMPROVE TRANSPORT IN ISLINGTON	11
PRIORITY TRANSPORT ISSUES.....	11
PERCEPTIONS OF THE CONSULTATION DRAFT STRATEGY DOCUMENT.....	11
<i>Summary document</i>	11
<i>Full document</i>	11
CONCLUSIONS OF SURVEY	12
CONCLUSION	12
REFERENCES	13
ANNEX 1: LIST OF CONSULTEES	14
ANNEX 2: COMPLETE ANALYSIS OF PANEL SURVEY RESULTS	19
BACKGROUND	19
<i>Islington Residents’ Panel</i>	19
<i>Method</i>	20
<i>The Panel Survey</i>	21
<i>Statistical significance</i>	21
<i>Data and written reports</i>	21
<i>Respondent profile</i>	22
TRANSPORT OWNERSHIP AND USE	23
<i>Main form of transport used</i>	23
<i>Transport ownership</i>	25
<i>Transport for mobility purposes</i>	26
STRATEGIES TO CHANGE TRANSPORT USE	26
<i>Walking</i>	26
<i>Cycling</i>	28
<i>Public transport</i>	29

APPROACHES TO IMPROVE TRANSPORT IN ISLINGTON	31
<i>Background and overview</i>	31
PRIORITY TRANSPORT ISSUES.....	37
PERCEPTIONS OF THE CONSULTATION DRAFT STRATEGY DOCUMENTS.....	39
<i>Summary leaflet of the draft strategy</i>	39
<i>Readership of the summary leaflet</i>	39
<i>Satisfaction with the summary leaflet</i>	40
<i>Full version of the draft strategy</i>	43
<i>Readership of the full version of the draft strategy</i>	43
<i>Satisfaction with the summary leaflet</i>	44
ADDITIONAL COMMENTS	46
ANNEX 3: FEEDBACK FORM	47

List of tables

TABLE P.1: PANEL PROFILE	20
TABLE P.2: SAMPLE PROFILE	22
TABLE P.3: MAIN FORM OF TRANSPORT USED, BY DISABILITY	24
TABLE P.4: VEHICLE OWNERSHIP	25
TABLE P.5: FACTORS THAT WOULD ENCOURAGE GREATER USE OF WALKING AS A MODE OF TRANSPORT IN ISLINGTON - PROMPTED	27
TABLE P.6: FACTORS THAT WOULD ENCOURAGE GREATER USE OF CYCLING AS A MODE OF TRANSPORT IN ISLINGTON - PROMPTED	28
TABLE P.7: FACTORS THAT WOULD ENCOURAGE GREATER USE OF PUBLIC TRANSPORT AS A MODE OF TRANSPORT IN ISLINGTON – PROMPTED.....	30
TABLE P.8: AGREEMENT WITH EACH COUNCIL OBJECTIVE TO HELP IMPROVE TRANSPORT IN ISLINGTON.....	33
TABLE P.9: HOW EFFECTIVE RESPONDENTS FEEL THAT THE PROPOSALS WOULD BE IN IMPROVING SPECIFIED ASPECTS OF TRANSPORT WITHIN ISLINGTON.....	36
TABLE P.10: PERCEPTIONS OF THE SUMMARY LEAFLET OF THE DRAFT STRATEGY.....	42
TABLE P.11: PERCEPTIONS OF THE FULL VERSION OF THE DRAFT STRATEGY.....	45

List of figures

FIGURE P.1: MAIN FORM OF TRANSPORT USED	23
FIGURE P.2: AGREEMENT WITH EACH COUNCIL OBJECTIVE AGAINST THEIR PERCEIVED EFFECTIVENESS	35
FIGURE P.3: MAIN TRANSPORT PRIORITIES - PROMPTED	38
FIGURE P.4: READERSHIP OF THE SUMMARY LEAFLET INCLUDED WITH THE QUESTIONNAIRE	39
FIGURE P.5: READERSHIP OF THE SUMMARY LEAFLET, BY MAIN TYPE OF TRANSPORT USED	40
FIGURE P.6: READERSHIP OF THE FULL VERSION OF THE DRAFT STRATEGY	43

1.0 Introduction

1.1 Based on the London Borough of Islington's council-wide consultation strategy (LBI, 2003), the goal of consultation on the draft Sustainable Transport Strategy was to create “an open communication and exchange of information with consultees so that their views and needs are taken into account and contribute to the decision-making process.”

1.2 This volume of the Sustainable Transport Strategy (STS) contains all information relating to the extensive consultation process carried out during production of the STS. This information is arranged within a number of separate appendices:

Appendix P – Summary of consultation

Appendix Q – Consultation responses from stakeholder groups

Appendix R – Consultation response from TfL

Appendix S – Islington's responses to issues raised

1.3 Appendices R and S also include descriptions of how each issue raised during consultation has been addressed within the final STS.

1.4 This appendix summarises the consultation that was carried out on the STS, including

- the key objectives of the consultation process
- the different methods that were used in consulting specific local stakeholders and community groups, key partners, statutory consultees and the general public
- an analysis of the results of the consultation

2.0 Objectives of consultation

2.1 The key objectives of consultation on the Sustainable Transport Strategy were

- to ensure that our policies and decisions are informed by a wide range of experience and fully take into account the impact of proposals on different sectors of the community we serve
- to work with front line staff affected by any changes that will arise out of the consultation, so that they can feel ownership of the results
- to broaden public understanding of the rationale behind council transport policies and allow people to become involved in the development of proposals that affect their lives
- to work towards the council's equalities agenda and to take into account the issues raised in the STS Equalities Impact Assessment (EqIA) to gather feedback from as broad a cross-section of the community as possible, including residents, businesses, stakeholders, and 'hard-to-reach' groups (based

- on race, faith, gender, age, disability and sexual orientation)
- to ensure a good spread of diverse venues and with adequate provisions and facilities for all members of the community, including full accessibility
- to produce all documents and publicity in plain and understandable language to ensure usefulness and accessibility

3.0 **Specific consultation activities**

- 3.1 Because the strategy is a very large document, a summary of the draft STS was produced to make it possible to print fewer full copies of the strategy. The twelve-page summary leaflet contained an overview of the strategy including policies and proposals. This leaflet was then posted out to all key stakeholders and a number of residents in Islington at the beginning of the public consultation period in May 2005.
- 3.2 The eight-week public consultation period for the STS ran from Monday 16 May to Friday 8 July 2005.
- 3.3 We established an online access point in early 2005 specifically for the strategy where each chapter and appendix of the consultation draft strategy could be downloaded. This web page will be regularly updated throughout the implementation of the strategy. The document itself was complemented by an interactive online database and map of all proposed schemes.

Targeting stakeholders

- 3.4 In accordance with section 145 of the GLA Act and the LIP Guidance (TfL, 2004), a full hard copy of the consultation draft STS was sent to the following statutory stakeholders:
- Metropolitan Police Service
 - Transport for London
 - Disabled Action Islington
 - neighbouring boroughs (including the Corporation of London, London Borough of Camden, London Borough of Hackney and London Borough of Haringey)
- 3.5 Consistent with the advice provided in the Local Implementation Plan guidance (TfL, 2004), a summary leaflet was sent to an additional 528 external stakeholders, including
- London Fire and Emergency Planning Authority (LFEPA) and London
 - Ambulance Service representatives
 - the Highways Agency
 - Network Rail and the SRA (involving TfL's London Rail business)

- business, local environment, transport, community and special interest groups
- 3.6 We adopted a dynamic approach to consulting with stakeholder groups, particularly the harder to reach groups, offering to attend group meetings and present the strategy to members in person. This was to help groups and individuals to better understand the broader issues of quality of life and sustainability within Islington.
- 3.7 Presentations were made to Islington Transport Aware, Islington Cyclists Action Group, Islington Mobility Forum, emergency services representatives, TfL Public Carriage Office, Living Streets and the council's Transport Liaison Group.
- 3.8 Many of the key transport stakeholders in Islington are represented on the Transport Liaison Group. Ongoing updates of progress on the STS have been provided throughout development of the STS, and key issues arising from consultation were discussed with the group to gather further feedback.

See chapter 6 for more information on the council's consultees and partners

STS/LIP seminars

- 3.9 We organised two seminars focussing on strategic Local Implementation Plan issues, with the objective of acting as a forum for the exchange of ideas within Islington and across London. The first seminar, held on 25 October 2004, was entitled "parking – focussing on the customer". The second, held on 29 November 2004, was on the topic of "reducing traffic speeds, volume and accidents". These debates provided opportunities for council officers to showcase some of initiatives that are being undertaken within the borough. Likewise, these debates provided attendees with information on different approaches and achievements across London and gave them an opportunity to influence the future of transport not only in Islington but across London.

Targeting the general public

- 3.10 To raise awareness of the STS, the following activities were undertaken:
- an article published in the *Islington* residents magazine (31 January 2005) promoting the upcoming consultation period
 - full hard copies of the consultation draft STS placed in all Islington libraries
 - posters placed in community centres and libraries
 - flier placed on the Angel Town Centre notice board inviting perusal and comments to be forwarded to the council
 - media release sent out in May 2005 advising that comments

- were being sought in relation to the STS
- full document made available in compact disc format on request
- presentations to each of the four area committees in May 2005 using each area's respective area transport action plan (chapters 10 to 13 of the draft STS)
- stalls at various events within the borough including 'Imagine Islington' family green fun day, FinFuture's "How to be green in Finsbury Park" Environment Day, Green Energy Bus initiative and a refugee event at the Town Hall

3.11 In addition, the council commissioned a survey of Islington residents to gather feedback on the draft strategy. This is discussed in the following section.

4.0 Residents panel survey findings

Introduction

4.1 An independent research firm (BMG Research) was commissioned to distribute a summary leaflet and feedback form to a representative panel of Islington residents during the STS consultation period. The initial mailing of the survey was dispatched to all 2,122 panel members in late May 2005, with a return cut-off date of 10 June. Those panel members who failed to return a completed survey were sent a reminder mailing, with a return date of 27 June. 489 responses were received, representing a response rate of 23%.

4.2 In addition, 27 other feedback forms were completed by residents who attended meetings and exhibitions during the consultation period.

4.3 The results from the resident's panel and external feedback forms are provided as a summary of findings below. The full analysis of these surveys is included in annex 1 of this appendix, and all of these responses were considered as the strategy was finalised.

Transport ownership and use

Main transport used

4.4 The majority of respondents (51%) highlight public transport as their main form of transport used for getting around Islington, which includes 43% that mainly use the bus. In contrast, 19% mainly travel by car, whilst 18% walk.

Vehicle ownership

4.5 Respondents were asked whether anyone in their household possessed specified forms of transport. The largest proportion of

households (55%) own one or more cars, contrasting with 36% that own bicycles, and 3% motorcycles or scooters.

- 4.6 Overall, 20% of households own multiple cars, 12% multiple bicycles.

Strategies to change transport use

- 4.7 Respondents were asked to highlight the main factors that would encourage them to use public and non-motorised forms of transport as a means to getting around Islington more in the future. With regards to public transport in particular, it should be stressed that the survey was undertaken prior to the bombings on public transport on 7 July 2005. As a result, particular caution should be applied when looking at issues of safety and security, both on public transport, as well as security at stations and bus stops, as opinions may have since changed.

Increasing walking

- 4.8 Overall, 85% of respondents mention one or more factors that would encourage them to walk more. The main issues mentioned include cleaner and more attractive streets (54%), better personal security (43%), more street lighting (34%), and more even pavements (34%).
- 4.9 These are also the key issues for those who currently walk as their main form of getting around Islington.

Increasing cycling

- 4.10 Overall, 60% of respondents mention one or more factors that would encourage them to cycle more. The main issues mentioned include more segregated cycle lanes (41%), more secure cycle parking (34%), less traffic (28%), and improved enforcement against dangerous driving (27%).
- 4.11 Again, these are also the key issues for those who currently walk cycle their main form of getting around Islington. However, cyclists are far more likely to mention each point in turn: segregated cycle lanes (71%), more secure cycle parking (65%), improved enforcement against dangerous driving (54%), and less traffic (42%).

Increasing use of public transport

- 4.12 Overall, 84% of respondents mention one or more factors that would encourage them to use public transport more. The main issues mentioned include more frequent services (45%), more reliable services (45%), cheaper fares (42%), and less crowded buses or trains (26%).
- 4.13 Amongst those respondents who currently use public transport as their main way of getting around, the proportions citing each of the factors

given in the above section closely reflect the overall sample.

Approaches to improve transport in Islington

- 4.14 The Sustainable Transport Strategy encompasses six key objectives – safe, accessible, green, efficient, secure and attractive. With regard to these six objectives, respondents were first asked to rate the extent to which they agree that a particular objective is an appropriate approach to improving transport in Islington. The largest proportion of respondents agree that addressing the **attractiveness** of the transport environment will improve transport within Islington (78%), with 77% giving similar ratings to an **efficient** network.
- 4.15 Respondents were then asked to rate how effective the proposals of the Sustainable Transport Strategy would be in achieving each objective. In this instance, 55% consider the strategy to be potentially effective in making the transport environment more **safe**, whilst 53% consider the proposals to be potentially effective in making the transport environment more **accessible**.

Priority transport issues

- 4.16 Chapter 4 of the consultation draft version of the STS contains a range of proposals designed to assist the Council in working towards and meeting its transport objectives. From the list of fourteen transport topics, respondents were asked to highlight their top three. The following transport topics were highlighted by the largest proportion of respondents: bus (40%); highways infrastructure (31%); environment (30%); walking (28%); and traffic calming in residential areas (28%).

Perceptions of the consultation draft strategy document

Summary document

- 4.17 A 16-page summary leaflet, *Help Shape the Future of Transport In Islington*, was contained within each questionnaire pack given out to respondents. Over four in five respondents (83%) read some or all of the entire summary leaflet included within the questionnaire pack. Over half of respondents (53%) read the entire leaflet.

Full document

- 4.18 Overall, one in eight respondents (12%) have seen the full version of the consultation draft Strategy that is available on the Islington Council website. Approximately half of these (7% of all respondents) were able to read a lot of this document, a further 4% of respondents some of the document.
- 4.19 Those respondents who had seen the document were further asked to rate their level of satisfaction with four aspects of the document's

quality:

- 77% agree that it is clear and easy to read
- 69% agree that it helps people to understand how transport issues in Islington affect them
- 64% agree that it helps people to understand the reasons behind the Council's transport policies
- 54% agree that it gives people an opportunity to become involved in transport proposals that affect them

Conclusions of survey

- 4.20 Census 2001 data indicates that 42% of Islington households have access to a car or van, contrasting with 73% across England and Wales. This serves to highlight that alternatives to personal transport, be it public transport or indeed walking are of greater importance to the local populace than might be observed elsewhere in the country. Indeed, transport usage within the survey reinforce this impression, with over four in five respondents mentioning that their principal mode of transport is a mode other than car or van.
- 4.21 With this in mind, the key objectives of the Sustainable Transport Strategy reflect policies designed to facilitate pedestrian, public or non-motorised forms of transport, be it addressing safety, security, efficiency or environmental issues. There is a high level of support for each of these six objectives, although no single objective is seen as notably more or less important than others. Therefore, it is important that the council is seen to advance each objective within the strategy, without undue emphasis on any individual area.
- 4.22 The task ahead of the council is complex, considering that the key objectives themselves incorporate a range of priorities, which may in themselves overlap or interlock with other objective areas. Also, whilst the overriding objectives of the strategy are seen as appropriate, respondents are less likely to consider that individual priorities contained within each objective, and designed to enable progress towards the achievement of the individual objective, will be effective.

5.0 Conclusion

- 5.1 A comprehensive consultation process has been undertaken to gather a broad range of feedback on the draft Sustainable Transport Strategy. The following appendices illustrate exactly how this feedback has been addressed to make the final strategy more consistent with the aspirations of Islington's diverse community.

References

London Borough of Islington, *Islington council's consultation strategy*, 2003

Transport for London, *Mayor's Transport Strategy Local Implementation Plan Guidance*, July 2004

6.0 **Annex 1: List of consultees**

6.1 The following organisations were consulted on the consultation draft STS and provided input towards the final strategy.

Afghan Community	Barnsbury Wood Co-op
African Churches Council for Immigration & Social Justice	Battlebridge Tenants Association
Age Concern Islington	Bavaria Road/Hornsey Road Tenants Association.
AGLOW (Association of Greater London Older Women)	Belitha Villas Residents Association
Ajowa EBI Senior Citizens Club	Belmore LBI (Community Services)
Akina Mama Wa Afrika	Bemerton TA
Alexander National House	Bentham Court Com Centre
Algerian Refugee Centre	Bentham Court TRA
Almorah Rd Community Centre	Bentham Estate
Alsen Day Centre	Beresford Road Action Group
Alzheimer's Society	Bemerton Tenants Association
Ambler Primary School	Blessed Sacrament Primary School
Amwell Business Association	Bowerman Court Tenants Association
Anand Mandal	British Motorcyclists' Association
Anchor Housing Association	Burder Close/ Boleyn Road Tenants' & Residents Association
Anchor Trust	Byam Shaw School of Art/Weekend Academy
Andover Estate Community Centre	CABE Space
Angel Association	CAIS - Social Services Youth Participation Group
Angel Forum Planning Sub-Group	Cally Rail Group
Angel Improvement Trust	Camden Active Health Team
Apnar Ghar	Canal Boat Users Association
Aquaterra Leisure	Canonbury Primary School
'Arachne' Greek-Cypriot Women's Group	Canonbury Association
Arbon Court TRA	Canonbury Day Care Centre
Archway Carers Group	Canonbury Forum
Archway Central Hall Methodist Church	Canonbury Recreation Centre
Archway Community Centre	Canonbury Society
Arlington Association	Cardozo and Freegrove TRA
Ashby Eric Fletcher TRA	Caribbean Pensioners & Friends
Ashmount Primary School	Carila (Latin American)
Asian Luncheon and Social Club	Caril-Latin American Welfare Group
Asian Women's Group	Caxton House
ASRA Greater London Housing Assoc	Caxton House Community Centre
Assisted Living	CEA Islington
Aubert Court Playgroup	Central Foundation Secondary School
Aubert Court Tenants' Association	Central London Partnership
Auto Cycle Union	Centre 404
Automobile Association	Centre for Filipinos
Barbican and Finsbury Social Club	Charteris Neighbourhood Tenant Co- operative
Barnsbury Action Group	Chetwynd & Twisden Roads Residents Association
Barnsbury Estate Tenants Association	Children's Express
Barnsbury Housing Association	Chinese Information and Advice Centre
Barnsbury Road Residents Group	Christ the King Primary School
Barnsbury TNA	Church of the Sacred Heart

Circle 33 Housing	Factory Community Project, International Elderly Lunch Club
Claremont Day Centre	Federation of Islington Tenants Association
Clerkenwell Forum Planning Sub-Group	FILEF Italian Centre
Clerkenwell Green Association	Finsbury Clerkenwell Volunteers
Clerkenwell Parochial Primary School	Finsbury Park Community Trust
Cloudesley Association	Finsbury Park Street Drinkers Initiatives
Community of Malin Refugees	First Capital
Community of Refugees from Vietnam	First Group - Deputy Manager East Area
Community Rehab Team	First Group (manager - 236 route)
Community Transport Assoc	First Group (Manager - 341 & 476 routes)
Copenhagen Primary School	Fonthill Road Traders' Association
Copenhagen Forum Planning Sub-Group	Freight Transport Association Ltd
Copenhagen Neighbourhood Forum	Friends of the New River Walk TRA
Copenhagen Street Action Group	Ghana Union London Projects
Corporation of London	Gifford, Rufford & Randalls Residents Association
Countryside Agency	Gillespie Primary School
Crouch Hill Community Centre	Gillespie Neighbourhood Forum
Crown HA	Girdlestone Estate Tenants Association
Culpeper Community Garden Association	Grafton Primary School
Cummings Estate TRA	Greater London Authority - Architecture and Conservation Advisory Panel
Cyclists' Touring Club	Greek and Cypriot Cultural Community and Youth and Legal Centre
Dartmouth Park CA Advisory Committee	Greek Orthodox Church of The Baptist St
Detention Advice Service	Greenpeace
Disability Action in Islington (DAI)	Groundwork Camden & Islington
Disabled/Buses/ Islington Action Group/IDN Committee	Groundwork Camden Islington
Douglas Road Association	Guinness Trust Regeneration Office
Drayton Park Primary School	Gulland Walk & Red House Sq
Drayton Park Community Centre	Hackney and Islington Refugee Training Partnership
Duncombe Primary School	Hackney Community Transport
Eastern European Refugee	Hackney Council
EC1 New Deal	Haliday House TA
EC1 New Deal - Youth Programme	Hanley Crouch Community Association
Elizabeth Garrett Anderson Secondary School	Hanover Primary School
Ellington Street Residents' Association	Hargrave Hall Community Association
Elthorne Forum Planning Sub-Group	Hargrave Park Primary School
Elthorne Housing Task Force	Haringey Council
Elthorne Neighbourhood Forum	Harvist Road Tenants' Association
Emmanuel Court	HASLAC
English Churches Housing Group	Hathersage Residents' Association
English Heritage	Hemingford Road Association
English Nature	Highbury Community Association
Environment Agency	Highbury Fields Secondary School
Environmental Campaigns (ENCAMS)	Highbury Fields Association
EPIC Trust - Housing	Highbury Green News
Eritrean Community Association	Highbury Grove Secondary School
Eye for Islington	Highbury Quadrant Primary School
F E Thorpe & Sons	Highbury Roundhouse
	Highbury Roundhouse Community Centre
	Highbury Terrace Mews Residents Association
	Highbury Vale Neighbourhood Forum
	Highway Agency
	Hilldrop Area Community Association
	Holloway Secondary School

Appendix P – Summary of consultation

Holloway Neighbourhood Group	IVAC
Holloway Seven Day Adventist Church	John Spencer Square Management Group
Holloway Tenants Co-op	Joint Committee on Mobility for Disabled People
Hornsey Housing Trust	Joint Council for the Welfare of Immigrants
Hornsey Lane Estate Community Centre	Joseph Trotter Tenants' Association
Hornsey Lane Estate Tenants Assoc	Kanlungan
Hugh Myddelton Primary School	Killick Street Health Centre
Hungerford Primary School	King's Corner Project
Huntingdon & Crescent Street Residents Association	King's Cross Action Group
IMECE Turkish Speaking Women's Group	Kings Cross Community Development Trust
Inca-Cgil	Kings Cross Partnership
Indo/Pakistan Cultural Centre	King's Cross Railway Lands Group
In-Touch	Kokayi Supplementary School
Iranian Community Centre	Kurdish Information Advocacy Centre
Irish Pensioners lunch Club	Kurdish Information Centre
Islington & Shoreditch HA Ltd	Kurdish Refugee Women's Organisation
Islington African Project	Latin American Elderly Project
Islington Age Concern	Laycock Primary School
Islington Alzheimer's Society	Leaseholders / Freeholders Association
Islington Ambulance Service	Lennox House
Islington and Shoreditch Housing Association	LFEPA
Islington Arts and Media School	Libraries
Islington Bangladesh Association	Licensed Taxi Drivers Association
Islington CAB	Liverpool Road Residents Association
Islington Carers Forum	Living Streets
Islington Chamber of Commerce & Trade Ltd	London Afghan Community
Islington Chinese Association	London Ambulance Service
Islington Community Transport	London and Home Counties Motorcycles Action Group (MAG)
Islington Conservation Advisory Committee	London Asian African Caribbean Centre (LAAC)
Islington Council	London Borough of Camden
Islington Cyclists Action Group (ICAG)	London Borough of Haringey
Islington Cypriot Community Association	London Borough of Islington
Islington Friends of the Earth	London Buses
Islington Green Secondary School	London Canal Museum
Islington MIND	London Care
Islington Motorcycle Action Group (IMAG)	London Congolese Arts
Islington Park Walk Action Committee	London Fire Service
Islington Pensioners Forum	London Transport Users Committee (LTUC)
Islington Peoples Rights	London Underground
Islington Primary Care Trust (PCT)	London Underground (Strategic Planning)
Islington Sheltered Housing	London Walking Forum
Islington Society	Lonsdale Square Society
Islington Somali Community	Lough Road Communities Association
Islington Strategic Partnership	Lower Barnsbury Street Residents Association
Islington Transport Aware	Lower Hilldrop Tenants' Association
Islington Victim Support	Lower Holloway Residents Association
Islington Zairean Group	Manor Gardens Befriending Project
Islington Zairean Refugee Group	Manor Gardens Centre
	Manor Gardens Stroke Club
	Marquess Area 2 TRA
	Martineau Community Nursery
	Maya Centre

Appendix P – Summary of consultation

Mayville Community Centre	Patchwork Community Housing Association
Mayville Tenants' Association	Peabody Estate Office
MBSA	Peabody Trust
McKindoe Court TRA	Peel Centre
Mercers	Peel Institute
Metroline	Penn Road Residents Association
Metropolitan Police	Pensions Service
Migrant Resource Centre	Petherton Road RA
Mildmay Grove Residents' Association	Pooles Park Primary School
Mildmay Neighbourhood Forum	Popham Estate TRA
Mildmay Pensioners Association	Prevention Manager
Mildmay South Tenants' Co-op	Primary Care Manager North Islington PCT
Mobile Repair Service	Prior Weston Primary School
Montem Primary School	Priory Green TA
Mosaic Homes	Public Affairs Section
Mount Carmel Secondary School	Quadrant Neighbourhood Forum
Muslim Welfare House	RAC Motoring Services
Nag's Head Community Trust	Reach Team
Naish Court Residents' Association	Refugee Education & Training Advisory Centre (RETAS)
National Market Traders Federation	Refugee Therapy Centre
New Islington and Hackney Housing Association	Regenerating Mildmay
New North Community Primary School	Richard Cloudesley Special School
New Park Day Centre	Richmond Avenue/Crescent Residents Association
New Roots	Ripplevale Association
Newington Green Primary School	Road Haulage Association (Southern & Eastern Region)
Newington Green Action Group	Robert Blair Primary School
Newington Green Black Senior Citizens	Roman Way Shops & Services Group
Newington Green Improvements project	Rosetower Forum Planning Sub-Group
Newington Green Mansions TRA	Rosetower Neighbourhood Forum
Newington Green Traders	Rotherfield Primary School
North Kings Cross Neighbourhood Management Project	Royal Mail Mount Pleasant Mail Centre
North London Women's Group	RSVP (Retired Senior Volunteers Programme)
Northampton Square Residents' Association	Sacred Heart Primary School
Northchurch, Ecclesbourne, Elmore TRA	Saddler's Wells
Nottingham Hill Housing Group	Samuel Lewis Housing Trust
Old Islingtonians	Samuel Rhodes Special School
Oromo Community (UK)	Sebbon Street Community Centre
Oromo Mother Tongue and Culture Education Project	Shaftesbury Housing
Over 50s Employment Bureau CAB	Shakespeare Residents Association
Owner Drivers' Society	Shian Housing Association
Packington Street Association	Sierra Leone Women's Forum
Pakeman Primary School	Social Inclusion Manager
Pakistani Women's Welfare Association	Social Services Information
Papworth Gardens Tenants' Association	Somali Speakers Association
Paradise Project	Somali Welfare Centre
	South Cally Community Association
	South Islington Stroke Club
	Spa Green Management Organisation
	SPH Care and Repair
	St Aloysius College
	St Andrews Primary School
	St Augustine's Lunch Club
	St Joan of Arc Primary School
	St John Evangelist Primary School

Appendix P – Summary of consultation

St John's Highbury Vale Primary School	The Civic Trust
St John's Upper Holloway Primary School	The Crypt
St Joseph's Primary School	The Dorcas Project
St Jude and St Paul's Primary School	The Factory, Mildmay
St Luke's CE Primary School	The Islington Society
St Luke's Trust	The Royal Association for Disability and Rehabilitation (RADAR)
St Mark's CE Primary School	Theberton Street Association
St Mary Magdalene CE Primary School	Thornhill Primary School
St Mary's CE Primary School	Thornhill Neighbourhood Project
St Mary's Church community centre	Thornhill Square Association
St Pancras Care and Repair	Thornhill Square residents' Association (TSA)
St Paul's Conservation Society	Thorpes
St Pauls Rd Traffic Action Group	Tollington Neighbourhood Forum
St Pauls Steiner Project	Tollington Park Action Group
St Peter's and St Paul's Primary School	Tracks to Employment
St Peter's Church	Transport for London
St Peters Group	Transport for London Street Management
St. Mary Magdalene Association	Tufnell Park Primary School
St.Paul's Conservation Society	Turkish Cypriot Community Association
Stagecoach East London	Turkish Education Group
Stagecoach in Oxford	UNDUGU
Stephens Ink Community Association Club	Union of Muslim Families (UK)
Strategic Rail Authority	Upper Street Association
Streets affected by Through Traffic	Urban Design & Streetscape
Stroke Association	Vittoria Primary School
Supporting People Programme	West Anglia Great Northern Railway Ltd (WAGN)
Sustrans	Whittington Agenda 21 Group
Sutton Housing Trust	Whittington Community Centre
Tavistock Terrace Residents' Association	Whittington Park Community Association
Taxis - Public Carriage Office	William Tyndale Primary School
TGWU-Woodberry	Williamson Street Community Centre
The Bridge School	Willow Bridge Road Association
	Winton Primary School
	Woodbridge Tenants Association
	Yerbury Primary School
	Young at Heart Club

7.0 **Annex 2: Complete analysis of panel survey results**

Background

7.1 This survey was conducted on behalf of Islington Council, and overall sought to gauge reaction towards the consultation draft version of the Sustainable Transport Strategy for 2006-2016.

7.2 The questionnaire encompassed the following themes:

- Establishing the modes of transport respondents have access to, and those they use most frequently
- Looking at ways to increase the use of non-private motorised forms of transport, be it cycling, public transport or walking
- Gauging the level of consensus that the approaches outlined within the draft strategy are appropriate
- Prioritising topic areas within the draft strategy
- Assessing the quality of the actual draft summary documentation

Islington Residents' Panel

7.3 BMG Research were commissioned by the Islington Strategic Partnership in April 2003 to undertake their panel recruitment project.

7.4 This was to recruit a representative panel of 1,600 Islington residents who would be consulted on issues for all Islington Strategic Partnership members and organisations. In addition two booster samples were also completed with 100 young people (aged between 16-24) and 100 members of the Black and Minority Ethnic Community. In total, 1,866 residents were recruited to become panel members at this juncture.

7.5 In April 2005, a refreshment exercise was undertaken, administered through a postal questionnaire, to replace about one-third of the original panel with new members – persistent non-responders to surveys were also removed from the panel at this juncture. At this stage, 688 panel members were recruited.

7.6 The size of the Islington Residents' Panel at the time of the survey equated to 2,122 members.

7.7 The demographic breakdown of the panel is as follows:

Table P.1: Panel profile

	%		%
Gender			
Male	47	Female	53
Age			
16-19	6	45-54	19
20-24	8	55-64	13
25-34	18	65-74	10
35-44	24	75+	4
Disability/long-term illness			
Yes – respondent	7	No	74
Yes – other household member	16	Refused	3
Ethnicity			
White	73	Black	12
Mixed	2	Chinese	1
Asian	5	Other	6
Employment status			
Self employed	7	Student	8
In full-time employment	35	Retired	15
In part-time employment	8	Looking after adult	2
Unemployed claimant	5	Looking after child	11
Unemployed non-claimant	4	Long-term sick	4
Sample bases (All panel members) – 2,122			

Method

7.8 This report combines the results from the following two strands of the survey: a self-completion survey amongst Panel Members, and the

results from self-completion questionnaires distributed across varied exhibitions within Islington. Both strands of the survey incorporated a sixteen-page summary document outlining the Strategy.

- 7.9 There is a total sample of 516 interviews achieved across these two strands, which includes 489 Panel returns, and 27 exhibition returns.

The Panel Survey

- 7.10 The initial mailing of the survey was dispatched to all 2,122 Panel Members in late May 2005, with a return cut-off date of June 10th established. For those Panel Members who failed to return a completed survey, a reminder mailing was sent out, with a return date of June 27th.

- 7.11 The total number of returns, 489, represents a response rate of 23%. This represents a significant fall from the 37% resulting from the survey undertaken into perceptions of smoking in February 2004. This large fall can partly be attributed to the long period between consultations.

Statistical significance

- 7.12 The report highlights results that are statistically different from the headline score (↑ that it is significantly higher, ↓ significantly lower). These are calculated using a two-tailed monadic test comparing the results of two independent samples, and a 99% confidence interval has been applied.
- 7.13 Therefore, were the survey process to be repeated one hundred times, in ninety-nine cases, the difference between the two contrasting proportions would not vary by less than the associated z-score of $\pm 2.58\%$.

Data and written reports

- 7.14 This written report, in addition to examining the headline data, also comments on any notable differences observed across key respondent sub-groups. More detailed data can be found in the accompanying data report, which cross-tabulates the results by the following criteria, which include the principal EqIA target groupings:
- Respondent gender
 - Respondent age
 - Respondent ethnicity (White vs BME, as well as a more detailed BME split)
 - Respondent employment status (Working vs non-working, as well as more detailed groupings)
 - Respondent economic activity
 - Respondent disability/long-term illness
 - Whether there are children in the household
 - Socio-Economic Group

- Main form of transport used by the respondent
- Whether there is a car in the household

Respondent profile

7.15 The following written report encompasses the response to the survey amongst Panel Members and those who filled in a self-completion survey obtained at an exhibition within Islington. Of the 516 respondents, 489 (95%) are Panel Members.

7.16 The following table presents they key profile details of the sample, including gender, age, ethnicity, employment status and disability.

Table P.2: Sample profile

	%		%
Gender			
Male	47	Female	52
Age			
16-19	2	55-64	18
20-24	4	65-75	10
25-34	16	75+	5
35-44	23	Not provided	1
45-54	20		
Disability/long-term illness			
Yes – respondent	15	No	74
Yes – other household member	7	Refused	4
Ethnicity			
White	78	Black	7
Mixed	2	Chinese	1
Asian	4	Other	7

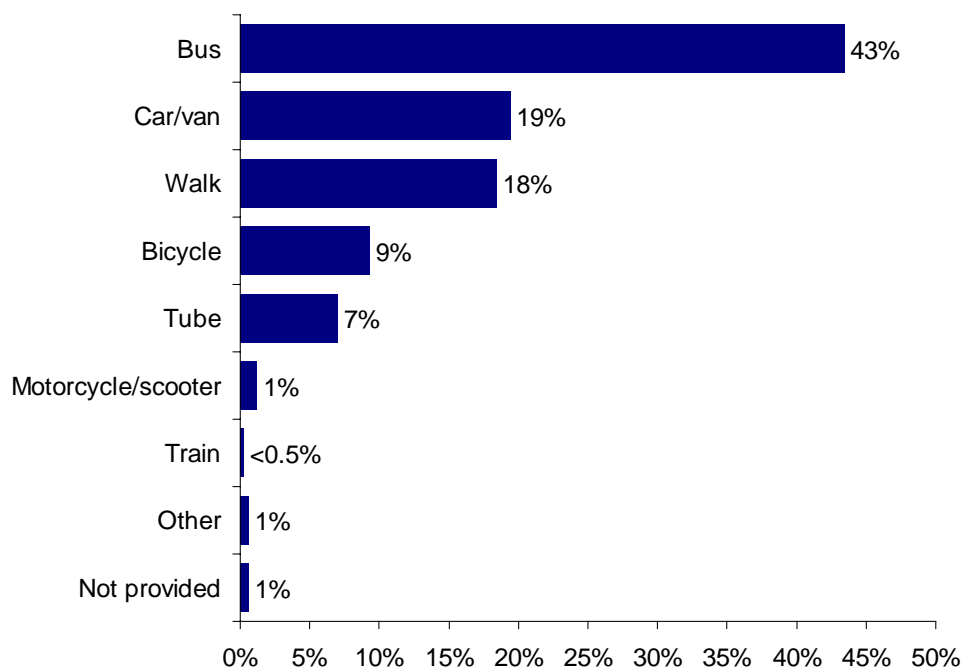
Employment status			
Self employed	10	Student	4
In full-time employment	42	Retired	17
In part-time employment	7	Looking after adult	1
Unemployed claimant	3	Looking after child	8
Unemployed non-claimant	1	Long-term sick	5
Sample bases (All respondents) – 516			

8.0 Transport ownership and use

Main form of transport used

8.1 The majority of respondents (51%) highlight public transport as their main form of transport used for getting around Islington, be it bus, tube or train. A further one in five (19%) mainly use a car or van, a slightly larger proportion than those who mainly walk (18%).

Figure P.1: Main form of transport used



Sample base (All respondents) - 516

8.2 The proportions using public transport as their main form of transport vary when analysing all key respondent sub-groups except gender, although only a selection of these differences are *significantly* different from the headline figures (as noted below). In comparison to the headline figure of 51%, those most likely to mainly use public transport include:

- Older and younger respondents (71%[↑] of those aged 65+, and 59% of those aged 16-24; compare to 45% of those aged 25-44, and 48% of those aged 45-64)
- BME respondents (61%; compare to. 48% of White respondents)
- Non-working respondents (63%[↑], including 73%[↑] of retired respondents; compare to. 42% of working respondents)
- Respondents with disabilities or long-term illnesses (70%; compare to. 46% of those without)

8.3 Overall, in contrast to the headline figure of 19%, 35%[↑] of those who actually have access to a car within their household state that this is their main form of transport. Car use is highest amongst those in part-time employment (32%), those who have children in the household (30%[↑]), and amongst those of Black ethnic origin (29%).

8.4 In comparison to the 18% headline figure, there are no sub-groups that are notably more likely to walk as their main form of getting around the borough, although BME (6%[↓]), those aged 65+ (8%), and retired respondents (9%) are less likely to do so.

8.5 Also of note is the comparison between respondents with disabilities or long-term illnesses, who overwhelmingly use the bus as their main form of transport, against those respondents without disabilities. This is shown in the following table:

Table P.3: Main form of transport used, by disability

	Has disability	No disability	All
	%	%	%
Bus	69 [↑]	38	43
Car/van	16	20	19
Walk	12	20	18
Bicycle	0 [↓]	11	9

Tube	1	8	7
Motorcycle/scooter	1	1	1
Train	0	<0.5	<0.5
Other	1	1	1
Not provided	0	1	1
Sample bases (All respondents)	77	421	516

Transport ownership

8.6 Respondents were asked to specify the number of vehicles their household possessed of various types. The largest proportion of households (55%) own one or more cars, contrasting with 36% that own bicycles, and 3% motorcycles or scooters.

8.7 Overall, one in eight households (12%) own multiple cars, one in five (20%) multiple bicycles.

Table P.4: Vehicle ownership

	Car	Bicycle	Motorcycle / scooter
	%	%	%
None	41	48	69
One	44	16	3
Two	10	12	<0.5
Three or more	2	7	0
Not provided	4	17	29
Sample bases (All respondents) - 516			

8.8 When analysed by socio-economic group, those from AB households are most likely to have access to a car: 70%[†], compared to 60% of C1C2 households, and 50% of DE households. Multiple car access does not vary to any great degree however.

- 8.9 Bicycle ownership is also higher within AB households, where 49%[↑] have access to one or more bicycles, a proportion that contrasts with 33% for C1C2 and 34% for DE households. Overall, 35%[↑] of AB households own two or more bicycles, a figure approximately three times higher than C2C2 and DE households (both 13%).

Transport for mobility purposes

- 8.10 Few households own any transport used for mobility purposes:
- Eleven households (2.1%) possess a wheelchair, one household (0.2%) with two wheelchairs. This includes five of the seventy-seven households where the respondent is disabled or suffering from a long-term illness (6.5%).
 - Two households (0.4%) possess a mobility scooter, one household (0.2%) with two scooters. This includes one household where the respondents is disabled.

9.0 **Strategies to change transport use**

Walking

- 9.1 The following sections look at strategies that might encourage local people to use non-motorised forms of transport (walking, cycling, and public transport) more in the future.
- 9.2 Overall, 85% of respondents mention one or more factors that would encourage them to walk more. The ‘top four’ issues mentioned include cleaner and more attractive streets (54%), better personal security (43%), more street lighting (34%), and more even pavements (34%)¹.
- 9.3 Those respondents who walk as their main way of getting around Islington are less likely to mention factors that would encourage them to walk more (74%), although for these respondents, cleaner and more attractive streets (48%), and better personal security (35%) remain the key factors that would provide encouragement (although the differences from the headline sample are not statistically significant). Indeed, as the table overleaf demonstrates, walkers prioritise each factor in approximately the same way as the overall sample, although perhaps give slightly lesser priority to improving enforcement against dangerous driving.
- 9.4 Having cleaner and more attractive streets tends to be the key factor to encourage walking in the borough across most key respondent sub-groups. There are some exceptions to this however, including those who are most likely to mention improved personal security –

¹ Answers given from a prompted list of possible factors included on the questionnaire

- Those aged 65+ (48%)
- Those with disabilities or long-term illnesses (46%)
- Those from the DE socio-economic group (44%)

9.5 Concerns over personal security are also key concerns for females (49% against 37% of males), and those from BME groups (54%, against 40% of White respondents), particularly those of Black Ethnic origin (62%).

9.6 Other factors which are particularly notable for older or disabled respondents include the evenness of pavements and the time allowed to cross at traffic lights:

- 46% of those aged 65+ and 44% of those with disabilities mention the evenness of pavements, compared with the headline total of 34%
- 40%↑ of those with disabilities and 35% of those aged 65+ mention the lack of time to cross at traffic lights, compared with the headline total of 26%

Table P.5: Factors that would encourage greater use of walking as a mode of transport in Islington - prompted

	Main form of transport is walking		All respondents	
	%	Rank	%	Rank
Slower traffic	12	9	14	10
Less traffic	23	5	27	6
Better personal security	35	2	43	2
Improved enforcement against dangerous driving	21	7	29	5
Improved enforcement against dangerous parking	10	10	16	9
More formal crossings (e.g. zebra and pelican crossings)	16	8	20	8
More time to cross at traffic lights	22	6	26	7
More even pavements	26	3	34	4
More street lighting	25	4	34	3
Cleaner and more attractive streets	48	1	54	1

Nothing	2	-	3	-
Walks enough already	23 [↑]	-	11	-
Not provided	1	-	1	-
Sample bases (All respondents)	95		516	

9.7 In addition to the answers given in response to the options on the questionnaire, small numbers of respondents also suggest other strategies to increasing the take up of walking – having more cycle lanes (2%), and reducing pollution (1%).

Cycling

9.8 Overall, 60% of respondents mention one or more factors that would encourage them to cycle more. The ‘top four’ issues mentioned include more segregated cycle lanes (41%), more secure cycle parking (34%), less traffic (28%), and improved enforcement against dangerous driving (27%).

9.9 Those respondents who cycle as their main way of getting around Islington tend to rank these factors in the same way as the headline sample, with segregated cycle lanes (71%), secure cycle parking (65%), and improved enforcement against dangerous driving (54%) mentioned by the majority.

9.10 However, comparing cyclists against the overall sample indicates that those cycling are **significantly** more likely to identify individual issues, particularly secure parking at work, improved enforcement against dangerous driving, and more segregated cycle lanes.

Table P.6: Factors that would encourage greater use of cycling as a mode of transport in Islington - prompted

	Main form of transport is cycling		All respondents	
	%	Rank	%	Rank
More segregated cycle lanes	71 [↑]	1	41	1
Secure cycle parking at work, near the shops or at home	65 [↑]	2	34	2
Less traffic	42	4	28	3

Improved enforcement against dangerous driving	54 [↑]	3	27	4
Slower traffic	35 [↑]	5=	18	5
Improved enforcement against dangerous parking	35 [↑]	5=	14	6
Better personal security	19	8	12	7=
More time for cyclists at traffic lights	27 [↑]	7	12	7=
Cycle training	13	9	12	9
Nothing	4 [↓]	-	35	-
Other	0	-	5	-
Cycles enough already	15 [↑]	-	2	-
Not provided	0	-	4	-
Sample bases (All respondents)	48		516	

9.11 There are sub-groups who would feel less inclined to cycle more generally, including older respondents aged 65+ (37%[↓] mention one or more factors), the retired (33%[↓]), and those of Asian origin (32%).

9.12 Encouragingly however, younger respondents (59% of those aged 16-24, and 67%[↑] of those aged 25-44) as well as working respondents (67%) are more likely to increase their bicycle use given that certain conditions are met (again concentrating on segregated lanes and secure parking).

Public transport

9.13 Overall, 84% of respondents mention one or more factors that would encourage them to public transport more. The 'top four' issues mentioned include more frequent services (45%), more reliable services (45%), cheaper fares (42%), and less crowded buses or trains (26%).

9.14 There is no **significant** difference in response between the overall sample, and those who use public transport as their main form of getting around Islington. Further, there are no sub-groups significantly less likely to feel that there is nothing that would encourage them to increase their usage.

Table P.7: Factors that would encourage greater use of public transport as a mode of transport in Islington – prompted

	Main form of transport is public transport		All respondents	
	%	Rank	%	Rank
More frequent services	48	1	45	1
More reliable services	44	2	45	2
Cheaper fares	38	4	42	3
Less crowded buses/trains	42	3	40	4
More predictable journey times	35	5	34	5
Better personal security on buses/trains	33	6	29	6
Better training for drivers	27	7	25	7
Cleaner buses/trains	26	8	26	8
Better connections between different sorts of public transport	22	11	22	9
More secure stations and bus stops	25	9	22	10
Making it easier to get on and off buses and trains	24	10	19	11
More information about services	18	12	14	12
Nothing	5	-	5	-
Other	1	-	3	-
Uses public transport enough already	16	-	12	-
Not provided	<0.5	-	1	-
Sample bases (All respondents)	261		516	

- 9.15 Whilst safety issues were of greater concern to females and BME respondents with regards to walking, when examining attitudes to public transport, it can be seen that these groups are not notably more likely to be concerned about public security whilst on public transport, but are more likely than the overall sample to be concerned about the security at stations and bus stops (28% of females and 29% of BME respondents, compared to 22% overall).
- 9.16 Concerns over the cost of using public transport decreases as respondent age rises – from 59% of those aged 16-24, to 47% aged 25-44, 46% aged 45-64, but only 18% of those aged 65+. Cheaper fares are also a key issue for BME respondents (55%), the unemployed (71%*), and students (62%).
- 9.17 In comparison to the overall sample, older respondents are more likely to raise concerns over mobility issues, 29% mentioning making it easier to get on and off trains, compared to 19% in the overall sample. This rises to 30% of those with disabilities.

10.0 **Approaches to improve transport in Islington**

Background and overview

- 10.1 The Sustainable Transport Strategy encompasses six key objectives, which are as follows:
- **Safe:** reducing the number of people killed and injured on Islington's roads.
 - **Accessible:** ensuring that Islington's transport system is accessible to residents and visitors to the borough.
 - **Green:** reducing the impacts of transport on the local and global environment.
 - **Efficient:** reducing journey times and ensuring the transport network is reliable.
 - **Secure:** ensuring that the transport network is more secure and feels more secure.
 - **Attractive:** improving the cleanliness and attractiveness of the transport environment, particularly Islington streets.
- 10.2 Respondents were asked two questions about these objectives, firstly rating the extent to which they agree that a particular objective is an appropriate approach to improving transport in Islington, and secondly rating the extent to which they feel that proposals contained within the Strategy will enable each of the objectives to be met.
- 10.3 There is a general consensus that the Council has identified the appropriate objectives to improve transport in Islington, with at least seven in ten registering agreement for each of the six approaches mentioned.

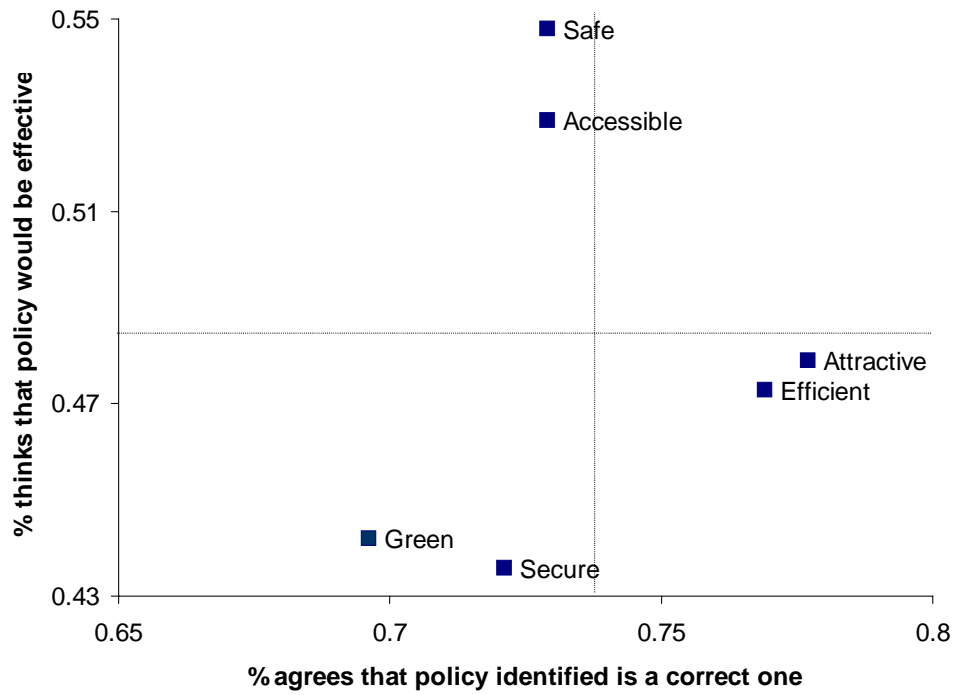
- 10.4 The largest proportion of respondents agree that addressing the attractiveness of the transport environment will improve transport within Islington, with 78% stating that they slightly or strongly agree with this approach. However, respondents are most likely to *strongly* agree that addressing efficiency would lead to improvement (63%). The full results are presented overleaf.
- 10.5 Note that reference is made elsewhere to the perceived feeling of safety amongst female and BME users of public transport. However, these two groups are not significantly more likely to agree that improving security is an appropriate approach within the Transport Strategy. Neither are those respondents with disabilities or long-term illnesses notably more likely to agree that accessibility is an appropriate approach.

Table P.8: Agreement with each council objective to help improve transport in Islington

		Agree		Neither nor	Disagree		Unsure/ not provided	Total agree	Total disagree
		Strongly	Slightly		Slightly	Strongly			
Attractive - improving the cleanliness and attractiveness of the transport environment particularly Islington streets	%	53	24	8	3	5	6	78	8
Efficient - reducing journey times and ensuring the transport network is reliable	%	63	14	7	3	5	8	77	9
Safe - reducing the number of people killed and injured on Islington's roads	%	61	11	12	2	2	11	73	4
Accessible - ensuring that Islington's transport system is accessible to residents and visitors to the borough	%	51	22	13	2	2	10	73	4
Secure - ensuring that the transport network is more secure and feels more secure	%	52	20	12	4	5	6	72	9
Green - reducing the impacts of transport on the local and global environment	%	49	20	11	3	5	11	70	8
Sample bases (All respondents) – 516									

- 10.6 With regards to the perceived potential effectiveness of the proposals contained in the strategy, the range of opinions are fairly narrow, with 55% thinking that the proposals to make transport in Islington more **safe** would be effective, falling to 44% for the **secure** and **green** proposals.
- 10.7 Respondents are most likely to highlight the **safe** objective as potentially being very effective. Approximately half this proportion similarly rates the potential effectiveness of the **green** objective. The full range of results is presented overleaf.
- 10.8 Encouragingly, in comparison to the headline figure of 53%, 64% of those with disabilities or long-term illnesses feel that the Council's proposals to improve transport **accessibility** would be effective.
- 10.9 The following scatter graph plots the percentage of respondents registering agreement with an individual objective, against the proportion that thinks the objective in question would be effective. Whilst it should be borne in mind that the ratings responses for both questions covered a fairly narrow range of percentages (indicating that there is a consensus with regards to the appropriateness and perceived effectiveness of policies), what this graph does indicate is the **green** and **secure** objectives are least likely to be perceived positively in terms of both appropriateness and effectiveness. However, the objectives most likely to be perceived as those appropriately identified (attractive and efficient) are not necessarily those that the sample thinks will be most effectively implemented.

Figure P.2: Agreement with each council objective against their perceived effectiveness



Sample base (All respondents) - 516

Table P.9: How effective respondents feel that the proposals would be in improving specified aspects of transport within Islington

		Effective		Neither nor	Ineffective		Unsure/ not provided	Total effective	Total ineffective
		Strongly	Slightly		Slightly	Strongly			
Safe - reducing the number of people killed and injured on Islington's roads	%	21	34	14	8	4	20	55	11
Accessible - ensuring that Islington's transport system is accessible to residents and visitors to the borough	%	17	36	14	5	2	26	53	7
Attractive - improving the cleanliness and attractiveness of the transport environment particularly Islington streets	%	15	33	17	6	5	24	48	11
Efficient - reducing journey times and ensuring the transport network is reliable	%	16	31	17	7	4	25	47	11
Green - reducing the impacts of transport on the local and global environment	%	11	33	18	8	4	26	44	12
Secure - ensuring that the transport network is more secure and feels more secure	%	17	27	16	10	6	24	44	16
Sample bases (All respondents) – 516									

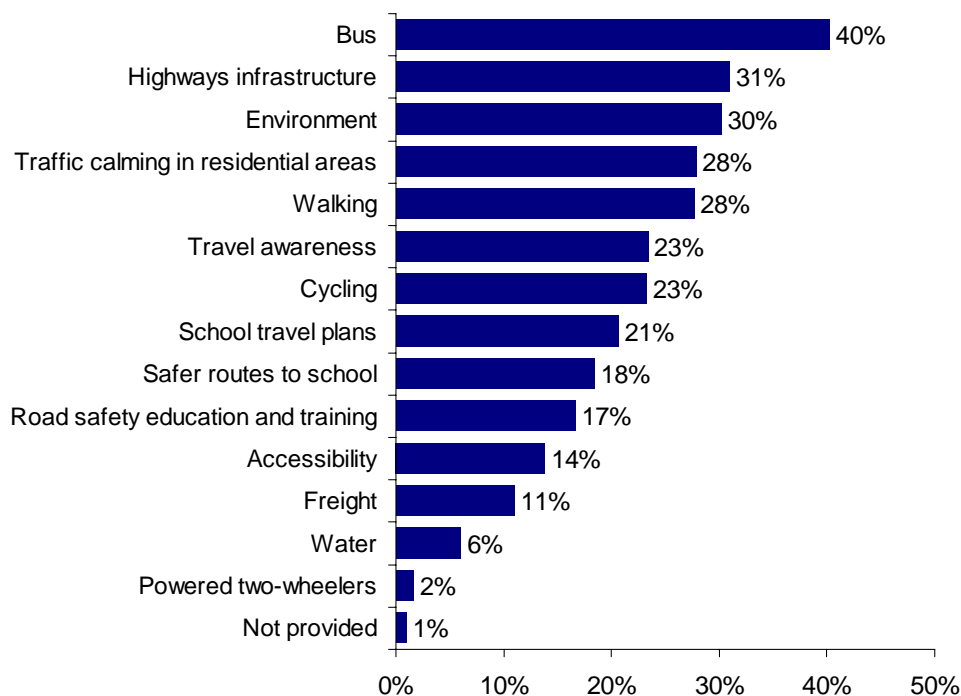
11.0 Priority transport issues

11.1 Chapter 4 of the consultation draft Sustainable Transport Strategy contains a range of proposals contained within the six key objectives designed to assist the Council in working towards and meeting its priorities. These priorities in full include:

- **Highways infrastructure** – maintenance and enhancement of roads and footways
- **Traffic calming in residential areas** – making streets safer by reducing speeds
- **Safer routes to school** – measures to make travel to school safer
- **School travel plans** – reducing car use for the school run
- **Road safety education and training** – awareness raising to reduce road traffic accidents
- **Travel demand management** – promoting walking, cycling and public transport over car use
- **Accessibility** – improving access for people with disabilities
- **Walking** – measures to make walking safer and more attractive
- **Cycling** – measures to make cycling safer and more attractive
- **Bus** – measures to improve bus services
- **Environment** – measures to reduce the noise and air pollution created by traffic
- **Freight** – reducing the impact of freight and delivery vehicles in residential areas
- **Powered two-wheelers** – improving safety and security for users of motorcycles and scooters
- **Water** – managing the Regent's Canal

11.2 From this list of fourteen transport topics, respondents were asked to highlight their top three. Three policies are highlighted by at least three in ten respondents: bus (40%); highways infrastructure (31%); and environment (30%).

Figure P.3: Main transport priorities - prompted



Sample base (All respondents) – 516. Multiple response

11.3 Looking briefly at key sub-group differences across individual priority areas:

- **Bus** – mentioned by 48% of those who use the bus as their most frequent form of transport (40% overall)
- **Highways infrastructure** – mentioned by 67% of those using motorcycles/scooters and 41% of those using cars/vans as their most frequent form of transport (31% overall)
- **Walking** – mentioned by 33% of those who walk as their main form of transport (28% overall)
- **Cycling** – mentioned by 72%[↑] of those who cycle as their main form of transport (23% overall)
- **Safe routes to school** – mentioned by 35%[↑] of those from households that contain children (18% overall)
- **Accessibility** – mentioned by 29%[↑] of those with disabilities or long-term illnesses (14% overall)
- **Powered two-wheelers** – mentioned by 50%[↑] of those who use a motorcycle/scooter as their main form of transport (2% overall)

12.0 Perceptions of the consultation draft strategy documents

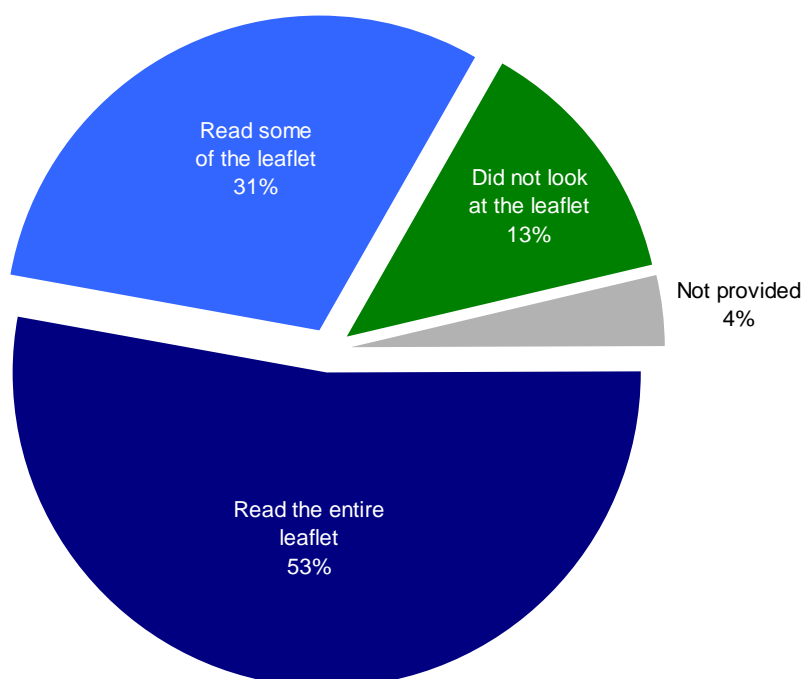
Summary leaflet of the draft strategy

12.1 A sixteen-page summary leaflet, *Help Shape the Future of Transport In Islington*, was contained within each questionnaire pack given out to respondents. Whilst readership of the summary leaflet is not essential for completing the questionnaire itself, the document does nevertheless provide useful background for respondents into the objectives of the Strategy.

Readership of the summary leaflet

12.2 Over four in five respondents (83%) read some or all of the summary included within the questionnaire pack. Over half of respondents (53%) read the entire leaflet.

Figure P.4: Readership of the summary leaflet included with the questionnaire



Sample base (All respondents) - 516

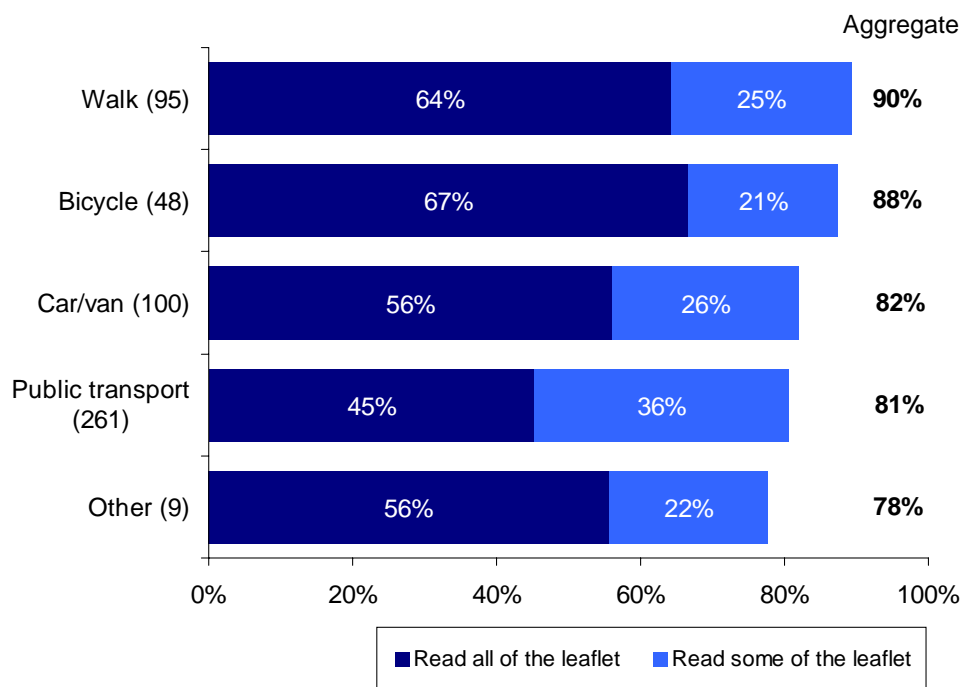
12.3 The proportion of respondents reading some/all of the leaflet falls above 80% across all key demographic sub-groups, with one exception – those aged 16-24 (76%).

12.4 Turning to the proportions that read the **entire** summary document, those aged 16-24, as well as BME respondents, are again least likely to have done so (38% and 46% respectively, compared with the headline figure of 53%).

12.5 Readership of the leaflet is highest amongst those respondents using non-motorised forms as their main form of transport, with 90% of those who mainly travel on foot, and 88% of those mainly travelling on bicycle stating that they read some or all of the summary document.

12.6 Those travelling mainly by bicycle are most likely to have read all of the leaflet (67%).

Figure P.5: Readership of the summary leaflet, by main type of transport used



12.7 Note in addition that 86% of all those respondents from households containing one or more cars read some/all of the leaflet. This is regardless of whether the car/van is the main form of transport or not.

Satisfaction with the summary leaflet

12.8 Respondents who had read some or all of the summary leaflet about the draft strategy were subsequently asked how satisfied they are with six specified aspects of this document. All ratings are given on a scale of one to five, where five equates to ‘very satisfied’, and one ‘very dissatisfied’.

12.9 The headline results are presented in the table overleaf, but to summarise:

- For all six statements, a majority of respondents indicate that they are satisfied, with the largest proportion (81%) rating satisfaction with the summary leaflet in terms of it being clear and easy to understand. In contrast, 52% are satisfied that the

document gives people an opportunity to become involved in the transport proposals that affect them.

- Respondents are most likely to register dissatisfaction with regards to the sufficiency of detail provided within the summary document (19%).

Table P.10: Perceptions of the summary leaflet of the draft strategy

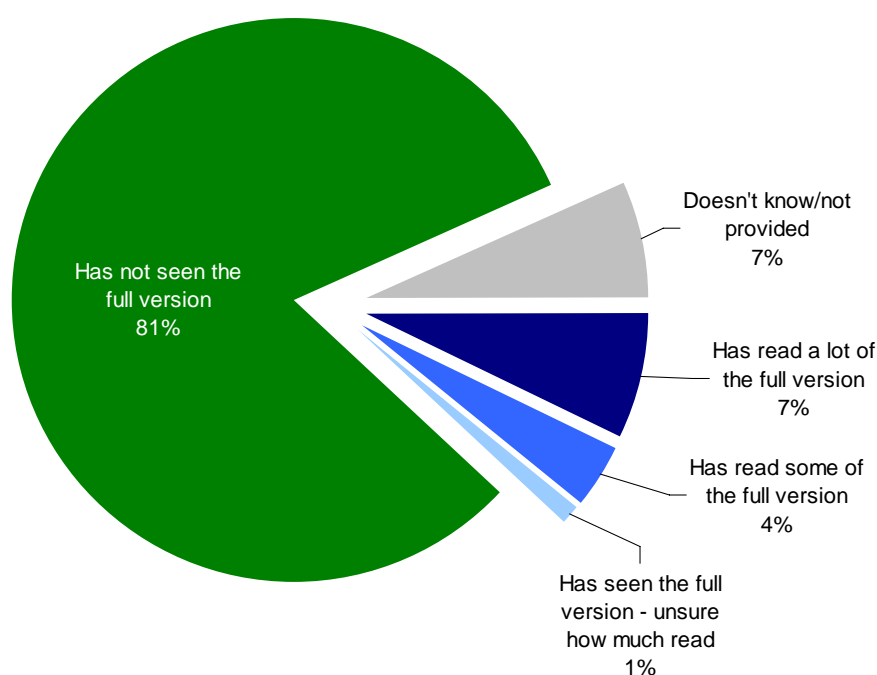
		Satisfied		Neither nor	Dissatisfied		Unsure/ not provided	Total satisfied	Total dis-satisfied
		Very	Fairly		Fairly	Very			
Being clear and easy to read	%	40	41	9	4	1	7	81	4
Stating the key points briefly	%	31	39	12	3	3	12	69	6
Helping people to understand the reasons behind the Council's transport policies	%	19	41	19	7	4	10	60	11
Helping people to understand how transport issues in Islington affect them	%	21	38	20	7	4	10	59	11
Providing enough detail	%	21	34	16	14	5	11	55	19
Giving people an opportunity to become involved in transport proposals that affect them	%	21	31	17	11	6	14	52	17
Sample bases (Respondents who have read at least some of the strategy) – 430									

Full version of the draft strategy

Readership of the full version of the draft strategy

12.10 Overall, one in eight respondents (12%) have seen the full version of the consultation draft strategy that is available on the Islington Council website. Approximately half of these (7% of all respondents) were able to read a lot of this document, a further 4% of respondents some of the document.

Figure P.6: Readership of the full version of the draft strategy



12.11 Across key respondent sub-groups:

- Male respondents are more likely to have seen the full version than females (15% and 9% respectively)
- The proportions that have seen the full version are highest amongst older and younger respondents (22% of those aged 65+, and 17% of those aged 16-24; compare to. 7% of those aged 25-44, and 12% of those aged 45-64).
- Non-working respondents are more likely to have seen the full version than working respondents (15% and 9% respectively)
- Readership increases amongst lower socio-economic groups: 7% of AB, 9% of C1C2, and 16% of DE household respondents have seen the full document.

Satisfaction with the summary leaflet

- 12.12 Respondents who had seen the full version draft consultation were subsequently asked how satisfied they are with four specified aspects of this document. All ratings are given on a scale of one to five, where five equates to 'very satisfied', and one 'very dissatisfied'.
- 12.13 The headline results are presented in the table overleaf, but to summarise:
- For all four statements, a majority of respondents indicate that they are satisfied, with the largest proportion (77%) rating satisfaction with the full version of the consultation in terms of it being clear and easy to understand.
 - Furthermore, 69% are satisfied that the document helps people to understand how transport issues in Islington affect them.
 - Respondents are most likely to register dissatisfaction with regards to the opportunities afforded them to become involved in transport issues that affect them (12%).

Table P.11: Perceptions of the full version of the draft strategy

		Satisfied		Neither nor	Dissatisfied		Unsure/ not provided	Total satisfied	Total dis-satisfied
		Very	Fairly		Fairly	Very			
Being clear and easy to read	%	43	34	10	3	3	7	77	7
Helping people to understand how transport issues in Islington affect them	%	25	44	10	7	3	11	69	10
Helping people to understand the reasons behind the Council's transport policies	%	21	43	13	7	3	13	64	10
Giving people an opportunity to become involved in transport proposals that affect them	%	18	36	16	7	5	18	54	12
Sample bases (Respondents who have seen the full version of the draft strategy) – 61									

13.0 Additional comments

13.1 To conclude the survey, respondents were asked to highlight any additional comments they had on the draft Sustainable Transport Strategy. In all, 35% of respondents mention one or more issues, and the main points mentioned are grouped below into general themes.

13.2 Addressing issues related to the summary and full consultation documents:

- Objectives are not made clear in the documents (4%)
- Document is poorly designed/laid out (3%)

13.3 Address public transport issues:

- Generally improve the bus service (6%)
- Improve training for bus drivers (1%)
- Cheaper bus fares (1%)
- Introduce public transport alternatives (e.g. tramways) (1%)

13.4 Addressing traffic flow, certain measures favouring traffic calming, others favouring drivers:

- Reducing the number of speed bumps (3%)
- Address traffic light management (1%)
- More traffic calming measures in general (1%)
- Increase the use of speed cameras (1%)
- Address problems caused by the school run (<0.5%)

13.5 Addressing pollution issues:

- Improve cleanliness (2%)
- Reduce noise pollution (2%)
- Reduce air pollution from traffic (<0.5%)

13.6 Measures to assist pedestrians:

- Improve the quality of pavements and footpaths (2%)
- More pedestrianised zones (1%)

13.7 Addressing safety and security issues:

- Improve safety (4%)
- More street lighting (1%)
- Safer cycle and car parking facilities (1%)

13.8 Other issues:

- Better car parking (5%)
- More cycle lanes (2%)
- Better enforcement of laws (2%)
- Provide an infrastructure to support new development schemes (1%)
- More consideration should be given to the elderly/disabled (1%)

14.0 Annex 3: Feedback form

Dear Resident,

Islington Council Consultation Draft Sustainable Transport Strategy 2006 - 2016

Islington Council is committed to finding out what people think about services and issues in Islington so that we can plan these services to meet local needs. We have recently set up a Citizens' Panel, which allows us to consult with members of the public on key issues and potential strategies.

Islington's new Consultation Draft Sustainable Transport Strategy sets out the council's transport policies, proposals and programmes for the next ten years. Consultation on the draft strategy has now begun and is an important opportunity for individuals, communities and organisations to provide feedback towards the future of transport in Islington.

As a current member of the Islington Citizens' Panel you are invited to use this feedback form to let us know your thoughts on the draft strategy. We are keen to receive as much feedback as possible to help us ensure that the final strategy will best serve the thousands of people who travel within and through Islington everyday.

Please complete the feedback form by ticking the appropriate box(es) for each question, and return it in the pre-addressed envelope provided, on or before Friday 10 June 2005.

Your responses will only be used in accordance with the Data Protection Act and in connection with this consultation exercise. All answers will be treated in strictest confidence.

Your responses are confidential. Only BMG Research will see your completed feedback form. For more information on BMG, their web site can be found at: www.bmgresearch.co.uk

If you have any queries about the survey, please contact the BMG Research helpline on 0800 358 0337, or Eric Manners at the London Borough of Islington on 020 7527 2000.

Yours sincerely,

Eric Manners – Team Leader (Transport Policy)

Consultation Draft Sustainable Transport Strategy and the Local Implementation Plan

Q1. Which of the following is the main form of transport you use for getting around Islington?

Please tick ✓ one box only

Car/van	<input type="checkbox"/> ₁
Bus	<input type="checkbox"/> ₂
Tube	<input type="checkbox"/> ₃
Train	<input type="checkbox"/> ₄
Walking	<input type="checkbox"/> ₅
Bicycle	<input type="checkbox"/> ₆
Motorcycle/scooter	<input type="checkbox"/> ₇
Other (please write in)	<input type="checkbox"/> ₉₅

Q2. How many of the following does your household own?

Please tick ✓ one box per row

	None	One	Two	Three	Four or more
Car/van	<input type="checkbox"/> ₉₆	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄
Mobility scooter	<input type="checkbox"/> ₉₆	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄
Bicycle	<input type="checkbox"/> ₉₆	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄
Motorcycle/scooter	<input type="checkbox"/> ₉₆	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄
Wheelchair	<input type="checkbox"/> ₉₆	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄

Q3. Which of the following would encourage you to walk more often in Islington?

Please tick ✓ all that apply

Slower traffic	<input type="checkbox"/>	1
Less traffic	<input type="checkbox"/>	2
Better personal security	<input type="checkbox"/>	3
Improved enforcement against dangerous driving	<input type="checkbox"/>	4
Improved enforcement against dangerous parking	<input type="checkbox"/>	5
More formal crossings (e.g. zebra and pelican crossings)	<input type="checkbox"/>	6
More time to cross at traffic lights	<input type="checkbox"/>	7
More even pavements	<input type="checkbox"/>	8
More street lighting	<input type="checkbox"/>	9
Cleaner and more attractive streets	<input type="checkbox"/>	10
Other (please write in)	<input type="checkbox"/>	95
Nothing	<input type="checkbox"/>	96
Nothing, I walk enough already	<input type="checkbox"/>	97

Q4. Which of the following would encourage you to cycle more often in Islington?

Please tick ✓ all that apply

Slower traffic	<input type="checkbox"/>	1
Less traffic	<input type="checkbox"/>	2
Better personal security	<input type="checkbox"/>	3
Improved enforcement against dangerous driving	<input type="checkbox"/>	4
Improved enforcement against dangerous parking	<input type="checkbox"/>	5
More segregated cycle lanes	<input type="checkbox"/>	6
More time for cyclists at traffic lights	<input type="checkbox"/>	7
Cycle training	<input type="checkbox"/>	8
Secure cycle parking at work, near the shops or at home	<input type="checkbox"/>	9
Other (please write in)	<input type="checkbox"/>	95
Nothing	<input type="checkbox"/>	96
Nothing, I cycle enough already	<input type="checkbox"/>	97

Q5. Which of the following would encourage you to use public transport more often in Islington?

Please tick ✓ all that apply

More information about services	<input type="checkbox"/> ₁
More reliable services	<input type="checkbox"/> ₂
More frequent services	<input type="checkbox"/> ₃
More predictable journey times	<input type="checkbox"/> ₄
Making it easier to get on and off buses and trains	<input type="checkbox"/> ₅
Less crowded buses/trains	<input type="checkbox"/> ₆
Cleaner buses/trains	<input type="checkbox"/> ₇
More secure stations and bus stops	<input type="checkbox"/> ₈
Better personal security on buses/trains	<input type="checkbox"/> ₉
Better connections between different sorts of public transport	<input type="checkbox"/> ₁₀
Better training for drivers	<input type="checkbox"/> ₁₁
Cheaper fares	<input type="checkbox"/> ₁₂
Other (please write in)	<input type="checkbox"/> ₉₅
Nothing	<input type="checkbox"/> ₉₆
Nothing, I use public transport enough already	<input type="checkbox"/> ₉₇

Q6. Below are listed a number of ways the council is improving transport in Islington. Please tell us how strongly you agree or disagree with each of these approaches.

Please tick ✓ one box per row

	Agree strongly	Agree slightly	Neither agree nor disagree	Disagree slightly	Disagree strongly	Don't know
Safe – Reducing the number of people killed and injured on Islington’s roads	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Accessible – Ensuring that Islington’s transport system is accessible to residents and visitors to the borough	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Green – Reducing the impacts of transport on the local and global environment	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Efficient – Reducing journey times and ensuring the transport network is reliable	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Secure – Ensuring that the transport network is more secure and feels more secure	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅
Attractive – Improving the cleanliness and attractiveness of the transport environment particularly Islington streets	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆

Q7. Chapter 3 of the Consultation Draft Sustainable Transport Strategy explains our aims to make transport in Islington more safe, accessible, green, efficient, secure and attractive. How effective do you think our proposals will be in making transport in Islington more:

Please tick ✓ one box per row

	Very effective	Fairly effective	Neither effective nor ineffective	Fairly ineffective	Very ineffective	Don't know
Safe	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Accessible	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Green	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Efficient	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Secure	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅
Attractive	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆

Q8. The following is a list of transport topics discussed and explained in chapter 4 of the Consultation Draft Sustainable Transport Strategy. Which ones are your top priorities?

Please tick ✓ your top 3 priorities

Highways infrastructure – maintenance and enhancement of roads and footways	<input type="checkbox"/> ₁
Traffic calming in residential areas – making streets safer by reducing speeds	<input type="checkbox"/> ₂
Safer routes to school – measures to make travel to school safer	<input type="checkbox"/> ₃
School travel plans – reducing car use for the school run	<input type="checkbox"/> ₄
Road safety education and training – awareness raising to reduce road traffic accidents	<input type="checkbox"/> ₅
Travel awareness – promoting walking, cycling and public transport over car use	<input type="checkbox"/> ₆
Accessibility – improving access for people with disabilities	<input type="checkbox"/> ₇
Walking – measures to make walking safer and more attractive	<input type="checkbox"/> ₈
Cycling – measures to make cycling safer and more attractive	<input type="checkbox"/> ₉
Bus – measures to improve bus services	<input type="checkbox"/> ₁₀
Environment – measures to reduce the noise and air pollution created by traffic	<input type="checkbox"/> ₁₁
Freight – reducing the impact of freight and delivery vehicles in residential areas	<input type="checkbox"/> ₁₂
Powered two-wheelers – improving safety and security for users of motorcycles and scooters	<input type="checkbox"/> ₁₃
Water – managing the Regent's Canal	<input type="checkbox"/> ₁₄

Q9. Have you read the short summary leaflet of the Consultation Draft Sustainable Transport Strategy included with this feedback form?
Please tick ✓ one box only

Yes, I have read it	<input type="checkbox"/> ₁
Yes, I have read some of it	<input type="checkbox"/> ₂
No, I have not looked at it	<input type="checkbox"/> ₃

If you have not read the summary, please go to question 11. If you have read the summary or even part of it, please go to question 10.

Q10. How satisfied or dissatisfied were you with the summary leaflet in terms of:
Please tick ✓ one box per row

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know
Being clear and easy to read	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Providing enough detail	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Stating the key points briefly	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Helping you to understand how transport issues in Islington affect you	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Helping you to understand the reasons behind the council's transport policies	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Giving you a genuine opportunity to become involved in transport proposals that affect you	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆

Q11. Have you looked at the full version of the Consultation Draft Sustainable Transport Strategy available on the Islington Council website?
Please tick ✓ one box only

Yes	<input type="checkbox"/> ₁
No	<input type="checkbox"/> ₂
Don't Know	<input type="checkbox"/> ₃

If yes, please go to question 12, if no or don't know, please go to question 14

Q12. And how familiar are you with this document?

Please tick ✓ one box only

I have read a lot of it	<input type="checkbox"/> ₁
I have read a little of it	<input type="checkbox"/> ₂

Q13. How satisfied or dissatisfied were you with the full version of the Consultation Draft Sustainable Transport Strategy in terms of:

Please tick ✓ one box per row

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	Don't know
Being clear and easy to read	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Helping you to understand how transport issues in Islington affect you	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Helping you to understand the reasons behind the council's transport policies	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Giving you a genuine opportunity to become involved in transport proposals that affect you	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆

Q14. Do you have any further comments on transport issues or the Consultation Draft Sustainable Transport Strategy?

(Please indicate chapter and paragraph numbers when commenting on specific sections of the Consultation Draft Sustainable Transport Strategy)

Many thanks for taking part in this survey; your views are an important part of the consultation we carry out. Your answers will be valuable in developing the final Sustainable Transport Strategy. Results of consultation will be considered by the council on 8 September 2005 before the strategy is finalised.

*Please return this questionnaire to BMG Research in the pre-paid envelope provided on or before **Friday 10 June 2005**, or to:*

BMG RESEARCH, FREEPOST, BM1078, Birmingham, B7 4AR

You do not need to add a stamp