

# Consultation Results Report

Islington School Streets Programme Acceleration:  
Phase 3 Whitehall Park School Street extension

Service Area: Environment

## Contents

<b>1.</b>	<b>Introduction and background</b>	<b>5</b>
1.1	Background & Timelines	5
1.2	Objectives	5
1.3	Monitoring	6
<b>2</b>	<b>Pre-consultation Engagement</b>	<b>7</b>
2.1	Statutory consultees	7
2.2	Commonplace	7
<b>3</b>	<b>Public consultation analysis</b>	<b>10</b>
3.1	Background & Activities	10
3.2	Email correspondence	10
3.3	Consultation with Whitehall Park School	10
3.4	Data contamination	11
3.5	Key Characteristics & Background	11
3.6	Profile of respondents at Whitehall Park School	12
3.7	Questionnaire responses analysis	14
3.8	Crosstabbed Questionnaire Responses:	15
3.9	Free-text box analysis	17
3.10	Summary	20
<b>4</b>	<b>Conclusions</b>	<b>21</b>
4.1	General trends	21
4.2	Representativeness and outreach	21
4.3	Who is underrepresented?	21
<b>5</b>	<b>Appendix</b>	<b>22</b>

## Executive Summary

In 2019, the council consulted on its draft Transport Strategy, which was adopted in October 2020. This made the case for the introduction of measures aimed at enabling a reduction in motor traffic, enabling more people to walk, cycle and wheel and lead active lifestyles, reducing road danger and reducing the impact of transport on local air pollution and climate change. Because of the latter, it also forms part of the council's Vision 2030 (Net Zero Carbon) Strategy, which was consulted on in early 2020, and adopted in November of the same year. Both of these strategies included policies and programmes to introduce School Streets borough-wide.

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

In October 2021 the council's Executive took a further decision to continue the School Streets programme with a Phase 3 of accelerated School Streets. The School Street presented in this report differs from Phase 1 and Phase 2 Accelerations in the sense that it was consulted on prior to implementation.

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 people walking and cycling. 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.

Around Whitehall Park School 26 comments were left during the Commonplace tool operation time. All responses were received before January 2021.

A public consultation to gauge support for the extension of the School Street was held from 4 to 31 August 2022.

The public consultation was made up of an online questionnaire for the School Street, which was promoted through leaflets distributed and posters 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.

Leafletting events were held during drop-off and pick-up times. Overall, 73 responses were received for Whitehall Park School.

## Key Findings

### **Whitehall Park School – Highlights**

Consultation results were mixed.

52% agreed or strongly agreed with the statement 'I am concerned about air pollution from traffic in this area'. 64% agreed or strongly agreed with the statement 'I think streets should be safer for children, parents and carers to walk, wheel and cycle to school'. However, 52% strongly disagreed or disagreed with the statement 'The proposals will encourage me to walk, cycle or wheel more in the area'.

While results from the Phase 1 School Streets Consultation showed that there was an appetite from residents for the School Street to be extended into Dresden Road, this most recent consultation presented a less clear picture. While parents and local residents were mostly supportive, the school community was more reserved and raised concerns about the impact of traffic displacement on neighbouring roads, Whitehall Park and Hazellville Road.

In the September 2021 public consultation, concerns were raised due to the increased use of Dresden Road during drop-off and pick-up times which made the road danger issue at the junction of Dresden Road and Ashmount Road more acute. As Dresden Road is a narrow street, it is difficult for two vehicles to pass each other safely. At times, one of the vehicles has to reverse along the extent of Dresden Road or to enter the School Street at Ashmount Road to create space as there is heavily used parking on either side of the street. Additionally, delivery or construction vehicles servicing Dresden Road properties have also created access and egress issues for residents when the School Street is in operation as Dresden Road residents are unable to use Ashmount Road to bypass them.

Extending the School Street will address this road danger issue by removing any additional traffic or parking on Dresden Road during the School Street hours when the street is most used by people walking and cycling to school.

# 1. Introduction and background

## 1.1 Background & Timelines

- 1.1.1 A public consultation was held from 4 July 2022 to 31 July 2022 to gather feedback about the extension of the existing School Street at Whitehall Park School.
- 1.1.2 In September 2020, a School Street was implemented at Whitehall Park School under an 18-month experimental traffic order with the council closely monitoring the streets to assess the impact on the local area. The School Street comprises Ashmount Road and Gresley Road with the secondary school entrance on Ashmount Road. The main entrance to the school is located on Hornsey Lane.
- 1.1.3 Operating times are Monday to Friday 8.30am to 9.15am, 3.15pm to 4pm during term time. Monitoring data for Ashmount Road and Gresley shows that air quality has improved with Nitrogen Dioxide levels decreased by 19% since 2018, traffic has reduced by 10% during School Streets operational hours, and speed has decreased by 10% during School Streets operational hours.
- 1.1.4 A consultation for Phase 1 School Streets, including the School Street at Whitehall Park was held in September 2021. Some feedback from this consultation suggested that an extension of the School Street into Dresden Road would be beneficial to increase children's safety due to the road danger issue at the junction of Ashmount Road and Dresden Road.

## 1.2 Objectives

- 1.2.1 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:
  - ensure that children, parents, residents and businesses within the subject School Streets have been represented and have had an opportunity to express their views
  - respondents to the consultation are representative of the diversity of Islington, specifically focusing on: children and residents with disabilities (and their carers, where appropriate)
  - To understand respondent support/disagreement with the implementation or extension of the School Street
  - To respond to and clarify information and questions
  - To gather feedback, ideas, and concerns raised by students, parents, caretakers, teachers, residents and other users of the School Street
  - To understand respondent perceptions of the School Street's impact on road danger and air quality
  - Understand priorities in the local areas

- To see if respondents' choice of travel modes would be impacted by a School Street
- To understand what effect School Streets may have had in relation to the Climate emergency and Islington Net Zero Carbon ambitions relating to reducing car use

## 1.3 Monitoring

- 1.3.1 The council monitored the existing Whitehall Park School Street for an 11-month period and published monitoring results in advance of the original public consultation which took place in September and October 2021.
- 1.3.2 The monitoring report reflected 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 September 2021.
- 1.3.3 Further monitoring took place in the first week of September 2022 and will feed into new monitoring reports which will inform the final decision about the Whitehall Park extension.

## 2 Pre-consultation Engagement

### 2.1 Statutory consultees

- 2.1.1 As part of the consultation, statutory consultees were notified of the proposed changes to the existing School Street. The School Street does not impact on access for any of the emergency services and the council has not received any objections from the emergency services 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 Commonplace

- 2.2.1 The Commonplace online engagement tool was set up in May 2020 and closed on March 2021. This platform allowed local communities and stakeholders to share their views and ideas to help improve the walking and cycling environment in their localities. Respondents were asked a number of questions about their local area, including ways of travel, barriers to active travel and suggestions on improvements.
- 2.2.2 Around Whitehall Park School Street, 26 comments were left during the Commonplace tool operation time (June 2020 to March 2021).
- 2.2.3 26 comments were received for Whitehall Park School, 6 of which referred specifically to Dresden Road.
- 2.2.4 Respondents were enabled to select multiple options for each question.
- 2.2.5 In total, 91 responses were received to the question 'What is the problem?'. The most common response was 'traffic rat running', which accounted for 20% of all answers, followed by 'volume of traffic' (13%) and 'unsafe for children' (13%). Figure 1 shows all responses received.

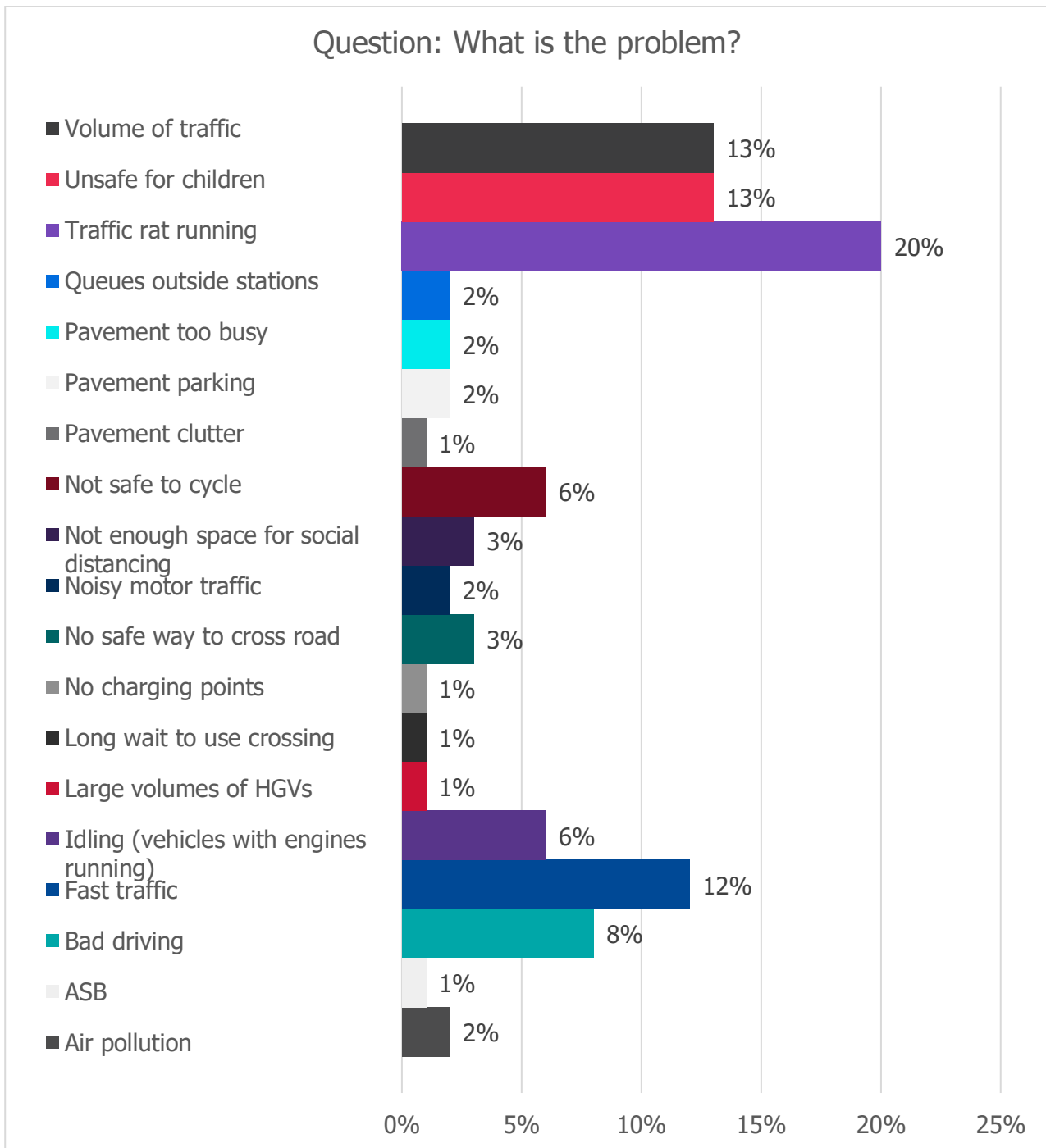


Figure 1: Responses to the question 'What is the problem?'

2.2.6 Respondents were also asked how the local area can be improved, for which they could select multiple responses. In total, 74 selections were received for the question 'How could we make it better?'. The most common response (18%) was to 'make the road access only', followed by 'road closure except for cycles and buses' (12%) and slowing down traffic (11%). Figure 2 shows all responses received.



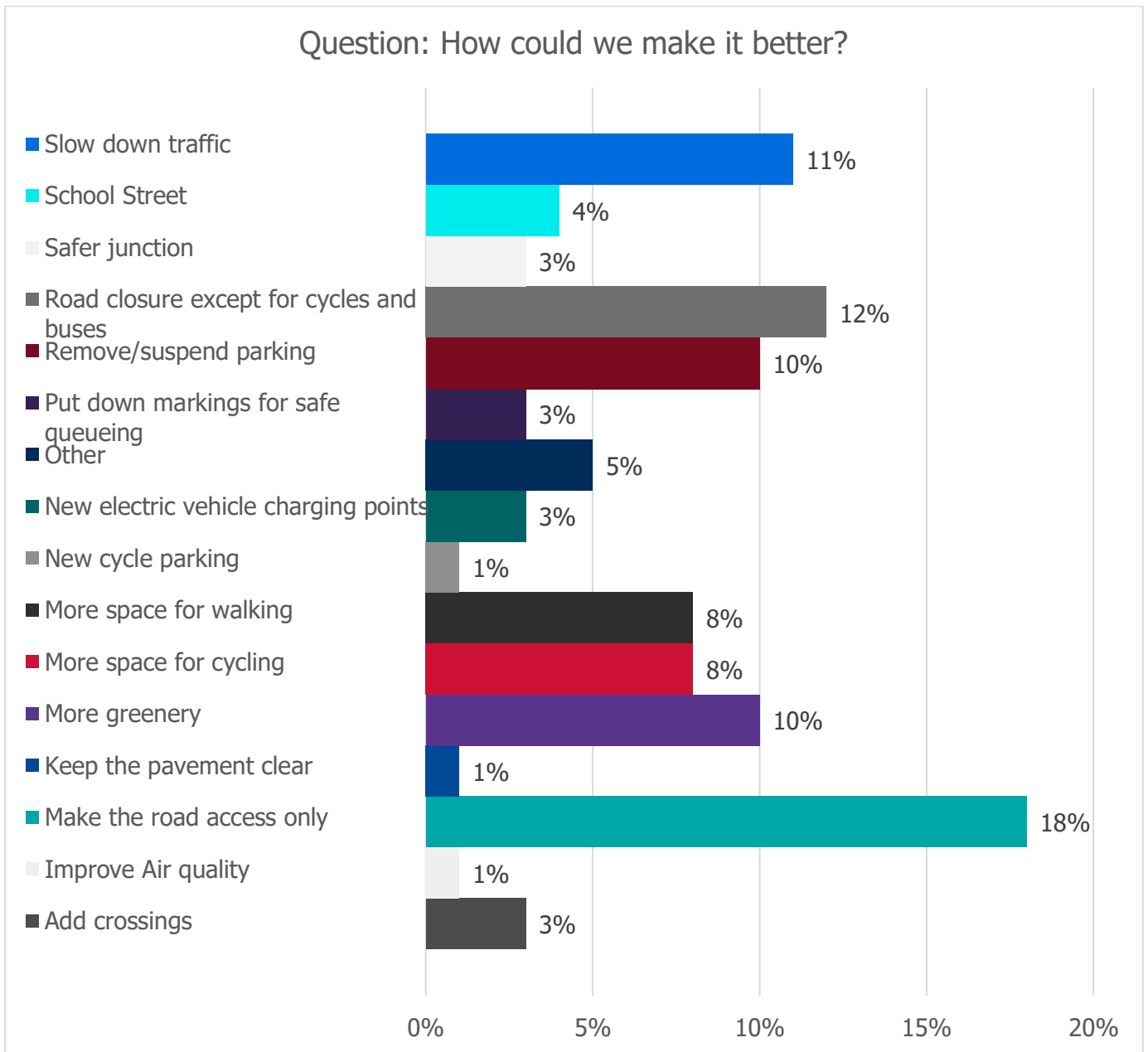


Figure 2: Responses to the question 'How could we make it better?'

## 3 Public consultation analysis

### 3.1 Background & Activities

3.1.1 Responses to the public consultation were invited via an online questionnaire, which was advertised through posters, flyers and by email and social media. This was promoted and complemented by on-site leafletting events at the School held on 13 July 2022. Paper copies of the questionnaire were also made available at Islington Town Hall and could be requested by post or collected at the school reception.

### 3.2 Email correspondence

3.2.1 The council received 2 emails referring to Whitehall Park School as part of the public consultation.

3.2.2 A dedicated School Streets email ([schoolstreets@islington.gov.uk](mailto:schoolstreets@islington.gov.uk)) was set up in 2018.

3.2.3 The overall key themes of email correspondence received relating to Whitehall Park were:

- Exemptions and impact on Blue Badge Holders
- Impact on residents
- Zone operation times
- Traffic displacement and congestion on adjacent main road Hornsey Lane
- Exemptions for residents living in the Hornsey Lane Estate

3.2.4 Further email communication was received under the dedicated School Streets consultation email ([schoolstreetsconsultation@islington.gov.uk](mailto:schoolstreetsconsultation@islington.gov.uk))

### 3.3 Consultation with Whitehall Park School

3.3.1 Results from the Phase 1 School Streets Consultation showed that there was an appetite from residents for the School Street to be extended into Dresden Road: this most recent consultation presented a less clear picture.

3.3.2 In a meeting on 23 June 2022, the Director of Operations Bellevue Place Education Trust, raised concerns about the efficacy and impact of the proposed extension.

3.3.3 The headteacher of Whitehall Park submitted a supportive response to the consultation survey on 4 July 2022.

3.3.4 At the end of the consultation period, the council received an email from the school board taking a more reserved approach and raising concerns about the impact of traffic displacement on neighbouring roads, Whitehall Park and Hazellville Road, stating that '*... the school is supportive of additional traffic reduction measures but recommends to Islington Council that alternative roads (Hazellville Road / Whitehall Park) are impact accessed because we believe that including Dresden Road in the scheme may have an adverse impact to traffic and air quality on the*

*already congested Hornsey Lane and that it is not enough of a 'problem' road already to consider including.'*

- 3.3.5 Additional meetings and site visits were held with the headteacher, a member of the school board and the ward councillors over a period of three months. These conversations and site visits have informed the approach that will be taken to implementation as well as highlighting the road danger issue at the junction of Dresden Road and Ashmount Road which has become more acute as a result of the existing School Street. Extending the School Street will address the road danger issue at the junction by removing any additional traffic or parking on Dresden Road during the School Street hours when the street is most used by people walking and cycling to school
- 3.3.6 Taking the feedback and concerns expressed at the meetings and site visits into account and assessing potential displacement, the decision to implement the extension by an ETO has been influenced and led by these conversations.
- 3.3.7 The School Street extension will be implemented by an Experimental Traffic Order. An Experimental Traffic Order (ETO) is like a permanent Traffic Regulation Order in that it is a legal document that imposes traffic and parking restrictions. However, unlike a Traffic Regulation Order an Experimental Traffic Order can only stay in force for a maximum of 18 months while the effects are monitored and assessed before a final decision is made on whether the traffic and parking restriction is removed, amended or made permanent. Essentially, this will allow the extension to function as a trial and will offer the flexibility to amend it or remove it should this be necessary.

## 3.4 Data contamination

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

## 3.5 Key Characteristics & Background

- 3.5.1 The School Street is currently made up of Ashmount Road and Gresley Road with current operating times between 8:30am to 9:15am and 3:15pm until 4pm, Monday to Friday during term time. The School Street was originally introduced in September 2020. The proposed extension is for Dresden Road.
- 3.5.2 Monitoring data for the existing School Street shows that
- Air Quality: the annual readings of 2020 indicate a that NO<sub>2</sub> (µg/m<sup>3</sup>) levels decreased by 19% when compared with 2019 and 2018 readings.
  - Traffic Volumes: Traffic data collected in September 2020 and then again in February 2021 shows that the traffic on Gresley Road reduced by 44% (-21 vehicles) during morning restrictions and increased by 5% (+2 vehicles) in the afternoon. The traffic volumes on Ashmount Road reduced by 23% (-17 vehicles) and increased by 24% (+17 vehicles) respectively.
  - The council is considering various measures to improve compliance at this School Street.

- Traffic Speed: The 85th percentile speed across the School Street zone reduced by 10% during School Street operational times.
- Cycling levels: The cycling levels on Gresley Road increased by 22% during School Street restriction times. Cycling data is not available for Ashmount Road.

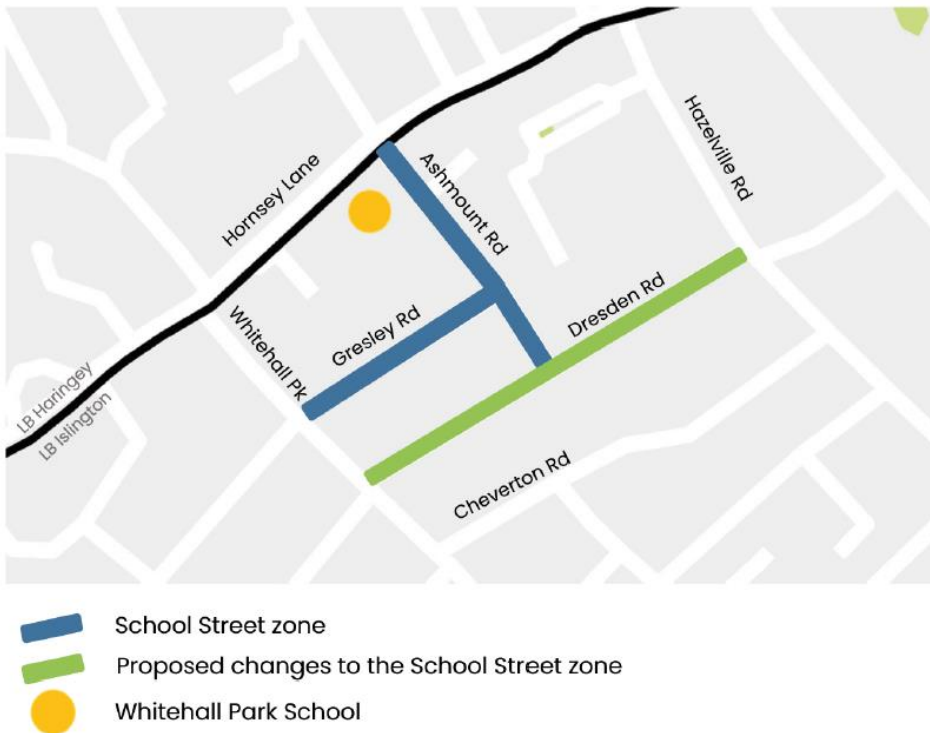


Figure 3: School Street location and proposed extension

### 3.6 Profile of respondents at Whitehall Park School

- 3.6.1 Of respondents who answered Q10, 23% state that they are parents/carers of pupils at the school, 62% that they are local residents, 1% that they are local workers, business owners and 4% state that they are 'other'.
- 3.6.2 Of respondents who answered Q11, 78% state that their household owns at least one car or van. 19% state that they do not own a car.
- 3.6.3 Of respondents who answered Q13, 7% state that they have a disability, long term illness, or impairment, 82% that they do not.

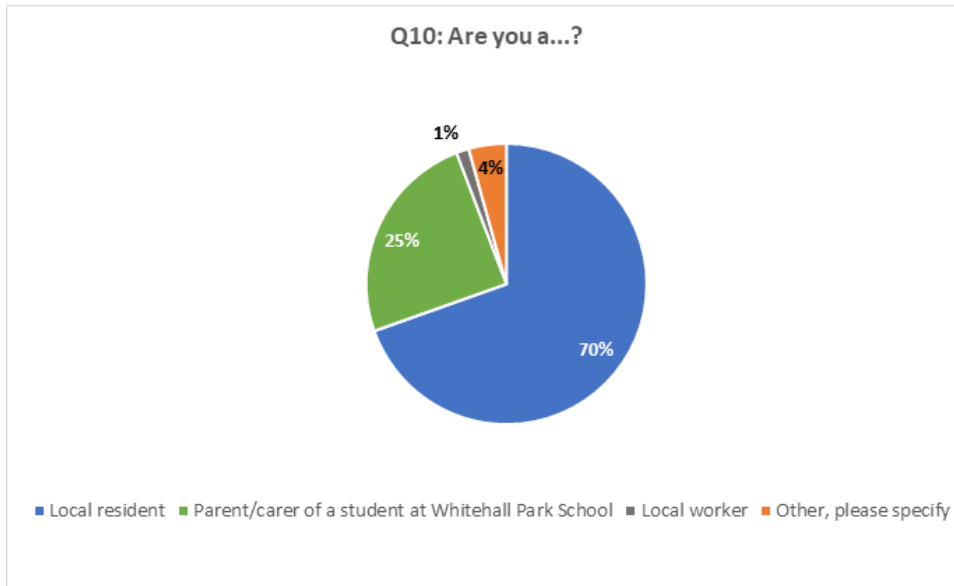


Figure 3: Relationship to the area

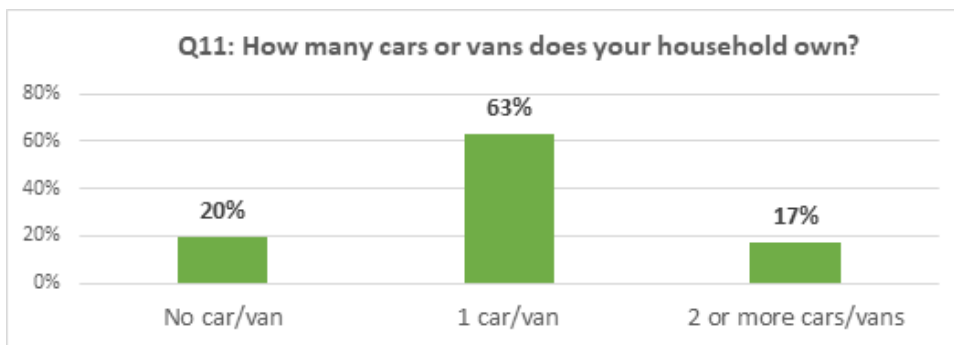


Figure 4: Number of vehicles in respondent household

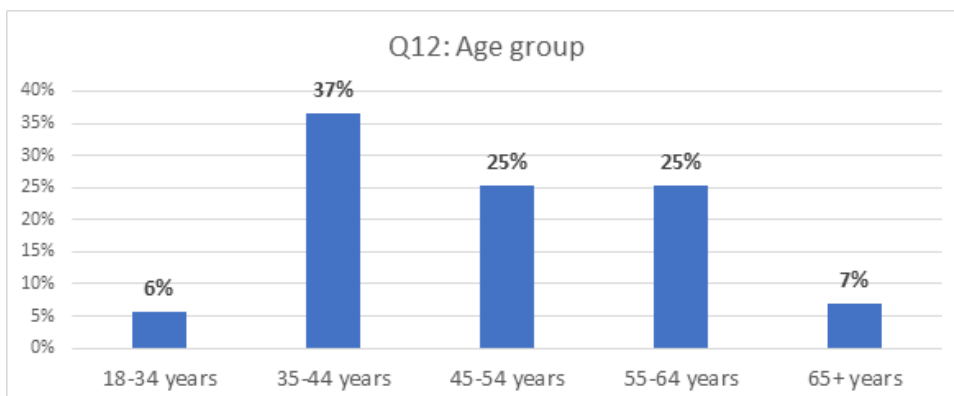


Figure 5: Age group of respondents

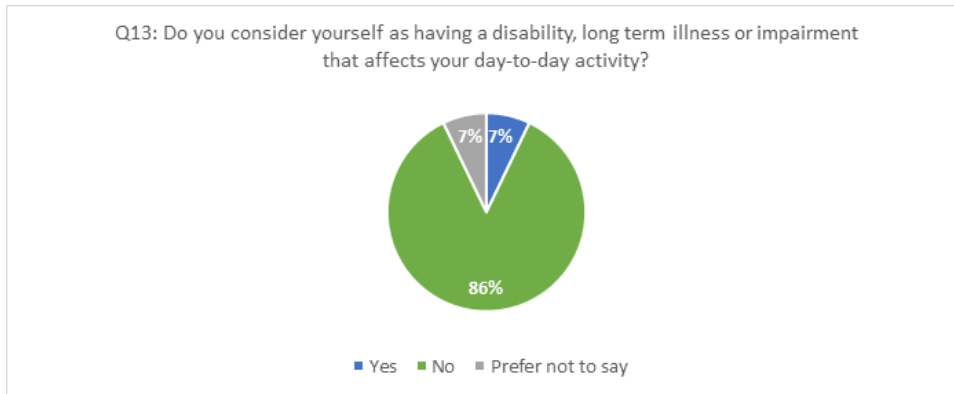


Figure 6: Disability status of respondents

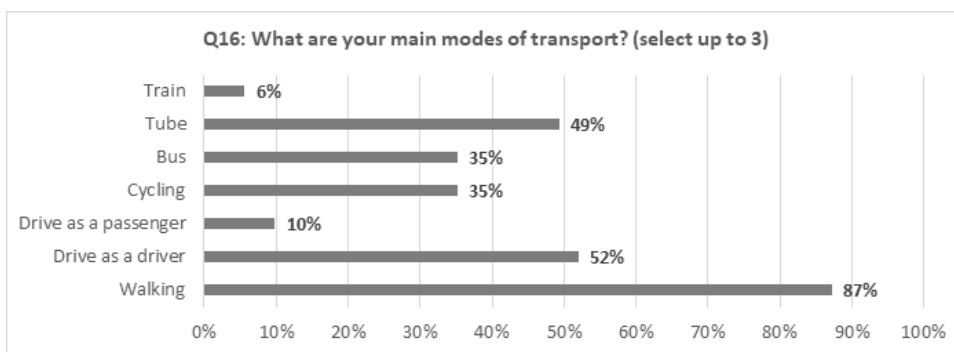


Figure 7: Main transport modes of respondents

### 3.7 Questionnaire responses analysis

#### 3.7.1 73 responses were received.

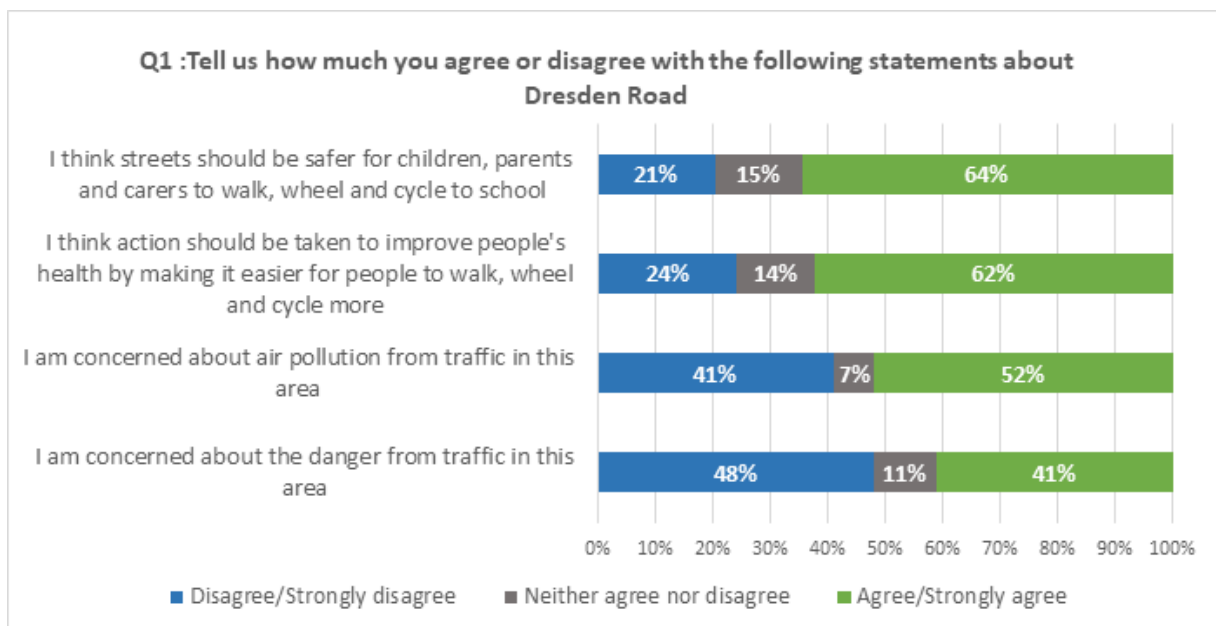


Figure 8: Results of survey questions 1

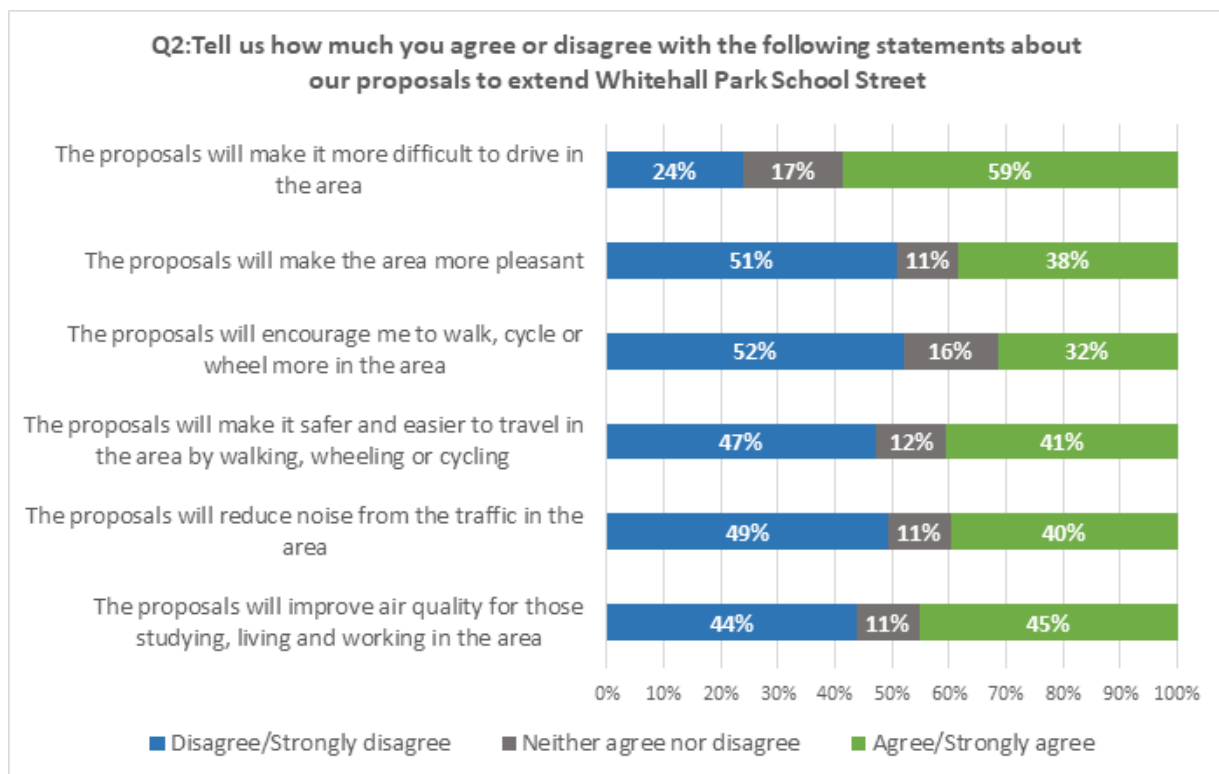


Figure 9: Results of survey questions 2

### 3.8 Crosstabbed Questionnaire Responses:

	Agree	Neither	Disagree	Total respondents
<b>Overall</b>	45% (33)	11% (8)	44% (32)	73
<b>Businesses/ local workers</b>	100% (1)	-	-	1
<b>Residents</b>	40% (19)	15% (7)	46% (22)	48
<b>Parents/ carers</b>	47% (8)	6% (1)	47% (8)	17
<b>Car owners</b>	46% (26)	12% (7)	42% (24)	57
<b>Car-free</b>	43% (6)	7% (1)	50% (7)	14
<b>Disabled</b>	40% (2)	-	60% (3)	5

Table 1: The proposals will improve air quality for those studying, living and working in the area

	Agree	Neither	Disagree	Total respondents
<b>Overall</b>	40% (29)	11% (8)	49% (36)	73
<b>Businesses/ local workers</b>	100% (1)	-	-	1
<b>Residents</b>	35% (17)	13% (6)	52% (25)	48
<b>Parents/carers</b>	35% (6)	12% (2)	53% (9)	17
<b>Car owners</b>	40% (23)	12% (7)	47% (27)	57
<b>Car-free</b>	36% (5)	7% (1)	57% (8)	14
<b>Disabled</b>	40% (2)	0% (0)	60% (3)	5

Table 2: The proposals will reduce noise from the traffic in the area

	<b>Agree</b>	<b>Neither</b>	<b>Disagree</b>	<b>Total respondents</b>
<b>Overall</b>	41% (30)	12% (9)	47% (34)	73
<b>Businesses/ local workers</b>	-	100% (1)	-	1
<b>Residents</b>	35% (17)	17% (8)	48% (23)	48
<b>Parents/carers</b>	47% (8)	-	53% (9)	17
<b>Car owners</b>	42% (24)	11% (6)	47% (27)	57
<b>Car-free</b>	36% (5)	21% (3)	43% (6)	14
<b>Disabled</b>	40% (2)	-	60% (3)	5

Table 3: The proposals will make it safer and easier to travel in the area by walking, wheeling or cycling

	<b>Agree</b>	<b>Neither</b>	<b>Disagree</b>	<b>Total respondents</b>
<b>Overall</b>	32% (23)	16% (12)	52% (38)	73
<b>Businesses/ local workers</b>	-	100% (1)	-	1
<b>Residents</b>	27% (13)	13% (6)	60% (29)	48
<b>Parents/carers</b>	35% (6)	29% (5)	35% (6)	17
<b>Car owners</b>	30% (17)	18% (10)	53% (30)	57
<b>Car-free</b>	36% (5)	14% (2)	50% (7)	14
<b>Disabled</b>	40% (2)	-	60% (3)	5

Table 4: The proposals will encourage me to walk, cycle or wheel more in the area

	<b>Agree</b>	<b>Neither</b>	<b>Disagree</b>	<b>Total respondents</b>
<b>Overall</b>	38% (28)	11% (8)	51% (37)	73
<b>Businesses/ local workers</b>	100% (1)	-	-	1
<b>Residents</b>	33% (16)	13% (6)	54% (26)	48
<b>Parents/carers</b>	41% (7)	6% (1)	53% (9)	17
<b>Car owners</b>	39% (22)	12% (7)	49% (28)	57
<b>Car-free</b>	36% (5)	7% (1)	57% (8)	14
<b>Disabled</b>	40% (2)	-	60% (3)	5

Table 5: The proposals will make the area more pleasant

	<b>Agree</b>	<b>Neither</b>	<b>Disagree</b>	<b>Total respondents</b>
<b>Overall</b>	60% (44)	16% (12)	23% (17)	73
<b>Businesses/ local workers</b>	-	100% (1)	-	1
<b>Residents</b>	63% (30)	17% (8)	21% (10)	48
<b>Parents/carers</b>	65% (11)	18% (3)	18% (3)	17
<b>Car owners</b>	65% (37)	12% (7)	23% (13)	57
<b>Car-free</b>	43% (6)	36% (5)	21% (3)	14
<b>Disabled</b>	60% (3)	20% (1)	20% (1)	5

Table 6: The proposals will make it more difficult to drive in the area



### 3.9 Free-text box analysis

#### 3.9.1 Key free text box themes are

Theme	Detailed comments	Commentary
<p>Increased traffic, idling and illegal stopping on Hornsey Lane during pick-up/drop off times</p> <p>Danger on Hornsey Lane due to narrow pavements and fast traffic</p>	<p>There are existing issues with Hornsey Lane and parents parking on the zig-zagged and double yellow lines with associated idling. The pavement on Hornsey Lane is extremely narrow and it is unsafe for children walking to school.</p>	<p>These comments demonstrate a need for traffic reduction in the area. Previous School Streets have decreased traffic by up to 63% and speeding by up to 8%. Full reports can be found on the council's website. This indicates the School Street should address the road danger issues that have been identified by residents. Traffic reduction should also limit the use for controlled and zebra crossings and for the presence of enforcement.</p>
<p>Extending the School Street is unnecessary</p>	<p>Dresden Road is quiet and not a site of much School traffic.</p>	<p>The junction at Ashmount Road and Dresden Road presents a road danger concern as Dresden Road is narrow and two vehicles have to manoeuvre carefully past each other. The extension will help address the road danger issue and improve conditions for children walking and cycling to school. The School Street hours restrict traffic for short periods of time (90 minutes a day) on weekdays, during termtime only. Additionally, the changes are being made by an Experimental Traffic Order, which means that they can only be kept in place for 18 months before they need to be changed, removed or made permanent.</p>
<p>Concerns about traffic camera noise on School Streets</p>	<p>The enforcement cameras on Ashmount Grove and Gresley Road are thought to</p>	<p>All traffic cameras are aligned with industry standards and are installed in</p>

Theme	Detailed comments	Commentary
	<p>be noisy and create a feeling of being under constant supervision. The noise and supervision should be avoided on Dresden Road.</p>	<p>such a manner to not be facing into individual's properties.</p>
Traffic displacement	<p>Concerns that the proposal will displace traffic onto Hornsey Lane, Whitehall Park, Hazellville Road, Cheverton Road (affecting Cardinals Way Estate) and other surrounding streets.</p>	<p>The risk of displacement will be carefully monitored and officers are of the view that the surrounding road network can maintain resilience with the School Street in place. On balance the benefits of the scheme are considered to justify its implementation. The council will continue to monitor the traffic within the School Street zone and on the nearby roads.</p>
Exemptions should be granted to Hornsey Lane Estate residents.	<p>Hornsey Lane Estate residents should be granted exemptions due to parking pressures in the area and access difficulties.</p>	<p>As a result of the unique locality of the Estate on the borough boundary as well as parking pressures in the area, the estate residents have been offered School Street exemptions as of November 2022.</p>
The School Street should be extended into Hazellville Road instead of Dresden Road	<p>Hazellville Road is more frequently used by parents to park when dropping off their children at school than Dresden Road.</p>	<p>The council will continue to monitor the traffic within the School Street zone and on the nearby roads including Hazellville Road, Whitehall Park and Cheverton Road.</p> <p>There are no known safety issues on Hazellville Road.</p>
Requests for increased enforcement of the School Street	<p>Incorrect use of School Streets with parents arriving before restrictions begin to avoid receiving a PCN when they leave the School Street</p> <p>Double parking taking place outside of hours of operations of the School Street</p>	<p>The council are exploring ways to encourage adherence to the School Street.</p>

Theme	Detailed comments	Commentary
	<p>Greater parking enforcement needed on Hornsey Road where parents park on zigzags and double yellow lines</p> <p>Ashmount Road school entrance should become the main entrance and be improved as it benefits from the existing School Street</p>	
Support for proposals and traffic reduction measures	<p>The area should benefit from a Low Traffic Neighbourhood. Some respondents called for the School Street to be extended more widely</p>	<p>These comments are supportive of the proposals and area-wide improvements can be considered at a later stage.</p>
Exemptions for residents, the elderly and tradespeople	<p>Residents must be exempt and should not be trapped in their street to benefit the school community alone. Additionally, the restrictions cause difficulties for the elderly who may not drive themselves and for tradespeople who need access to the street.</p>	<p>Resident exemptions are granted to those living in the School Street. Blue Badge holders are exempt if they need to access the area. Disabled people using regular taxis can apply for an exemption on a case-by-case basis. Though there will be some administrative implications for people requiring exemptions from the School Street the council is confident that the exemptions in place will provide adequate provision for those who have highlighted a genuine need for exemptions as part of the consultation.</p> <p>The School Street hours restrict traffic for short periods of time (90 minutes a day) on weekdays, during termtime only.</p>
Public Realm improvements	<p>Widening of pavements on Hornsey Lane Improved cycle storage</p>	<p>The council will explore environmental improvements to the wider area.</p>
Road danger issue on Dresden Road	<p>Due to parked vehicles on the road, there is a road danger issue at the junction with Ashmount Road</p>	<p>The proposal will address this issue.</p>

<b>Theme</b>	<b>Detailed comments</b>	<b>Commentary</b>
Accessibility	Overhanging hedges hinder pavement accessibility Hornsey Lane needs better pavements	The council will investigate this issue and take appropriate action.
Impacts on road danger	Potential impact on Cressida Road when vehicles reverse from Dresden Road – road danger with blind spot issue	The council will monitor traffic flows and collision data in the area to assess the impact of the extension.

Table 8: Free-text box responses with officer response

### 3.10 Summary

3.10.1 Consultation results were mixed. While results from the Phase 1 School Streets Consultation showed that there was an appetite for the School Street to be extended into Dresden Road, this most recent consultation showed a less clear picture. While parents and local residents were mostly supportive, the school community and headteacher were more reserved and raised concerns about the impact of traffic displacement.

3.10.2 Nevertheless, after further conversations, the headteacher and school board are in agreement with the proposed approach of implementing the School Street extension by an ETO as a trial scheme.

## 4 Conclusions

### 4.1 General trends

- 4.1.1 Parents/carers were generally more supportive of the changes introduced through School Streets than local residents, which can explain the low support at Whitehall Park School where there was a low response rate amongst parent/carers.

### 4.2 Representativeness and outreach

- 4.2.1 The response rate was relatively low at 73 respondents. At Whitehall Park School more respondents were local residents than parents or carers and more respondents were car-owners.
- 4.2.2 Feedback to the consultation questionnaire from local workers and business owners was low across all sites.

### 4.3 Who is underrepresented?

- 4.3.1 People with disabilities are slightly under-represented in comparison to the Islington average.
- 4.3.2 Respondents who state their ethnicity as White British are over-represented, and respondents from Black, Asian and Minority Ethnic backgrounds are under-represented in comparison to the Islington average.
- 4.3.3 Car-free households are under-represented in comparison to the Islington average.
- 4.3.4 The council is considering the mixed consultation results alongside the road danger reduction considerations at the junction between Dresden Road and Ashmount Road. As a result, the extension to the School Street is proposed to be implemented as an 18-month trial under an Experimental Traffic Order with wider traffic monitoring to assess whether the scheme will meet its objectives.

# 5 Appendix

## Promotional Material



Figure 10: Trifold

**Proposed changes to Whitehall Park School Street**



■ School Street zone  
■ Proposed changes to the School Street zone  
● Whitehall Park School





To find out more about our School Streets programme, visit our website  
[www.islington.gov.uk/SchoolStreets](http://www.islington.gov.uk/SchoolStreets)



To find out more about our School Streets programme please visit [www.islington.gov.uk/SchoolStreets](http://www.islington.gov.uk/SchoolStreets) where you will also find answers to frequently asked questions. If you have further questions, drop us a line at [SchoolStreets@islington.gov.uk](mailto:SchoolStreets@islington.gov.uk).

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



**Whitehall Park School Street extension**  
Public consultation



Figure 11: Front of leaflet

**Dear resident/business,**

As part of our commitment to make our streets cleaner, greener and healthier, we are proposing to introduce changes to the School Street at Whitehall Park School.

**What is a School Street?**

A School Street is where roads around the school temporarily close to traffic to become a pedestrian and cycle zone during the school's opening and closing times.

Temporarily closing roads outside schools makes it easier and safer for children to get to and from school, reducing congestion and improving air quality at the school gate.

To date, we have introduced 35 School Streets, covering 36 primary schools across Islington, 31 of which are now permanent.

**School Street at Whitehall Park School**

In September 2020 we introduced a trial School Street at Whitehall Park School. The School Street prevents cars from driving on Ashmount Road and Gresley Road during pick-up and drop-off times.

To help measure the success of the School Street we collected feedback throughout the trial period and held a public consultation from 24 September 2021 to 31 October 2021. Following the consultation and monitoring results, we have made a decision to make a School Street at Whitehall Park School permanent. The full public consultation report is available at [www.islington.gov.uk/SchoolStreets](http://www.islington.gov.uk/SchoolStreets).

To address safety concerns and to make the area cleaner, greener and healthier, **we are proposing to extend the existing School Street at Whitehall Park School to include Dresden Road.**

The proposed new School Street would include Ashmount Road, Gresley Road and Dresden Road. **A plan of the proposed School Street is overleaf.**



This means that vehicles would not be permitted to access Dresden Road, as well as Ashmount Road and Gresley Road for a short period of time during morning drop-off and afternoon pick-up times, Monday to Friday, term time only, unless they have been given an exemption.

**Access to the School Street**

Exemptions for the School Street would be provided based on the council's records of residents and businesses who have existing parking permits for the School Street.

**All existing exemptions would be retained. Residents who live within the extension area and have an existing parking permit would not need to apply for a School Street permit as they will automatically be provided with a permit for the School Street so they can access the street during the restricted hours.**

**Blue badge holders can contact the council for an exemption if they require access during the times of School Street operation.**

The road would remain open to pedestrians and cyclists during the hours of operation of the School Street.

Signs would inform drivers of the restrictions before the entrances to the closed streets. Non-registered vehicles entering the street during the times of operation would be identified by camera and issued a penalty charge notice of £85.00.

**We welcome your feedback**

We want to know what you think of the proposed changes to the School Street at Whitehall Park School.

To have your say:

- Scan the QR code with your phone to access to the consultation questionnaire
- or visit [www.islington.gov.uk/SchoolStreetsConsultation](http://www.islington.gov.uk/SchoolStreetsConsultation)



If you would like a hard copy (paper copy) of the questionnaire, please:

- write to: Public Realm, 1 Cottage Road, London, N7 8TP
- visit us at Islington Town Hall reception (N1 2UD) to fill in a paper copy
- collect and fill in a paper copy at the school reception.

**Submit your response by 11:59pm on Sunday 31 July 2022** when the consultation period ends.

The feedback received during the consultation will feed into the decision on whether the proposed changes to the existing Whitehall Park School Street will be introduced.

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

Yours sincerely,

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

Figure 12: Back of leaflet