

Consultation Results

Islington School Streets Programme Acceleration: Phase 3

Highbury Quadrant Primary School Street
Hugh Myddelton Primary School Street extension
Service Area: Environment



Figure 1: Image from Children's Workshop

Table of Contents

CONSULTATION RESULTS	1
Islington School Streets Programme Acceleration: Phase 3.....	1
Executive Summary	4
Key Findings.....	5
1. Introduction and background.....	7
1.1 Background & Timelines.....	7
1.2 Overview of the School Street locations.....	8
1.3 Objectives	8
1.4 Monitoring	9
2. Pre-consultation Engagement.....	9
2.1 Statutory consultees	9
2.2 Engagement with schools.....	9
2.3 Commonplace.....	10
3. Public consultation analysis	12
3.1 Background & Activities	12
3.2 Email correspondence	12
3.3 Data contamination.....	13
3.4 Highbury Quadrant Primary School.....	13
3.5 Hugh Myddelton Primary School	23
4. Conclusions	31
4.1 General trends	31
4.2 Representativeness and outreach	32
4.3 Who is underrepresented	32
4.4 Recommendations	32
5. Appendix	33
Appendix I - Promotional Material	33
Appendix II – Children’s Workshop Report (TBC)	34

Figures in the Report

Figure 1: Image from Children's Workshop.....	1
Figure 2: Map of the locations of the two School Streets	8
Figure 3: Responses to the question 'What is the problem?'.....	10
Figure 4: Responses to the question 'How could we make it better?'.....	11
Figure 5: Proposed School Street location and extent at Highbury Quadrant.....	14
Figure 6: Are you a local resident/parent/business owner/local worker/other?	15
Figure 7: How many cars or vans does your household own?	15
Figure 8: What age are you?	16
Figure 9: Do you consider yourself as having a disability, long term illness or impairment that affects your day-to-day activity?.....	16
Figure 10: What are your main modes of transport?	17
Figure 11: Consultation survey results.....	17
Figure 12: Consultation survey results.....	18
Figure 13: School Street location and proposed extension at Hugh Myddelton.....	24
Figure 14: Are you a local resident/parent/business owner/local worker/other?	25
Figure 15: How many cars or vans does your household own?	25
Figure 16: What age are you?	26
Figure 17: Do you consider yourself as having a disability, long term illness or impairment that affects your day-to-day activity?.....	26
Figure 18: What are your main modes of transport?	26
Figure 19: Consultation survey results.....	27
Figure 20: Consultation survey results.....	27
Figure 21: On-street trifold.....	33
Figure 22: Second page of flyer.....	34
Figure 23: Front page of flyer	34

Executive Summary

In 2019, the council consulted on its draft Transport Strategy, which was adopted in November 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 Streets presented in this report differ from Phase 1 and Phase 2 Accelerations in the sense that they are 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 feedback provided during this engagement exercise has guided the development and design of the borough-wide programme of people-friendly streets (PFS). Comments have also been isolated to individual areas to gather more information on areas significant to specific schemes.

Across all three School Street sites, 59 comments were left during the Commonplace tool operation time. All responses were received before January 2021.

A public consultation to gauge support for the new proposed School Street at Highbury Quadrant and an extension at Hugh Myddelton was held from 4 to 31 July 2022. The consultation also ran for an extension at Whitehall Park School Street, however due to the complexities of the site this scheme will require more analysis and feasibility for a decision which will follow in Autumn 2022.

The public consultation was made up of an online questionnaire for each 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. 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. A dedicated telephone number and email address were made available and business visits were undertaken.

Leafletting events were held at each location during drop-off and pick-up times. For Highbury Quadrant Primary School, a workshop was held with the students, led by Mark Lemanski from School of Streets.

Overall, 157 adult questionnaires for Highbury Quadrant Primary School and 38 for Hugh Myddelton Primary School.

Key Findings

Hugh Myddelton Primary School – Highlights

The School Street extension into Lloyd's Row was proposed by the school and a majority of respondents (82%) expressed support for the extension of the School Street to Lloyd's Row. The questionnaire results showed that 84% 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', while 8% disagreed or strongly disagreed. 8% neither agreed nor disagreed.

79% agreed or strongly agreed with the statement: 'The proposals will make it safer and easier to travel in the area by walking, wheeling or cycling'. while 18% strongly disagreed or disagreed. 3% neither agreed nor disagreed.

Finally, 76% agreed or strongly agreed with the statement: 'The proposals will make the area more pleasant.', while 18% disagreed or strongly disagreed. 5% neither agreed nor disagreed.

Highbury Quadrant Primary School – Highlights

Consultation results were mixed. While some residents, parents, carers and the school community and headteacher were supportive of the benefits the School Street scheme can bring, some local residents, parents, carers and businesses raised concerns over access, traffic displacement and exemptions.

32% agreed or strongly agreed with the statement: 'The proposals will encourage me to walk, cycle or wheel more in the area', while 13% neither agreed nor disagreed. 55% strongly disagreed or disagree.

47% 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', 34% strongly disagreed or disagree. 18% neither agreed nor disagreed.

42% agreed or strongly agreed with the statement: 'The proposals will make the area more pleasant.', 10% neither agreed nor disagreed. 48% strongly disagreed or disagree

It should however be noted that the results and levels of support for the proposals vary according to the respondent's car ownership, for the Highbury Quadrant consultation. For instance, 70% of car-free respondents agree that the proposals will make the area

more pleasant versus 26% of car owners (versus 42% in total). Car owners are also disproportionately represented in the response as 56% of respondents declared owning at least one vehicle. By contrast, only 30% of households in Islington own a private vehicle.

1. Introduction and background

1.1 Background & Timelines

1.1.1 A public consultation was held from 4 to 31 July 2022 to gather feedback about the implementation of a School Street at Highbury Quadrant Primary School and the extensions of two existing permanent School Streets at Hugh Myddelton Primary School and Whitehall Park School.

1.1.2 Highbury Quadrant Primary School

1.1.2.1 Initial discussions about a School Street at Highbury Quadrant Primary School were had in 2020, with an original implementation planned in 2021. However, plans were paused due to concerns around traffic displacement in the local area due to traffic restriction schemes introduced by neighbouring Hackney. Implementation was halted so that further monitoring could take place before introducing the scheme. It was then agreed that consultation would precede implementation.

1.1.2.2 Conversations with the school, parents, residents and businesses in the area were recommenced in June 2022 and a consultation held from 4 to 31 July 2022.

1.1.3 Hugh Myddelton Primary School Street

1.1.3.1 In February 2019 the council consulted local residents, businesses and the Hugh Myddelton Primary School community on restricting traffic on Gloucester Way, Myddelton Street, Garnault Place, Whiskin Street and Meredith Street at school start and finish times. The results of the consultation showed that 81% of respondents supported the scheme.

1.1.3.2 A School Street was implemented at Hugh Myddelton Primary School in June 2019 after public consultation took place in February-March 2019. The School Street was implemented as a permanent scheme. Operating times are Monday to Friday 8.20am to 9.15am and 3.00pm to 3.45pm during term-time.

1.1.3.3 Feedback from the school and parents/carers since implementation has indicated that an extension of the School Street into Lloyd's Row would be beneficial to increase children's safety. The consultation focused on the extension of the existing School Street at Hugh Myddelton Primary School into Lloyd's Row. The school also indicated that the hours of operation could be changed in the morning to 8.30am to 9.30am and from 3.00pm to 4.00pm in the afternoon.

1.2 Overview of the School Street locations



Figure 2: Map of the locations of the two School Streets

1.3 Objectives

1.3.1

The consultation objectives were set out to shape the consultation approach. The objectives were based on the School Streets programme aims and council consultation requirements. The key objectives of the consultation were:

- Ensure that children, parents, residents and businesses have been represented and have had an opportunity to express their views;
- Ensure that respondents to the consultation are representative of the diversity of Islington, specifically focusing on: children and residents with disabilities (and their carers, where appropriate);

- To understand respondents' support/disagreement with the implementation or extension of the School Street from students, parents, carers, teachers, residents;
- To respond to and clarify information and questions, and understand priorities in the local areas;
- To understand respondents' perceptions of the School Street's potential to reduce road danger and improve air quality;
- To understand what effect School Streets may have in relation to the Climate emergency and Islington Net Zero Carbon ambitions relating to reducing car use.

1.4 Monitoring

- 1.4.1 Monitoring is planned, with a baseline planned for the first week of September 2022 and will feed into monitoring reports which will inform the final decision about the Highbury Quadrant Primary School Street trial.

2. Pre-consultation Engagement

2.1 Statutory consultees

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

- 2.1.2 Details of the proposals were shared with the Metropolitan Police Service, London Fire Brigade, London Ambulance Service, NHS Blood Transport, LOGISTICS, the Road Haulage Association, TfL Network Management, Royal Mail, bus operating companies, local MPs, members of the GLA, and bordering boroughs. All queries raised were addressed by the project managers.

2.2 Engagement with schools

- 2.2.1 The officers contacted the head teachers and offices at both schools, who were informed about the respective School Street schemes in June 2022. Further to the initial correspondence, additional communication took place via emails and meetings with individual schools to discuss particular ideas or concerns.

- 2.2.2 The Headteacher of Highbury Quadrant Primary School, Terri Higgins, was supportive of the School Street proposal.

- 2.2.3 The Assistant Headteacher of Hugh Myddelton, Tim Barber, requested the extension of the School Street, a change in operation hours and was therefore also supportive of the proposal.

2.3 Commonplace

2.3.1 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.

2.3.2 Across the two School Street sites, 33 comments were left during the Commonplace tool operation time (June 2020 to March 2021). All (100%) responses were received before January 2021.

2.3.3 31 comments were received for the proposed School Street at Highbury Quadrant Primary School and 2 comments were received for Hugh Myddelton Primary School of which one of the comments was about Lloyd's Row.

2.3.4 A single comment could include multiple options when responding to the questions "What is the problem?" and "How could we make it better?"

2.3.5 Highbury Quadrant Primary School

2.3.5.1 In total, 96 responses were received to the question 'What is the problem?'. The most common response was 'traffic rat running', which accounted for 16% of all answers, followed by 'bad driving' (15%) and 'fast traffic' (14%). The graph below (Figure 3) shows all responses received.

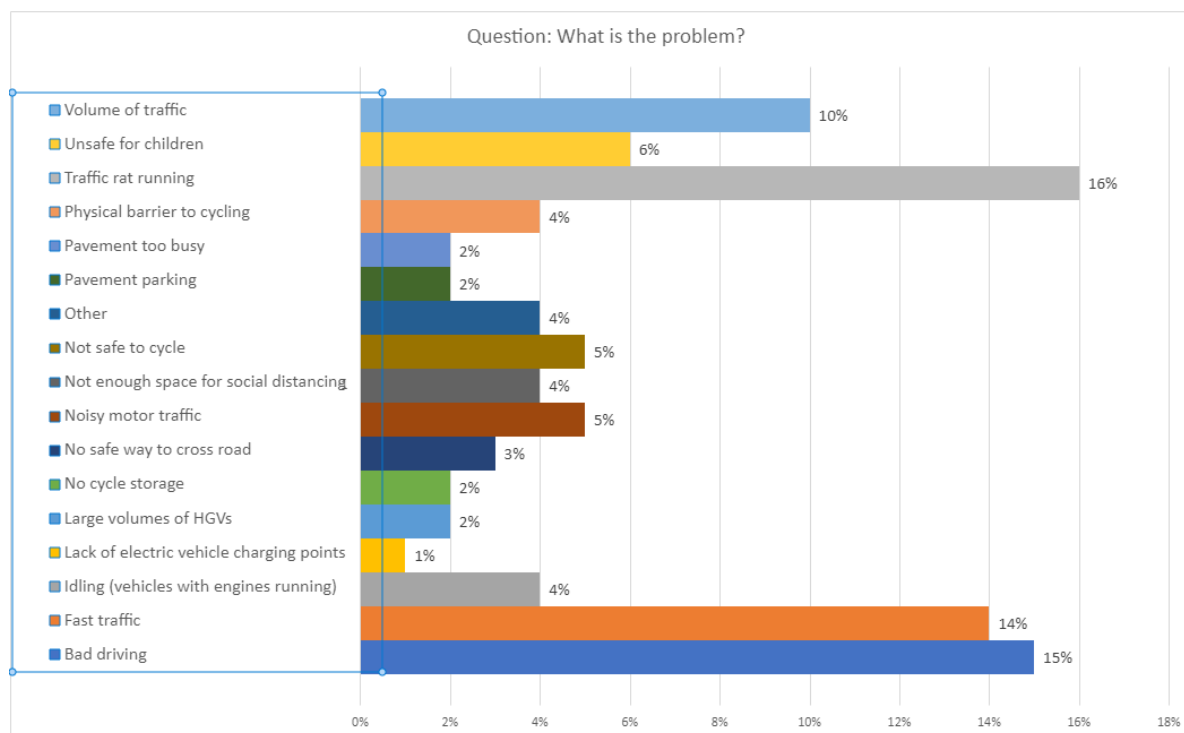


Figure 3: Responses to the question 'What is the problem?'

2.3.5.2 Respondents were also asked how the local area could 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 (16%) was to 'slow down traffic', followed by 'road closure except for cycles and buses' (12%) and allowing more space for cycling (11%) and making the roads access only (11%). The graph below (Figure 4) shows all responses received.

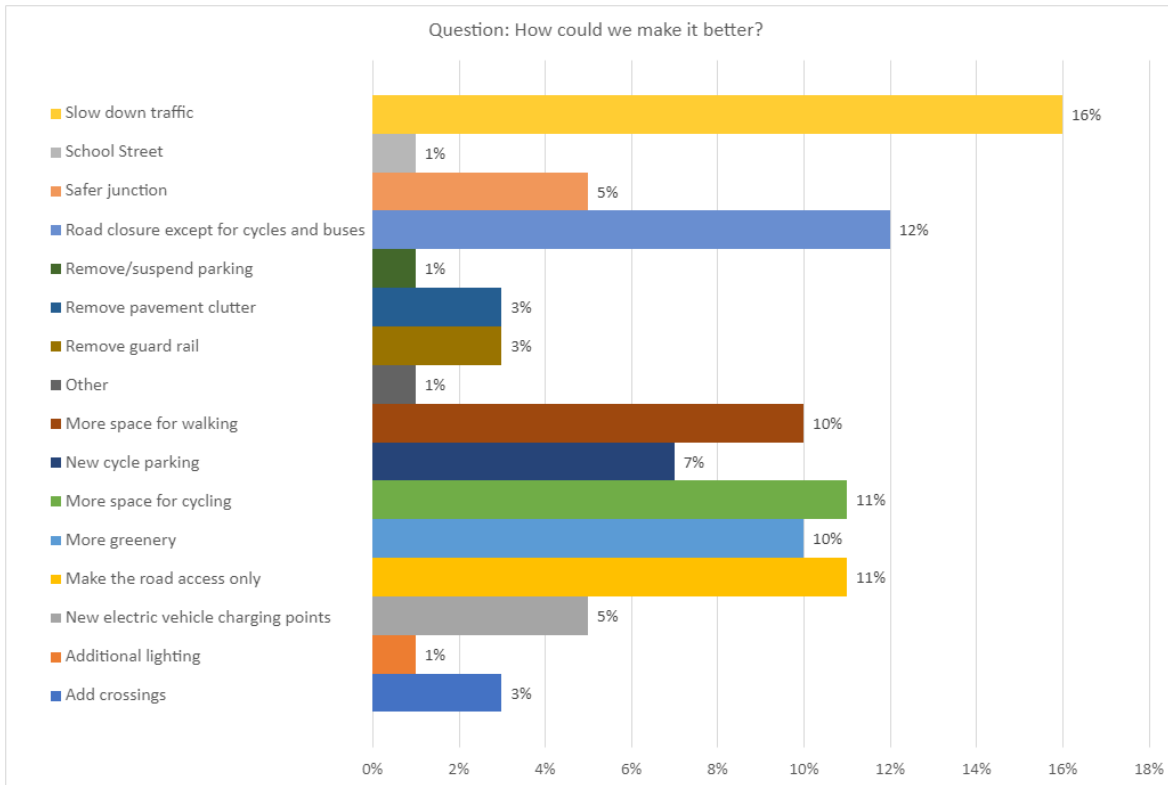


Figure 4: Responses to the question 'How could we make it better?'

2.3.6 Hugh Myddelton Primary School

2.3.6.1 In total, 5 responses were received to the question 'What is the problem?'. The issues raised were 'unsafe for children' (20%), 'pavement too busy' (20%), 'no safe way to cross road' (20%), 'idling (vehicles with engines running)' (20%) and 'bad driving' (20%). The graph below (Figure 5) shows all responses received.

2.3.6.2 Respondents were also asked how the local area can be improved, for which they could select multiple responses. In total, 3 selections were received for the question 'How could we make it better?'. These were 'make the road access only' (33%), 'more space for walking' (33%) and 'remove/suspend parking' (33%). The graph below (Figure 6) shows all responses received.

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 each School Street. Paper copies of the questionnaire were also made available at Islington Town Hall and could be requested by post or collected at the school reception.
- 3.1.2 A workshop at Highbury Quadrant Primary School was devised by external consultant Mark Lemanski from School of Streets on behalf of and in consultation with Islington council. A key consideration was to consult with children as key stakeholders of the School Streets programme. The report for the children's workshop is available at Appendix 4.
- 3.1.3 The workshop was held on 12 July 2022 with the School Council, a representative group of students from all year groups. This was followed by a presentation from the participating children to the rest of the school in a school assembly on 20 July 2022. Both events were facilitated by external consultant Mark Lemanski and supported and attended by the headteacher Terri Higgins.
- 3.1.4 The workshop aimed to provide some background knowledge of how the rise in motorised traffic has changed our cities, how this has affected children, and how related problems are addressed by the School Street initiative. Children then discussed the specific environment of the school through drawings and a walkabout, before reflecting on the qualities of their individual school routes.
- 3.1.5 Two rounds of business visits were made during the 4-week consultation period. One visit took place at Highbury Barn and one on St Paul's Road and Highbury Corner.
- 3.1.6 An active 'door-knocking' outreach exercise aimed to engage local businesses to engage with the consultation. The majority of businesses either had no comment or were supportive of the measures being introduced to protect children. 54 businesses in the Highbury New Park and Highbury Grange area received a letter and 29 businesses received visits.
- 3.1.7 Although no major issues were raised regarding deliveries and routes, some concerns were expressed around delivery services receiving fines during the hours of operation if they were unaware of the restrictions.
- 3.1.8 The main issues were raised by estate agents who felt that their businesses were being impacted by recently introduced no motor vehicle point restrictions in the surrounding area. However, School Streets were not seen as having as severe an impact on their business.
- 3.1.9 Acknowledging that some businesses would have had concerns in regards to deliveries, a Google Map was produced to show the delivery routes available during the hours of operation.

3.2 Email correspondence

- 3.2.1 The council received 9 emails as part of the consultation at Highbury Quadrant and Hugh Myddelton.

- 3.2.2 A dedicated School Streets email (schoolstreets@islington.gov.uk) was set up in 2018.
- 3.2.3 Further email communication was received by ward members, schools and council officers as well as under the dedicated School Streets consultation email (schoolstreetsconsultation@islington.gov.uk)

School Street scheme	Overall key themes of correspondence
Highbury Quadrant Primary School (9 emails received)	<ul style="list-style-type: none"> • Exemptions • Blue Badge Exemptions • Impact on residents • Impact on business • East-West delivery routes
Hugh Myddelton Primary School (0 emails received)	<ul style="list-style-type: none"> • N/A

Table 1: Key themes from email correspondence

3.3 Data contamination

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

3.4 Highbury Quadrant Primary School

3.4.1 Key Characteristics & Background

- 3.4.1.1 The School Street is proposed to include Highbury New Park, Balfour Road, Highbury Grange and Stradbroke Grove. Operating times (agreed with the school) are Monday to Friday 8.30am to 9.30am and 3.15pm to 4.15pm during term-time only.
- 3.4.1.2 The leafletting events were held on Monday 11 July and the workshop with children was held on 12 July 2022.

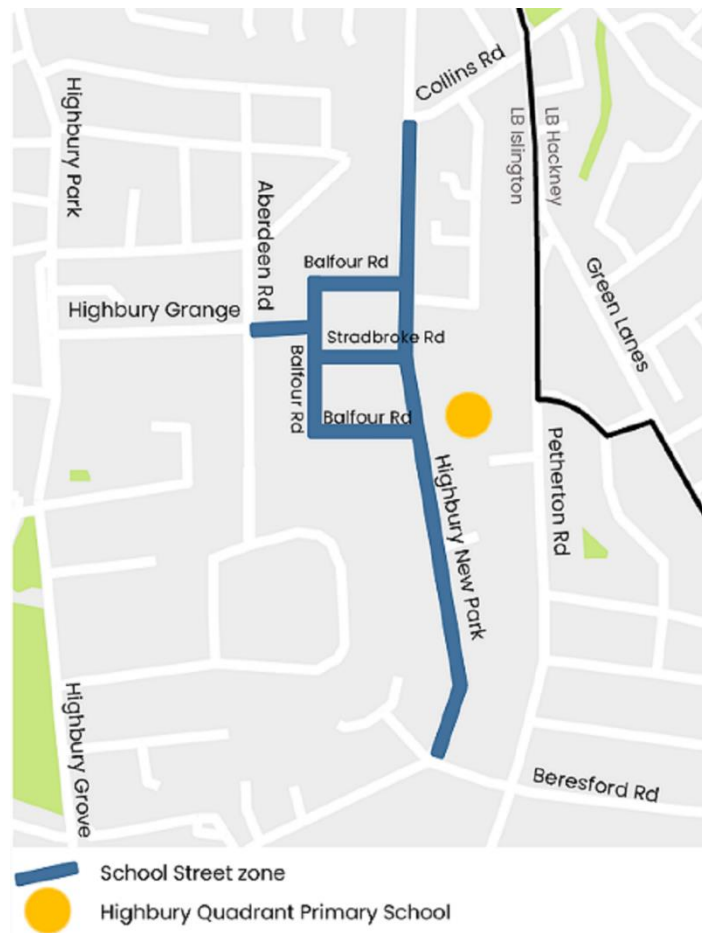


Figure 5: Proposed School Street location and extent at Highbury Quadrant

3.4.2 Profile of respondents at HQPS

- 3.4.2.1 Of respondents who answered Q10, 81% state that they are local residents, 10% state that they are parents/carers of pupils at the school, 1% that they are local workers, business owners, and 3% state that they are 'other'.
- 3.4.2.2 Of respondents who answered Q11, 57% state that their household owns at least one car or van. 36% state that they do not own a car.
- 3.4.2.3 Of respondents who answered Q13, 15% state that they have a disability, long term illness, or impairment, 68% that they do not.

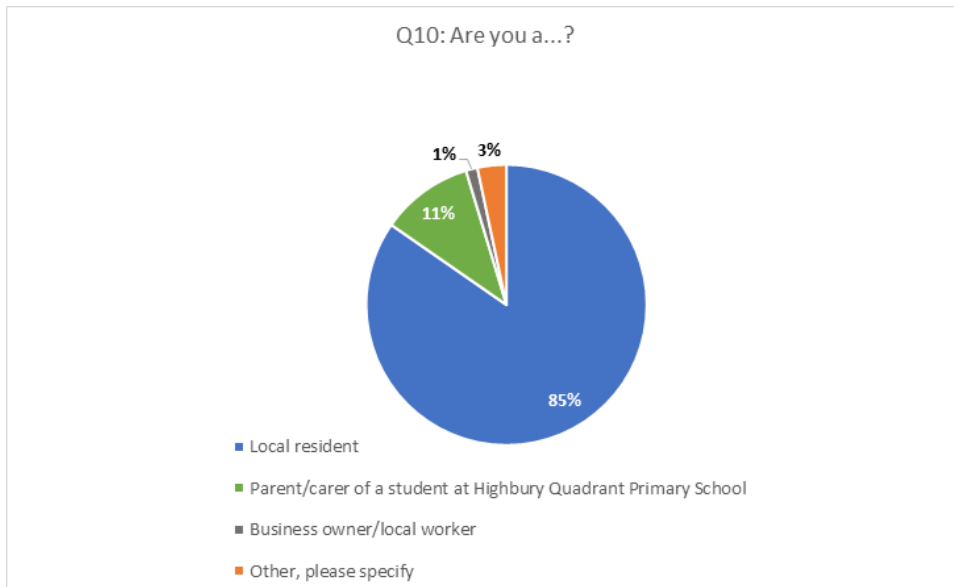


Figure 6: Are you a local resident/parent/business owner/local worker/other?

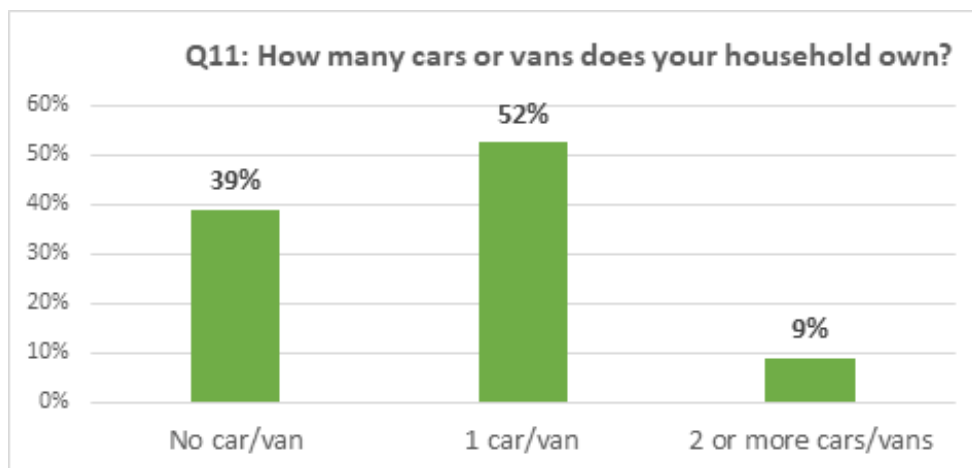


Figure 7: How many cars or vans does your household own?

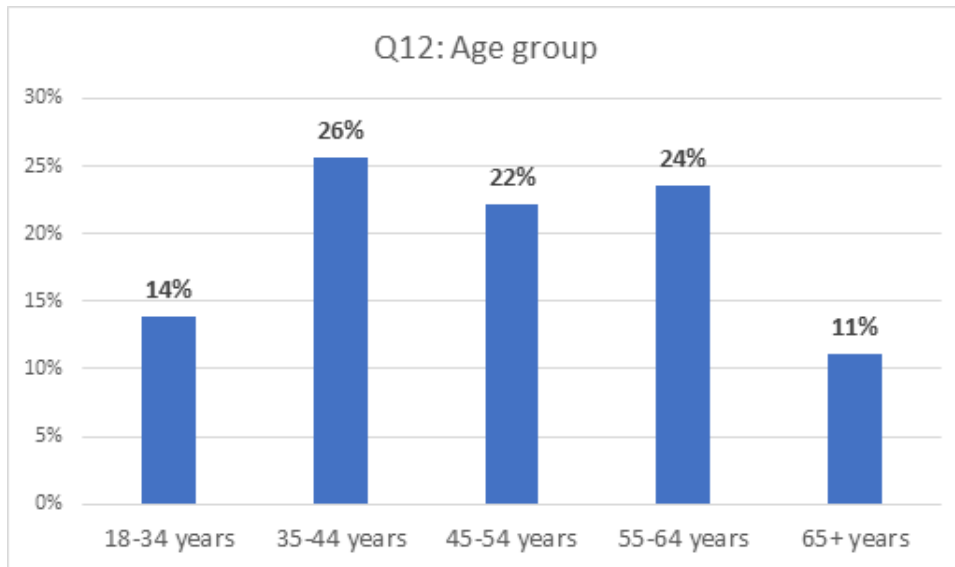


Figure 8: What age are you?

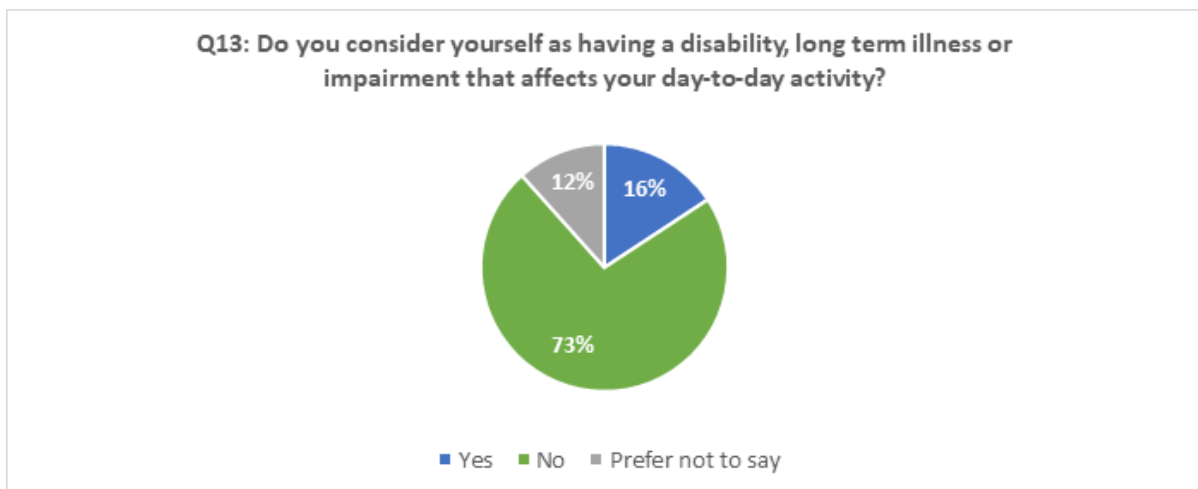


Figure 9: Do you consider yourself as having a disability, long term illness or impairment that affects your day-to-day activity?

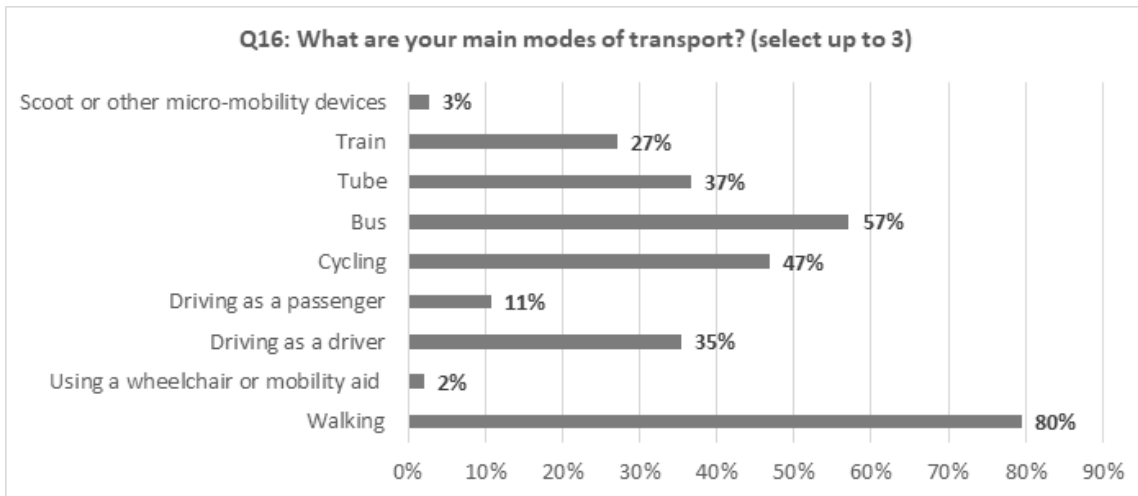


Figure 10: What are your main modes of transport?

3.4.3 Questionnaire Response Analysis

3.4.3.1 157 responses were received.

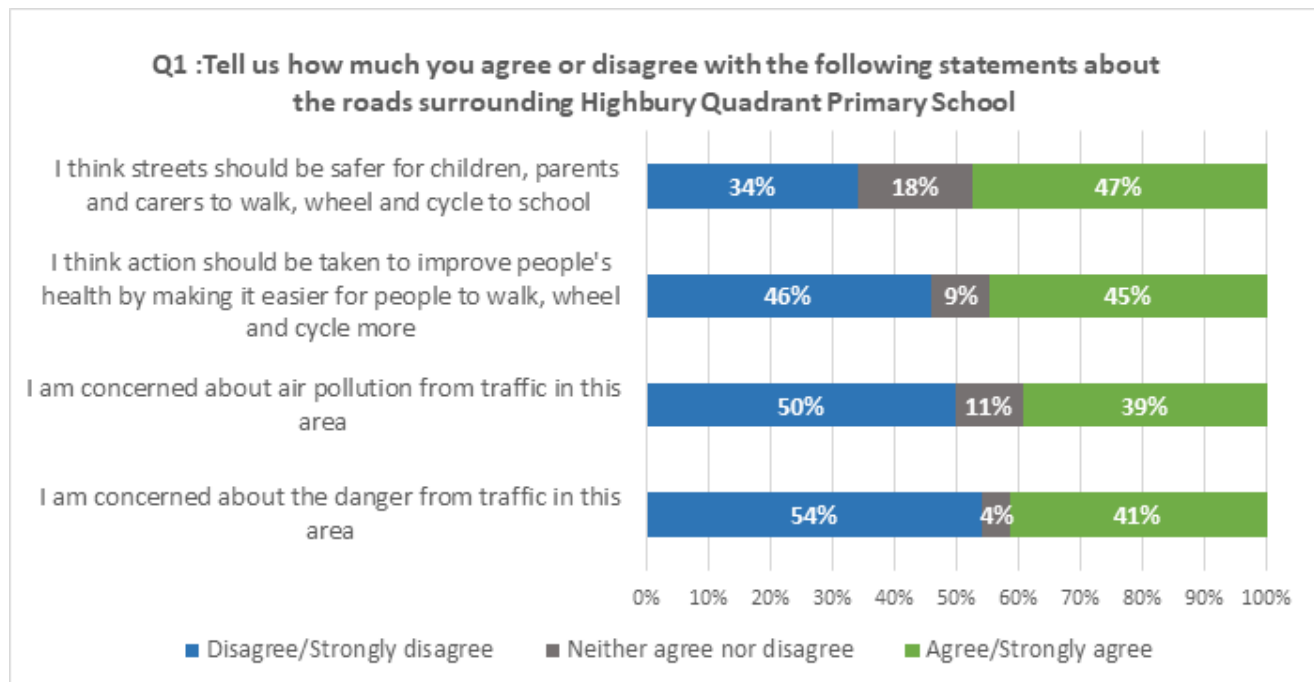


Figure 11: Consultation survey results

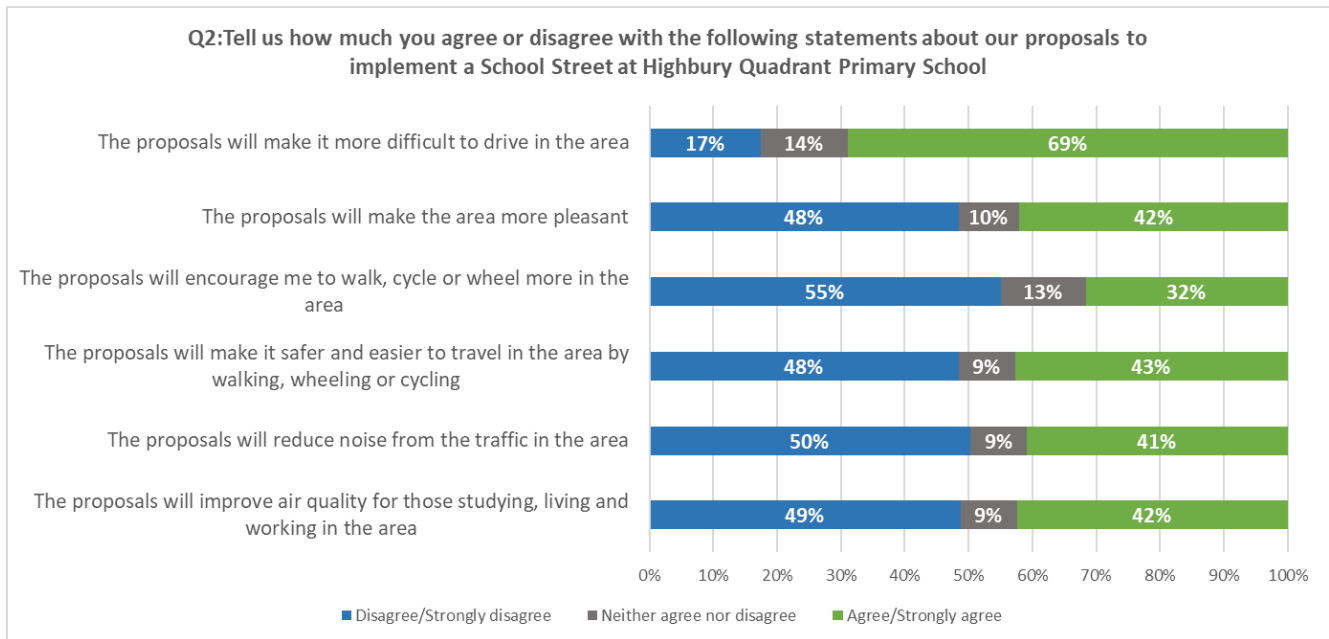


Figure 12: Consultation survey results

3.4.4 Crosstabbed Questionnaire Responses

- 3.4.4.1 Tables 2 to 7 show the responses to the statements for Question 2 depending on various categories of respondents. In these tables, respondents who selected 'strongly agree or agree' have been grouped together as 'agree', those who selected 'strongly disagree or disagree' have been grouped together as 'disagree'.
- 3.4.4.2 The data shows that car-free respondents tend to be more supportive of the proposals than other categories of respondents. For instance, 68% of car-free respondents either strongly agree or agree that the proposals will improve air quality, versus 41% of overall respondents, while only 28% of car owners strongly agree or agree with that statement.
- 3.4.4.3 People who responded identifying as disabled were more likely to disagree with the statements.
- 3.4.4.4 Parents and carers also tend to be slightly more supportive of the proposals than residents.

	Overall	Businesses/ local workers	Resident	Parents or carers	Car owners	Non car owners	Disabled
Agree	41% - 66	-	42% - 53	44% - 7	28% - 25	68% - 38	26% - 6
Neither	9% - 14	50% - 1	9% - 11	13% - 2	8% - 7	11% - 6	4% - 1
Disagree	49% - 77	50% - 1	50% - 63	44% - 7	64% - 58	23% - 13	70% - 16
Total respondents	157	2	127	16	90	57	23

Table 2: The proposals will improve air quality for those studying, living and working in the area

	Overall	Businesses/ local workers	Resident	Parents or carers	Car owners	Non car owners	Disabled
Agree	41% - 64	-	40% - 51	44% - 7	29% - 26	65% - 35	13% - 3
Neither	9% - 14	50% - 1	10% - 13	-	6% - 5	14% - 8	9% - 2
Disagree	50% - 79	50% - 1	50% - 63	56% - 9	66% - 59	25% - 14	78% - 18
Total respondents	157	2	127	16	90	57	23

Table 3: The proposals will reduce noise from the traffic in the area

	Overall	Businesses/local workers	Resident	Parents or carers	Car owners	Non car owners	Disabled
Agree	43% - 67	-	43% - 54	44% - 7	30% - 27	65% - 37	13% - 3
Neither	9% - 14	50% - 1	9% - 12	6% - 1	8% - 7	11% - 6	9% - 2
Disagree	48% - 76	50% - 1	48% - 61	50% - 8	62% - 56	25% - 14	78% - 18

	Overall	Business es/local workers	Resident	Parents or carers	Car owners	Non car owners	Disabled
Total responde nts	157	2	127	16	90	57	23

Table 4: The proposals will make it safer and easier to travel in the area by walking, wheeling or cycling

	Overall	Business /local workers	Residents	Parents or carers	Car owner	Non car owners	Disable d
Agree	32% - 50	-	31% - 39	44% - 5	20% - 18	51% - 29	4% - 1
Neither	13% - 20	50% - 1	13% - 17	6% - 2	10% - 9	18% - 10	9% - 2
Disagre e	55% - 87	50% - 1	56% - 71	50% - 9	70% - 63	32% - 18	87% - 20
Total respon dents	157	2	127	16	90	57	23

Table 5: The proposals will encourage me to walk, cycle or wheel more in the area

	Overall	Business /local workers	Residents	Parents or carers	Car owner	Non car owners	Disable d
Agree	42% - 66	-	42% - 53	44% - 7	26% - 23	70% - 40	13% - 3
Neither	10% - 15	50% - 1	11% - 14	-	10% - 9	9% - 5	13% - 3
Disagre e	48% - 76	50% - 1	47% - 60	56% - 9	64% - 58	21% - 12	74% - 12

	Overall	Business /local workers	Residents	Parents or carers	Car owner	Non car owners	Disabled
Total respondents	157	2	127	16	90	57	23

Table 6: The proposals will make the area more pleasant

	Overall	Business /local workers	Residents	Parents or carers	Car owner	Non car owners	Disabled
Agree	69% - 108	50% - 1	72% - 91	50% - 8	77% - 69	60% - 34	83% - 19
Neither	13% - 21	50% - 1	13% - 17	12% - 2	9% - 8	19% - 11	4% - 1
Disagree	18% - 28	-	15% - 19	38% - 6	14% - 13	21% - 12	13% - 3
Total respondents	157	2	127	16	90	57	23

Table 7: The proposals will make it more difficult to drive in the area

3.4.5 Free text box response analysis

3.4.5.1 The free text boxes comments show that overall 63 responses are positive, 19 mixed and 75 negative.

3.4.5.2 The key themes in those comments are:

Theme	Detailed comments
Impacts on businesses	<ul style="list-style-type: none"> The inclusion of Balfour Road in the School Street might disconnect Highbury Grange area with possible impacts on businesses Concerns around access for deliveries and tradesmen
The interventions are not needed	<ul style="list-style-type: none"> The roads are already quiet and feature traffic calming measures

Theme	Detailed comments
	<ul style="list-style-type: none"> • The area is currently used by Driving Schools as quiet roads – the proposals would jeopardise this. • Some residents reported that traffic levels in the area are historically low and therefore the area does not require a traffic reduction scheme
Support for the proposals and traffic reduction measures	<ul style="list-style-type: none"> • The area should benefit from a Low Traffic Neighbourhood to deal with traffic speeds and volumes • Some residents called for the zone to be wider and extending to Highbury Grove and the whole of Highbury New Park
Traffic displacement	<ul style="list-style-type: none"> • The proposals might result in an increase in traffic on Highbury Grove, Green Lanes and Petherton Road by displacing traffic • Concern about displaced traffic on Kelross, Sotheby and Northolme roads.
Existing road danger, parking and traffic issues	<ul style="list-style-type: none"> • The existing white lines, parking and mini roundabout create an unsafe environment for people walking and cycling • Existing parking and lack of enforcement on double yellow lines is an issue outside the school with associated idling • Need for more traffic speeding enforcement • More crossing points needed on Highbury New Park • Some parents and resident suggest enforcing the zebra crossing with a lollipop person to improve road safety
Exemptions	<ul style="list-style-type: none"> • Bus services (393) should be exempt on Highbury New Park • Exemptions should cover Motability cars • The proposals might make it harder to attend doctor's appointments for people driving for the practice located on Highbury New Park • People with off street parking in the area might be missed out from automatic residents exemptions

Theme	Detailed comments
	<ul style="list-style-type: none"> • Access for disabled people using taxis
Accessibility	<ul style="list-style-type: none"> • Uneven footway surface on Highbury New Park create accessibility issues • Road surfaces on Stradbroke and Balfour Road create hazards for people cycling due to its poor condition • More bins and benches needed
Public realm improvements	<ul style="list-style-type: none"> • More bins and benches needed • Remove the black fence on pavement outside school and replace with a planted green build out like outside Ambler school

Table 8: Free-text box responses categorised into themes

3.4.6 School's response

3.4.6.1 Terri Higgins (head teacher) and the School have expressed interest and support for the School Street over various emails since April 2021 where the school confirmed what hours of operation would work for the School Street. A site visit took place with the school prior to public consultation on 28 June 2022.

3.4.7 Summary

3.4.7.1 In conclusion, responses to the proposed School Street at Highbury Quadrant Primary School were mixed. While some residents, parents, carers and the school community and headteacher were supportive, local residents and businesses raised concerns over access.

3.4.7.2 The data shows that car-free respondents tend to be more supportive of the proposals than other categories of respondents. The profile of respondents is not representative of the car ownership rates in Islington where 30% of households own cars, versus 56% amongst the respondents. There is also a greater proportion of respondents identified as residents compared to parents and carers, the former tend to be less supportive of the scheme.

3.5 Hugh Myddelton Primary School

3.5.1 Key Characteristics & Background

3.5.1.1 The School Street zone comprises Gloucester Way, Myddelton Street, Garnault Place, Whiskin Street and Meredith Street and was originally implemented in June 2019.

3.5.1.2 The proposal is to extend the existing School Street to include Lloyd's Road. Current operating times are Monday to Friday 8.20am to 9.15am and 3.00pm to 3.45pm -

however the School has contacted the council to request a change to operating times to 8.30am to 9.30am and 3.00pm to 4.00pm.

3.5.1.3 The leafletting events were held on Wednesday 13 July 2022.

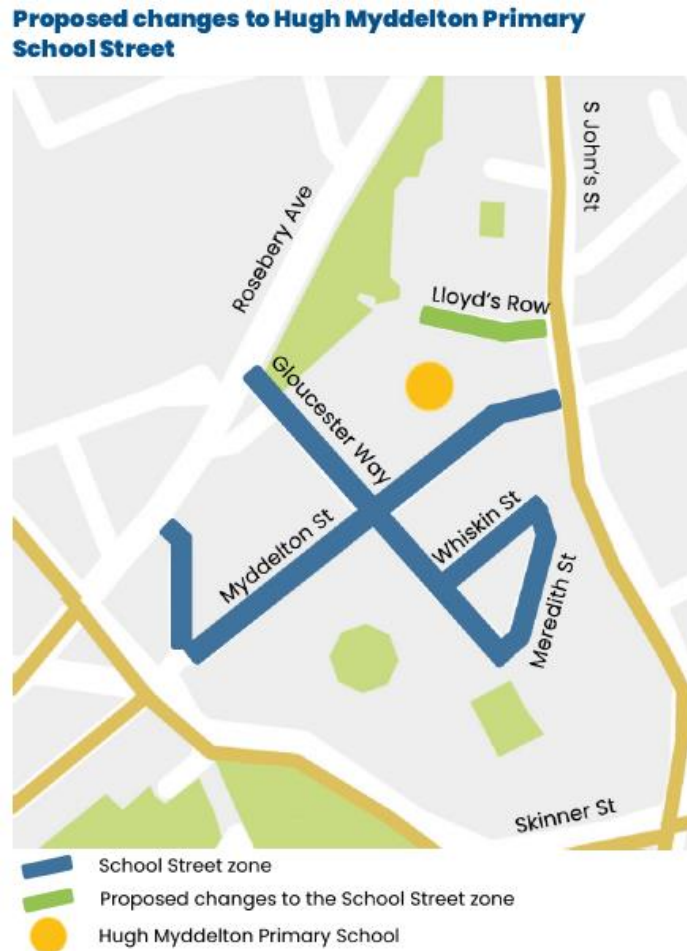


Figure 13: School Street location and proposed extension at Hugh Myddelton

3.5.2 Profile of respondents at Hugh Myddelton Primary School

3.5.2.1 Of respondents who answered Q10, 53% state that they are parents/carers of pupils at the school, 37% that they are local residents, 3% that they are local workers, business owners and 5% state that they identify as 'other'.

3.5.2.2 Of respondents who answered Q11, 29% state that their household owns at least one car or van. 68% state that they do not own a car.

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

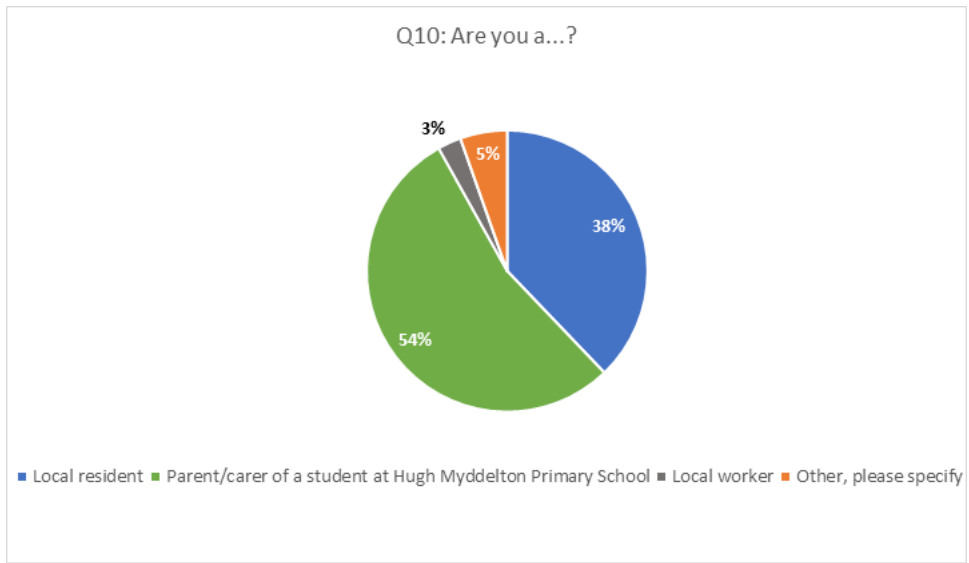


Figure 14: Are you a local resident/parent/business owner/local worker/other?

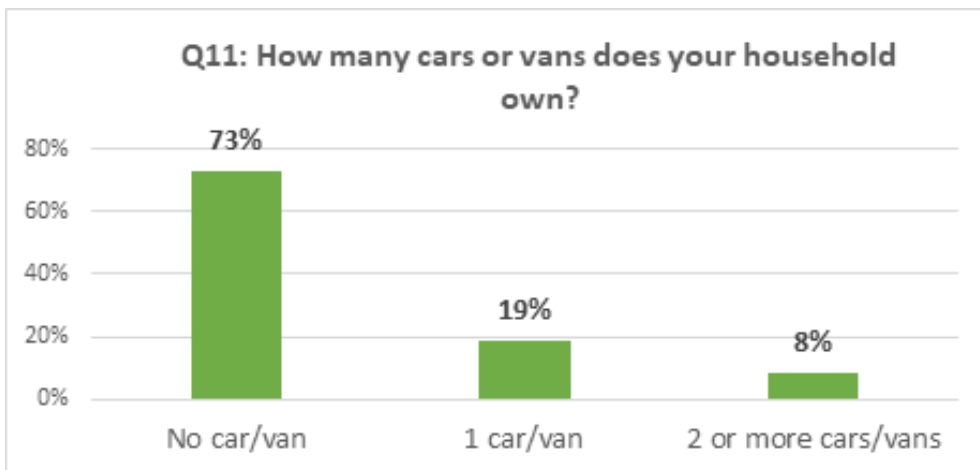


Figure 15: How many cars or vans does your household own?

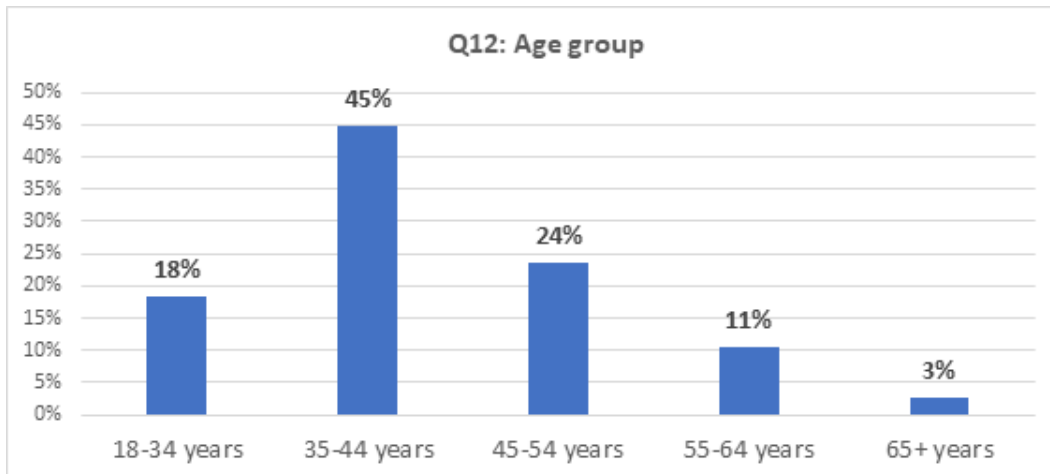


Figure 16: What age are you?

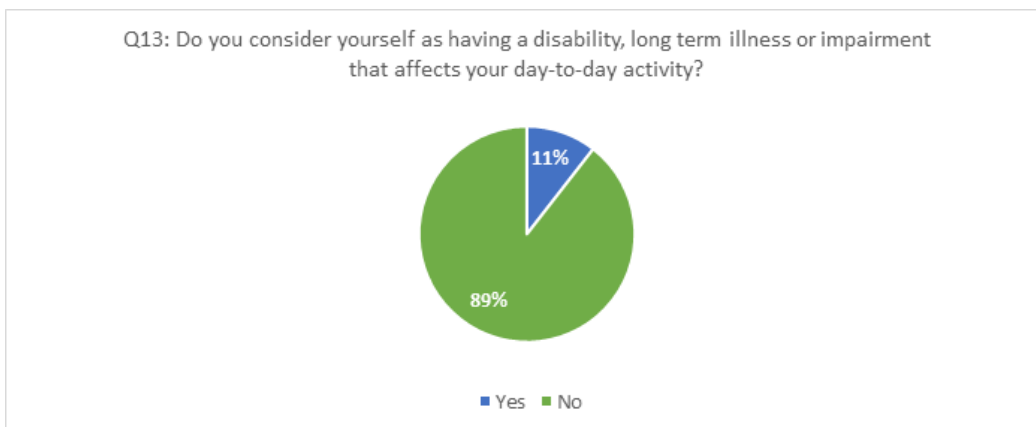


Figure 17: Do you consider yourself as having a disability, long term illness or impairment that affects your day-to-day activity?

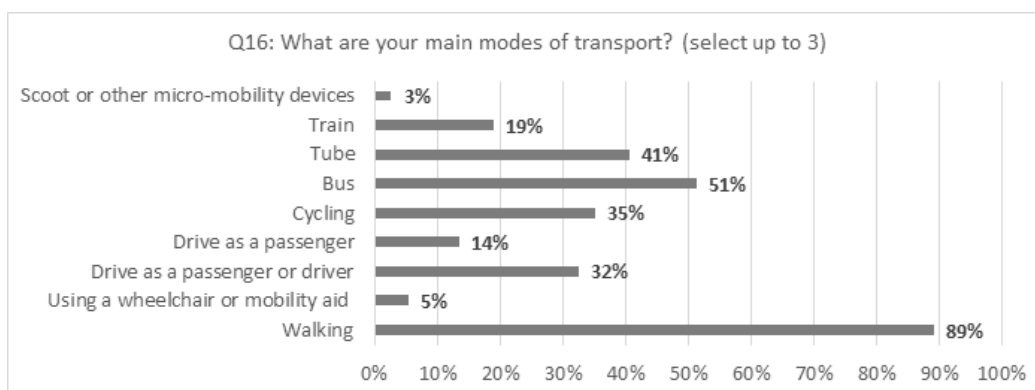


Figure 18: What are your main modes of transport?

3.5.3 Questionnaire response analysis

3.5.3.1 38 responses were received.

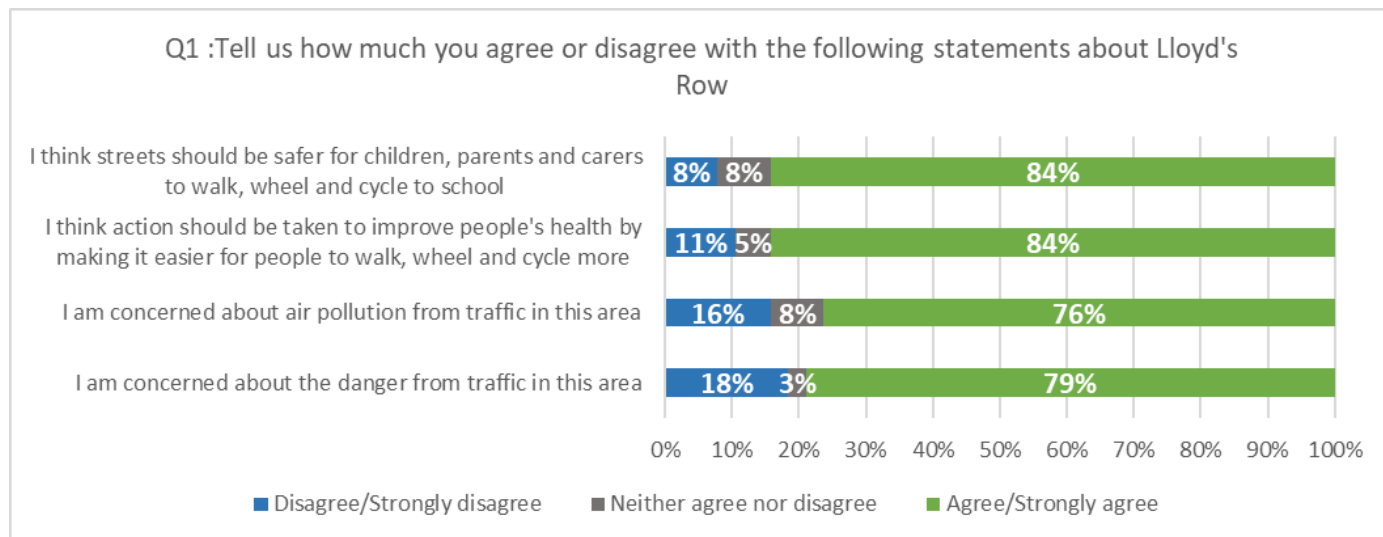


Figure 19: Consultation survey results

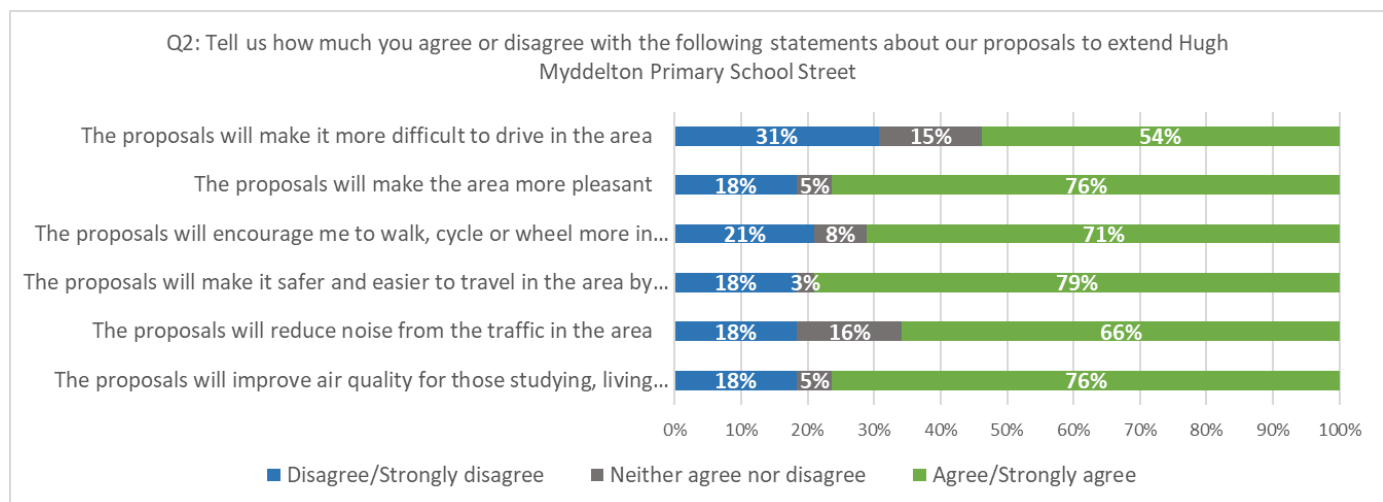


Figure 20: Consultation survey results

3.5.4 Crosstabbed Questionnaire Responses:

3.5.4.1 The data shows that for Hugh Myddelton a high proportion of car-free respondents (68%) took the questionnaire, who tend to express more support for School Streets.

3.5.4.2 A greater proportion of parents and carers (53% of respondents) filled the questionnaire compared to 38% of respondents being residents.

3.5.4.3 The cross tabs in tables 9 to 14 highlight that in the case of Hugh Myddelton, parents and carers tended to be more supportive of the proposals than residents; their higher proportion in the response can explain a stronger support for the proposals.

3.5.4.4 Respondents who identified as disabled disagreed with more statements than the overall respondents.

3.5.4.5 More surprisingly, car owning respondents expressed more support for the proposals than non-car owners. For instance, 100% of car owner respondents found that the proposals would make it easier and safer to walk and cycle in the area, versus 73% of non-car owners.

	Overall	Business es/local workers	Resident s	Parents or carers	Car owners	Non car owners	Disabled
Agree	76% - 29	100% - 1	71% - 10	75% - 15	82% - 9	77% - 20	25% - 1
Neither	5% - 2	-	-	10% - 2	18% - 2	-	-
Disagree	18% - 7	-	29% - 4	15% - 3	-	23% - 6	75% - 3
Total response nts	38	1	14	20	11	26	4

Table 9: The proposals will improve air quality for those studying, living and working in the area

	Overall	Business /local workers	Resident s	Parents or carers	Car owners	Non car owners	Disabled
Agree	66% - 25	100% - 1	57% - 8	70% - 14	64% - 7	69% - 18	25% - 1
Neither	16% - 6	-	14% - 2	15% - 3	36% - 4	8% - 2	-
Disagree	18% - 7	-	29% - 4	15% - 3	-	23% - 6	75% - 3
Total response nts	38	1	14	20	11	26	4

Table 10: The proposals will reduce noise from the traffic in the area

	Overall	Business /local workers	Residents	Parents or carers	Car owners	Non car owners	Disabled
Agree	79% - 30	100% - 1	64% - 9	85% - 17	100% - 11	73% - 19	25% - 1
Neither	3% - 1	-	7% - 1	-	-	4% - 1	-
Disagree	18% - 7	-	29% - 4	15% - 3	-	24% - 6	75% - 3
Total respondents	38	1	14	20	11	26	4

Table 11: The proposals will make it safer and easier to travel in the area by walking, wheeling or cycling

	Overall	Business/ local workers	Residents	Parents or carers	Car owners	Non car owners	Disabled
Agree	71% - 27	100% - 1	50% - 7	85% - 17	82% - 9	65% - 17	25% - 1
Neither	8% - 3	-	14% - 2	-	9% - 1	8% - 2	-
Disagree	21% - 8	-	36% - 5	15% - 3	9% - 1	27% - 7	75% - 3
Total respondents	38	1	14	20	11	26	4

Table 12: The proposals will encourage me to walk, cycle or wheel more in the area

	Overall	Business/ local workers	Residents	Parents or carers	Car owners	Non car owners	Disabled
Agree	76% - 29	100% - 1	71% - 10	75% - 15	82% - 9	76% - 20	25% - 1
Neither	5% - 2	-	-	10% - 2	18% - 2	-	-
Disagree	18% - 7	-	29% - 4	15% - 3	-	23% - 6	75% - 3

	Overall	Business/ local workers	Residents	Parents or carers	Car owners	Non car owners	Disabled
Total responde nts	38	1	14	20	11	26	4

Table 13: The proposals will make the area more pleasant

	Overall	Business/ local workers	Residents	Parents or carers	Car owner	Non car owners	Disabled
Agree	55% - 21	100% -1	65% - 9	55% - 11	65% - 7	54% - 14	75% - 1
Neither	13% - 5	-	9% - 2	15% - 3	9% - 1	15% - 4	-
Disagree	32% - 12	-	27% - 3	30% - 6	27% - 3	31% - 8	25% - 3
Total responde nts	38	1	14	20	11	26	4

Table 14: The proposals will make it more difficult to drive in the area

3.5.5 Free-text box analysis

- 3.5.5.1 The free text box analysis shows that 27 responses were overall positive, 4 were mixed and 6 were negative.
- 3.5.5.2 Concerns were raised about access to Lloyd's Row for Spa Green Estate and Wells House residents. The 18 parking bays on Spa Green Estate car park as well as any vehicles already registered with the council will receive exemptions.
- 3.5.5.3 The contractors' bays will be moved to the St John's Street gate so that they do not drive along Lloyd's Row to access the estate.
- 3.5.5.4 The key themes are:

Theme	Detailed comments
Exemptions	<ul style="list-style-type: none"> Access to Lloyd's Row for Spa Green Estate and Wells House residents Access for disabled people and taxis
Business access	<ul style="list-style-type: none"> Access for deliveries

Theme	Detailed comments
Existing road danger, parking and traffic issues	<ul style="list-style-type: none"> • Current road danger at Lloyd's Row due to vehicles speeding and making three-point turns
Accessibility	<ul style="list-style-type: none"> • Pavement and carriageway poor condition at Lloyd's Row

Table 15: Free-text box responses categorised into themes

3.5.6 School's response

- 3.5.6.1 The school contacted the council in May 2022 to suggest the extension of the School Street to Lloyd's Row, subject to a consultation.
- 3.5.6.2 A site visit was organised in June with Tim Barber (assistant headteacher) who also requested operational times to be modified to 8.30am-9.30am and to 3.00pm-4.00pm. The school confirmed again on 9 August 2022 that they are supportive of the extension and reviewed timings.

3.5.7 Summary

- 3.5.7.1 A majority of adult respondents (82%) expressed support for the extension of the School Street to Lloyd's Row. This could be explained in part by the higher proportion of car-free respondents (68%) in the questionnaire, who tend to express more support for School Streets. A greater proportion of parents and carers (53% of respondents) filled the questionnaire compared to 38% of respondents being residents.
- 3.5.7.2 The cross tabs highlight that in the case of Hugh Myddelton, parents and carers tended to respond more positively than residents; their higher proportion in the response can explain a stronger support for the proposals.

4. Conclusions

4.1 General trends

- 4.1.1 Parents and carers of children attending schools tend to be more supportive of the School Street than local residents. This for instance can highlight the greatest support for the extension of the School Street at Hugh Myddelton where 54% of respondents were parents and carers, versus 38% responding as residents.
- 4.1.2 Parents/carers were generally more supportive of the changes introduced through School Streets than local residents, which can explain the low support at Highbury Quadrant Primary School where there was a low response rate amongst parent/carers.

4.2 Representativeness and outreach

- 4.2.1 The response rate, compared with previous School Street consultations, was very good at Highbury Quadrant Primary School and low at Hugh Myddelton Primary School, with 157 responses and 38 responses respectively. At Highbury Quadrant Primary School more respondents were local residents than parents or carers and more respondents were car-owners. At Hugh Myddelton, more parents/carers responded and more respondents were car-free. However, the response rate was very low at Hugh Myddelton Primary School.
- 4.2.2 Feedback to the consultation questionnaire from local workers and business owners was low across all sites. Nevertheless, targeted business engagement around the Highbury New Park area showed that a majority of businesses felt positively towards the School Street.

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 for Highbury Quadrant (57%) as only 30% of households in Islington have access to a private car. Hugh Myddelton is more consistent with the rest of Islington as only 29% of respondents state their household owns one or more cars.

4.4 Recommendations

4.4.1 Highbury Quadrant Primary School

- 4.4.1.1 Due to the mixed results and concerns about traffic displacement received as part of the consultation, the council is recommending that this School Street is implemented as an 18-month trial under an Experimental Traffic Order.
- 4.4.1.2 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. An Experimental Traffic Order is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984.
- 4.4.1.3 Further traffic monitoring will take place to address residents' concerns.

4.4.2 Hugh Myddelton Primary School

- 4.4.2.1 Due to the overwhelmingly positive results, the council recommends that the School Street extension is implemented in autumn 2022 under a permanent Traffic Regulation Order.

5. Appendix

Appendix I - Promotional Material

On-street Trifold



Figure 21: On-street trifold

Flyer

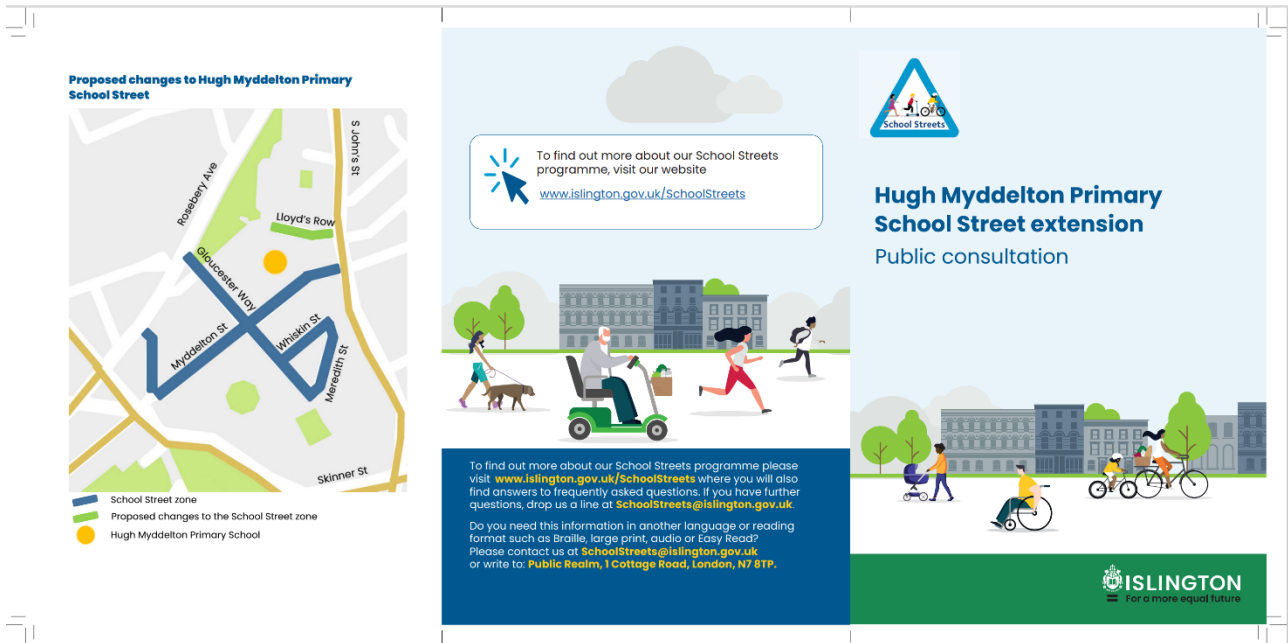


Figure 23: Front page of flyer

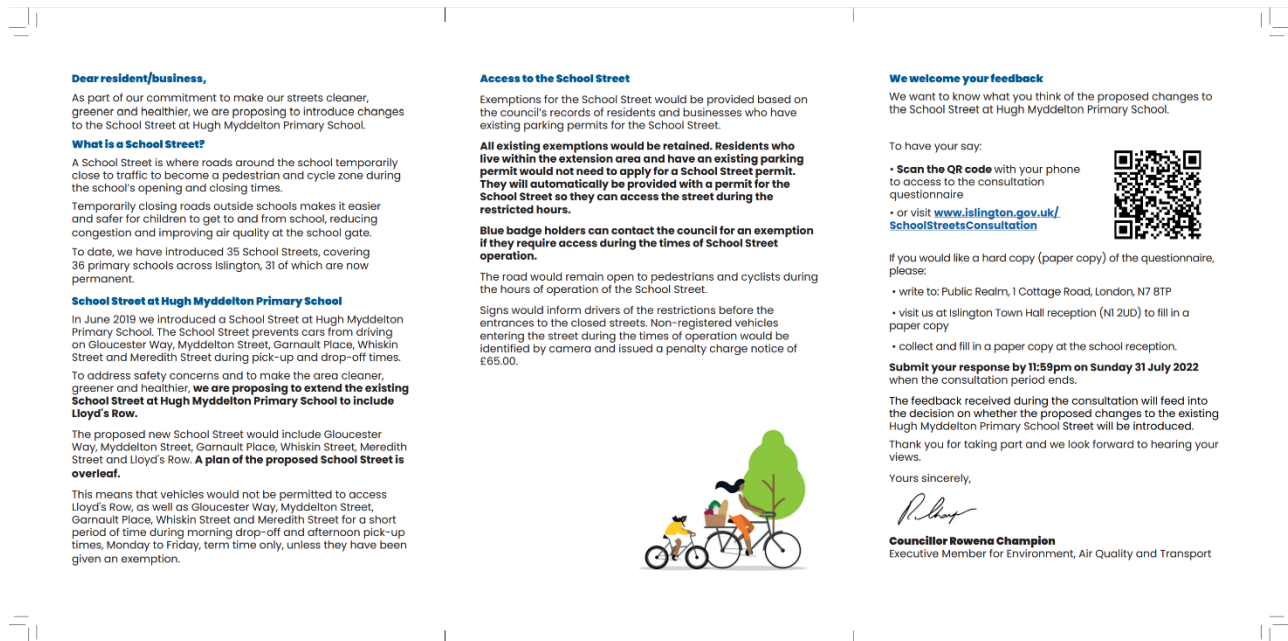


Figure 22: Second page of flyer

Appendix II – Children’s Workshop Report