

Canonbury West people-friendly streets Trial Public Consultation and Engagement Analysis



steer

Report
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Prepared by:

Steer
28-32 Upper Ground
London SE1 9PD

+44 20 7910 5000
www.steergroup.com

Prepared for:

Islington Council
222 Upper Street
London N1 1XR

Client ref:
Our ref: 24127008

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- A List of Businesses**
- B In-person Town Hall and online Q&A full comments and responses**
- C Demographics**
- D Full Code Frame Outputs**

1 Introduction

- 1.1 Steer was commissioned by Islington Council (LBI) to provide support in delivering and facilitating people-friendly streets public engagement events and consultation response analysis as part of the Canonbury West low traffic neighbourhood (LTN) trial. This trial involved the introduction of a LTN within the Canonbury and St Mary's wards beginning in November 2020. The trial area sits between the following main roads: Canonbury Road, Essex Road and St Paul's Road. Traffic cameras and bollards were installed to reduce traffic and road danger and create more space for active modes (such as walking, cycling and using mobility aids), while still allowing emergency vehicles to pass through.
- 1.2 The consultation period was between Tuesday 30th November and Thursday 18th January 2022. During this period, Steer supported Islington in attending and facilitating engagement events. During the consultation period individuals submitted responses to the survey on the Islington website. In total there were 751 responses.
- 1.3 This report summarises the feedback provided by individuals at consultation events and the findings from our analysis of the consultation survey. This report does not cover the engagement undertaken by Islington Council with statutory consultees.
- 1.4 This report will feed into Islington Council's decision report which will bring together monitoring data, consideration of objections and correspondence over the trial period.

2 Consultation engagement events

Engagement activities

2.1 During the Canonbury West consultation period engagement events were undertaken by Steer in conjunction with LBI officers. These included:

- Targeted residential and businesses door knocking to boost survey participation
- An in-person town hall Q&A event open to all residents (moved online due to Covid-19 Omicron wave)
- Two online town hall Q&A events open to all residents (one of which was intended to be an in-person event but moved to online due to guidance on the Covid-19 Omicron wave from Islington Council)
- A drop-in session with members of Help On Your Doorstep charity held at the Walter Sickert Community

Targeted residential and business door knocking and intercepts

2.2 Once the consultation survey had been open for over a month, Steer analysed the postcode data to identify streets and locations which had relatively few responses to the survey. This indicated locations to check residents’ awareness of the consultation and provide information about how to complete the survey. Due to the Covid-19 Omicron wave, it was decided that it was not appropriate to knock on people’s doors and so the team engaged people on the streets or in public places. The streets which were targeted are set out in Table 2.1. The intercepts took place on 12th January 2022 from 4:30-7:30pm and the businesses targeted visits place on 7th January 2022 from 10am-1pm.

Table 2.1: Streets targeted in the residents’ door knocking

Street Name
Canonbury Place
Alywne Square
Canonbury Road
Canonbury St
Arran Walk
Canonbury Crescent

2.3 Businesses within the LTN area and on the boundary roads were visited by Steer staff to reminding or inform them about the ongoing consultation. 107 businesses were targeted in the area and 94 were visited and offered a consultation leaflet. 13 businesses were either closed or occupied and so were not visited. Due to the Covid19 Omicron wave in London, advice from Islington’s Inclusive Economies team, staff were only allowed to engage with businesses about the scheme outside, largely businesses did not want to do this and were

more willing to take a consultation leaflet instead. A full list of businesses visited can be found in Appendix A.

Table 2.2: Themes from business engagement

Main themes from Business engagement
The scheme had made deliveries from suppliers more challenging for some on the boundary roads
General lack of awareness or opinions on the scheme. The nature of the businesses meant that for many vehicle access was not a problem for them
Vacant business premises or organisations where employees are working from home

In-person town hall (moved online due to Covid-19)

- 2.4 An in-person town hall event was planned for the 14th December from 5-6pm at Islington Town Hall. Due to the Covid-19 Omicron wave this was moved to an online meeting. There were 50 attendees signed event up to the event. The session included a presentation on the monitoring of the trial scheme by LBI followed by an opportunity for attendees to provide comments and ask questions. The issues raised are summarised in Table 2.3; a full list of comments, questions and responses are provided in Appendix B.

Table 2.3: Main themes at town hall event

Main themes from the town hall event
Consultation – concern about whether feedback provided will be listened to.
Consultation – request for more engagement to be done as part of the consultation, including more door-knocking.
Consultation – concern that the consultation questionnaire was too complicated.
Consultation – concern that the public could not choose the company responsible for analysing consultation responses.
Monitoring – concern that LBI data does not highlight issues faced by residents, such as the extent of pollution and traffic congestion.
Equalities – question about when disabled business owners will no longer be disadvantaged compared to their able-bodied counterparts.
Equalities – concern that not enough has been done to accommodate the needs of Blue Badge holders.
Equalities – concern that the proposed Blue Badge Holder exemption does not go far enough.
Planning – concern that LTNs exacerbate traffic on boundary roads.
Planning – question about whether the council considered the cumulative traffic impacts of LTNs as new LTNs are implemented.
Planning – question about congestion caused by the re-design of Highbury Roundabout and whether anything will be done to rectify issue.

Online town hall

An online Q&A event was held on 10th January 2022 from 5-6pm. Twenty-three people registered for the event and 15 people attended. LBI officers presented the monitoring data which had been collected during the Canonbury West trial with the remainder of the meeting

dedicated to a Q&A facilitated by Steer. The themes raised at the event are set out below in Table 2.4; a full list of comments, questions and responses are provided in Appendix B.

Table 2.4: Main themes at online event

Main themes from the online town hall event
Consultation – question about what data the Council would use to inform a final decision on whether to remove the LTN or not.
Equalities – concern about the Council’s approach to cost-benefit analysis of LTN impacts, especially regarding the limited mobility of elderly people.
Monitoring – concern about data provided in the reports, the reasons behind it, and a request to find out more about the data analysis process.
Monitoring – question on whether there is available baseline traffic data for the Highbury Corner scheme prior to its alteration.
Planning – request to extend LTN schemes to the north of Islington.
Planning – concern about the lack of ANPR exceptions for residents, especially those with electric vehicles.
Planning – concern that the introduction of new adjacent LTN schemes will exacerbate traffic congestion in the Canonbury West area.
Planning – concern about negative impacts of Highbury Corner redevelopment on traffic congestion in the area.
Safety – concern that anti-social behaviour has increased since the introduction of the LTN.
Safety – support the LTN as it improves safety while cycling.

Focus group session at Walter Sickert Community Centre

- 2.6 A drop-in session was held at the Walter Sickert Community Centre on 7th December 2021 from 1-2:30pm. The purpose of the event was to sit down with participants through the Help on Your Doorstep charity to provide a space to discuss the scheme with Islington officers and Steer staff. Paper copies of the survey were provided, and people were supported in filling these out if they wished. Maps and posters discussing aspects of the scheme as well as the forthcoming Blue Badge exemption policy were provided.
- 2.7 10-15 residents attended the focus group spoke with officers and Steer staff. The feedback from the session is summarised in Table 2.4.

Table 2.5: Themes raised at the Walter Sickert Community Centre Focus Group

Main themes from the online Q&A event
Scheme feedback – Taxi drivers will now pick up and drop off on main roads only.
Scheme feedback – Concerns over impact on local businesses.
Scheme feedback – Islay Walk – cyclists and scooter riding dangerously
Scheme feedback – Harder for older residents to be visited by family and friends by car
Scheme feedback – St Paul’s Street/ Canonbury Road had traffic before the introduction of the LTN.
Scheme feedback – Consistent pavement surfaces needed.
Scheme feedback – Essex Road is congested and the LTN hasn’t resulted in less car use.
Scheme feedback – Concern LTNs are a money-making scheme.
Scheme feedback – LTN has made walking more enjoyable.

Suggestions – More pedestrianised streets.

Suggestions – ANPR exemption needed for residents.

3 Consultation Survey

Introduction

- 3.1 This section reports on the analysis of the ‘closed’ questions included in the consultation questionnaire. Closed questions are those with a discrete set of answers from which survey participants select a response. This includes information from questions asking about the current trial and the future of the scheme, the demographics of respondents, their travel patterns, and their connection to the area. Some of these questions were optional so not all respondents answered every question; these are displayed as ‘No response’ in the results.
- 3.2 These results were also cross tabulated with whether respondents owned a car (Q17), their connection to the area (Q23) and if they were disabled (Q21).
- 3.3 The online survey dataset was checked for evidence of potential interference such as the submission of multiple responses from the same individual. In this instance it is considered that there was no interference.

About the respondents

- 3.4 Overall, 751 responses were submitted to the consultation. Respondents were asked if they were filling out the consultation on behalf of a business. Of the 751 responses to this question, 18 were filled out on behalf of a business, 686 were public responses and 47 had no response so have been assumed to be public responses.

Table 3.1: Respondent type

	Number	Percentage
Public	733	98
Business	18	2
Total	751	100

Demographics

- 3.5 This section details the demographic profile of respondents. This includes age group, disability, gender, if their gender is the same as assigned at birth, sexual orientation, religion, and ethnicity. Responding to these questions was not mandatory, and each question included a ‘prefer not to say’ or ‘no response’ option. These questions were included to see if responses were from a representative sample of Islington’s diverse population.
- 3.6 The graphs in Appendix C display the results of the consultation for each of these demographics in comparison to borough-wide demographic data from the 2011 Census. In summary:
 - The age group which provided the most responses was 35-44 years (26%), followed by the 45-54 age range (19%) and the 55-64 range (17%). These proportions are higher than the

proportion of residents in these age groups across the borough as a whole (16%, 11% and 7% respectively (Census, 2011).

- 11% of respondents said that they are a disabled person, whilst 72% stated they are not. This is lower than the 16% of Islington residents who are disabled (Census, 2011)
- 41% of respondents were male and 36% were female (this does not add to 100% as some respondents did not reply). Both are lower than the borough averages of 49% and 51% respectively (Census, 2011).
- 35% of respondents stated they had no religion; this is above the borough average of 30%. This is followed by almost a quarter (22%) preferring not to say and a similar number (22%) stating they are Christian, which is much lower than the borough average of 40%. (Census, 2011).
- Over half (60%) of respondents stated that their ethnicity is White British, this is marginally below the borough average of (68%). This was followed by 20% saying that they 'Prefer not to say'. 2% identified as 'Other ethnic group', while another 2% identified as 'Asian or Asian British' (Census, 2011).

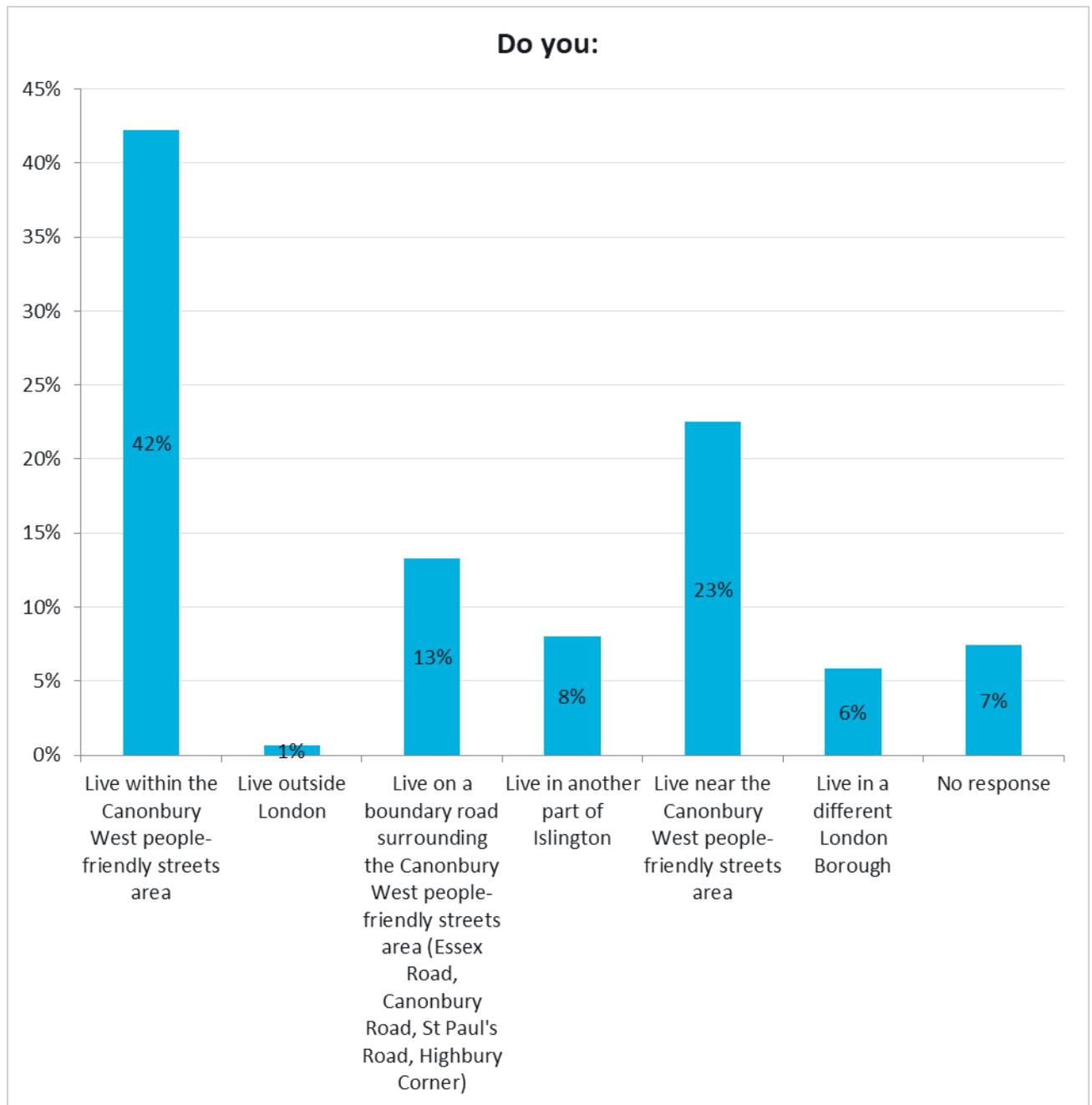
3.7 It should be noted that not all respondents to this survey live in Islington, as set out in the 'connection to the area' section below.

Connection to the area

3.8 Respondents were asked where they live in relation to the Canonbury West trial scheme area. 42% of respondents stated they live within the area, while 23% stated that they live near the area. This was followed by 13% living on a boundary road (including Essex Road, Canonbury Road, St Paul's Road and Highbury Corner). (Figure 3.1).

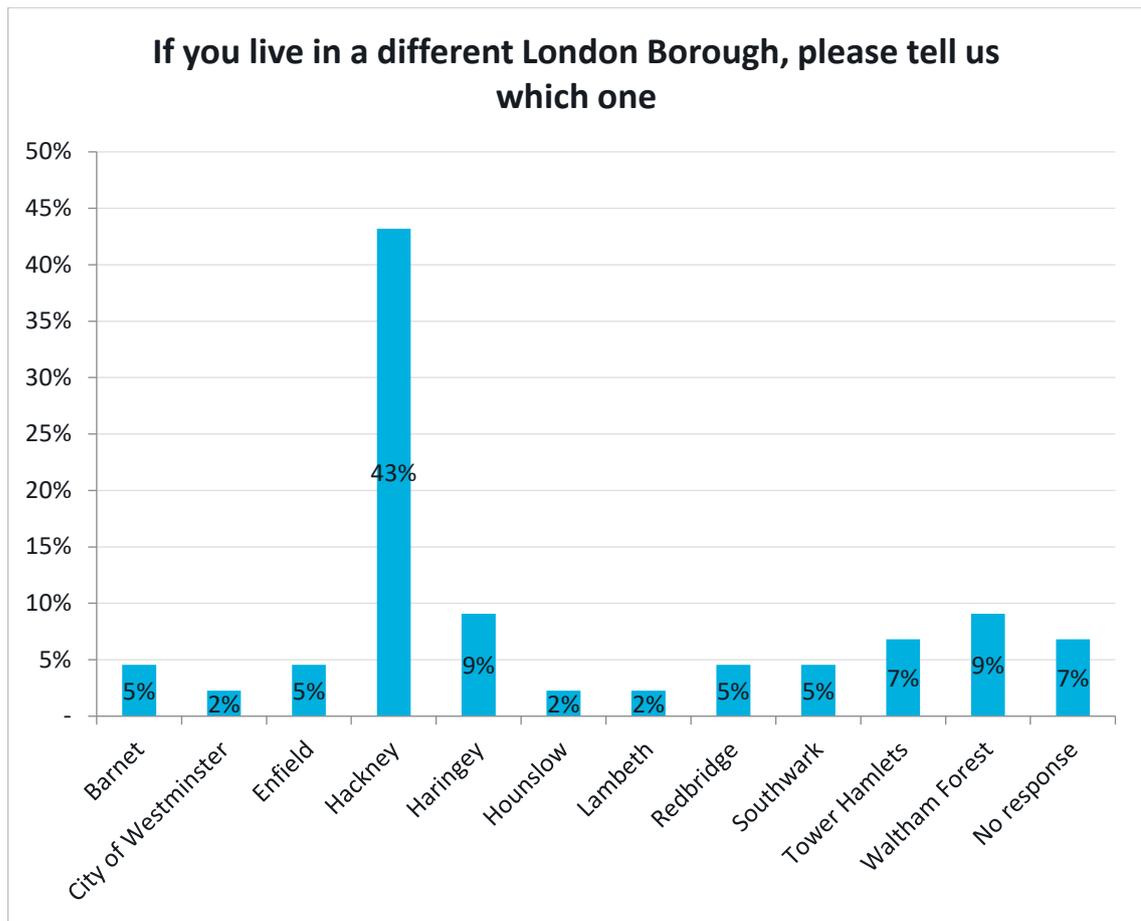
3.9 6% of respondents live in a different London borough with the greatest proportion of these living in Hackney (43%) (Figure 3.2).

Figure 3.1: Where do you live (Q21)



Number of respondents – 751

Figure 3.2: Different London Borough (Q22)



Number of respondents – 44

3.10 Respondents were asked their connection to the Canonbury West people-friendly streets area. They could tick all that apply for this question hence the total percentage does not sum to 100. Just under half (49%) of respondents are residents in the Canonbury West area, under a third (31%) travel to/ or through the area and 22% own a property in Islington.

Table 3.2: Connection to the area

Connection to area (tick all that apply):	Number	Percentage
I am a Canonbury West resident	371	49%
I own a business in Canonbury West	10	1%
I work in the Canonbury West area	33	4%
I travel to / or through Canonbury West	233	31%
I work elsewhere in Islington	45	6%
I own a property in Islington	165	22%
I am a visitor	39	5%
Other	47	6%

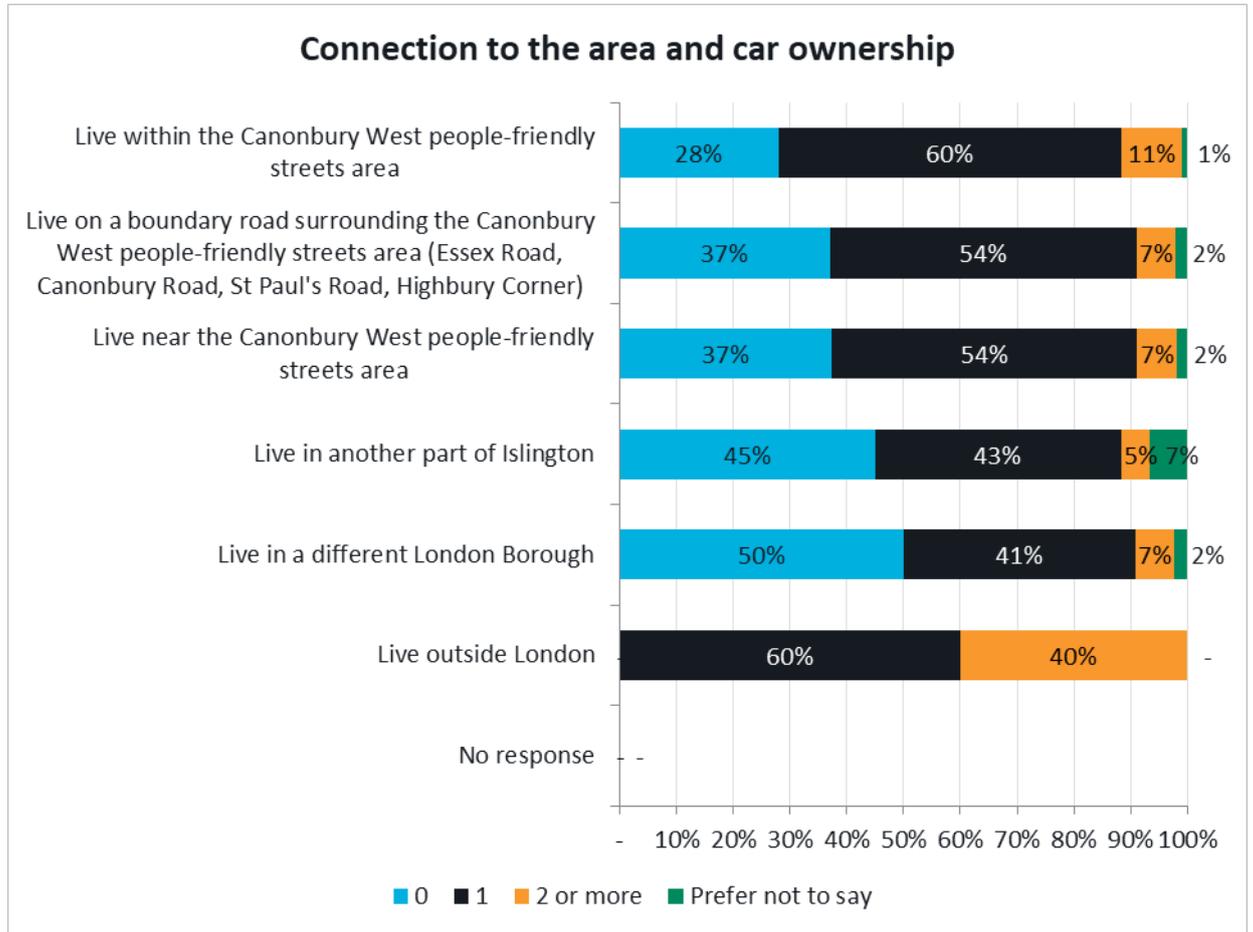
3.11 To understand the levels of car or van ownership among respondents to the survey, respondent’s connection to the area was cross tabulated with car ownership levels.

- 28% of people responding to the consultation who state they live within the Canonbury West LTN area do not have a car or van, with 71% of respondents having one or more car or van.

- 37% of those who live on a boundary road to the Canonbury West people-friendly streets area do not have a car, 61% of respondents having one or more car or van.

3.12 Respondents who stated they live within the Canonbury West LTN area and on the boundary roads of the area have higher car ownership levels than the borough average of 29% of Islington households with access to a car or a van (LTDS, 2019).

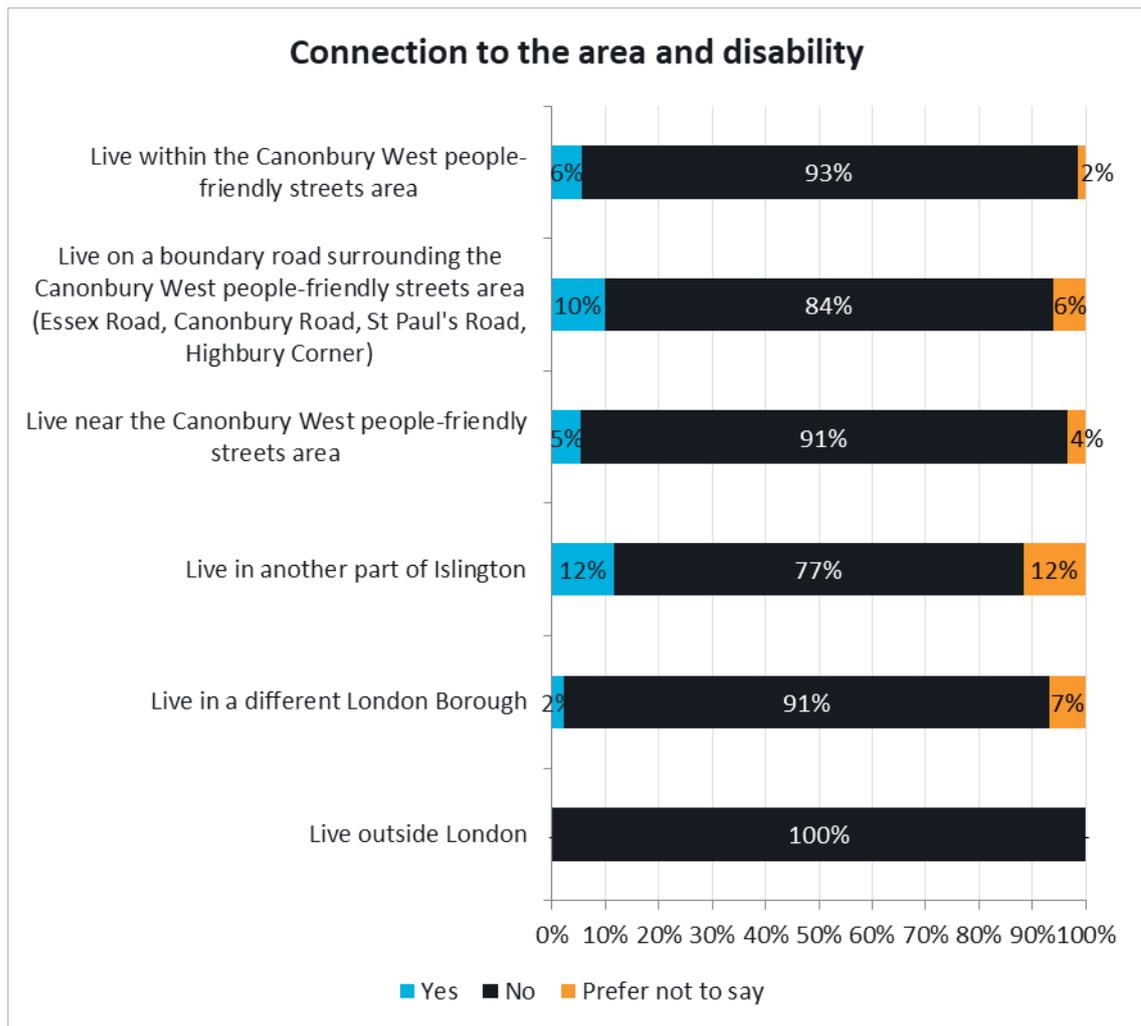
Figure 3.3: Connection to the area and car ownership



Number of respondents – 751 (NB 'no response' to the car ownership question has not been included).

3.13 6% of the respondents who stated that they live within the Canonbury West LTN area said they are disabled, and 10% of those who live on a boundary road to the area said they are disabled.

Figure 3.4: Connection to the area and disability



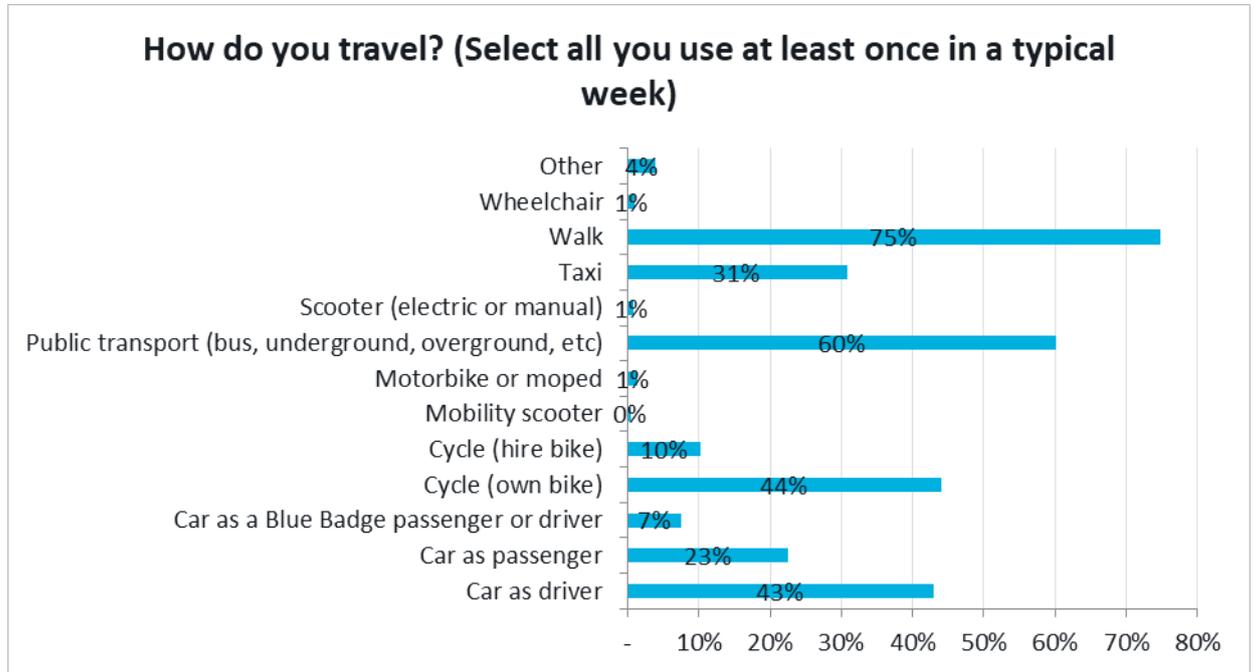
Number of respondents – 751

Travel Patterns

- 3.14 Respondents were asked about the modes of transport they use in a typical week. All respondents (both those responding as a resident and those as a business) could select all modes they use at least once in a typical week.
- 3.15 In summary, three-quarters (75%) of respondents stated they walk, 60% that they use public transport, 44% that they cycle (their own bike), 43% that they use a car as a driver and 31% that they use a taxi.
- 3.16 For this question, 29 respondents (4%) stated that they used ‘other’ methods to travel and were then asked to specify their ‘other’. Out of the 4%, the majority (52%) provided responses that were already specified in the question, followed by 14% who did not specify any particular mode in their response. Three respondents (10%) stated that they use Uber/Zipcar while another three respondents (10%) said that they use a delivery van or other job/company vehicle. The code frame output can be shown in Table 3.3: Other modes of transport

3.17 83% of respondents used a mix of transport modes including motorised form of transport on a weekly basis; 17% used walking, cycling (own bike), cycling (hire bike), and wheelchair without using a motorised form of transport.

Figure 3.5: How do you travel? (Q15)



Number of respondents – 751

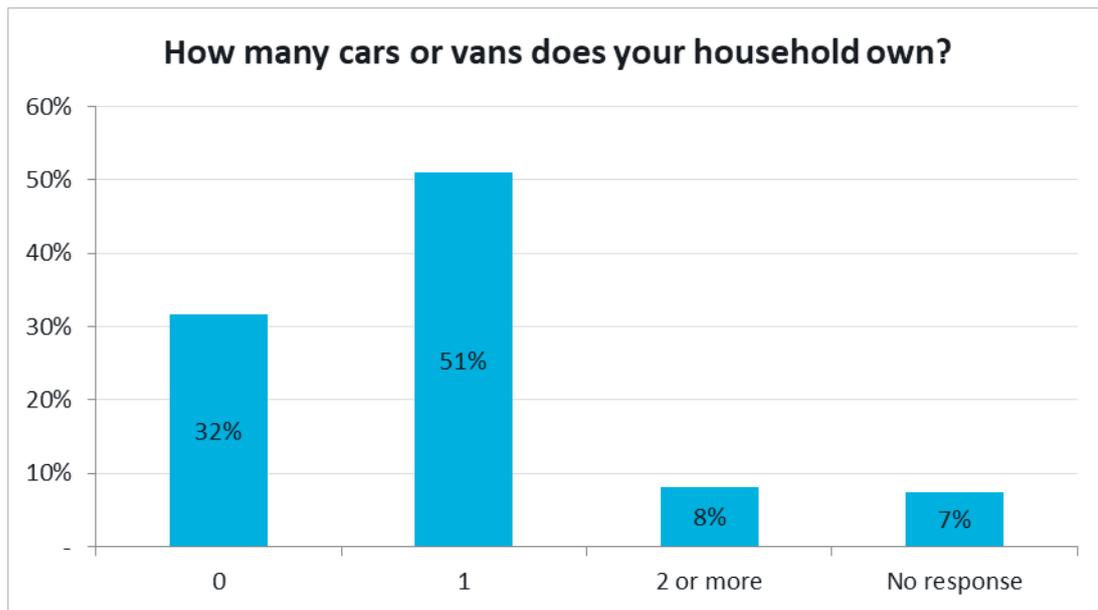
Table 3.3: Other modes of transport stated by respondents

Mode	Number
Method already specified	15
Unspecified	4
Uber/Zipcar	3
Delivery/company vehicle	3
Run	2
Active Travel	1
Not related to question	1

Number of respondents – 29

3.18 Respondents were asked how many cars or vans they owned in their household. 32% of respondents were from households which did not own a car or van, whereas 59% of respondents were from households which owned one or more cars or vans. Car owners are over-represented in the consultation responses in comparison to the borough average for car ownership, where 71% of households in Islington do not own a motor vehicle, and only 29% own one or more (LTDS, 2020)

Figure 3.6: Cars or van your household owns (Q16)

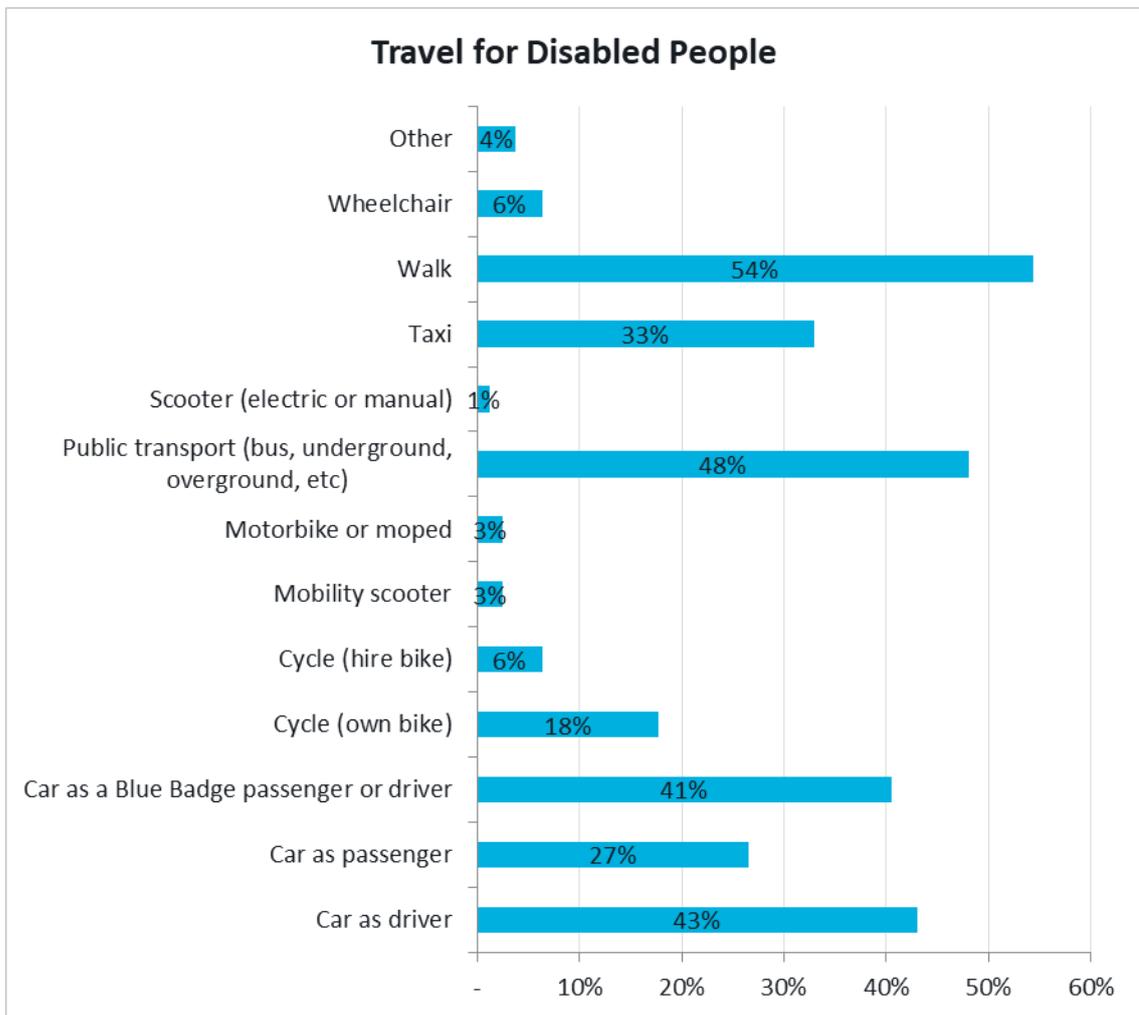


Number of respondents – 751

Travel patterns and car ownership among disabled respondents

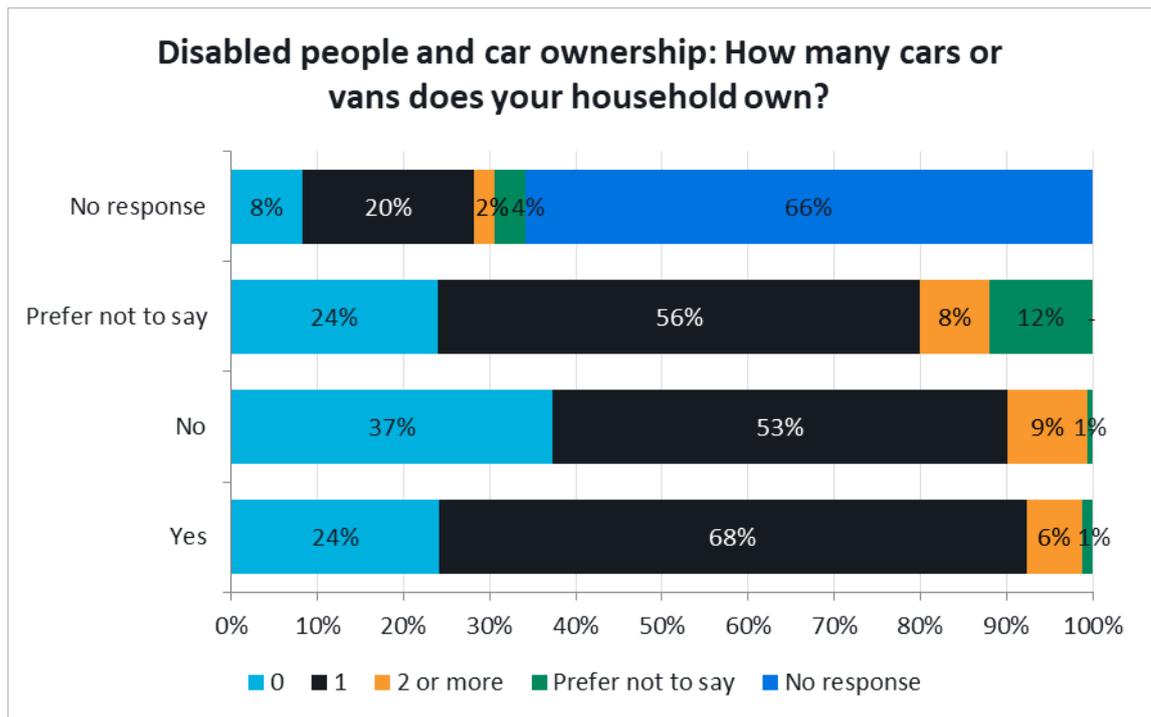
- 3.19 Respondents were invited to comment on the Council’s planned exemption policy for Blue Badge holders; analysis of responses to this question is included in the open question section below (paragraph 3.59 onward).
- 3.20 To help inform the introduction of the Blue Badge holder exemption policy, the travel patterns and car ownership responses from disabled people were analysed. Respondents were asked how they travelled in a typical week, this was filtered by respondents who said they were disabled or had a long-term illness or impairment that affects their day-to-day activity. Of respondents that said they are disabled, 54% walk, 48% use public transport, 43% use the car as a driver, 41% use the car as a Blue Badge driver or passenger, and 33% use the taxi (please note respondents could select all modes that they use hence the percentages sum to more than 100).
- 3.21 Respondents were asked how many cars they own; generally the level of car ownership was higher among disabled respondents (74%) compared to non-disabled people (62%).

Figure 3.7: Modes used by disabled respondents



Number of respondents – 79

Figure 3.8: Car/van ownership among disabled respondents

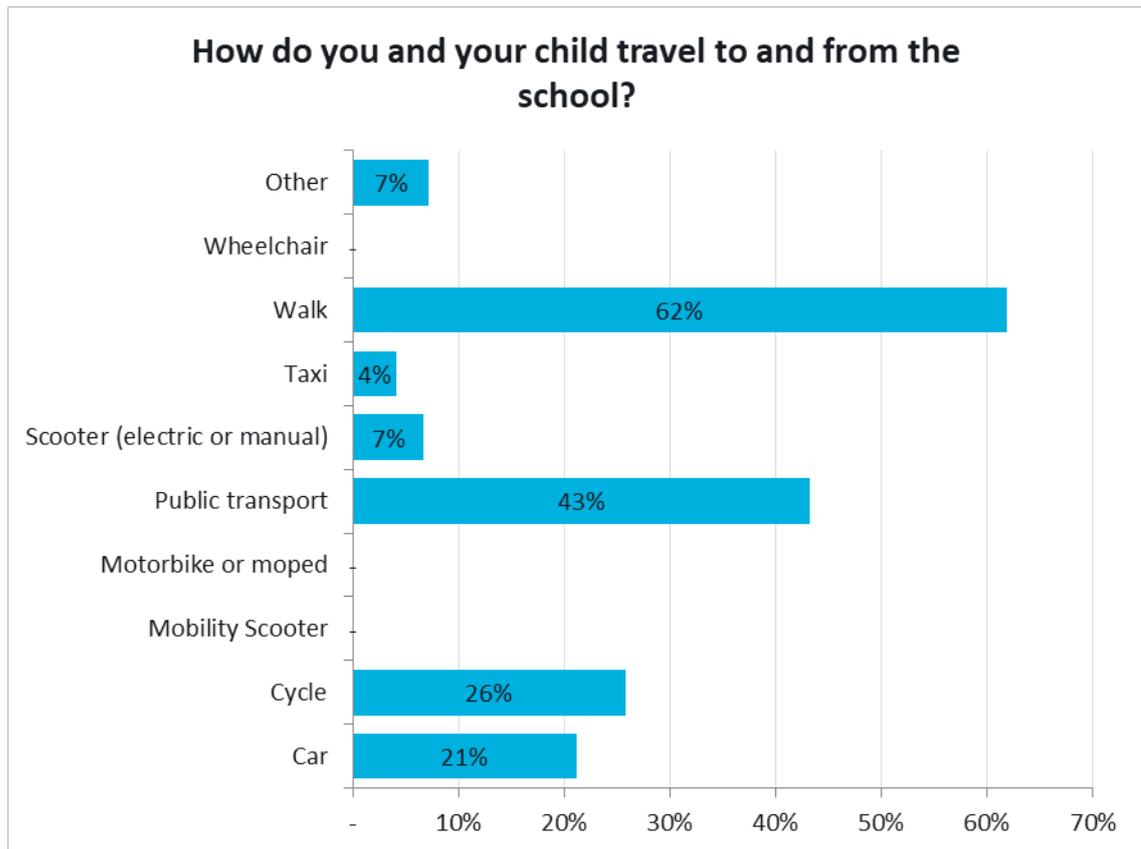


Number of respondents – 751

School Children

- 3.22 46% (346 respondents) said they had children. Of these respondents who did have children, 56% (194 respondents) said they were school age children.
- 3.23 These respondents were asked how they and their child/children travel to and from school. Almost two thirds (62%) stated they walk to school, followed by 43% using public transport, 26% cycling and 21% using the car. Respondents could choose more than one mode of transport; therefore, percentages do not add to 100.

Figure 3.9: Travel to and from school (Q20)



Number of respondents – 194

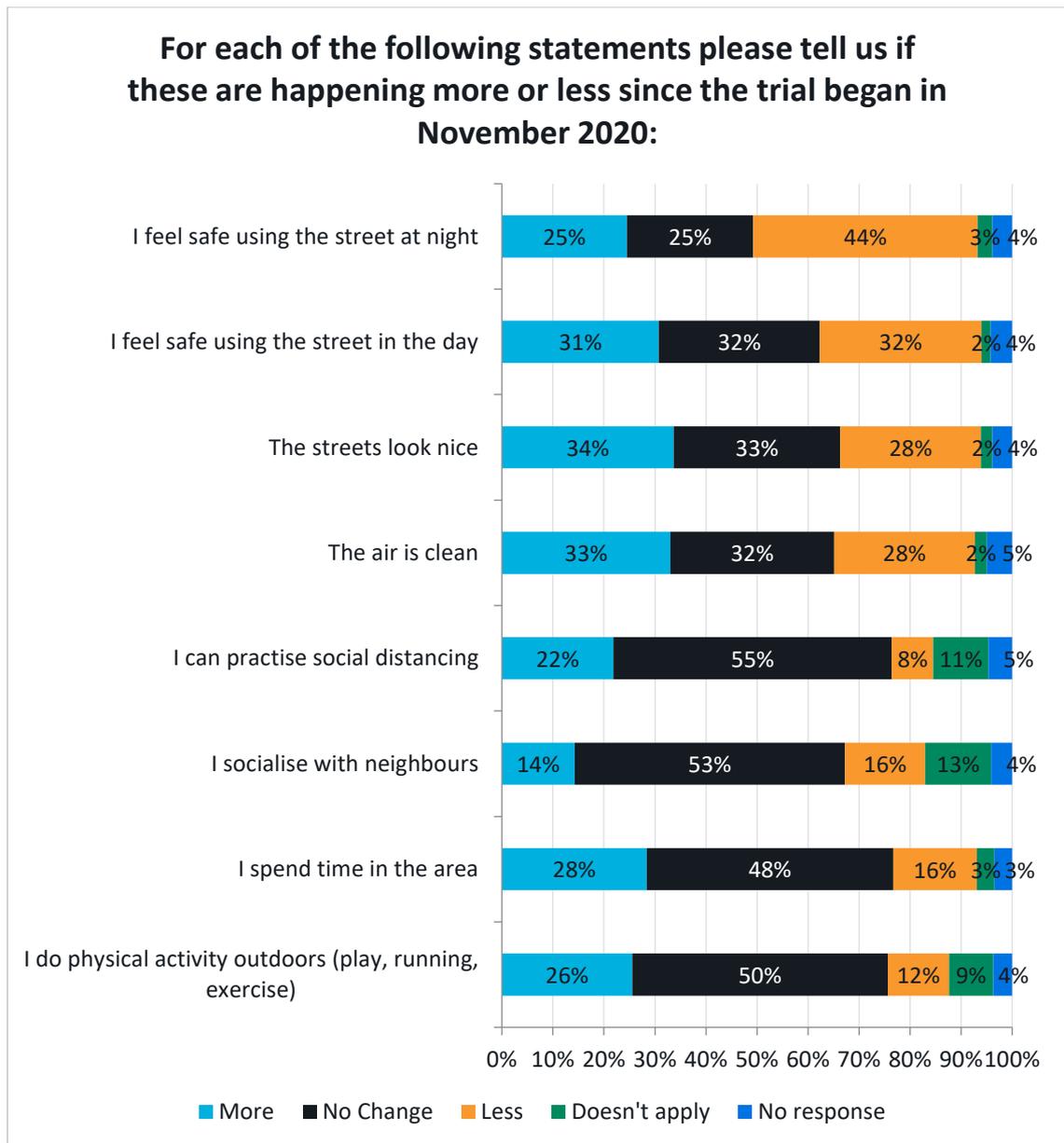
The current trial scheme

3.24 Respondents were presented with a series of statements and asked if they thought these were happening more or less since the trial began in November 2020 (Figures 3.10 to 3.29). Respondents could select if they thought no change had occurred, or if the statement did not apply to them. The statements were grouped into four questions by theme, addressing safety, driving patterns, active modes, and motor traffic respectively.

Safety and the area

3.25 Over a third of respondents (34%) stated that the streets look nicer, a third (33%) that the air is cleaner and 31% that they feel safer using the streets in the day. However, in comparison, 28% stated that the streets look less nice, 28% that the air is less clean and a further 32% stated they felt less safe using the streets during the day. 28% spend more time in the area and 26% do more physical activity outdoors. However, 44% stated they felt less safe using the streets at night, compared to 25% who felt safer. A high number of respondents noted ‘no Change’ for four of the statements, all which relate to spending time outdoors and socialising (Figure 3.10).

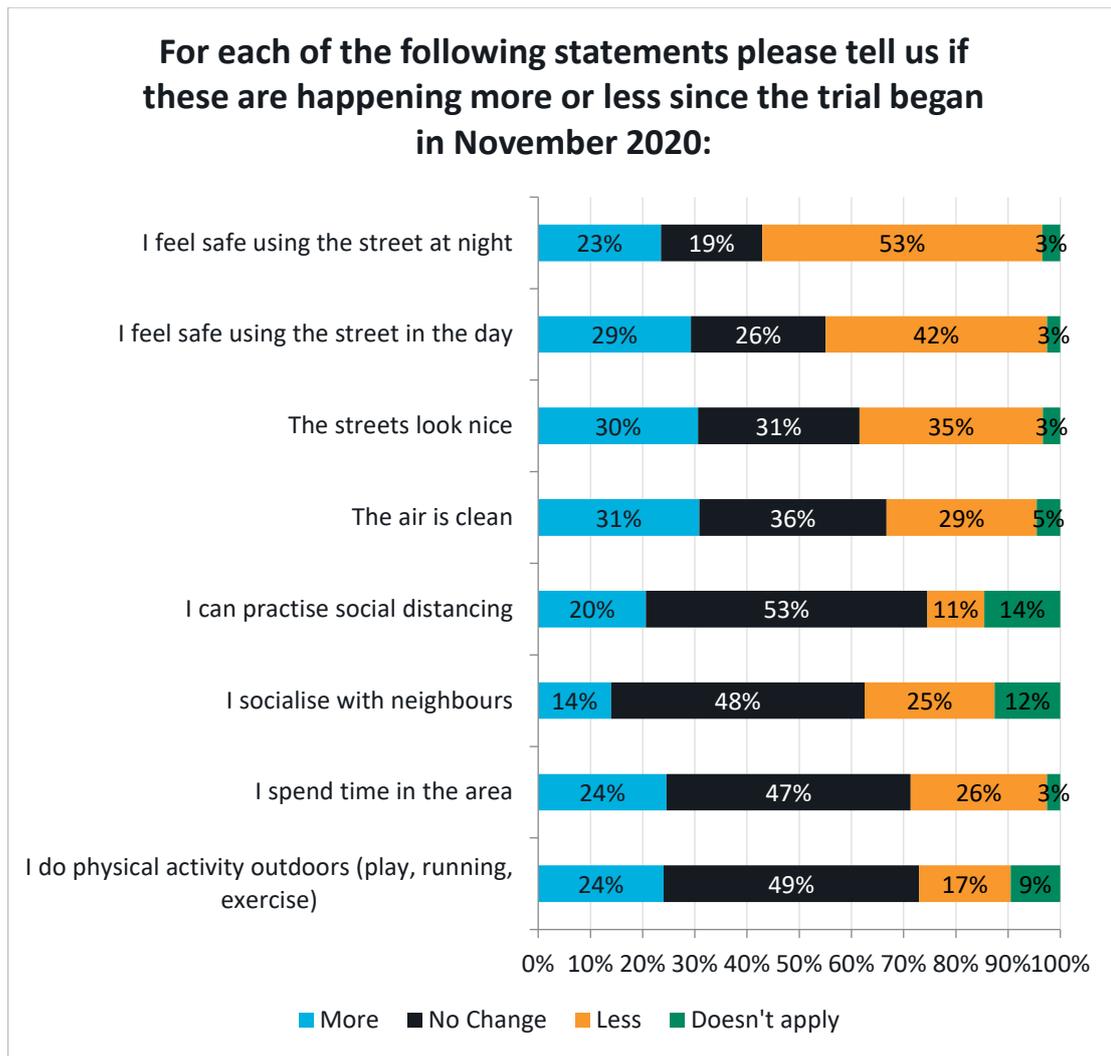
Figure 3.10: Safety and the area (Q1) – all responses



Number of respondents – 751

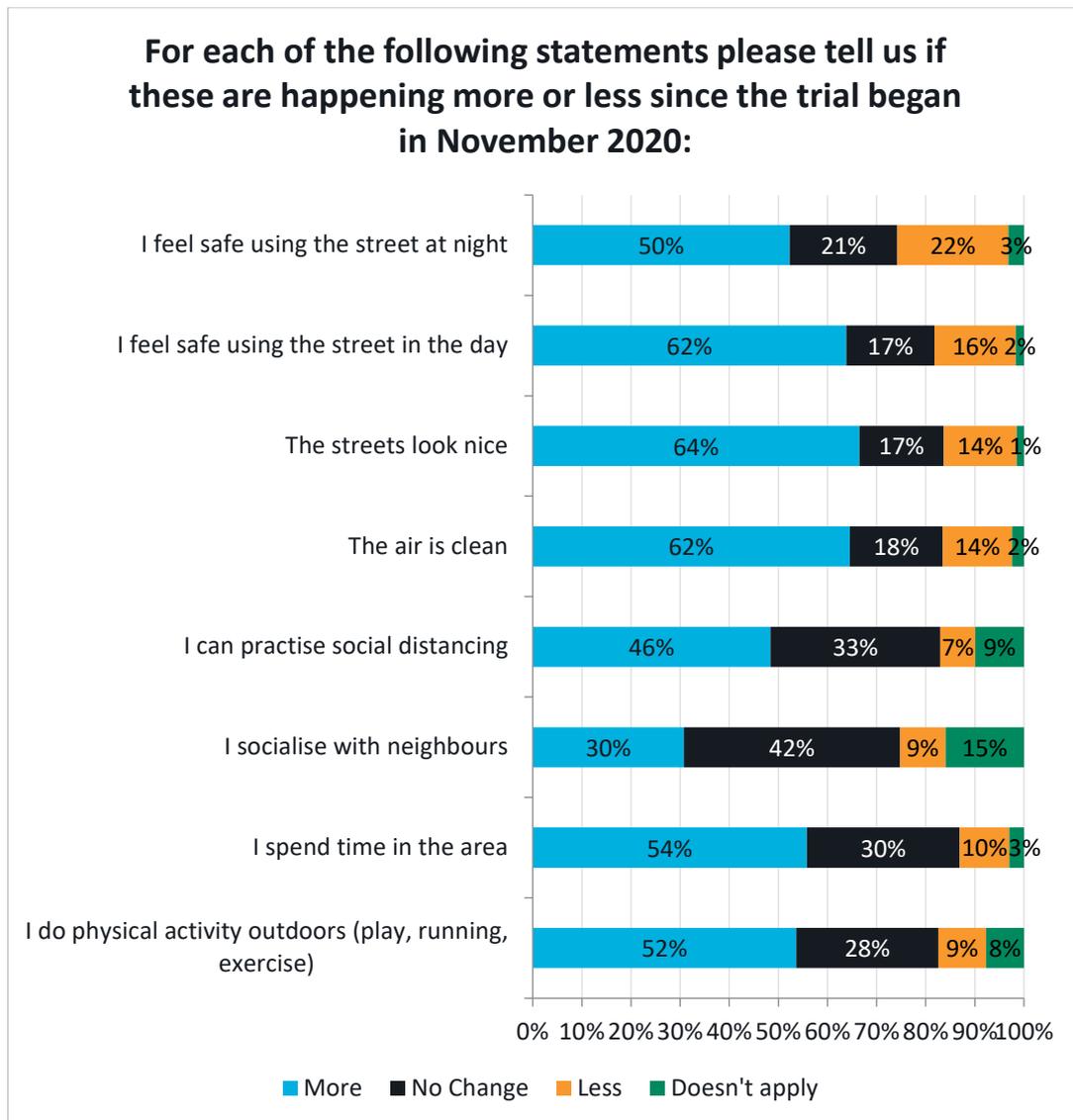
3.26 There were differences in opinion between respondents who owned a car/van, and respondents who do not own a car/van. Respondents who own a car/van felt less safe at night (53% vs 22%). Respondents who do not own a car/van stated that they feel safer using the streets through the day since the introduction of the LTN (62% vs 29%). These respondents felt that the streets look nicer and that the air is cleaner, spend more time in the area, socialise with neighbours, do more physical activity and practise social distancing since the introduction of the LTN. Those who own a car noted 'no change' in all categories other than feeling safe using the street at night (Figures 3.11 and 3.12).

Figure 3.11: Safety and the area (Q1) - Responses from those who own 1 or more cars/vans



Number of respondents - 666 (NB 'no response' to car ownership has not been included)

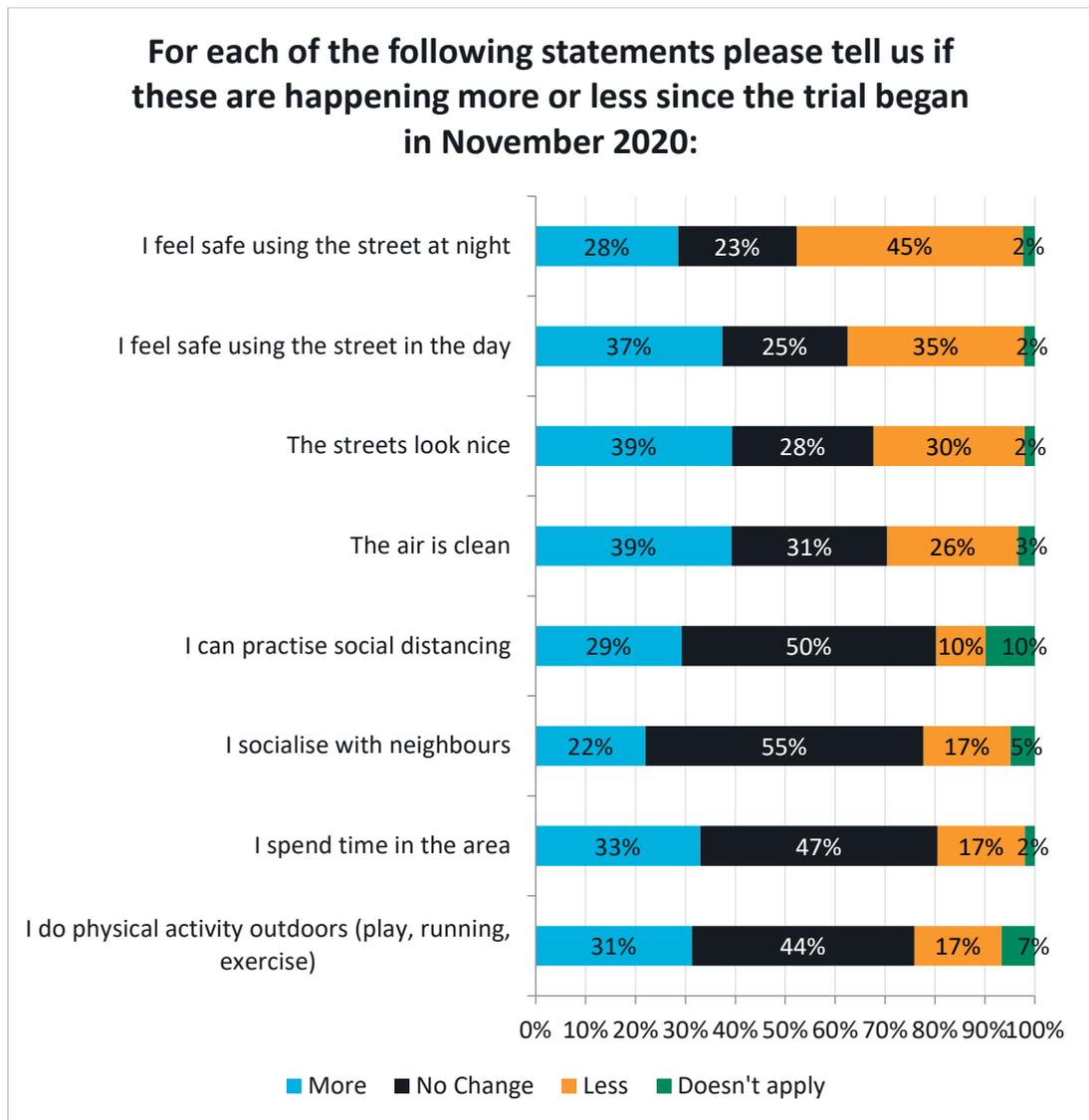
Figure 3.12: Safety and the area (Q1) - Responses from those who do not own a car/van



Number of respondents – 559 (NB 'no response' to car ownership has not been included)

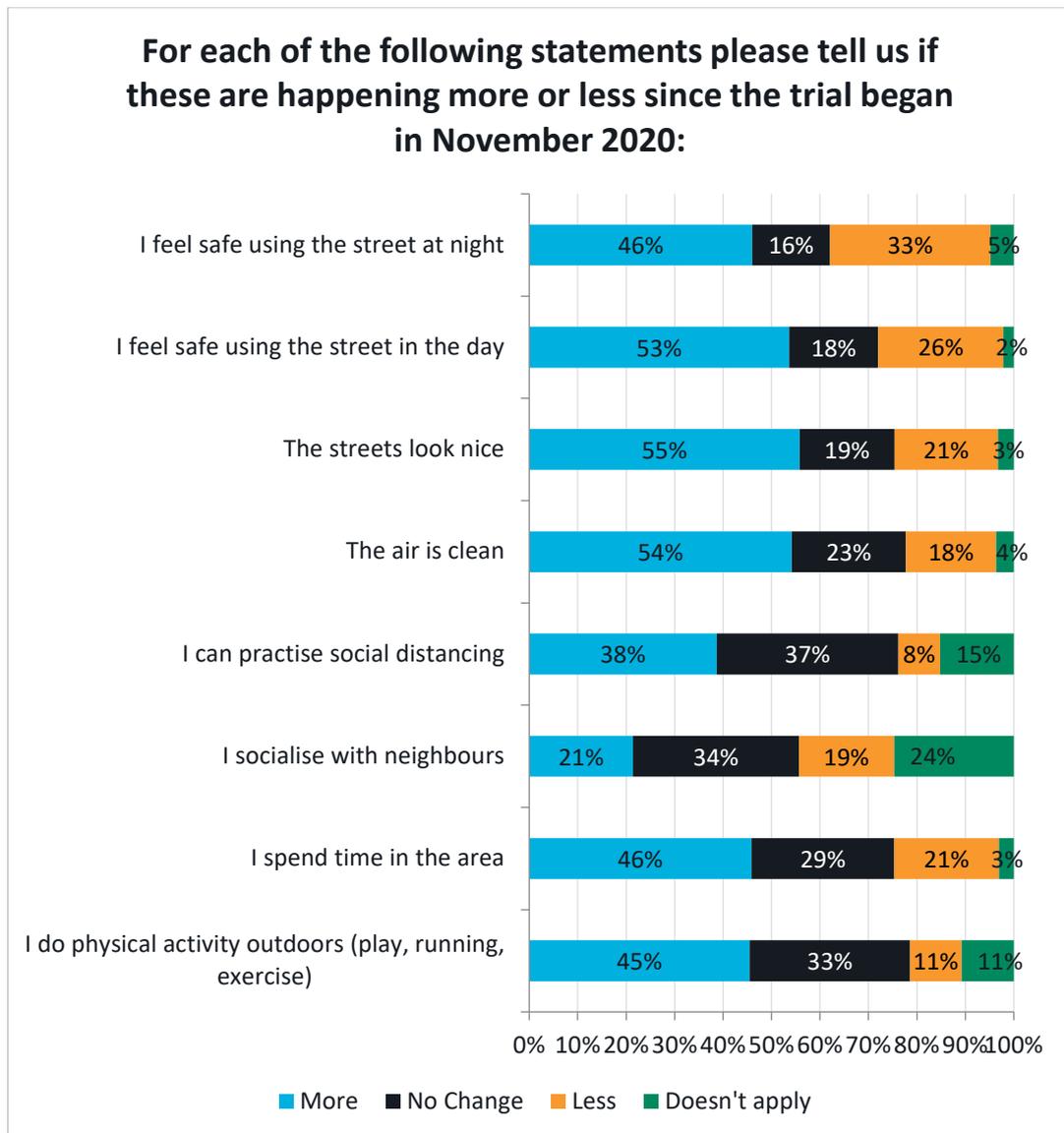
3.27 There were differences in opinion between respondents who lived within the LTN (those in the LTN and on boundary roads) and those who lived outside the LTN (all other respondents). More people who live outside the LTN thought that safety had improved during both the night (46% compared to 28%) and day (53% compared to 37%) since the measures were introduced compared to those that live inside the LTN. More people living outside the LTN also stated that they spend more time in the area (46% compared to 33%), do more physical activity outdoors (45% compared to 31%), that the streets look nicer (55% compared to 39%), the air is cleaner (54% compared to 39%), and they can practice social distancing better (38% compared to 29%) since the measures were introduced compared to those that live inside the LTN. 55% of respondents who live within the LTN saw 'no change' in the amount they socialised with neighbours compared to those who live outside the LTN (34%) (Figures 3.13 and 3.14).

Figure 3.13: Safety and the area (Q1) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 605 (NB 'no response' to connection to the area has not been included)

Figure 3.14: Safety and the area (Q1) – Responses from those who live outside the LTN

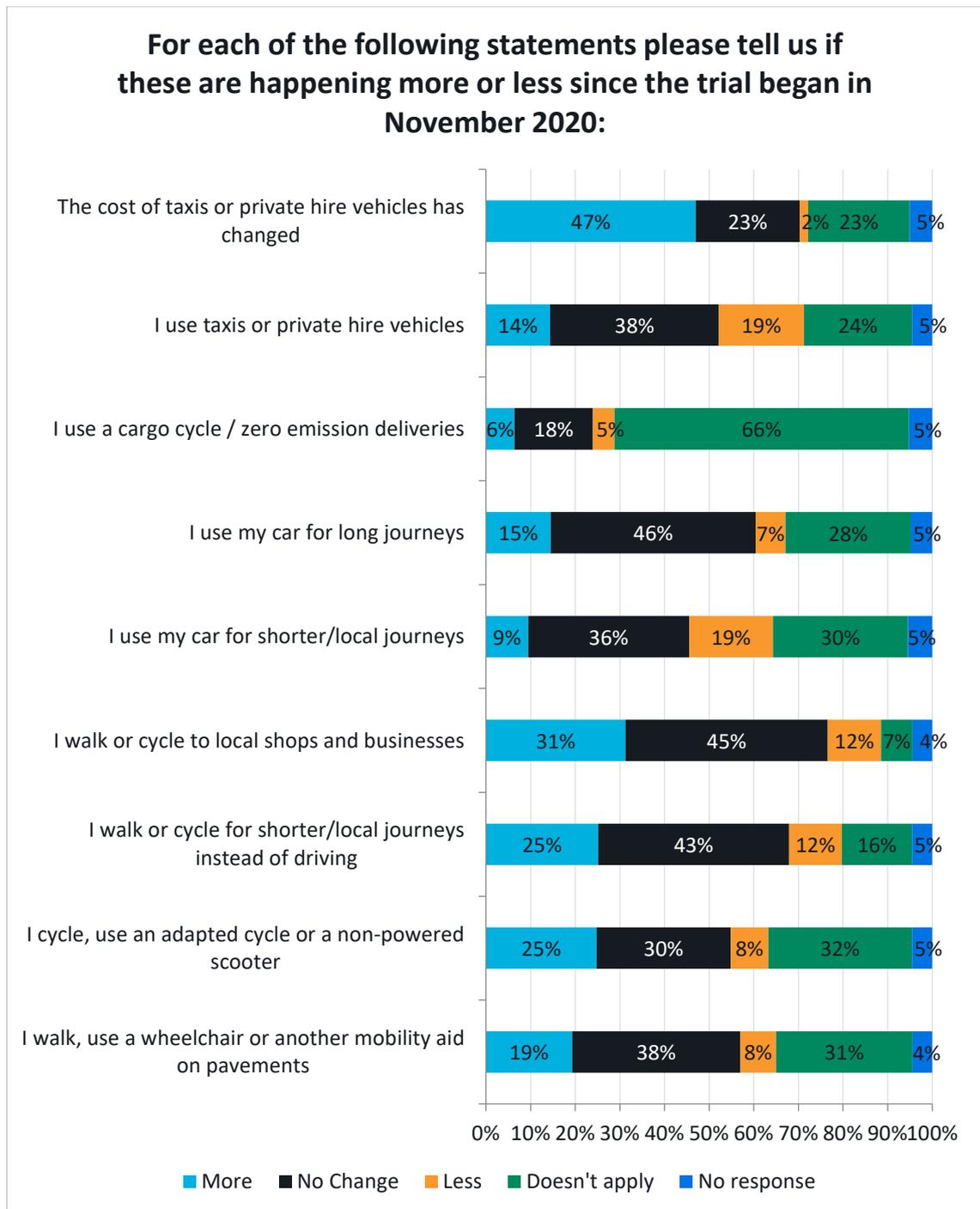


Number of respondents – 521 (NB 'no response' to connection to the area has not been included)

Local travel patterns

3.28 Almost a third (31%) of respondents stated they walk or cycle more to local shops (compared to 12% who have done this less and 45% who saw no change). 47% thought that the cost of taxis or private hire has increased while only 2% thought it has decreased. 25% of respondents stated that they walk and cycle more for local journeys (compared to 12% who did this less and 43% saw no change). 25% of respondents cycle more in general, use an adapted cycle or non-powered scooter (compared to 8% who did this less and 30% saw no change) (Figure 3.15).

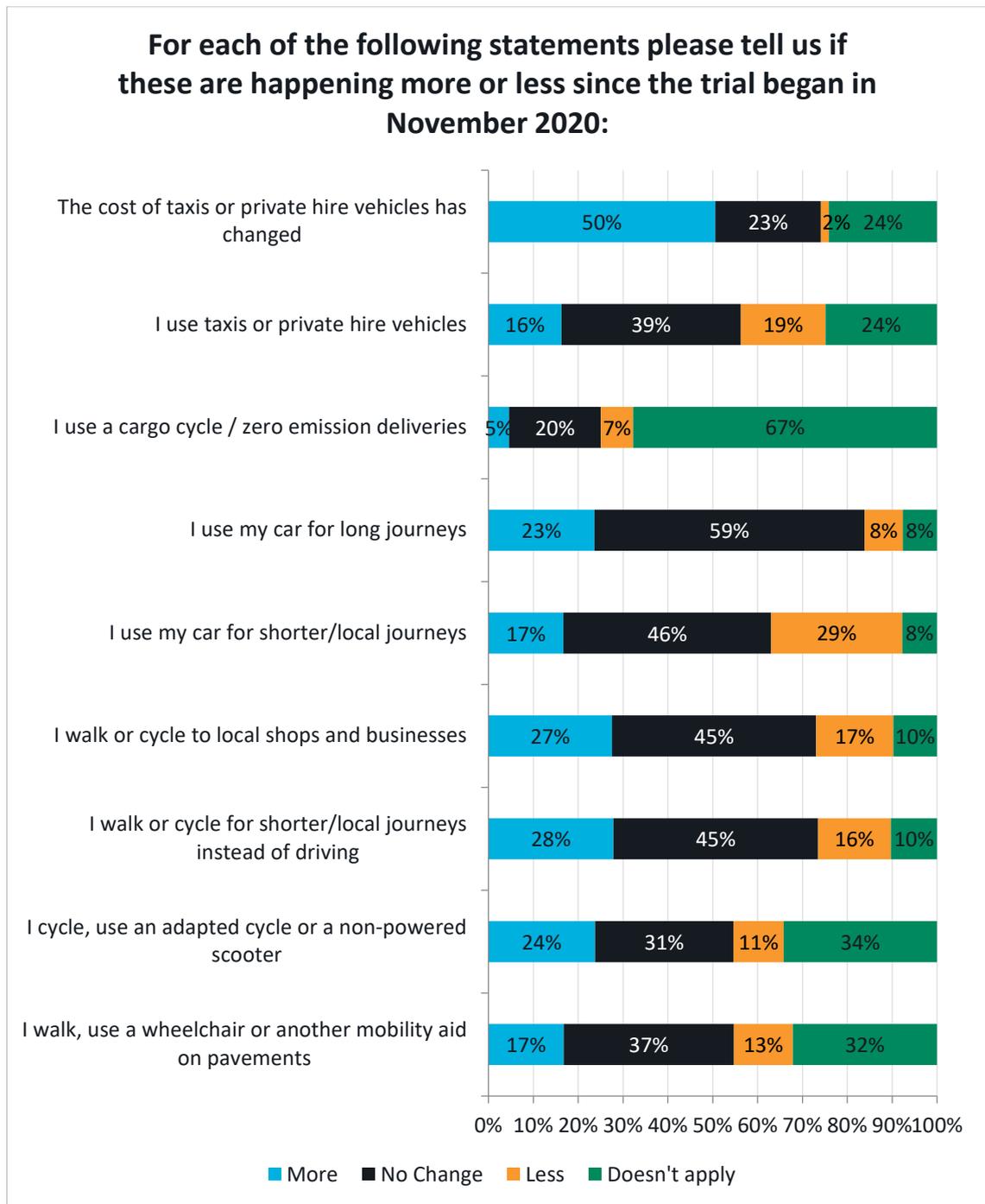
Figure 3.15: Local travel patterns (Q2) – all responses



Number of respondents – 751

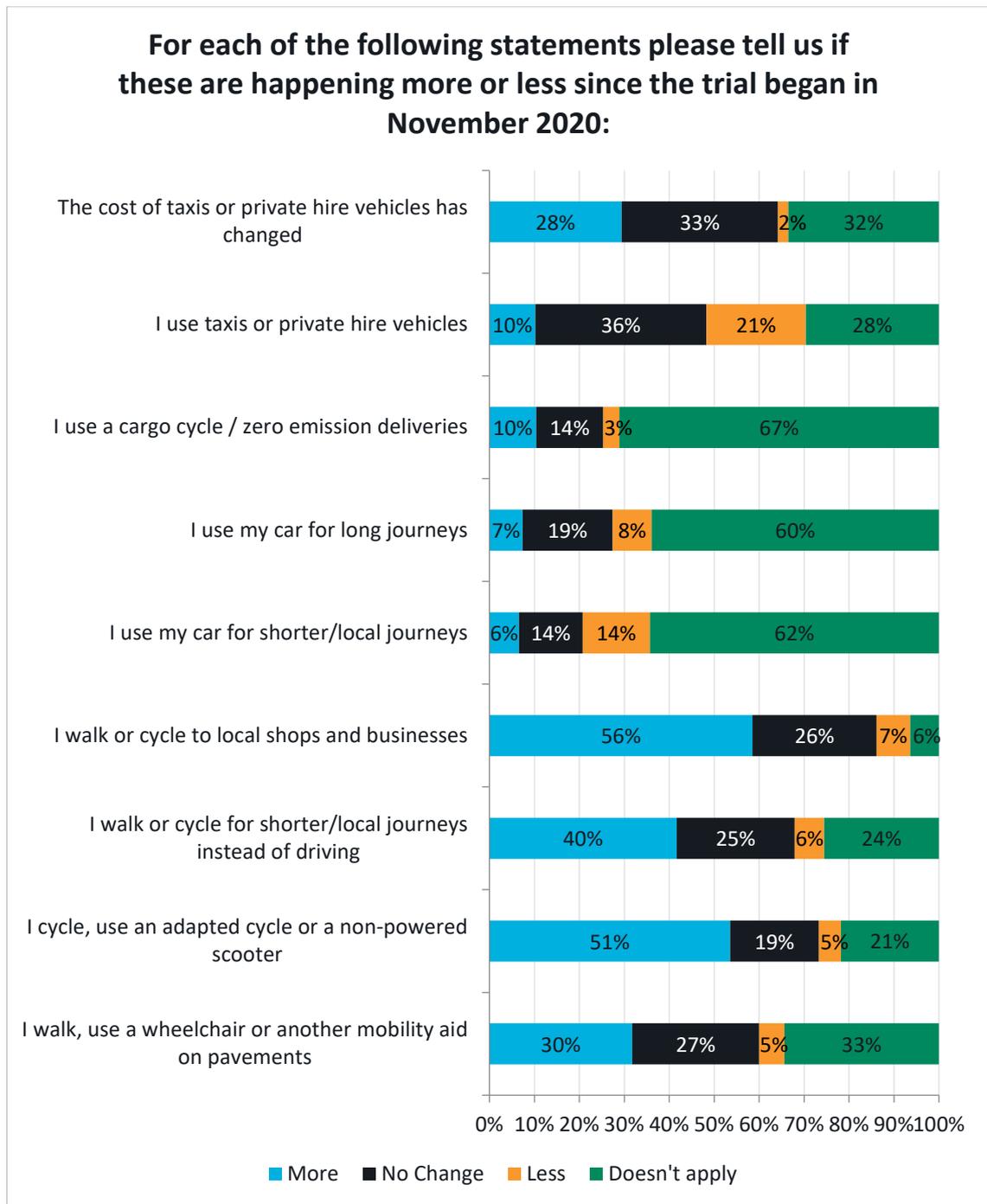
3.29 Respondents from those who do not own a car/van stated that they walk or cycle to local shops and businesses more than those who have access to a car/van (56% vs 27%), cycle more (51% vs 24%) and walk or cycle more for shorter journeys instead of driving (40% vs 28%) since the introduction of the LTN. Those who have access to a car/van reported much higher percentages of ‘No Change’ for the way they travelled around the area compared to those who have no access to a car or a van. (Figure 3.16 and 3.17).

Figure 3.16: Local travel patterns (Q2) - Responses from those who a car/van



Number of respondents -666 (NB 'no response' to car ownership has not been included)

Figure 3.17: Local travel patterns (Q2) - Responses from those who do not own a car/van

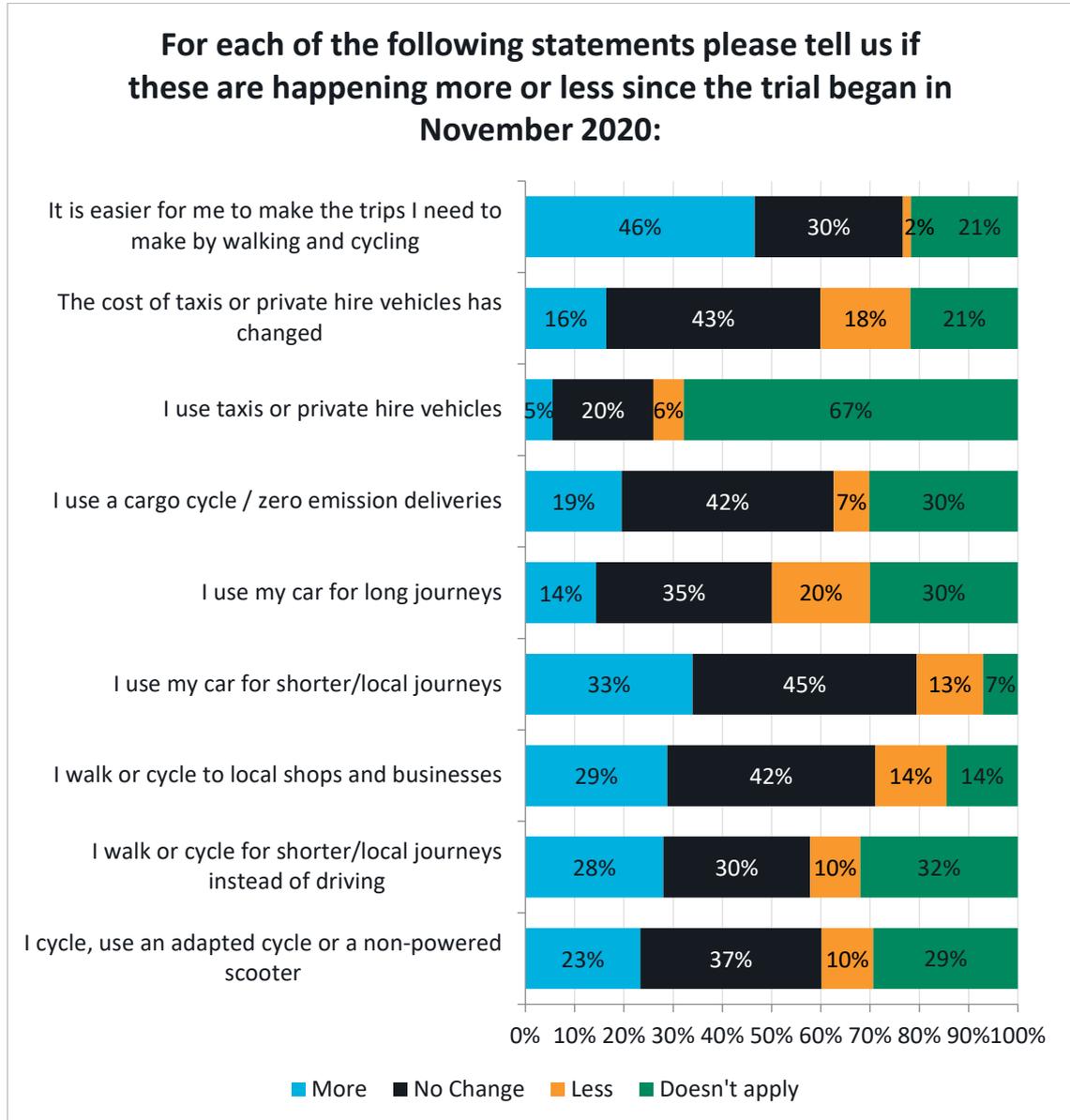


Number of respondents – 559 (NB 'no response' to car ownership has not been included)

3.30 Respondents living outside the LTN use their car more for shorter/local journeys more than those within the LTN and on the boundary roads (50% vs 33%) whilst both those living within and outside the LTN use their car less for local journey by the same amount (13%). Those living outside of the LTN walk or cycle for shorter/local journeys instead of driving more since the introduction of the LTN (47%) than those living inside the LTN (28%). Additionally, those living outside the outside the LTN walk and cycle to local shops and businesses more than those within the LTN and on the boundary roads (40% vs 29% respectively). Respondents living

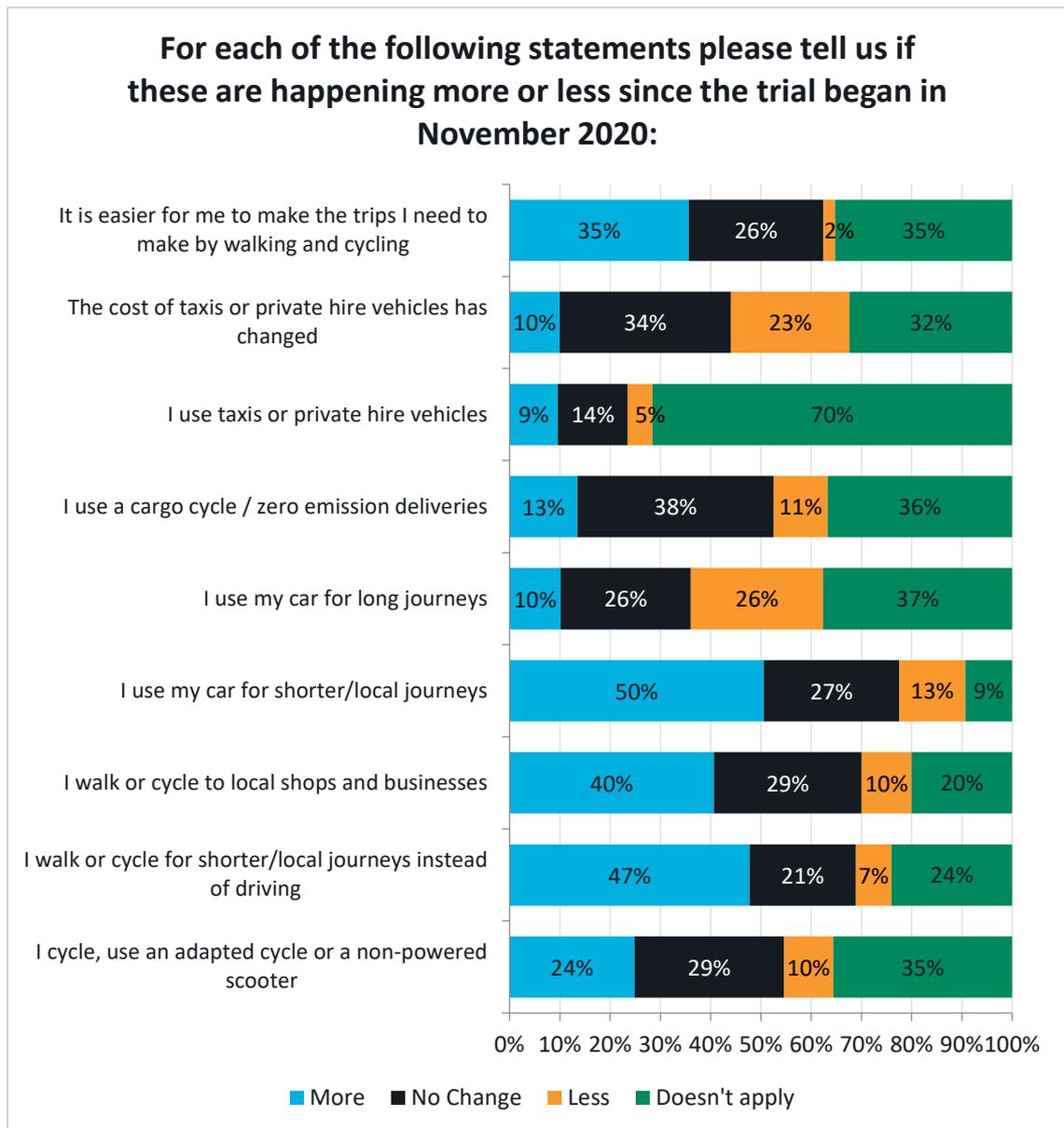
inside the LTN reported much higher percentages of ‘No Change’ than those outside the LTN (Figures 3.18 and 3.19).

Figure 3.18: Local travel patterns (Q2) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 605 (NB ‘no response’ to connection to the area has not been included)

Figure 3.19: Local travel patterns (Q2) - Responses from those who live outside the LTN

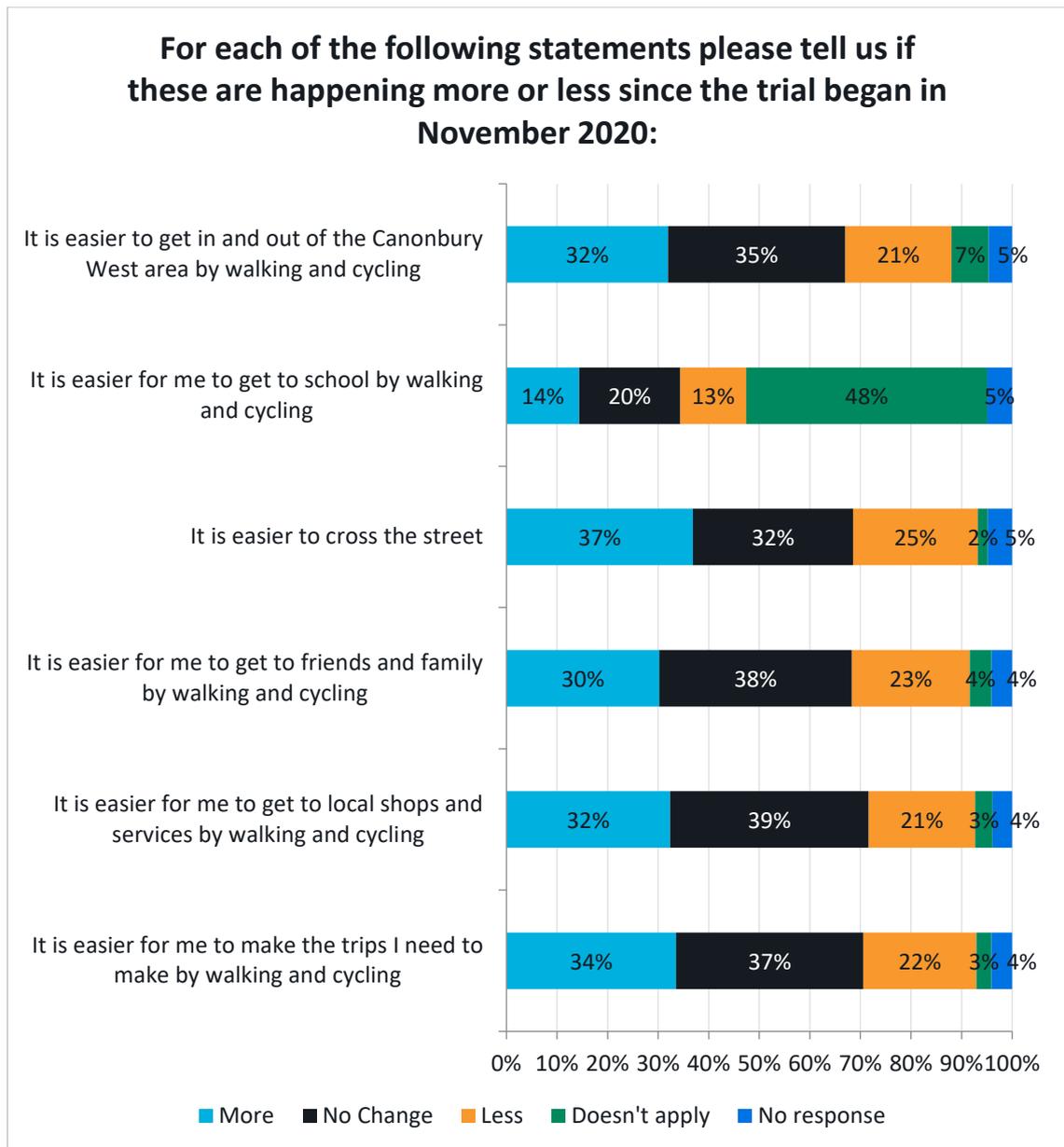


Number of respondents - 521 (NB 'no response' to connection to the area has not been included)

Active modes

3.31 37% of respondents stated it is now easier to cross the street, whereas 5% of respondents stated it was harder to cross the street and 32% saw no change. 34% stated it was easier to walk and cycle for making necessary trips, whereas 22% found it harder to make necessary trips by walking and cycling and 37% saw no change. 32% found getting to local shops and services easier by walking and cycling, whereas 21% found it harder and 39% saw no change. (32%)32% found it easier getting in and out of the Canonbury West area by walking and cycling, whereas 21% found it harder and 35% saw no change. (Figure 3.20).

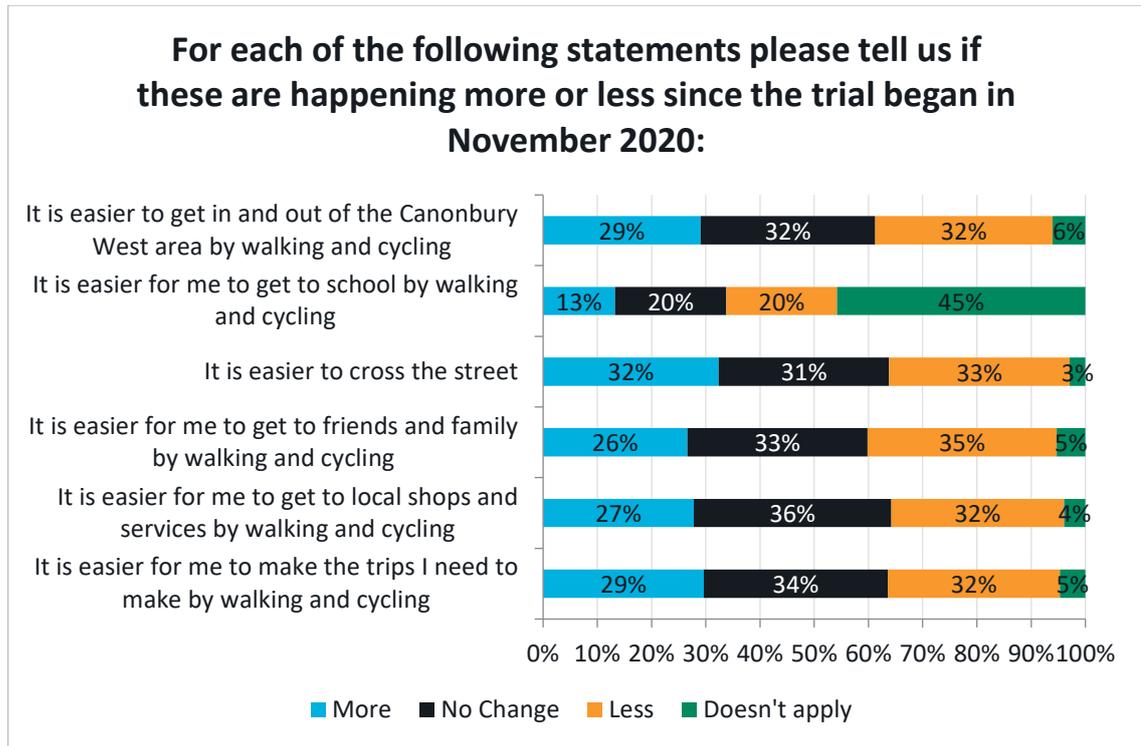
Figure 3.20: Active modes (Q3) – All responses



Number of respondents – 751

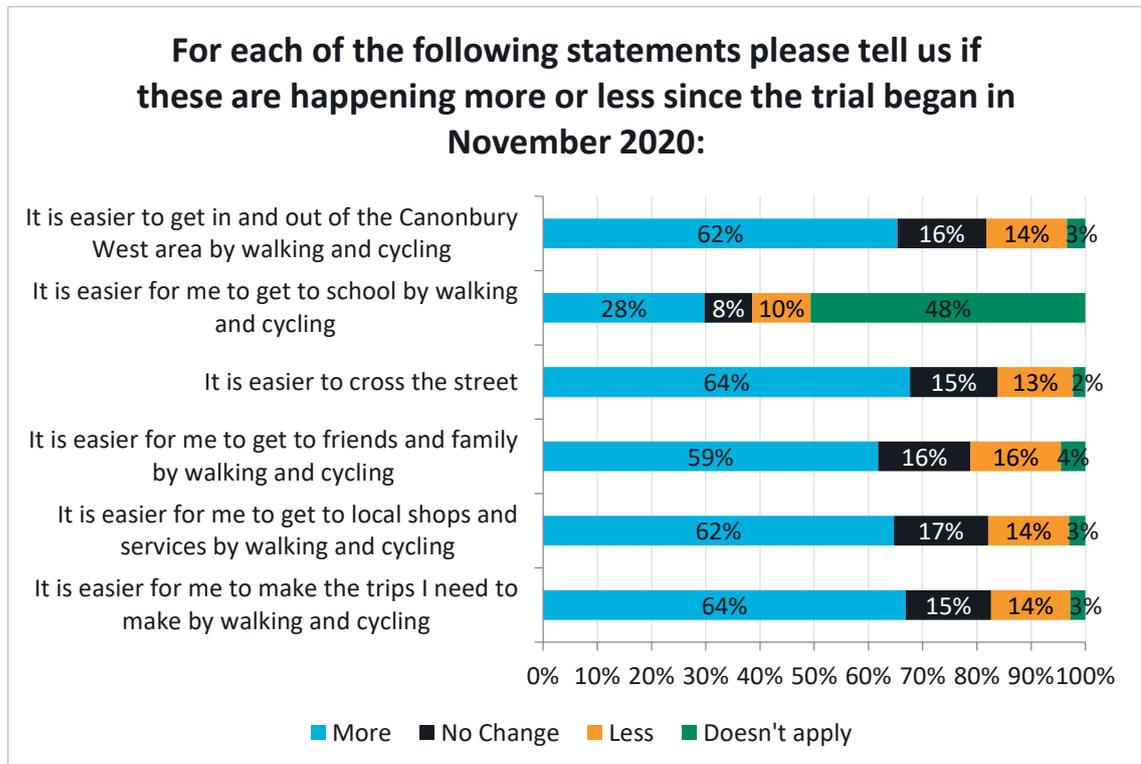
3.32 As with the previous two questions, there are differences between responses from respondents who own a car/van, and respondents who do not own a car/van. Responses from those who do not own a car/van stated that they found it easier to cross the street (64% compared to 32% who own a car/van), to walk and cycle for making necessary trips (64% compared to 29% who own a car/van), accessing local shops and services (62% compared to 27% who own a car/van), and getting in and out of the Canonbury West area (62% compared to 29% who own a car/van). Those who own a car/van reported much higher percentages of 'No Change' than those who do not. (Figures 3.21 and 3.22).

Figure 3.21: Active modes (Q3) - Responses from those who own a car/van



Number of respondents - 666 (NB 'no response' to car ownership has not been included)

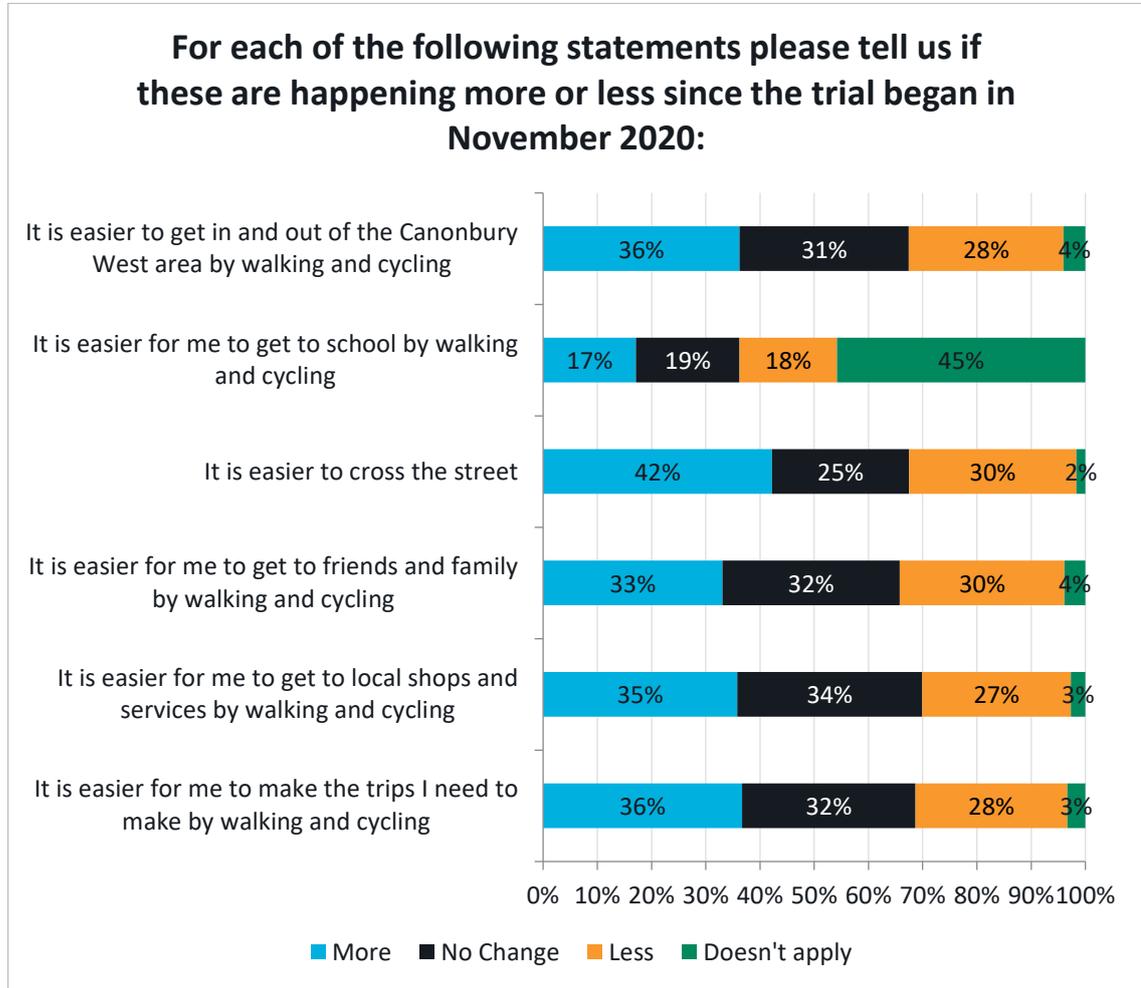
Figure 3.22: Active modes (Q3) - Responses from those who do not own a car/van



Number of respondents - 559 (NB 'no response' to car ownership has not been included)

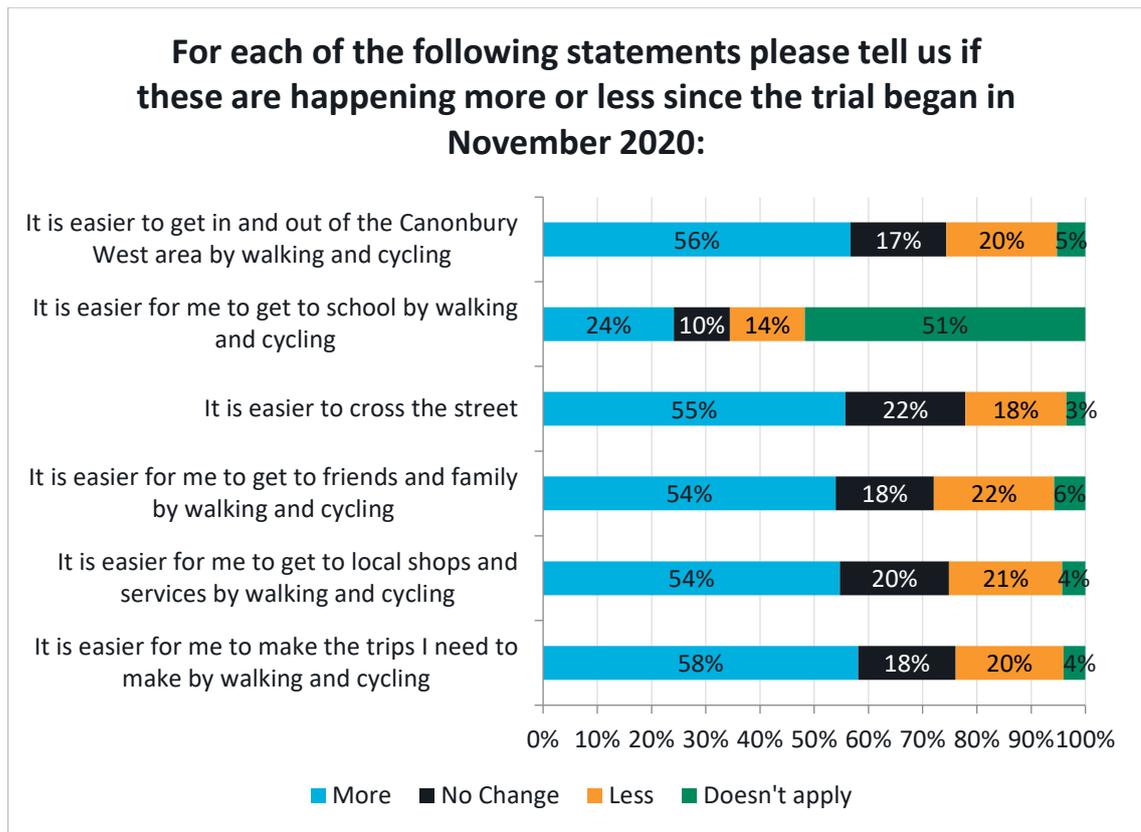
In comparison to responses from people living in the LTN area and on boundary roads, more of the responses from those living outside the LTN stated that it was easier to walk and cycle for necessary trips (58% compared to 36% who live inside the LTN), walk and cycle to get in and out of the Canonbury West area (56% compared to 36% who live inside the LTN) and easier to cross the street (55% compared to 42% who live inside the LTN) (Figures 3.23 and 3.24).

Figure 3.23: Active modes (Q3) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 605 (NB 'no response' to connection to the area has not been included)

Figure 3.24: Active modes (Q3) – Responses from those who live outside the LTN

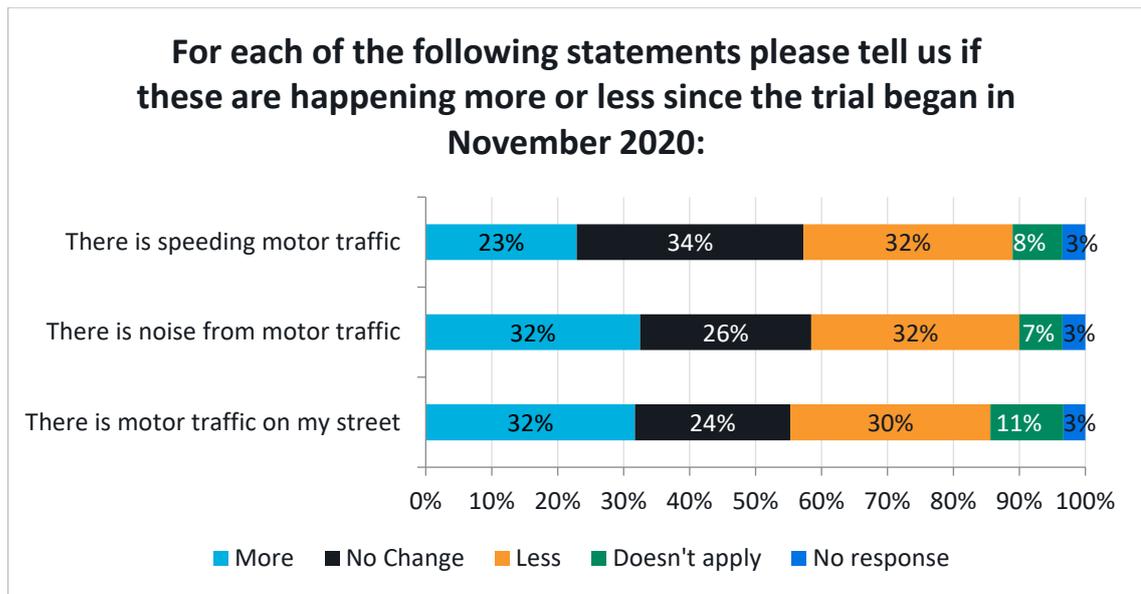


Number of respondents – 521 (NB 'no response' to connection to the area has not been included)

Motor traffic

3.33 Across all respondents, 32% said there is less speeding motor traffic, whereas 23% felt there was more and 34% saw no change. 32% stated that there is less noise from motor traffic, whereas 32% felt there was more and 26% saw no change. 30% said there is less motor traffic on their street, whereas 32% felt there was more and 24% saw no change (Figure 3.25).

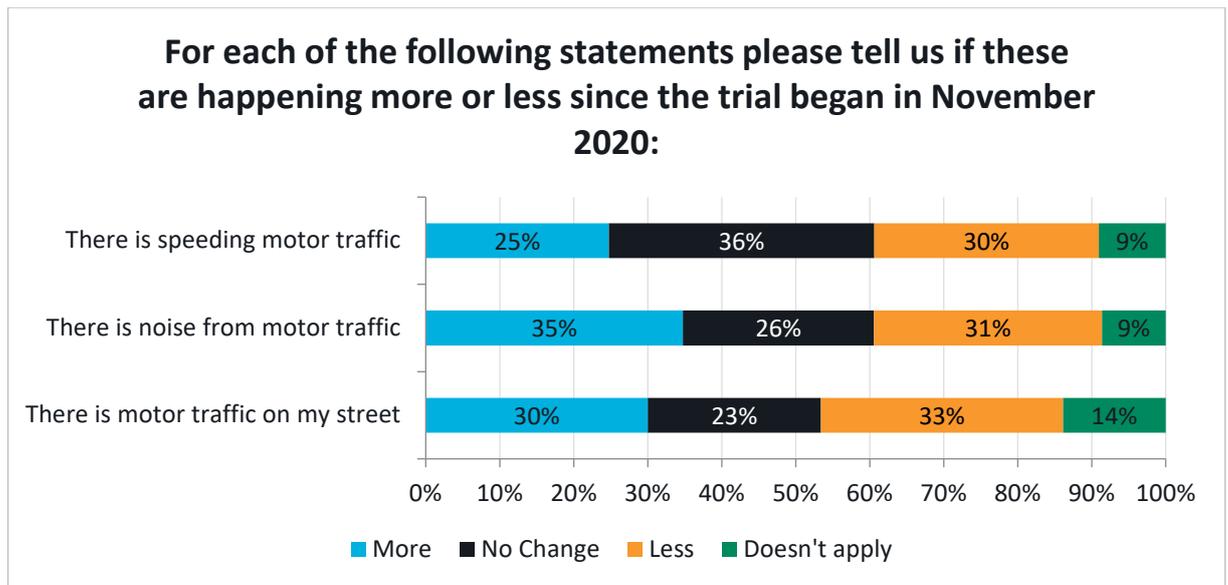
Figure 3.25: Motor traffic (Q4) – all responses



Number of respondents – 751

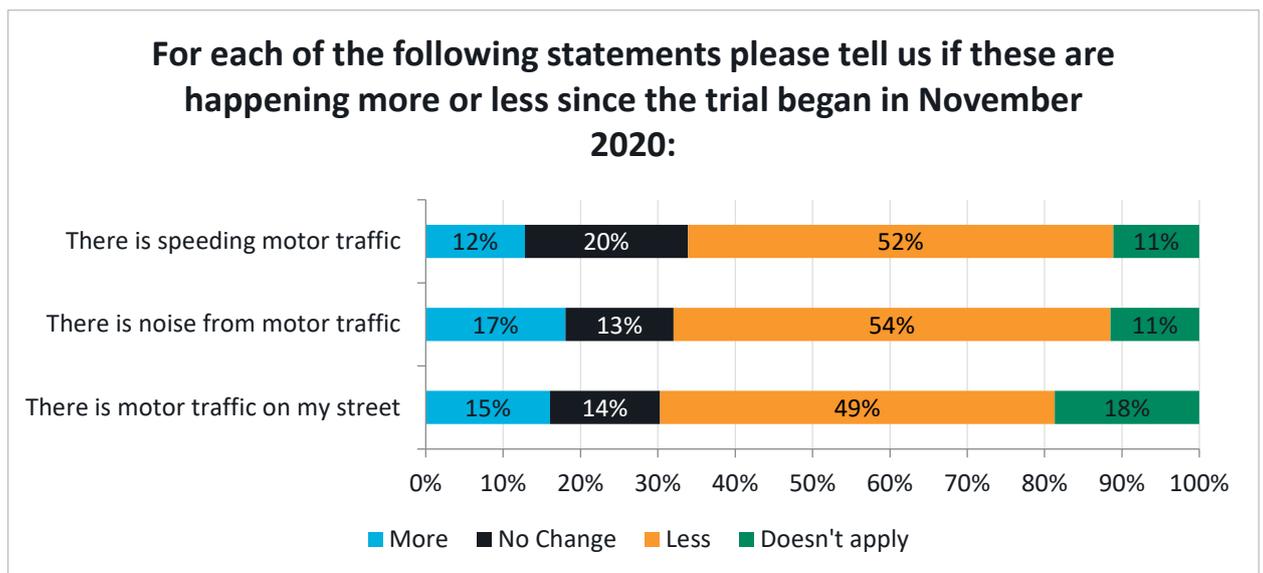
- 3.34 Among those who do not own a car/van, 54% said they noticed less noise from motor traffic (compared to 31% of respondents who own a car/van), 52% said they noticed less speeding motor traffic (compared to 30% among those who own a car/van), and 49% said they noticed less motor traffic on their streets (compared to 33% among those who own a car/van) (Figures 3.26 and 3.27).
- 3.35 More responses from those who own a car/van noticed increases in noise from motor traffic (35% compared to 17% among those who do not own a car/van), motor traffic on their street (30% compared to 15% among those who do not own a car/van) and speeding motor traffic (25% compared to 12% among those who do not own a car/van). Those who own a car or van noted higher instances of 'no change' in all three compared to those who do not own a car or van (Figures 3.26 and 3.27).

Figure 3.26: Motor traffic (Q4) - Responses from those who own a car/van



Number of respondents - 666 (NB 'no response' to car ownership has not been included)

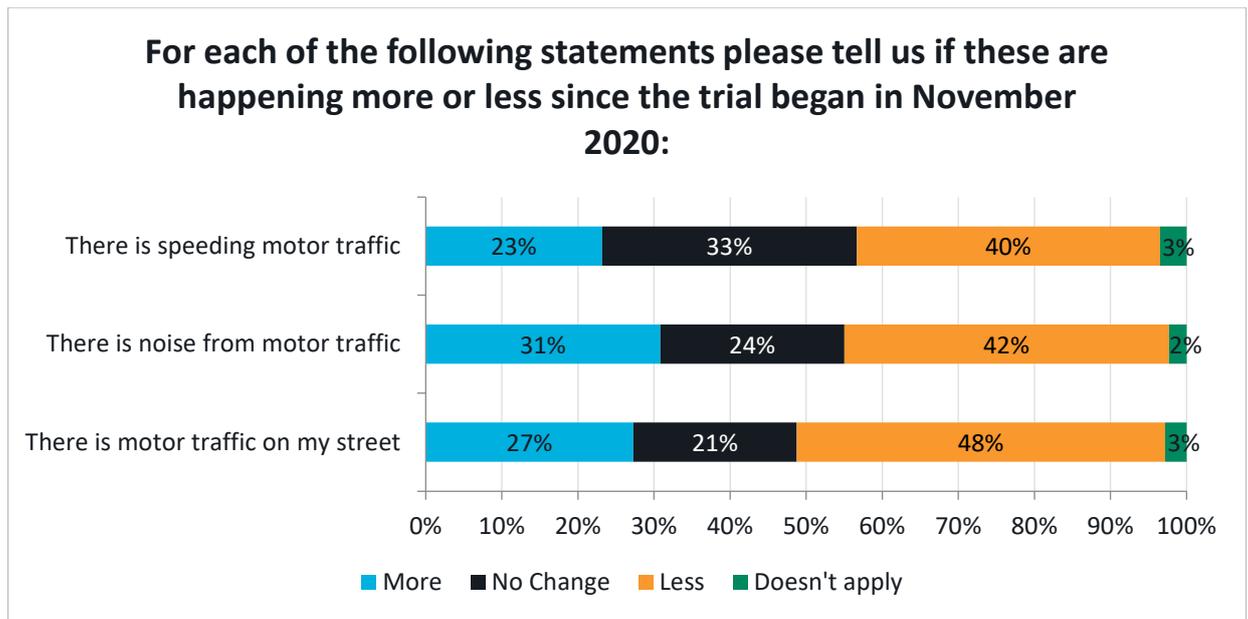
Figure 3.27: Motor traffic (Q4) - Responses from those who do not own a car/van



Number of respondents – 559 (NB 'no response' to car ownership has not been included)

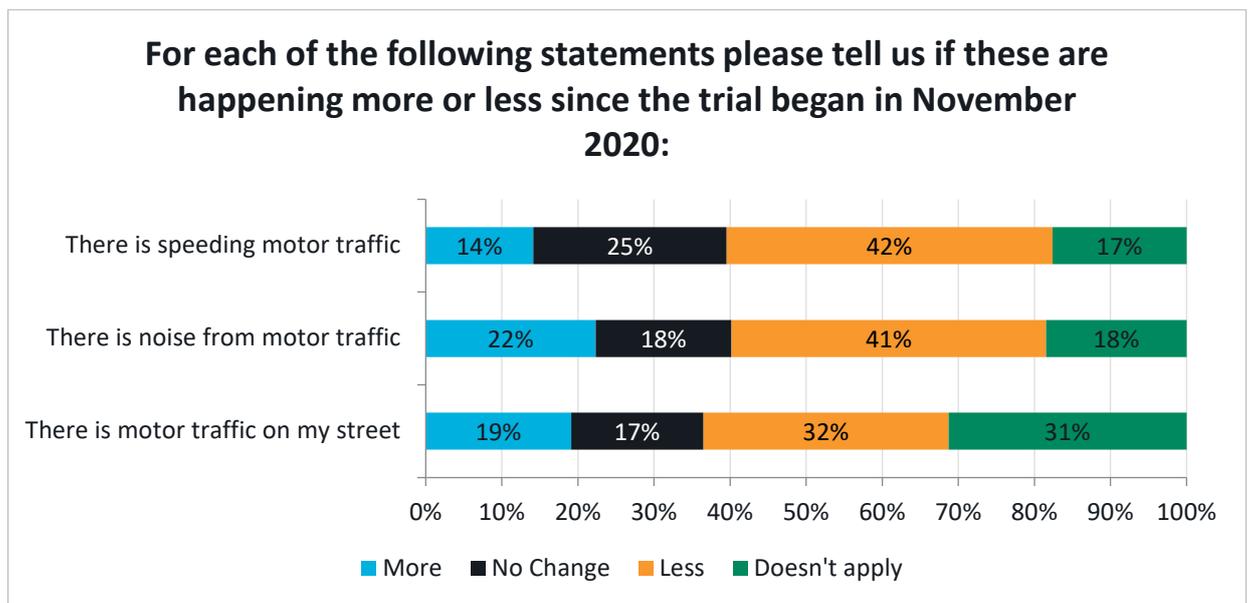
3.36 Respondents living outside the stated that they felt there was more noise from motor traffic (31% compared to 22% among those living inside the LTN), more motor traffic on their street (27% compared to 19% among those living inside the LTN) and more speeding motor traffic (23% compared to 14% living inside the LTN). Those living within the LTN noted higher instances of 'no change' in all three compared to those who live outside the LTN (Figures 3.28 and 3.29).

Figure 3.28: Motor traffic (Q4) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 605 (NB 'no response' to connection to the area has not been included)

Figure 3.29: Motor traffic (Q4) - Responses from those who live outside the LTN



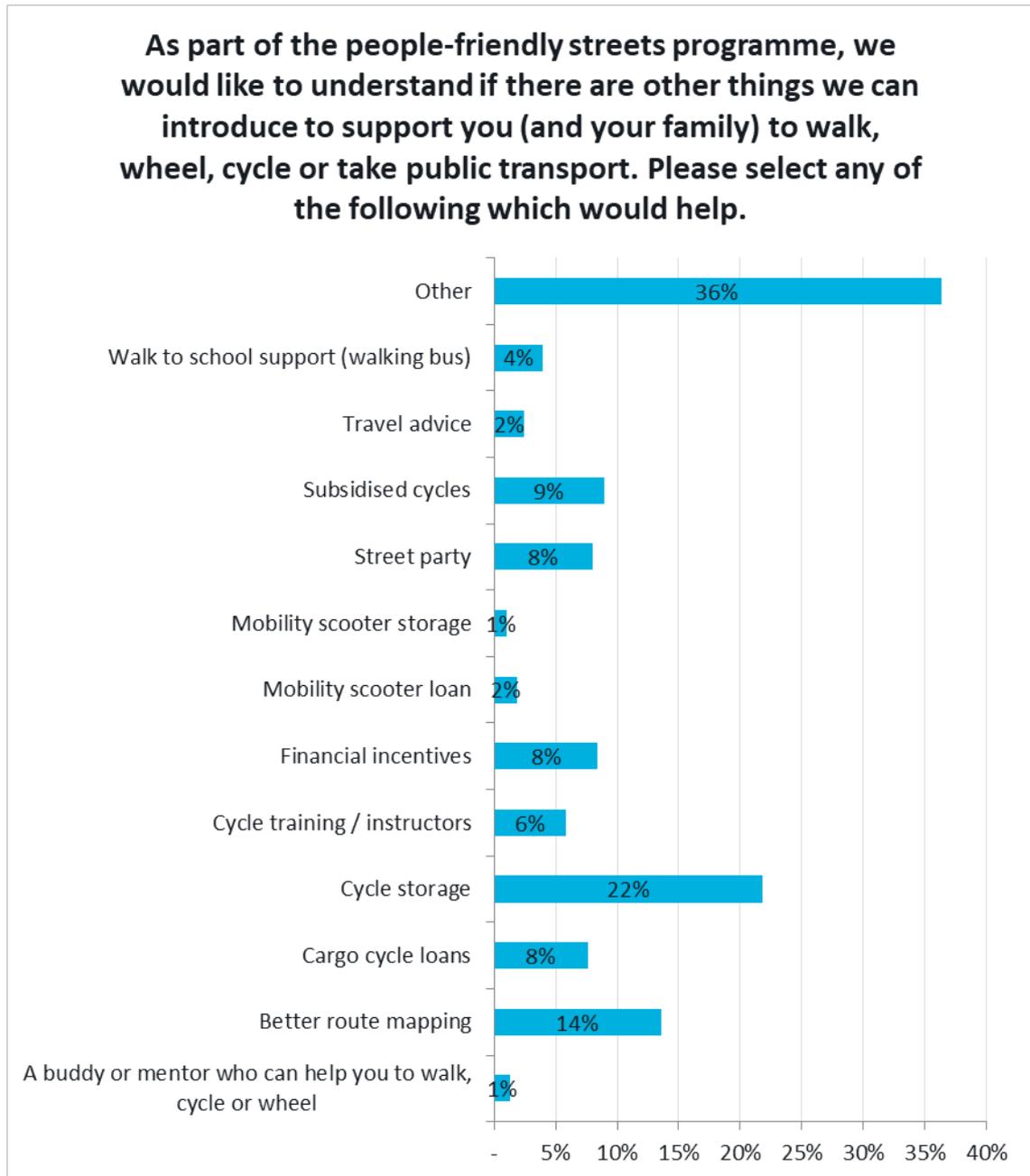
Number of respondents – 521 (NB 'no response' to connection to the area has not been included)

The future of the trial

3.37 The survey asked respondents what things could be introduced to support them and their family to walk, wheel, cycle or take public transport. Over a third (36%) selected “Other” things; further analysis on this showed that the majority of responses such as these covered issues around better provision for cycling, taxi and electric vehicle access, as well as general suggestions to remove the scheme. Respondents also used this section to provide their overall

opinion on the Canonbury West trial itself. Just less than a quarter (22%) stated cycle storage, followed by 14% stating better route mapping.

Figure 3.30: Other measures that would support more walking, wheeling, cycling or use of public transport (Q5)

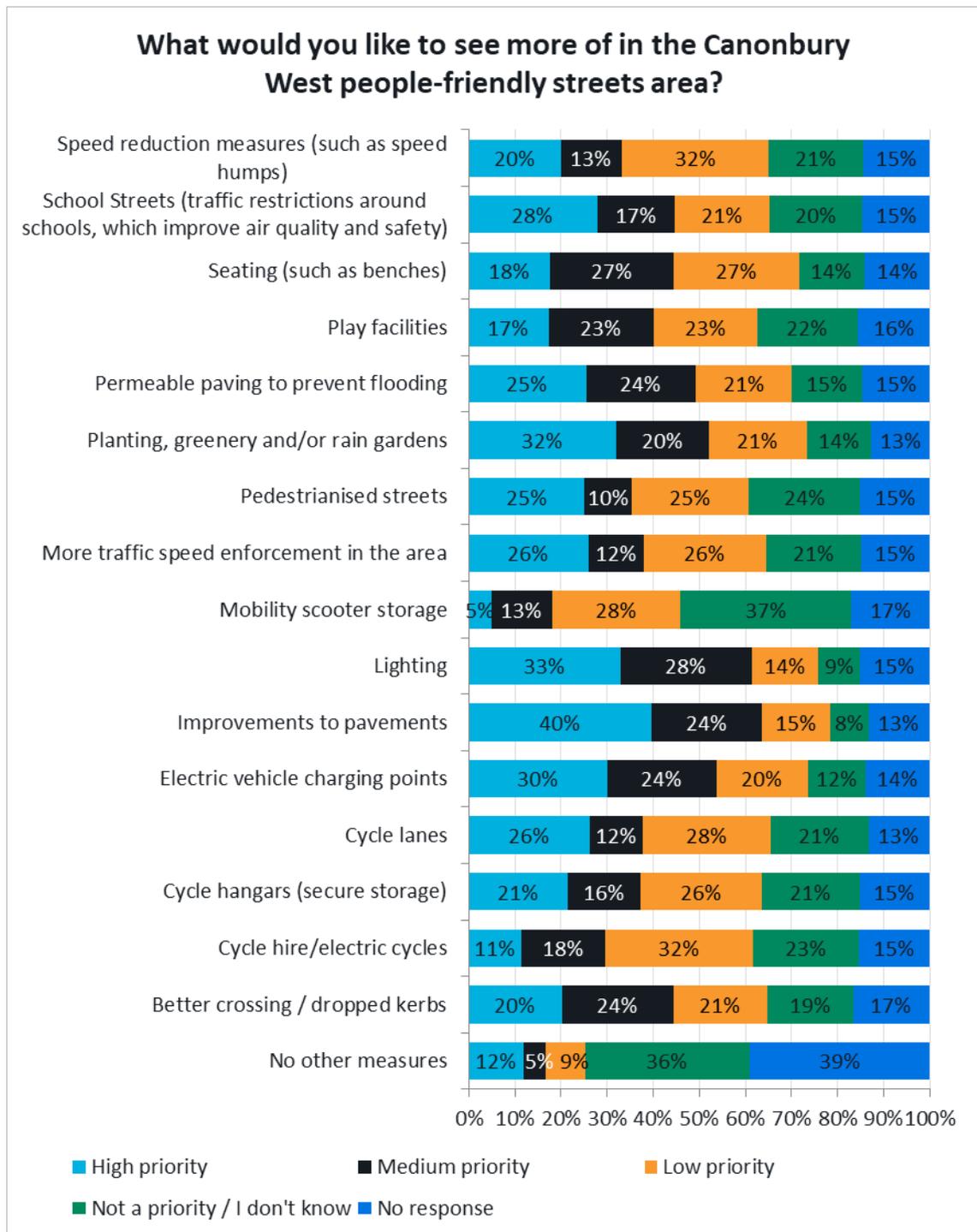


Number of respondents – 751

3.38 Respondents were also asked what they would like to see more of in the Canonbury West people-friendly streets area. Respondents were asked to rate a series of potential improvements as high, medium, or low priority. They could also select not a priority/ I don't know or not respond to each statement.

3.39 Two fifths (40%) of respondents rated improvements to pavements as a high priority, followed by planting greenery and/or rain gardens (32%), better lighting (33%), and electric vehicle charging points (30%).

Figure 3.31: What people would like to see more of in the area (Q6)



Number of respondents – 751

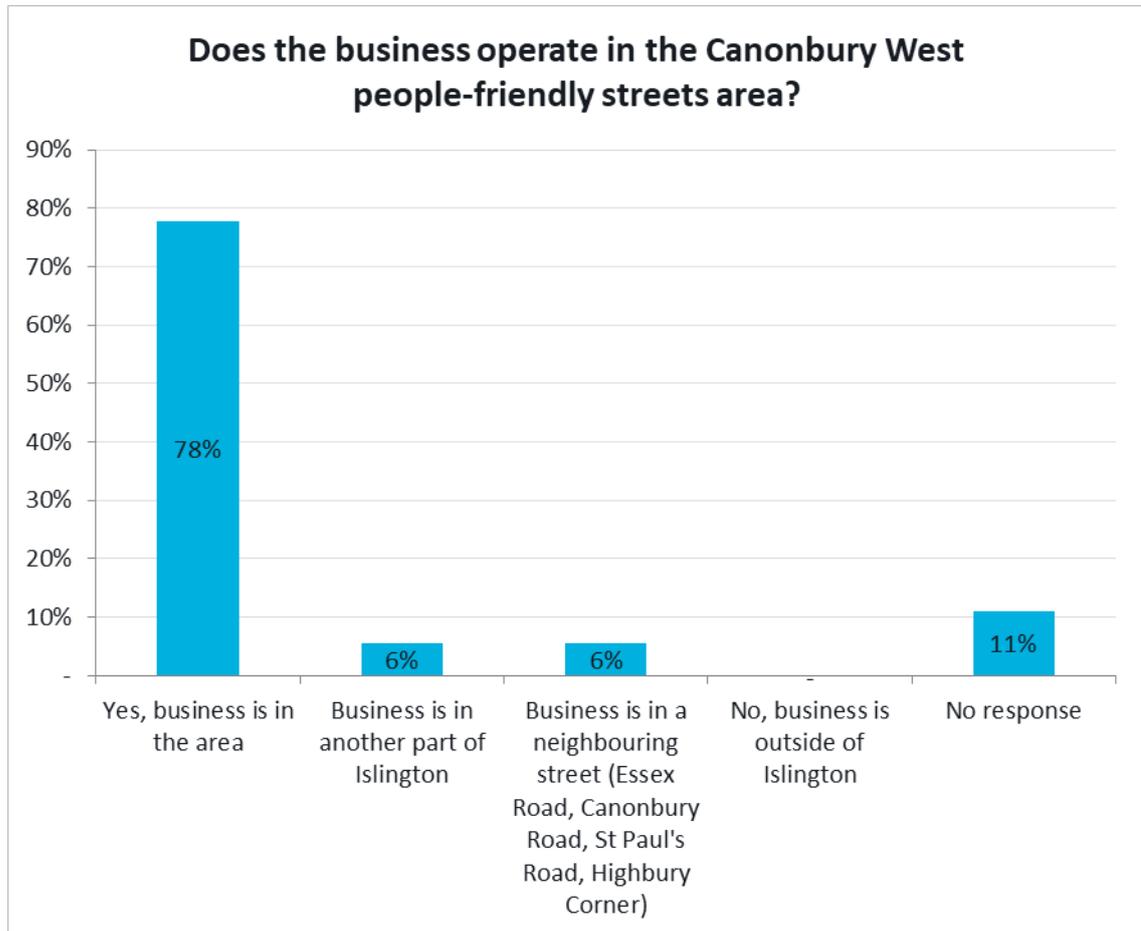
Business responses

3.40 18 respondents (3%) stated they were answering the consultation on behalf of a business. There were two questions specifically for businesses.

3.41 The respondents were asked if their business operated in the Canonbury West LTN area. Over three quarters (76%) had business in the area, followed 11% who provided no response, and

6% each for respondents with a business in another part of Islington and a business in a neighbouring street.

Figure 3.32: Business operation area (Q13)



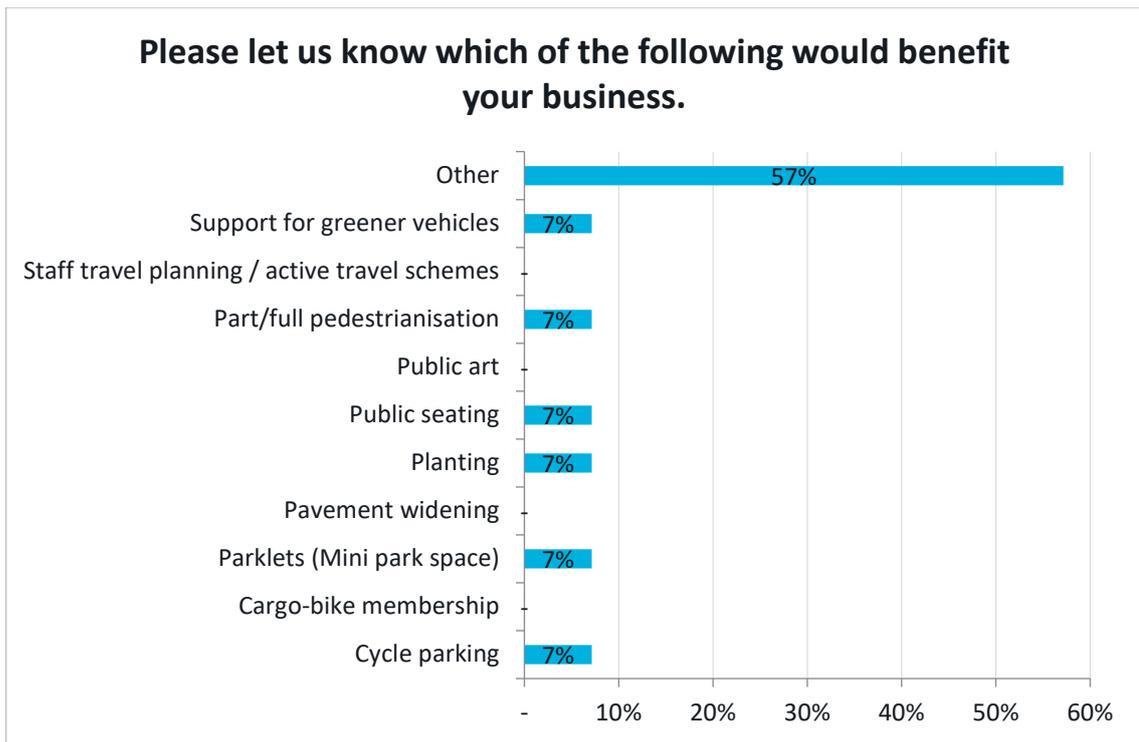
Number of respondents – 18

3.42 15 business respondents operated in the Canonbury West people-friendly streets area or neighbouring street (84%). The survey asked which of several options would benefit their business in order to support local businesses to become cleaner, greener, and healthier. Respondents were able to select multiple options.

3.43 More than half of business respondents in the LTN or on a boundary road stated that “Other measures” would benefit their business, followed by one vote each for a range of other options including increasing pedestrianisation, public seating and cycle parking.

3.44 Eight respondents said “Other measures” including requests for taxi access, deliveries and visitor access, as well as taking away the measures.

Figure 3.33: Which measures would benefit your business (Q14)



Number of respondents – 18

Open question analysis

3.45 Respondents were asked four open questions in the consultation questionnaire:

- **Q7:** Is there anything else you would like to tell us about your experience of the Canonbury West people-friendly streets trial?
- **Q8:** The council recently announced a policy to allow Blue Badge holders living in a PFS neighbourhood to receive an exemption for designated traffic filters. This policy is not yet operational, and we will be contacting Blue Badge holders directly with more details. If you have any comments on this policy, please add them below:
- **Q9:** We are aware that some motorists travelling westbound on St Paul's Road towards Highbury Corner are using Canonbury Park North and then Compton Road as a cut-through to avoid the traffic lights at the St Paul's Road/ Highbury Grove junction. Are you aware of this? If yes, do you have any comments?
- **Q11:** Are there issues in the Canonbury West area with road danger or safety that you would like to tell us about?

3.46 There were 751 respondents to the survey, nine pieces of correspondence via email have been included in the open question analysis bringing this to a total of 760. 166 of the respondents to the questions 7 and 9 provided no response, while 426 did not respond to question 8 and 328 did not respond to question 11.

3.47 Open question analysis works by assigning – or coding – the points made by each respondent to one or more codes within a code frame. Each code is a point raised by respondents in their response. This enables the same or very similar points to be raised by multiple individuals (and expressed by individuals in a variety of ways) to be categorised within the code frame. From this it is possible to count how many times the same or very similar points have been raised by respondents. Each response was coded to one or multiple codes, depending on the number of points raised by the respondent.

3.48 Codes were organised by theme, for example equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.

Analysis of responses to Questions 7 and 9

3.49 Table 3.4 below presents the top twenty most raised codes, plus the percentage of people who gave no response.

3.50 There were 166 (22%) no response submissions. These are omitted from the table below. The full code frame output can be found in Appendix D.

Table 3.4: Top twenty comments in the open text responses for questions 7 and 9.

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	199	26%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	158	21%
Private Vehicle Traffic	Concern about Compton Road cut-through	118	16%

Private Vehicle Traffic	Concern about congestion on St Paul's Road	98	13%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	95	13%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	89	12%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	68	9%
Private Vehicle Traffic	Support Compton Road as a cut-through	59	8%
General	Suggest that the scheme is removed	56	7%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	47	6%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	43	6%
Public Transport	Concern due to longer bus journey times due to increased congestion	43	6%
Pollution	Concern that the LTN causes increased noise pollution	42	6%
Private Vehicle Traffic	Concern that the LTN restricts road access	41	5%
Safety	Concern about speeding vehicles within the LTN	41	5%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	37	5%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	35	5%
General	Support scheme, no further detail provided	33	4%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	32	4%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	32	4%
Cycling	Support due to encouraging / increased number of cycling journeys	29	4%

3.51 The most common concerns raised were:

- That the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads. 199 respondents raised this concern (26%).
- That the LTN reduces air quality/does not improve air quality. 158 respondents raised this (21%).

- Concern about Compton Road being used as a cut-through 118 respondents raised this concern (16%).

3.52 The most common supportive comments were:

- Support for Compton Road being used as a cut-through, raised by 59 respondents (8%).
- General support for the scheme, as mentioned by 33 respondents (4%).
- Support for the scheme because it encourages/increases the number of cycling journeys, raised by 29 respondents (4%).

3.53 32 respondents (4%) suggested the scheme should be extended to a wider area and/or that additional measures were needed to promote active travel.

Compton Road

3.54 During the trial it has been noticed by Islington officers that a cut through along Compton Road is being used to avoid St Paul’s Road, which is a main road. Question 9 asked respondents if they were aware of this happening, out of the 751 total respondents to the survey, 428 (57%) responses stated, ‘Yes’ they were aware, 232 (31%) stated ‘No’ they were not aware and ‘91’ (12%) did not respond. 443 respondents filled out the ‘free’ text box with further comments, 63 respondents (14% of the respondents to this question) mentioned that Compton Road cut-through is a concern, however 47 respondents (11% of the respondents to this question) mentioned their support for the cut-through

3.55 The free text box for question 9 was fully coded along with the comments provided in question 7. 13% of the respondents to questions 9 and 7 (98 people) raised this as a concern whereas 8% of respondents to this question (59 people) supported Compton Road being a through-route for vehicles.

Responses from those who have one or more car or van

3.56 As noted in Section 2 above respondents who own a car/van are overrepresented in the dataset. We have analysed the free-text responses from people who own a car/van to see how the issues they raise compare to the dataset as a whole (i.e. in comparison to Table 3.4) since respondents who own a car/van may be more likely to travel by car/van and so experience the effects of the LTN differently to those not travelling by car/van.

3.57 There were 54 (12%) no response submissions. These are omitted from the table below.

Table 3.5: Open text responses to questions 7 and 9 from those who own one or more car or van.

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	143	32%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	110	25%
Private Vehicle Traffic	Concern about congestion on St Paul's Road	71	16%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	69	16%
Private Vehicle Traffic	Concern about Compton Road cut-through	63	14%

Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	61	14%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	56	13%
General	Suggest that the scheme is removed	47	11%
Private Vehicle Traffic	Support Compton Road as a cut-through	47	11%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	33	7%
Private Vehicle Traffic	Concern that the LTN restricts road access	32	7%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	30	7%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	29	7%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	28	6%
Pollution	Concern that the LTN causes increased noise pollution	28	6%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	27	6%
Safety	Concern about speeding vehicles within the LTN	26	6%
Public Transport	Concern due to longer bus journey times due to increased congestion	26	6%
Equalities	Concern about unequal impact on people based on geographic location of residence	20	5%
Cycling	Concern that people cycle dangerously/speed	20	5%

Coded responses of those who live within the LTN and on the LTN boundary

3.58 In order to analyse further how the perceptions of those who live within the LTN and on the Canonbury West boundary roads may differ, the table below shows the most common codes from respondents who live within the LTN and on the boundaries. 13% of respondents live on a boundary road of the Canonbury West LTN and 42% of respondents live within the Canonbury West LTN.

3.59 There were 43 (10%) no response submissions. These are omitted from the table below.

Table 3.6: Open text responses from those who live within the LTN and on boundary roads.

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	139	33%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	106	25%
Private Vehicle Traffic	Concern about Compton Road cut-through	76	18%

Private Vehicle Traffic	Concern about congestion on St Paul's Road	72	17%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	64	15%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	63	15%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	46	11%
Safety	Concern about speeding vehicles within the LTN	38	9%
Private Vehicle Traffic	Support Compton Road as a cut-through	38	9%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	35	8%
Private Vehicle Traffic	Concern that the LTN restricts road access	35	8%
General	Suggest that the scheme is removed	34	8%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	33	8%
Pollution	Concern that the LTN causes increased noise pollution	32	8%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	28	7%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	27	6%
Public Transport	Concern due to longer bus journey times due to increased congestion	26	6%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	21	5%
Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	18	4%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	17	4%

Analysis of all respondents to Question 8 (Blue Badge Exemption policy)

3.60 Question 8 received 335 responses. The survey asked respondents the following:

- **Q8:** The council recently announced a policy to allow Blue Badge holders living in a PFS neighbourhood to receive an exemption for designated traffic filters. This policy is not yet operational, and we will be contacting Blue Badge holders directly with more details. If you have any comments on this policy, please add them below:

3.61 Table 3.7 below presents the top 20 codes raised in response to these questions.

3.62 There were 10 (3%) no response submissions. These are omitted from the table below. The fully code frame output can be found in Appendix D.

Table 3.7: Top twenty comments from the open text responses to question 8.

Theme	Code	Number	Percentage
Suggested Amendment	Suggest that an exemption wider than for Blue Badge Holders should apply	102	30%
General	Support for the Blue Badge Exemption policy as is	102	30%
General	Concern that the Blue Badge Exemption was not part of the trial scheme from the outset	31	9%
Equalities	Concern about fraudulent use of Blue Badges	29	9%
Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	28	8%
General	Oppose Blue Badge Exemption policy	21	6%
Other	Opposition to LTNs, not specific to the scheme	16	5%
Suggested Amendment	Suggest Blue Badge Exemption policy is extended to carers and family members	14	4%
Equalities	Concern about impact on older people	10	3%
Suggested Amendment	Suggest Blue Badge Exemption policy is extended to more than one car	9	3%
Equalities	Concern that having no policy will have an impact on disabled people	9	3%
General	Ask for exemption policy to also be put in place elsewhere	8	2%
General	Support Blue Badge Exemption policy but against wider LTN scheme	6	2%
Other	Comment unclear	4	1%
Equalities	Concern about impact on disabled/people with limited mobility who may not qualify for a Blue Badge	4	1%
Other	Comment requests information from LBI	2	1%
Equalities	Concern about impact on younger people	2	1%
Other	Comment out of scope	1	0.3%
Suggested Amendment	Suggest exemptions are more limited/access some filters only	1	0.3%

Analysis of all respondents to Question 11 (issues with road danger or safety)

3.63 Question 11 received 384 responses. They survey asked respondents the following:

- **Q11:** Are there issues in the Canonbury West area with road danger or safety that you would like to tell us about?

3.64 Table 3.8 below presents the top 20 codes raised in response to this question. A high number of comments were relating to road safety at St Paul’s Road (60 respondents) and at Highbury Corner (39 respondents). Comments relating to Compton Road were also raised with 22 respondents raising concern over this.

3.65 There were 15 (3%) no response submissions. These are omitted from the table below. The full code frame output can be found in Appendix D.

Table 3.8: Top twenty comments to the open text responses to question 11.

Theme	Code	Number	Percentage
Personal Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	75	20%
Road Safety	Concerns over Road safety at St Paul's Road	60	16%
Road Safety	Concern about speeding/dangerous driving among moped/e-bike/users	49	13%
Cycling	Concern that people cycle dangerously/speed	40	10%
Road Safety	Concern about road safety effects of Highbury Corner roundabout changes	39	10%
Personal Safety	Concerns about air quality affecting personal safety	34	9%
Road Safety	Concern about speeding vehicles within the LTN	34	9%
Other	Opposition to LTNs, not specific to road safety	31	8%
Road Safety	Concern that the LTN has caused an increase in aggressive, dangerous driving/ road rage	22	6%
Road Safety	Concerns over Road safety at Compton Road/Canonbury Park	22	6%
Road Safety	Concern over safety due to increased traffic on unsuitable/boundary roads	21	5%
Personal Safety	Concern that new restrictions create conflict/safety issue between different road users	16	4%
Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	16	4%
Personal Safety	Concern over road safety due to poor lighting and signage/traffic visibility	14	3%
Road Safety	Concern that the LTN has reduced safety for children	13	3%
Safety	Concern over road and pavement surface quality	12	3%
Road Safety	Concern about road safety on Canonbury Square	12	3%
Road Safety	Concern about road safety on Canonbury Road	10	2%
Other	Comment relates to another survey question	9	2%
Road Safety	Concern over road safety at Canonbury Place	9	2%

Appendices

Appendix A - List of Businesses

Table A.1: Businesses targeted in the Canonbury West area

Business	Address
Design Also	101 St Paul's Rd, London N1 2NA
Living Space	105 St Paul's Rd, London N1 2NA
Holistic Hair	107 St Paul's Rd, London N1 2NA
Hen & Chickens N1	109 St Paul's Rd, London N1 2NA
Black Axe Mangal	156 Canonbury Rd, London N1 2UP
Bar Liber	274B St Paul's Rd, London N1 2LJ
Firezza Pizza - Islington	276 St Paul's Rd, London N1 2LH
Tootoomoo	278 St Paul's Rd, London N1 2LH
The Healthy Living Centre	282, 284 St Paul's Rd, London N1 2LH
Mother Earth Organic Health Food Shop With Juice Bar And Salad Bar	282-284 St Paul's Rd, London N1 2LH
Sorrento Pizza	288 St Paul's Rd, London N1 2LH
Prawn on the Lawn	292, 294 St Paul's Rd, London N1 2LH
Cutting Guru Highbury	296 St Paul's Rd, London N1 2LH
Kennedy Chicken	300 St Paul's Rd, London N1 2LH
Trullo	300-302, St Paul's Rd, London N1 2LH
My Nails	306 St Paul's Rd, London N1 2LH
Estorick Collection of Modern Italian Art	39A Canonbury Square, London N1 2AN
Yield N1	97 St Paul's Rd, London N1 2NA
Alwyne Estates	Alwyne Estate Agents, St Paul's Rd, London N1 2LH
Alwyne Castle Canonbury	83 St Paul's Rd, London N1 2LY
Pines and Needles	83A, The Alwyne Castle Pub, St Paul's Rd, London N1 2LY
Has Oz Traditional Male Grooming	Has Oz Traditional Male Grooming, 244 St Paul's Rd, London N1 2LJ
Quest Property Services Ltd	242 St Paul's Rd, London N1 2LJ
La golosa	238 St Paul's Rd, London N1 2LJ
Thai Corner Islington	236 St Paul's Rd, London N1 2LJ
Corner Launderette & Dry Cleaning	234 St Paul's Rd, London N1 2LJ
ROOM FINDERS CLUB	232 St Paul's Rd, London N1 2LJ
Fig Tree Cafe	228 St Paul's Rd, London N1 2LJ
Yummy thai & Bubble tea	226 St Paul's Rd, London N1 2LJ
Bubble Bee Bubble tea	224 St Paul's Rd, London N1 2LJ
New London Cafe	216 St Paul's Rd, London N1 2LL
The Nook	220 St Paul's Rd, London N1 2LL
Sheldon Bishop	222 St Paul's Rd, London N1 2LL
New River Food and Wine	St Paul's Rd, London N1 2SY

We buy any cars vans Islington	20 Handa Walk, London N1 2RF
Kayla Brown	38 St Paul's Rd, London N1 2QW
Berger Doll house	424 Essex Rd, London N1 3PJ
Maxi Supermarket London	416 Essex Rd, London N1 3PJ
Salut!	412 Essex Rd, London N1 3PJ
The Seveney	382 Essex Rd, London N1 3PF
Chubby Buddies	382 Essex Rd, London N1 3PF
Burwin Motorcycles	380 Essex Rd, London N1 3PF
Kare Dry Cleaners	376 Essex Rd, London N1 3PF
Blaggards Barbers	370 Essex Rd, London N1 3PF
Essex Express	364 Essex Rd, London N1 3PD
ICU English	362 Essex Rd, London N1 3PD
Alternative Supermarket	360 Essex Rd, London N1 3PD
One Stop Tanning and Beauty, Islington	358 Essex Rd, London N1 3PD
Sutton and Sons	356 Essex Rd, London N1 3PD
Amadeus Hair	354 Essex Rd, London N1 3PD
Launderette	Launderette, 352 Essex Rd, London N1 3PD
Canin Transport	364 Essex Rd, London N1 3PD
Essex Road News & Wine London	348 Essex Rd, London N1 3PD
Mutt's Nuts	344a Essex Rd, London N1 3PD
The Engle Field	340-342 Essex Rd, London N1 3PB
Paradise Garden Fresh Fruit & Veg London	338 Essex Rd, London N1 3PB
Monsoon	336 Essex Rd, London N1 3PB
Magnet	321 Essex Rd, London N1 2BD
Hummus Grill	332 Essex Rd, London N1 3PB
Trade	330 Essex Rd, London N1 3PB
Pharmacy Nhs	Londyn N1 3PB
Kiss Me Lounge	326 Essex Rd, London N1 3PB
Xiong Mao	324 Essex Rd, London N1 3PB
London Decorators Merchants	316 Essex Rd, London N1 3PB
Schmidt	316 Essex Rd, London N1 3PB
The Urban Vintage Affair	London N1 2EE
Amberth	311 Essex Rd, London N1 2BD
Morgan Davies Bridal	312-314, Essex Rd, London N1 3AX
My Favourite Cafe	310 Essex Rd, London N1 3AX
Down To Earth	308 Essex Rd, London N1 3AX
E D Elson	302-304 Essex Rd, London N1 3AU
Clothing & Shoes recycling	Rotherfield St &, Essex Rd, London N1 3AY
Essex Road Supermarket	234 Essex Rd, London N1 3AP

Islington cycles	232 Essex Rd, London N1 3AP
Mastercut	230 Essex Rd, London N1 3AP
Medivet Canonbury - Canonbury Vets	226-228 Essex Rd, London N1 3AP
GH plumbing Merchants Ltd	224 Essex Rd, London N1 3AP
Crops & Bobbers	218 Essex Rd, London N1 3AP
Floor Direct Ltd.	208 Essex Rd, London N1 3AP
AG Bespoke Windows	214 Essex Rd, London N1 3AP
Hungry Bikes	212 Essex Rd, London N1 3AP
River Fish Bar	202 Essex Rd, London N1 3AP
May Tailoring	200 Essex Rd, London N1 3AP
Myddleton Arms	53 Canonbury Rd, London N1 2HS
Henry Hardy Builders	54 Canonbury Rd, London N1 2DQ
Romulus Wines Merchants	33 Canonbury Rd, London N1 2DG
Canonbury Airport Transfer Taxi	Canonbury Rd, London N1 2DQ
Smokehouse	63-69 Canonbury Rd, London N1 2DG
The Place	11 Canonbury Pl, London N1 2NQ
Canonbury Hair	12 Canonbury Pl, London N1 2NQ
Canonbury Beauty	13 Canonbury Pl, London N1 2NQ
Shriji News	14 Canonbury Pl, London N1 2NQ
The Canonbury Tavern	21 Canonbury Pl, London N1 2NS
Oriona Robb - Personal Stylist	19 Canonbury Pl, London N1 2NS
Bona Films	17, Newbery House, Northampton St, London N1 2HX
All Flutes Plus	Unit 18, The Ivories, 6 Northampton St, London N1 2HY
ARL Support Services Ltd	The Ivories, 6 Northampton St, London N1 2HY
C & N Design	The Ivories, 6 Northampton St, London N1 2HY
Yacomaricard UK Head Office	Unit 12, The Ivories, 6-18 Northampton St, London N1 2HY
Foster & Son	Workshop 1, 6-18 Northampton St, London N1 2HY
The Marquess Tavern	32 Canonbury St, London N1 2TB
No1 Jerk Joint	3B Canonbury Cres, London N1 2FB
Anya Cakes	185, Ashby House, London UB5 6FW
Baby Seat	82 Arran Walk, London N1 2TL
Roseberry Building Company Ltd	28 Upper Caldy Walk, London N1 2QR
Breyer Group	BP35 New River Green, Ashby Grove Bunker, Nightingale Rd, London N1 2PE
Balkan Build Ltd	3 Bute Walk, London N1 2QX

Appendix B – Summary of town hall comments and responses and online Q&A comments and responses

In person Town Hall event (moved online)

Table B.1: Full list of town hall events questions and responses.

Question (as captured during meeting)	Question (summarised)	Brief summary of response
Are you actually going to listen to the results of the consultation?	Is Islington Council going to actually listen to the result of the consultation?	A: The council will and has been listening and has provided a number of platforms to provide feedback. A report will be produced with all the feedback and will be available online. M: as examples of when we have listened to feedback – we have made changes based on feedback from the LFB and have made changes regarding Blue Badge holders, improved pavement quality.
When will disabled business owners be able to operate on a platform in which they are disadvantaged than able bodied business owners	When will disabled business owners be able to operate on a platform in which they are not more disadvantaged than able bodied business owners	A: We have listened to feedback received from disabled people who drive which is why we have trialled exempting Blue Badge holders. And we intend to roll this out based on consultation. We understand disabled people have specific needs. We will also have an exceptional circumstances exemption which is still being developed. We
Funnelling traffic onto boundary roads	LTNs funnel traffic onto boundary roads.	A: It is the intention of the scheme to reduce the total amount of traffic by encouraging people to switch to walking and cycling. We have seen a decrease in traffic on the boundary roads – Essex Road 10% decrease. We are monitoring this closely as well as bus travel times and other factors.
(L) Notes that its unacceptable for the presentation to have been so long. You say that the council is listening, and have made adjustments, then you should have been listening to blue badge holders from the beginning but have waited until after the 12-month trial. You say you welcome comments from Canonbury west residents, but Canonbury is one ward. You have said that the number one cause of unnatural deaths of children is traffic related incidents, but I have	You have not acted quick enough to make changes for Blue Badge holders. You should take the views of all Canonbury residents. I disagree with your comment that road accidents are the number one cause of unnatural deaths of children.	M: In terms of Blue Badge delays it has taken some time to get there – what we have tried to find is a balanced policy, making a reasonable adjustment, with the safety and ability to walk and with cleaner air. We are now introducing the Blue Badge exemption as is possible and required. In terms of comment about ward boundaries, we are not changing ward boundaries. The reason they are designed as they are, they are named after places people know. They follow the areas between the strategic road network. We are interested to hear from people in and around the area. A: I have sent you the link to the statistics behind that comment regarding road collisions and children

Question (as captured during meeting)	Question (summarised)	Brief summary of response
<p>statistics showing this is not true.</p>		
<p>Are the council taking account of rat running across the borough as they put in these LTNs? Thank you for implementing Canonbury West as it has helped people walking and cycling. I live to the West of Upper Street, and we have a lot of issues with increasing rat running vehicles trying to get through from the west of Liverpool Road and across to Hackney. The council is having to put these LTNs in gradually, but could you please speak about how the council is considering the overall picture.</p>	<p>Are the council considering the impacts of the LTNs across the borough while they are being implemented gradually?</p>	<p>M: There is a commitment to move forward with more People Friendly Street projects. We have made a commitment to move forward with plans in the area west of Upper Road as you have described. We can't work on all the areas at the time. We will be looking at the area between Caledonian Road and Highbury.</p>
<p>The outline of what is being proposed for BB holders isn't going to equalise the imbalance disabled business owners face. This business model that is far more manual limits job opportunities for disabled people. I believe there should be wholesale Blue Badge exemption across the borough to ensure that disabled business owners have the same competitive opportunity. I notice that a lot of my emails have responses that are outstanding – is a response just replying to an email or is a response properly speaking to the content of the query.</p>	<p>The Blue Badge exemption proposed does not go far enough the balance the inequality disabled business owners face. Secondly, a lot of my emails to you have not received detailed responses.</p>	<p>M: We have spoken at length on this topic a number of times. Our policy is that the BB exemption allows passage through local area and exceptional circumstances exemption provides wider exemption. We try to respond to as many residents as thoroughly as we can.</p>

Question (as captured during meeting)	Question (summarised)	Brief summary of response
<p>My concern is mainly about the reliability of the data you're relying on. Anyone who has been near St Pauls road knows that it is almost constant gridlock. We know that traffic has not reduced and therefore I am questioning the data you are providing. I don't know anyone who trusts the data you are putting out.</p>	<p>I question the reliability of your data. My experience of boundary roads such as St Pauls is that traffic has increased.</p>	<p>M: we commission independent companies to put the cables on the road to collect the data and issue other consultants to analyse this data. This is all done independently. So we believe this is as independent as can be. A: These are busy roads; they always have been. These are tried methods and independently collected. We have no reason to think that any of the data is inaccurate in any way.</p>
<p>I can see there are winners and losers to this scheme – I have a café on St Pauls Road because it used to be a few cars, and now its constant gridlock. You're saying there is a 68% increase in cycling on St Pauls Road, it can't be true that LTNs increase cycling on main roads. Surely it is counterproductive if all the pollution is being concentrated where the people are. I would like to know who wrote the 35 questions on the survey. The conservatives had a similar survey which had one question which was do you support the proposal to scrap the LTNs.</p>	<p>I am a business owner on St Pauls and have seen an increase in traffic, isn't it counterproductive to increase pollution where the people are? You also say cycling has risen on St Pauls, surely it can't be true that more people are cycling on main roads because of the LTN? Why is your survey not as simple as others which just have one question on pro or against?</p>	<p>M: We count all cyclists on all the roads. If there are more people cycling on the main roads it shows that there is a real desire to travel by this mode. It is not the aim for people to only be allowed to cycle within the LTN. It is within the Islington Transport strategy to commit to deliver LTN style schemes across Islington. We are listening to people to make changes and we are collecting feedback about how these are working. A: The main point is that people might have mixed views. We think that having nuanced questions allows for more detailed information to be collected. The council doesn't need to ask a referendum style question. We are making a decision based on 100% of people and we don't hear from everyone – we do not hear from children but also need to consider them for example.</p>
<p>I feel a bit patronised by what you have just said, I live on grange road. There is simply no way that there is less traffic on St Pauls Road. You don't give us any data on air quality. If you want to incentivise changing behaviours, why do you not include electric cars.</p>	<p>I do not believe there is less traffic on St Pauls Road. Furthermore, you don't give us any data on air quality. Finally, why do you not exempt electric cars if you want to incentivise behaviour change?</p>	<p>M: pollution on St Pauls: we are measuring NOX on St Pauls Road; we have a long monitoring report on the website which shows how this is changing on these roads and more broadly across the borough. In terms of electric cars, we are hoping that people who intend to keep driving will switch to electric cars, but they do still create pollution and they are vehicles that still cause road danger and accidents. More vehicles on the road stop people walking and cycling.</p>
<p>I am following on from the other questions about traffic on St Pauls Road Upper Road etc that is all linked to the way that</p>	<p>The Highbury Corner roundabout redesign has caused significant traffic problems, are</p>	<p>M: Highbury corner is managed by TFL we are communicating with them to see if any improvements can be made. And are looking at some of the other local junctions to see if these can be optimised.</p>

Question (as captured during meeting)	Question (summarised)	Brief summary of response
<p>Highbury Roundabout has been changed. Cars seem to get stuck at the traffic lights. This has caused a lot of chaos which has increased traffic pollution in the area. Are they going to do anything about the roundabout?</p>	<p>you going to do anything about it?</p>	
<p>Regarding blue badge exemption I also think it should be across the whole of the borough. How will blue badge holders apply for other extensions not in the particular area in which they live. How will the council fund this to ensure the funding is ring fenced? How will the timing work, would they have to apply 3 days before, on the day? Driving is our means of independence for many blue badge holders.</p>	<p>I believe Blue Badge exemptions should be across the whole borough, as driving is a means of independence for many Blue Badge holders. How will funding for managing these exemptions be ringfenced? And how will applying for exemptions practically work?</p>	<p>M: blue badge exemption is being introduced as quickly as possible. We are working hard to get a fair process in place this is not yet ready. But we are working to get that in place. We want to make it as easy as possible and are working to see who is best placed to manage who is exempt and who isn't.</p>
<p>Concerning the reliability of the data, the fact that you get to choose the company undermines the independence of this and the public should be able to choose that. The public's opinion is not able to be truly communicated through your surveys. If you are looking to get engagement you are not able to do this through flyers. We have talked about things such as the obesity crisis, this is not going to be solved by forcing people. I work as a local osteopath, and it is causing significant impact to my work as I am not able to travel around the borough without severe delays and restrictions. But</p>	<p>Concerning the reliability of the data, I believe this is undermined as you choose the company that will collect and analyse this data. I believe this means the data will be tailored to support the scheme. You should be doing more such as door knocking to promote engagement. I work as an osteopath and the scheme has made my work difficult as I need to travel throughout the borough.</p>	<p>M: in terms of reliability of the data, we have a council procurement rules, and companies have to uphold an industry professional standard. When you have a roundabout it works well for traffic, they can get through quickly. But the signalised junction has other benefits for people to move through other means. We are trying to hear from people in lots of different ways, such as these meetings, workshops, door knocking, we are doing our best to get to as many people as possible. A: just to emphasize we hold specific focus groups with people we think we will be unlikely to hear from otherwise. And we are trying to hear from as many people as we can. The other point is about addressing childhood obesity, this is one measure amongst many. We have had increases in cycling, and we ask people whether they are cycling more/walking more.</p>

Question (as captured during meeting)	Question (summarised)	Brief summary of response
my main point is that I really think the data has been tailored to support the plan and that the people should be able to determine what companies deliver this data.		

Online Q&A event

Table B.2: Full list of online Q&A event questions and responses.Error! No text of specified style in document.

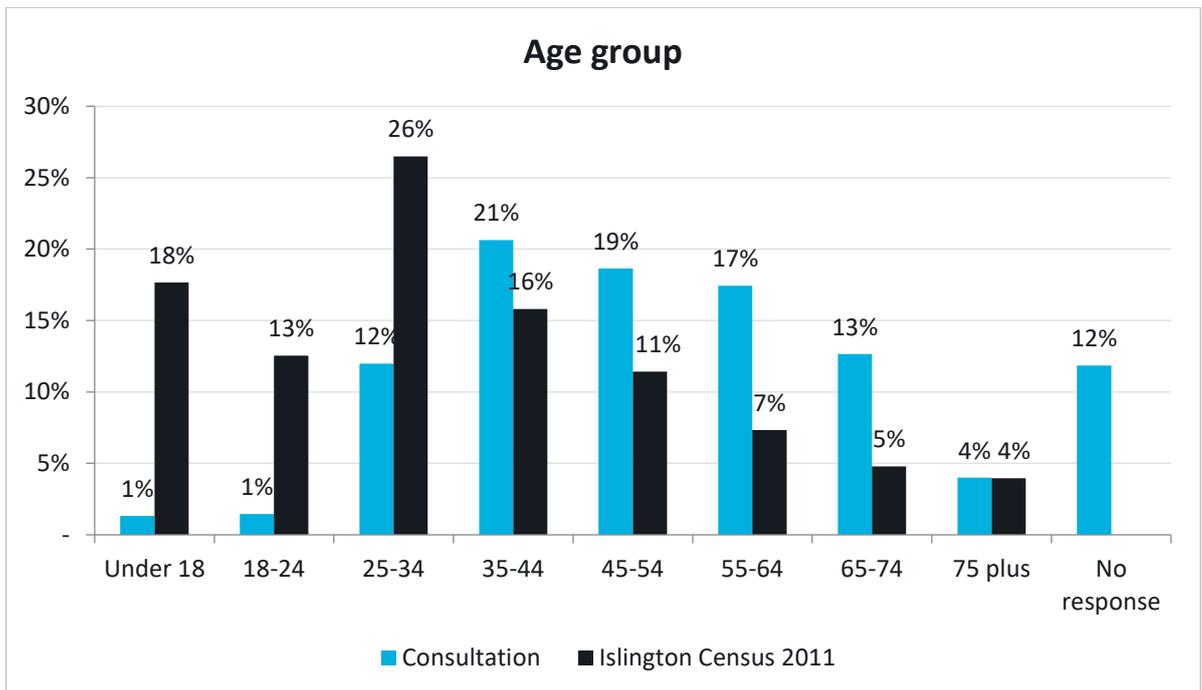
Question asked	Answer given
In the most recent detailed report, St Pauls Road had gone up to 15%, but then became 3% decrease in later report. How come?	Over time, level of traffic on main roads does decrease. This has been observed in older LTNs, e.g. in Waltham Forest. We do 7-day monitoring to ensure a full picture. Also important to look at the actual numbers, not just % change. 634 fewer vehicles on St Pauls Road in latest report, which is a substantial absolute reduction.
The impact of Highbury Corner TfL scheme did increase traffic in the area. Canonbury Society has many elderly members, they take taxis and can't take buses due to Covid. Why does council view longer car journeys as not sufficiently negative, in a cost-benefit sense, to count against the PFS trial?	Highbury Corner scheme reduced motor traffic capacity but transformed walking & cycling. Smart traffic lights also prioritise buses. Improving safety is main incentive to take more short journeys by walking and cycling. There is no walking data; this is hard to do. Changing behaviour takes time and we expect cycling and walking journeys will continue to increase. There is no cost-benefit analysis as such on the PFS policy but there are residents impact assessments on the council website. These conclude that on balance, the PFS policy should be trialled to improve outcomes for pedestrians / cyclists / environment / air pollution. Blue Badge exemption is being introduced to ensure equalities are not disproportionately impacted.
Highbury Corner: increased traffic through the area. Canonbury Lane continues to have a lot of traffic. The planned St Mary's Ward PFS trial will exacerbate Canonbury Lane problem. Concerned about this.	Canonbury Lane impact will be monitored closely in the short term during St Mary's Church PFS trial scheme, but more LTNs west of Upper Street are planned to be delivered in years ahead. These should mitigate any increase on Canonbury Lane.
Is there baseline traffic monitoring for the Highbury Corner scheme from before construction in 2019?	There is preconstruction baseline monitoring data for several surrounding streets re: Highbury Corner scheme.
Highbury Corner: the TfL scheme may have slowed down pedestrian journeys. Is there any data on this?	There is monitoring data for pedestrians and cyclists at Highbury Corner. The previous roundabout had higher capacity for traffic but much worse for cycling and walking.

Question asked	Answer given
The Highbury Corner scheme has impacted negatively on Canonbury Road and the primary school there. Is there a plan to mitigate this?	Although we cannot stop traffic on Canonbury Road like a traditional School Street, we hope the measures we are introducing for the School Street there will make the experience much better for walking and cycling to school.
Residents exiting the PFS onto Canonbury Road / St Pauls Road has now become very difficult due to the filters and peak hour congestion.	We know that Compton Road sometimes has higher traffic now too, resulting from the PFS trial. We are investigating whether to relocate / expand traffic filters to reduce these side effect, as we have already done in the St Peters PFS area.
What impact will future LTNs have on boundary roads? They could make them worse.	We are monitoring the impacts of each PFS area, including those next to each other, and when new ones get constructed. Counts are snapshots but are 7-day counts showing full weeks of traffic; taken approximately every 6 months.
On what basis would the council remove the PFS trial? What data would be taken into account? Car ownership? Vehicle journeys? What is "reasonable access"?	<p>We have many criteria for assessment, principally these are: the public consultation results, and monitoring outcomes aligning with policy.</p> <p>These policies include reduction in traffic, reduction in speeding, improving active travel rates, not increasing traffic on main roads, not increasing emergency response times. The data for this PFS trial indicates it supports these outcomes, but we do not use specific metric percentage / numbers to benchmark against.</p>
How have you "normalised" the traffic count data? Where can we read more about this process?	Analysis of traffic counts was conducted comparing 2019 (pre Covid) counts with 2020. This comparison is then averaged out across borough as a whole, per month, to generate a normalisation factor. The process has been peer reviewed by independent experts; process explained on page 18 of PFS pre consultation monitoring report.
Is there a reason why residents do not have an ANPR exemption? Especially electric vehicles?	<p>We are hoping local people reconsider their travel choices. We want to have more active lifestyles and reduce accidents. Many journeys in Islington are short. Our policy is incentivising local people to walk and cycle.</p> <p>Blue Badge holders will get ANPR exemptions; widening the exemption would damage the impact of the safe streets for walking / cycling and make congestion worse for blue badge holders.</p> <p>Active travel is the aim of the scheme, as well as reducing collisions. Although EVs remove carbon emissions at the tailpipe, they are carbon intensive to manufacture and have worse tyre dust and brake dust pollution than traditional</p>

Question asked	Answer given
	cars. They also do not improve physical activity, and do not reduce road danger, and are very expensive to purchase. Over time, EVs will increase in numbers, which would remove the long term benefits if they were exempt from the ANPR filters.
What are the plans for the introduction of ANPR exemptions for residents? Former 4 minute drive has now become 25 minutes.	Blue Badge exemptions will be implemented, following the council's new policy. Those not holding blue badges will not get exemptions. If a former 4 minute drive is now 25 minutes, then it is likely quicker to walk instead, which is part of the idea behind the scheme.
Some feel antisocial behaviour has worsened since the LTN has been implemented. Some people feel less safe.	We work closely with antisocial and crime team, data is in the monitoring report. We take people's feelings seriously and are noting this.
Have you monitored the increase in mugging by cyclists?	We do not have detailed data on muggings by cyclists but overall anti-social behaviour impact is explained in the monitoring report.
I have begun to cycle more because of the LTNs. Feel massively safer. I live in the north of Islington and the LTNs do not stretch up here. Please can we have some up here.	This is fantastic to hear; unfortunately, we can't commit to timetables for expanding LTNs to the north of the borough at this stage, but we hope to get there as soon as we can.

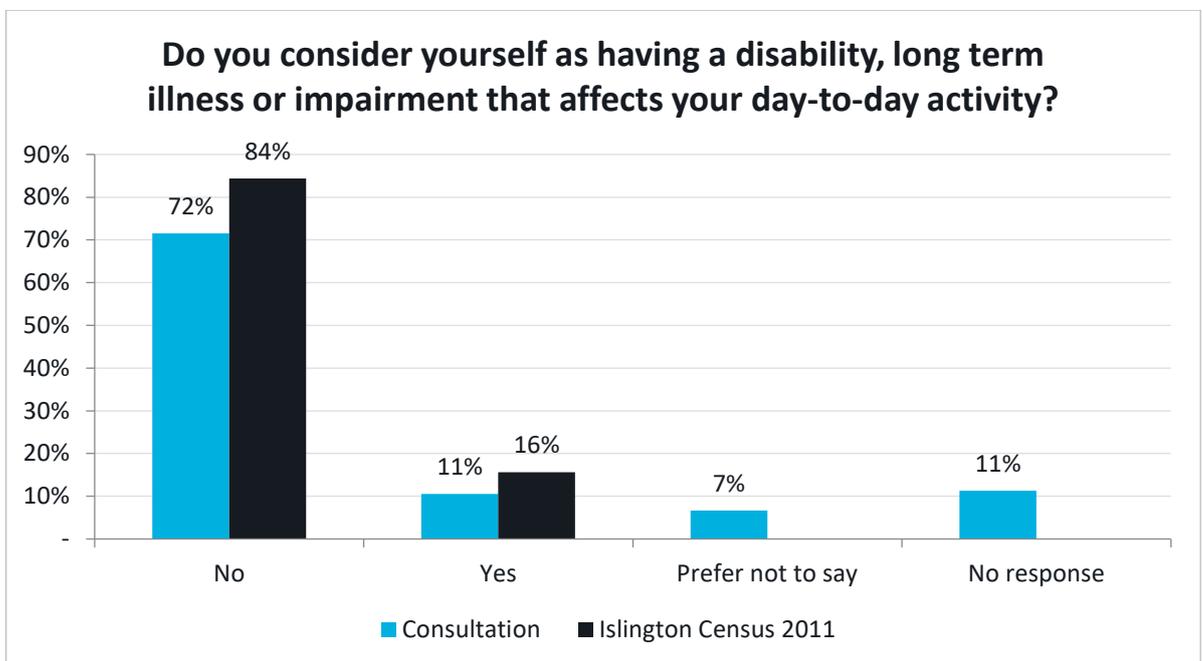
Appendix C - Demographics

Figure C.1: Age group (Q26)



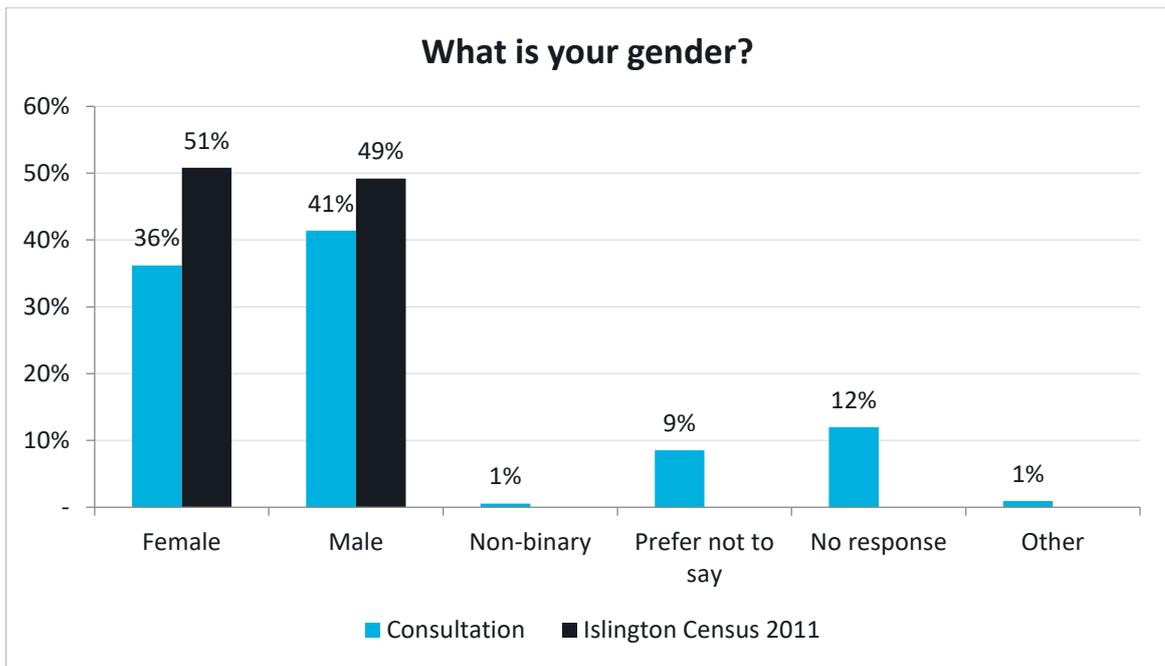
Number of respondents – 751

Figure C.2: Disability (Q27)



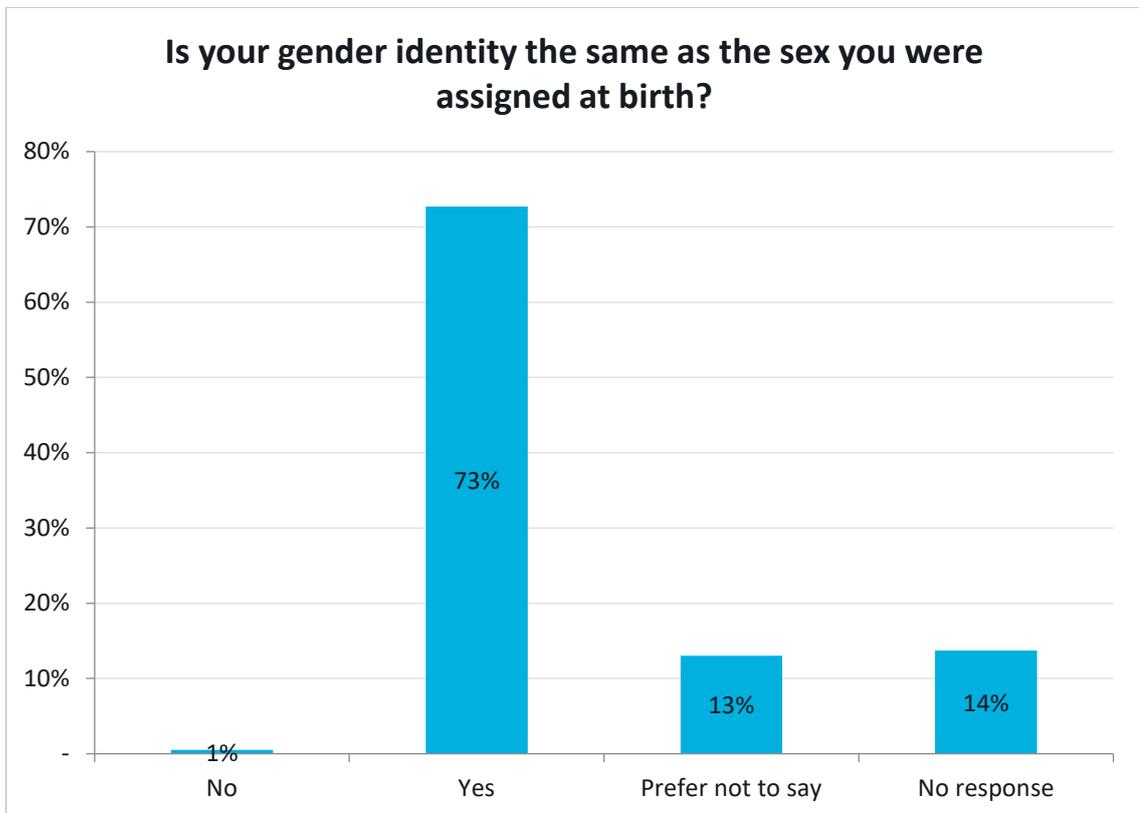
Number of respondents – 751

Figure C.3: Gender (Q28)



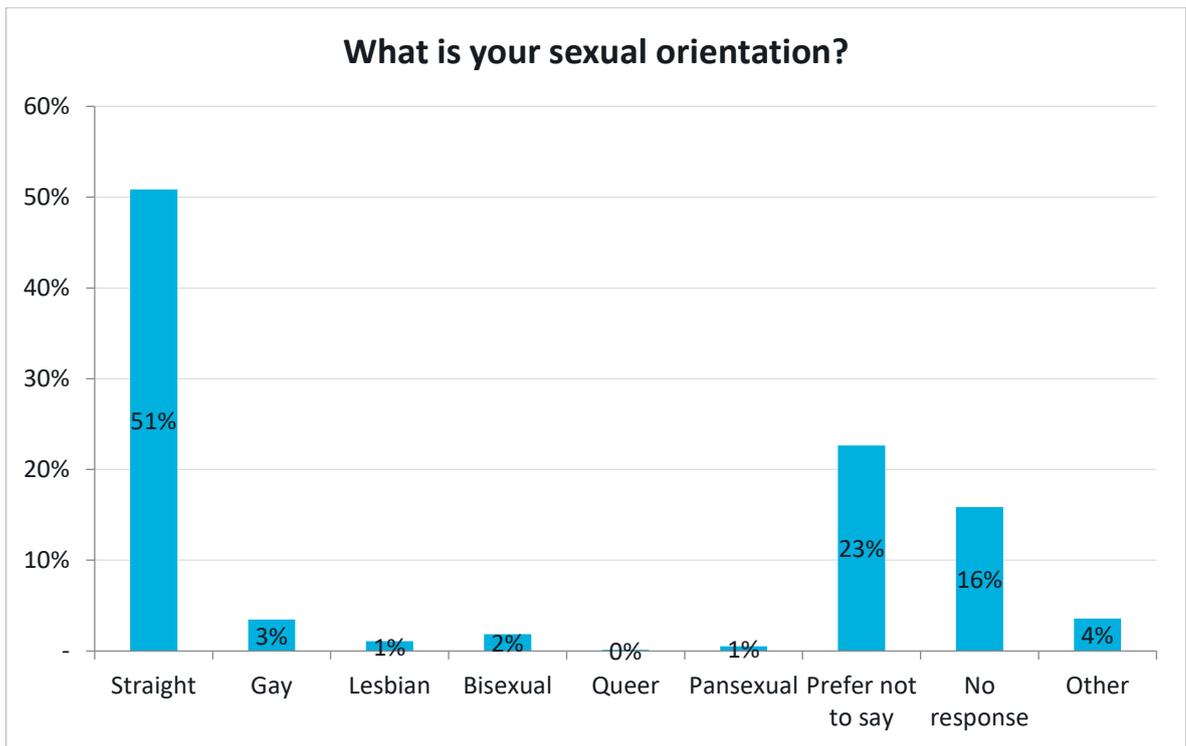
Number of respondents – 751

Figure C.4: Gender re-assignment (Q29)



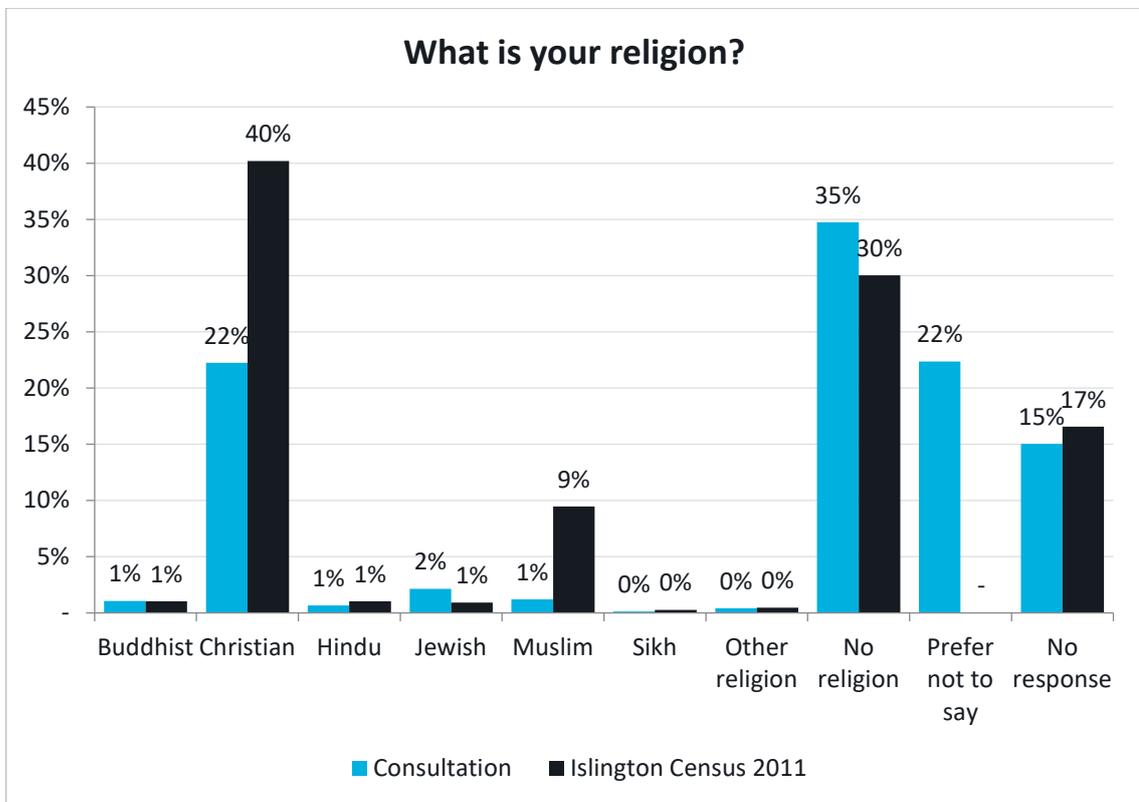
Number of respondents – 751 (NB: No census data)

Figure C.5: Sexual orientation (Q30)



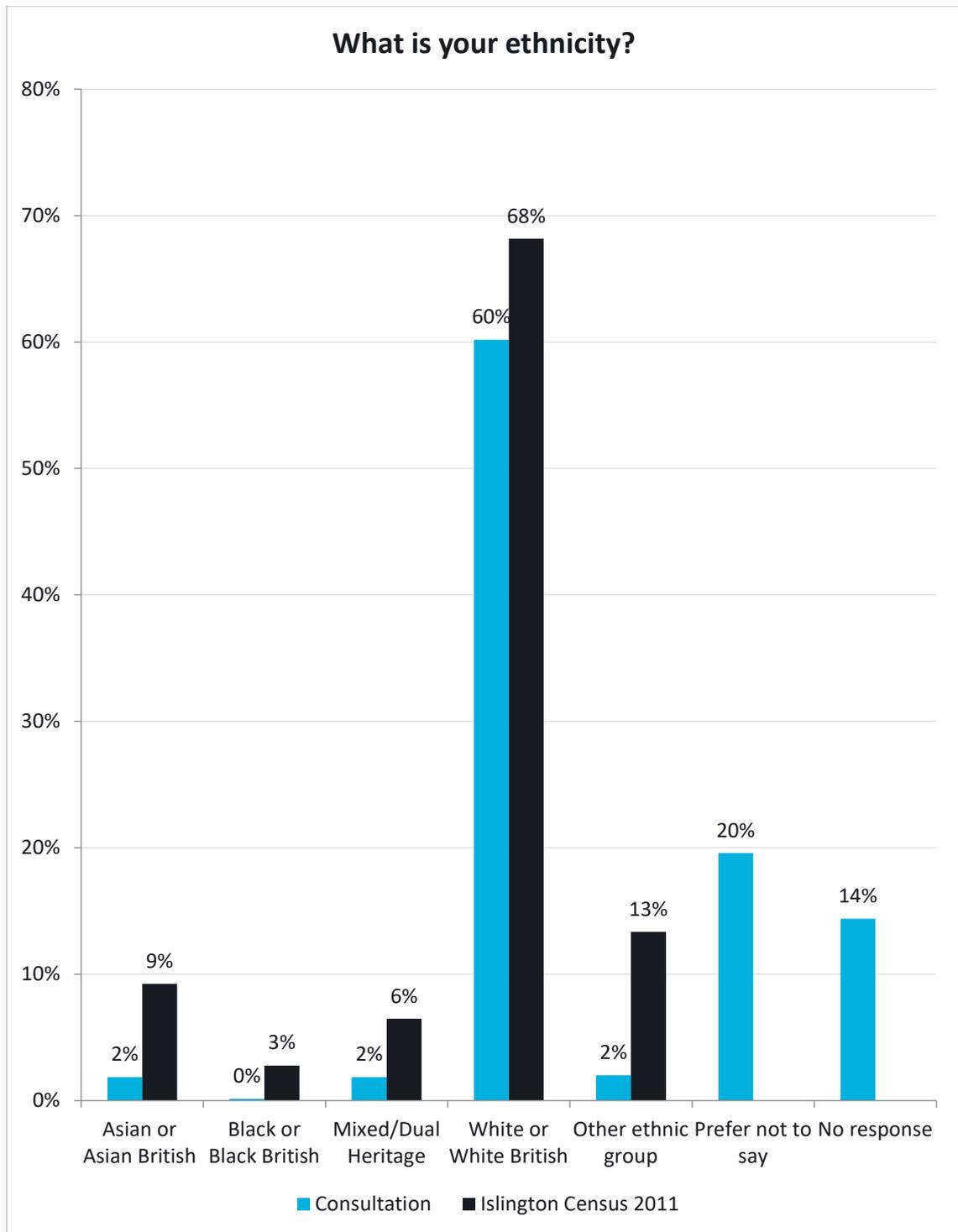
Number of respondents – 751 (NB: No Census data)

Figure C.6: Religion (Q31)



Number of respondents – 751

Figure C.7: Ethnicity (Q32)



Number of respondents – 751

Appendix D – Full Code Frame Outputs

Table D.1: All responses to questions 7 and 9

Unique ID	Theme	Code	Number	Percentage
PVT04	Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	199	26%
O01	Other	No response	166	22%
P01	Pollution	Concern that the LTN reduces air quality / does not improve air quality	158	21%
PVT10	Private Vehicle Traffic	Concern about Compton Road cut-through	118	16%
PVT12	Private Vehicle Traffic	Concern about congestion on St Paul's Road	98	13%
PVT13	Private Vehicle Traffic	Concern about congestion related to Highbury Corner	95	13%
S02	Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	89	12%
PVT03	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	68	9%
PVT11	Private Vehicle Traffic	Support Compton Road as a cut-through	59	8%
G01b	General	Suggest that the scheme is removed	56	7%
A04	Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	47	6%
IR01	Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	43	6%
PT01	Public Transport	Concern due to longer bus journey times due to increased congestion	43	6%
P03	Pollution	Concern that the LTN causes increased noise pollution	42	6%
PVT01	Private Vehicle Traffic	Concern that the LTN restricts road access	41	5%
S05	Safety	Concern about speeding vehicles within the LTN	41	5%
CO04	Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	37	5%
SA02	Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	35	5%
G02	General	Support scheme, no further detail provided	33	4%

PC02	Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	32	4%
SA09	Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	32	4%
CY05	Cycling	Support due to encouraging / increased number of cycling journeys	29	4%
EQ07	Equalities	Concern about unequal impact on people based on geographic location of residence	25	3%
EQ01	Equalities	Concern about impact on disabled people	24	3%
CY01b	Cycling	Concern that people cycle dangerously/speed	23	3%
CY04	Cycling	Support due to improved cyclist safety	23	3%
IR03	Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	23	3%
CO02	Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	20	3%
EQ04	Equalities	Concern about impact on women / particular sex	20	3%
PVT09	Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	20	3%
A01	Accessibility	Concern that the LTN reduces access for residents and their visitors	19	3%
S05b	Safety	Concern about speeding/dangerous driving among moped/e-bike/users	19	3%
W04	Walking	Support due to encouraging / increased number of walking journeys	19	3%
E01	Economy	Concern about the impact on local businesses / economy, no further detail provided	18	2%
EQ06a	Equalities	Concern about impact on lower income groups	18	2%
P06	Pollution	Support the LTN due to reduced noise pollution	18	2%
S04	Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	18	2%
W01	Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	16	2%
E06	Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	15	2%
E02	Economy	Concern about reduced footfall / accessibility to local businesses	14	2%

LE04	Local Environment	Support as the LTN has had a positive impact on the local environment	14	2%
S03	Safety	Concern that the LTN has reduced safety for children	14	2%
CY01a	Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	13	2%
EQ02	Equalities	Concern about impact on older people	13	2%
PVT02	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	13	2%
A03	Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	12	2%
A05	Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	11	1%
O06	Other	Comment Out of Scope of Canonbury West LTN	11	1%
EQ03	Equalities	Concern about impact on younger people	10	1%
P04	Pollution	Support the LTN due to improved air quality	10	1%
S08	Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	10	1%
CO05	Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	9	1%
W03	Walking	Support due to improved pedestrian safety	9	1%
G06	General	Concern that the scheme is a money-making tool	8	1%
SA15	Suggested Amendments	Suggest to improve signage for measures	8	1%
G07	General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	7	1%
IR05a	Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	7	1%
PC01	Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	7	1%
SA03	Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	7	1%
EQ05	Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	6	1%

S06	Safety	Support as the LTN has improved road safety, no further detail provided	6	1%
CO09	Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	5	1%
G01	General	Oppose scheme, no further detail provided	5	1%
G05	General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	5	1%
PVT05	Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	5	1%
SA08	Suggested Amendments	Suggest that the Council now focuses on resolving speed and volume of traffic	5	1%
W02	Walking	Concern that the LTN will not encourage walking journeys	5	1%
A02	Accessibility	Concern that the LTN reduces access for emergency services	4	1%
CP01	Car Parking	Concern about reduced / restricted parking for residents	4	1%
PVT06	Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	4	1%
S09	Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	4	1%
SA11	Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	4	1%
CO10	Consultation	Concern that the council has provided information that does not match personal experience	3	0.4%
G04	General	Support scheme, but concerned support is being overshadowed by vocal opposition	3	0.4%
IR04	Impact on Residents	Concern that the LTN(s) have divided communities	3	0.4%
IR05b	Impact on Residents	Support the LTN(s) creating a stronger feeling of community	3	0.4%
LE01	Local Environment	Concern that the aesthetic of the LTN is poor	3	0.4%
O07	Other	Comment unclear	3	0.4%
P02	Pollution	Concern that the LTN does not align with the climate change agenda	3	0.4%
S01	Safety	Concern that the LTN causes road safety issues, no further detail provided	3	0.4%
SA05	Suggested Amendments	Suggest to focus on enforcing speed limits instead of/in addition to LTN	3	0.4%

CO09	Consultation	Concern than no direct response from the council was received from previous communication	2	0.3%
CO11	Consultation	Concern that people are not being listened to during consultation events	2	0.3%
E03	Economy	Concern that the LTN causes longer journey times, impacting on businesses	2	0.3%
LE02	Local Environment	Concern that the LTN has had a negative impact on the local environment	2	0.3%
LE05	Local Environment	Concern that not enough 'greening' has been done as part of PFS	2	0.3%
PT02	Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	2	0.3%
S13	Safety	Concern that new restrictions create conflict/safety issue between different road users	2	0.3%
SA10	Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	2	0.3%
CY02	Cycling	Concern that the LTN will not encourage cycling journeys	1	0.1%
O02	Other	Response contains personal data (replaced with XX)	1	0.1%
O09	Other	Comment relates to another survey question	1	0.1%
P05	Pollution	Support the LTN as it aligns with the climate change agenda	1	0.1%
S07	Safety	Support as the LTN has reduced anti-social behaviour / crime / fear of crime	1	0.1%
SA06	Suggested Amendments	Suggest to make roads one-way instead of LTN	1	0.1%
SA28	Suggested Amendments	Suggestion to let motorcycles pass through filters	1	0.1%

Table D.2: Responses to questions 7 and 9 from those who own a car/van

Unique ID	Theme	Code	Number	Percentage
PVT04	Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	143	32%
P01	Pollution	Concern that the LTN reduces air quality / does not improve air quality	110	25%
PVT12	Private Vehicle Traffic	Concern about congestion on St Paul's Road	71	16%
PVT13	Private Vehicle Traffic	Concern about congestion related to Highbury Corner	69	16%

PVT10	Private Vehicle Traffic	Concern about Compton Road cut-through	63	14%
S02	Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	61	14%
PVT03	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	56	13%
O01	Other	No response	54	12%
G01b	General	Suggest that the scheme is removed	47	11%
PVT11	Private Vehicle Traffic	Support Compton Road as a cut-through	47	11%
IR01	Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	33	7%
PVT01	Private Vehicle Traffic	Concern that the LTN restricts road access	32	7%
CO04	Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	30	7%
A04	Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	29	7%
PC02	Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	28	6%
P03	Pollution	Concern that the LTN causes increased noise pollution	28	6%
SA02	Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	27	6%
S05	Safety	Concern about speeding vehicles within the LTN	26	6%
PT01	Public Transport	Concern due to longer bus journey times due to increased congestion	26	6%
EQ07	Equalities	Concern about unequal impact on people based on geographic location of residence	20	5%
CY01b	Cycling	Concern that people cycle dangerously/speed	20	5%
CO02	Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	19	4%
EQ01	Equalities	Concern about impact on disabled people	18	4%
IR03	Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	17	4%

EQ04	Equalities	Concern about impact on women / particular sex	16	4%
E01	Economy	Concern about the impact on local businesses / economy, no further detail provided	15	3%
A01	Accessibility	Concern that the LTN reduces access for residents and their visitors	14	3%
EQ06a	Equalities	Concern about impact on lower income groups	13	3%
S05b	Safety	Concern about speeding/dangerous driving among moped/e-bike/users	13	3%
G02	General	Support scheme, no further detail provided	12	3%
S04	Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	12	3%
E06	Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	12	3%
PVT02	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	11	2%
E02	Economy	Concern about reduced footfall / accessibility to local businesses	11	2%
SA09	Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	11	2%
EQ02	Equalities	Concern about impact on older people	9	2%
S03	Safety	Concern that the LTN has reduced safety for children	9	2%
LE04	Local Environment	Support as the LTN has had a positive impact on the local environment	9	2%
W01	Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	9	2%
PVT09	Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	9	2%
CO05	Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	8	2%
EQ03	Equalities	Concern about impact on younger people	8	2%
A03	Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	8	2%
CY01a	Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	8	2%
O06	Other	Comment Out of Scope of Canonbury West LTN	7	2%
G06	General	Concern that the scheme is a money-making tool	7	2%

PC01	Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	7	2%
A05	Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	7	2%
CY04	Cycling	Support due to improved cyclist safety	7	2%
CY05	Cycling	Support due to encouraging / increased number of cycling journeys	7	2%
G05	General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	5	1%
G07	General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	5	1%
EQ05	Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	5	1%
S06	Safety	Support as the LTN has improved road safety, no further detail provided	5	1%
W04	Walking	Support due to encouraging / increased number of walking journeys	5	1%
PVT05	Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	5	1%
G01	General	Oppose scheme, no further detail provided	4	1%
IR05a	Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	4	1%
W02	Walking	Concern that the LTN will not encourage walking journeys	4	1%
P06	Pollution	Support the LTN due to reduced noise pollution	4	1%
SA08	Suggested Amendments	Suggest that the Council now focuses on resolving speed and volume of traffic	4	1%
SA11	Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	4	1%
SA15	Suggested Amendments	Suggest to improve signage for measures	4	1%
CO09	Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	3	1%
CO10	Consultation	Concern that the council has provided information that does not match personal experience	3	1%
IR04	Impact on Residents	Concern that the LTN(s) have divided communities	3	1%
A02	Accessibility	Concern that the LTN reduces access for emergency services	3	1%

S08	Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	3	1%
P02	Pollution	Concern that the LTN does not align with the climate change agenda	3	1%
P04	Pollution	Support the LTN due to improved air quality	3	1%
SA03	Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	3	1%
O07	Other	Comment unclear	2	0.5%
IR05b	Impact on Residents	Support the LTN(s) creating a stronger feeling of community	2	0.5%
PVT06	Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	2	0.5%
CP01	Car Parking	Concern about reduced / restricted parking for residents	2	0.5%
PT02	Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	2	0.5%
E03	Economy	Concern that the LTN causes longer journey times, impacting on businesses	2	0.5%
O02	Other	Response contains personal data (replaced with XX)	1	0.2%
CO09	Consultation	Concern than no direct response from the council was received from previous communication	1	0.2%
CO11	Consultation	Concern that people are not being listened to during consultation events	1	0.2%
G04	General	Support scheme, but concerned support is being overshadowed by vocal opposition	1	0.2%
S01	Safety	Concern that the LTN causes road safety issues, no further detail provided	1	0.2%
S13	Safety	Concern that new restrictions create conflict/safety issue between different road users	1	0.2%
S09	Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	1	0.2%
W03	Walking	Support due to improved pedestrian safety	1	0.2%
P05	Pollution	Support the LTN as it aligns with the climate change agenda	1	0.2%
SA05	Suggested Amendments	Suggest to focus on enforcing speed limits instead of/in addition to LTN	1	0.2%
SA06	Suggested Amendments	Suggest to make roads one-way instead of LTN	1	0.2%

SA10	Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	1	0.2%
SA28	Suggested Amendments	Suggestion to let motorcycles pass through filters	1	0.2%

Table D.3: Responses to questions 7 and 9 from those who do not own a car/van

Unique ID	Theme	Code	Number	Percentage
PVT04	Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	139	33%
P01	Pollution	Concern that the LTN reduces air quality / does not improve air quality	106	25%
PVT10	Private Vehicle Traffic	Concern about Compton Road cut-through	76	18%
PVT12	Private Vehicle Traffic	Concern about congestion on St Paul's Road	72	17%
PVT13	Private Vehicle Traffic	Concern about congestion related to Highbury Corner	64	15%
S02	Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	63	15%
PVT03	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	46	11%
O01	Other	No response	43	10%
S05	Safety	Concern about speeding vehicles within the LTN	38	9%
PVT11	Private Vehicle Traffic	Support Compton Road as a cut-through	38	9%
A04	Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	35	8%
PVT01	Private Vehicle Traffic	Concern that the LTN restricts road access	35	8%
G01b	General	Suggest that the scheme is removed	34	8%
IR01	Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	33	8%
P03	Pollution	Concern that the LTN causes increased noise pollution	32	8%
CO04	Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	28	7%

SA02	Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	27	6%
PT01	Public Transport	Concern due to longer bus journey times due to increased congestion	26	6%
PC02	Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	21	5%
IR03	Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	18	4%
CO02	Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	17	4%
EQ04	Equalities	Concern about impact on women / particular sex	17	4%
EQ07	Equalities	Concern about unequal impact on people based on geographic location of residence	17	4%
G02	General	Support scheme, no further detail provided	16	4%
CY01b	Cycling	Concern that people cycle dangerously/speed	16	4%
S05b	Safety	Concern about speeding/dangerous driving among moped/e-bike/users	15	4%
EQ01	Equalities	Concern about impact on disabled people	14	3%
A01	Accessibility	Concern that the LTN reduces access for residents and their visitors	14	3%
S04	Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	14	3%
E01	Economy	Concern about the impact on local businesses / economy, no further detail provided	14	3%
S03	Safety	Concern that the LTN has reduced safety for children	13	3%
E02	Economy	Concern about reduced footfall / accessibility to local businesses	12	3%
PVT02	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	11	3%
PVT09	Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	11	3%
E06	Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	11	3%
SA09	Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	11	3%
EQ06a	Equalities	Concern about impact on lower income groups	10	2%

A03	Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	10	2%
W01	Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	10	2%
LE04	Local Environment	Support as the LTN has had a positive impact on the local environment	9	2%
P06	Pollution	Support the LTN due to reduced noise pollution	9	2%
CO05	Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	8	2%
EQ02	Equalities	Concern about impact on older people	8	2%
A05	Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	8	2%
EQ03	Equalities	Concern about impact on younger people	7	2%
G06	General	Concern that the scheme is a money-making tool	6	1%
PC01	Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	6	1%
W04	Walking	Support due to encouraging / increased number of walking journeys	6	1%
CY05	Cycling	Support due to encouraging / increased number of cycling journeys	6	1%
P04	Pollution	Support the LTN due to improved air quality	6	1%
SA15	Suggested Amendments	Suggest to improve signage for measures	6	1%
O06	Other	Comment Out of Scope of Canonbury West LTN	5	1%
G05	General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	5	1%
IR05a	Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	5	1%
EQ05	Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	5	1%
CY01a	Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	5	1%
PVT05	Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	5	1%
S06	Safety	Support as the LTN has improved road safety, no further detail provided	4	1%

CY04	Cycling	Support due to improved cyclist safety	4	1%
PVT06	Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	4	1%
CP01	Car Parking	Concern about reduced / restricted parking for residents (e.g. XX)	4	1%
SA03	Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	4	1%
SA08	Suggested Amendments	Suggest that the Council now focuses on resolving speed and volume of traffic	4	1%
G07	General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	3	1%
A02	Accessibility	Concern that the LTN reduces access for emergency services	3	1%
S08	Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	3	1%
CO09	Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	2	0.5%
G01	General	Oppose scheme, no further detail provided	2	0.5%
G04	General	Support scheme, but concerned support is being overshadowed by vocal opposition	2	0.5%
IR04	Impact on Residents	Concern that the LTN(s) have divided communities	2	0.5%
IR05b	Impact on Residents	Support the LTN(s) creating a stronger feeling of community	2	0.5%
S09	Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	2	0.5%
LE01	Local Environment	Concern that the aesthetic of the LTN is poor	2	0.5%
LE02	Local Environment	Concern that the LTN has had a negative impact on the local environment	2	0.5%
W02	Walking	Concern that the LTN will not encourage walking journeys	2	0.5%
P02	Pollution	Concern that the LTN does not align with the climate change agenda	2	0.5%
SA10	Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	2	0.5%
SA11	Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	2	0.5%
O07	Other	Comment unclear	1	0.2%

O09	Other	Comment relates to another survey question	1	0.2%
CO09	Consultation	Concern than no direct response from the council was received from previous communication	1	0.2%
CO10	Consultation	Concern that the council has provided information that does not match personal experience	1	0.2%
CO11	Consultation	Concern that people are not being listened to during consultation events	1	0.2%
S01	Safety	Concern that the LTN causes road safety issues, no further detail provided	1	0.2%
S13	Safety	Concern that new restrictions create conflict/safety issue between different road users	1	0.2%
LE05	Local Environment	Concern that not enough 'greening' has been done as part of PFS	1	0.2%
CY02	Cycling	Concern that the LTN will not encourage cycling journeys	1	0.2%
PT02	Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	1	0.2%
P05	Pollution	Support the LTN as it aligns with the climate change agenda	1	0.2%
E03	Economy	Concern that the LTN causes longer journey times, impacting on businesses	1	0.2%
SA05	Suggested Amendments	Suggest to focus on enforcing speed limits instead of/in addition to LTN	1	0.2%
SA06	Suggested Amendments	Suggest to make roads one-way instead of LTN	1	0.2%

Table D.4: All responses to question 8.

Unique ID	Theme	Code	Number	Percentage
SA28	Suggested Amendment	Suggest that an exemption wider than for Blue Badge Holders should apply	102	30%
G10	General	Support for the Blue Badge Exemption Policy as is	102	30%
G09	General	Concern that the Blue Badge exemption was not part of the trial scheme from the outset	31	9%
EQ08	Equalities	Concern about fraudulent use of Blue Badges	29	9%
SA29	Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	28	8%
G08	General	Oppose Blue Badge Exemption Policy	21	6%

O06b	Other	Opposition to LTNs, not specific to this scheme	16	5%
SA27	Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers and family members	14	4%
O01	Other	No response	10	3%
EQ02	Equalities	Concern about impact on older people	10	3%
SA26	Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to more than one car	9	3%
EQ01	Equalities	Concern that having no policy will have an impact on disabled people	9	3%
G12	General	Ask for Exemption Policy to also be put in place elsewhere	8	2%
G11	General	Support Blue Badge Exemption Policy but against wider LTN scheme	6	2%
O07	Other	Comment unclear	4	1%
EQ04	Equalities	Concern about impact on disable/people with limited mobility who may not qualify for a blue badge	4	1%
O10	Other	Comment requests information from LBI	2	1%
EQ03	Equalities	Concern about impact on younger people	2	1%
O06	Other	Comment Out of Scope	1	0.3%
SA30	Suggested Amendment	Suggest exemptions are more limited/ access some filters only	1	0.3%

Table D.5: All responses to question 11.

Unique ID	Theme	Code	Number	Percentage
PS02	Personal Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	75	20%
RS10	Road Safety	Concerns over Road safety at St Paul's Road	60	16%
RS05b	Road Safety	Concern about speeding/dangerous driving among moped/e-bike/users	49	13%
CY01b	Cycling	Concern that people cycle dangerously/speed	40	10%
RS15	Road Safety	Concern about road safety effects of Highbury Corner roundabout changes	39	10%
PS09	Personal Safety	Concerns about air quality affecting personal safety	34	9%
RS05	Road Safety	Concern about speeding vehicles within the LTN	34	9%
O06c	Other	Opposition to LTNs, not specific to road safety	31	8%

RS04	Road Safety	Concern that the LTN has caused an increase in aggressive, dangerous driving/ road rage	22	6%
RS11	Road Safety	Concerns over Road safety at Compton Road/Canonbury Park	22	6%
RS27	Road Safety	Concern over safety due to increased traffic on unsuitable/boundary roads	21	5%
PS13	Personal Safety	Concern that new restrictions create conflict/safety issue between different road users	16	4.2%
CY01a	Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	16	4.2%
O01	Other	No response	15	3.9%
RS29	Personal Safety	Concern over road safety due to poor lighting and signage/traffic visibility	14	3.6%
PS03	Road Safety	Concern that the LTN has reduced safety for children	13	3.4%
S12	Safety	Concern over road and pavement surface quality	12	3.1%
RS16	Road Safety	Concern about road safety on Canonbury Square	12	3.1%
RS19	Road Safety	Concern about road safety on Canonbury Road	10	2.6%
O09	Other	Comment relates to another survey question	9	2.3%
RS30	Road Safety	Concern over road safety at Canonbury Place	9	2.3%
O06b	Other	Opposition to LTNs, not specific to this scheme	8	2.1%
RS17	Road Safety	Concern about road Safety on Essex Road	8	2.1%
RS26	Road Safety	Concern that physical road closures have an effect on emergency services	8	2.1%
O06	Other	Comment Out of Scope	5	1.3%
O07	Other	Comment unclear	5	1.3%
RS06	Road Safety	Support as the LTN has improved road safety, no further detail provided	5	1.3%
RS31	Road Safety	Concerns over road safety at Prior Bolton/ St Mary's Grove	5	1.3%
RS18	Road Safety	Concern about road safety on Alwyne Road	5	1.3%
PC01	Policy Context	Concern that scheme was unnecessary/ no change to road safety	4	1.0%
RS20	Road Safety	Concern about road safety at Grange Grove	4	1.0%
RS01	Road Safety	Concern about road safety issues in the area, no further detail provided	3	0.8%

RS13	Road Safety	Concerns about road safety on Canonbury Street/ Willow Bridge	2	0.5%
RS21	Road Safety	Concern about road safety on Highbury Grove	2	0.5%
PVT06	Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	2	0.5%

Control Information

Prepared by

Steer
28-32 Upper Ground
London SE1 9PD
+44 20 7910 5000
www.steergroup.com

Prepared for

Islington Council
222 Upper Street
London N1 1XR

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Author/originator

Laura Hawrych

Reviewer/approver

Simon Hollowood

Other contributors

Alice Stewart-Cox

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