



**People-Friendly Streets**  
Better places for everyone

# St Mary's Church low traffic neighbourhood pre-consultation and engagement report



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# St Mary's Church people-friendly streets

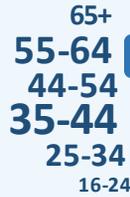
## Pre-consultation engagement summary

**Commonplace feedback** (May 2020 to March 2021) **245** responses received

Responses from



Age & Gender

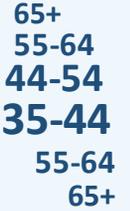


42%

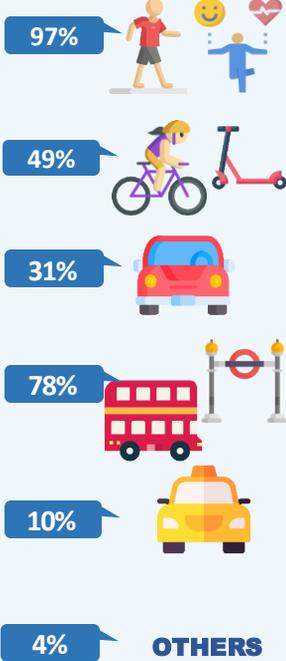


33%

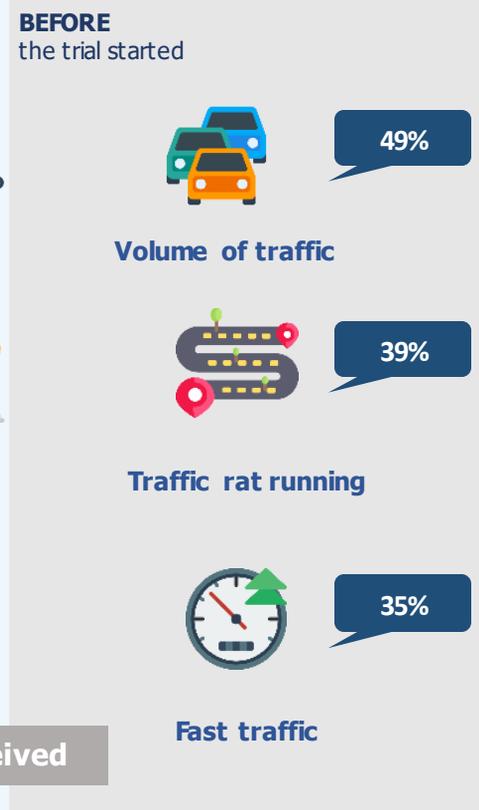
2% Preferred not to say  
23% no response



How do people travel?



What's the problem?



How could we make it better?



**178 emails received**





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# St Mary's Church people-friendly streets

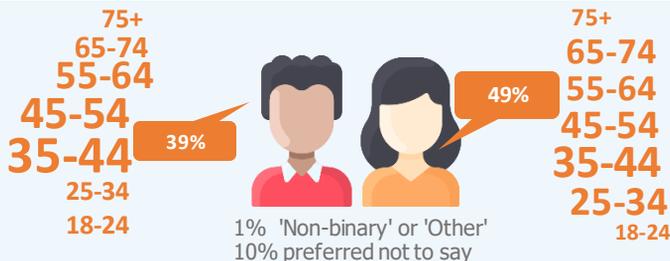
## Pre-consultation engagement summary

**Trial Feedback Survey** (December 2021 to March 2023) **399** responses received

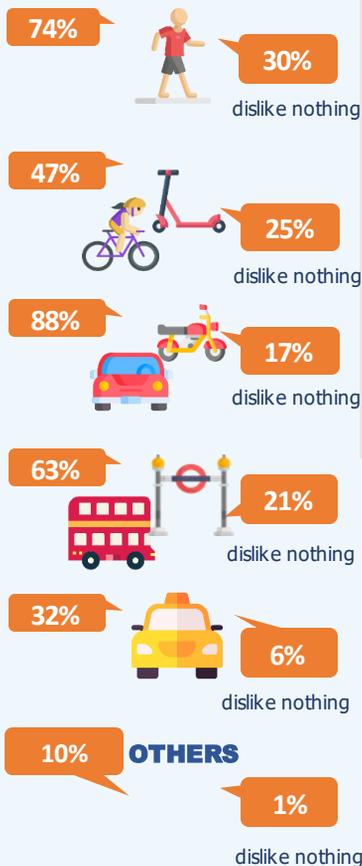
### Responses from



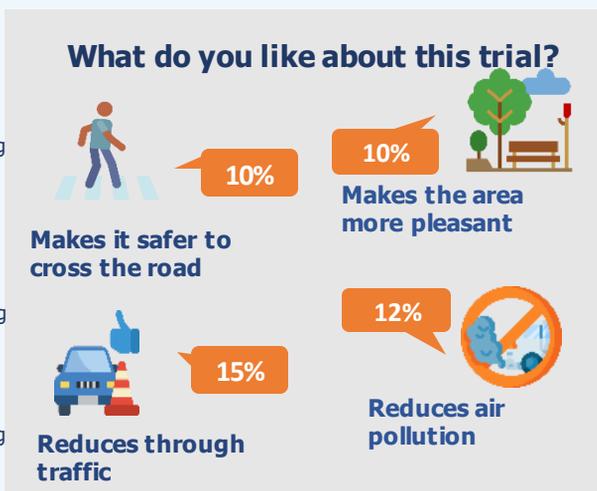
### Age & Gender



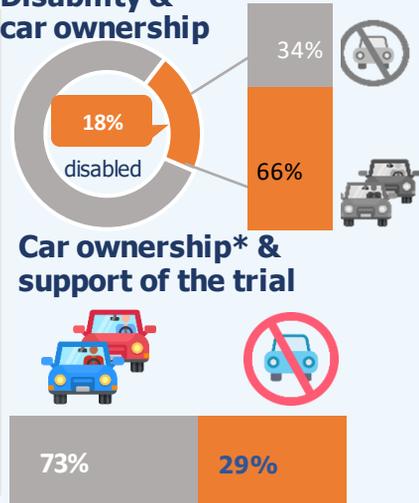
### How do people travel?



### What do you like about this trial?



### Disability & car ownership



\*33% of Islington households own a car

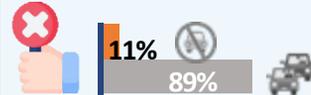
### What do you dislike about this trial?



There is **nothing I dislike** about the trial



There is **nothing I like** about the trial





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# St Mary's Church people-friendly streets

## Summary consultation results

### Consultation Questionnaire

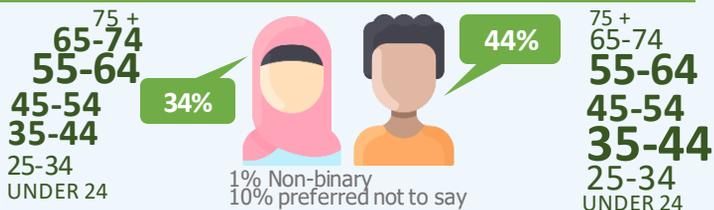
December 2021 to March 2023

301 responses received

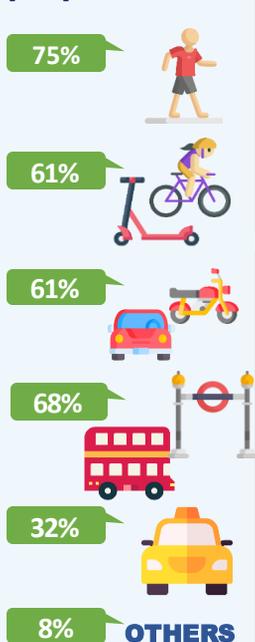
#### Responses from



#### Age & Gender



#### How do people travel?



#### Since the trial began in 2022, people think

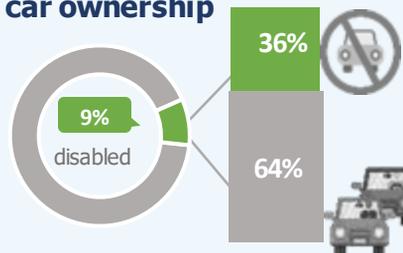
#### LESS



#### NO CHANGES



#### Disability & car ownership



#### Car ownership\*



#### MORE



**18% of car owners walk and cycle more for shorter journeys instead of driving**



# Pre-consultation engagement report- St Mary’s Church people-friendly streets low traffic neighbourhood

Date: 30 June 2023

Ward(s): St. Mary’s and St. James’, Laycock

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# SUBJECT: St Mary's Church Low Traffic Neighbourhood Trial Pre-consultation Engagement Report

## 1. Summary

- 1.1. This report sets out the results, findings and learnings from the engagement over the trial period for the St Mary's Church low traffic neighbourhood (LTN), implemented under the people-friendly streets (PFS) programme, which was agreed by the council's Executive on 18 June 2020 and most recently further committed to on 12 January 2023. The St Mary's Church scheme was implemented in mid-January 2022 and became operational on 2 February 2022.
- 1.2. This report outlines the results from the engagement prior to public consultation (the latter took place between 29 March 2023 and 26 April 2023). This report includes the results from the engagement including the Commonplace survey, formal six-month objection period to the experimental traffic order (ETO), trial feedback survey responses and general correspondence. The report also includes a summary of the results from the 2023 public consultation; a full independent consultation report is provided as Appendix 5 to the delegated decision report. These reports together will help inform future decision-making on the scheme.
- 1.3. Feedback on the St Mary's Church trial included:
  - 245 comments submitted via the Commonplace survey about the St Mary's Church area and the boundary roads
  - 8 objections to the St Mary's Church LTN traffic order
  - 399 responses to the trial feedback survey
  - 178 emails received during the trial
- 1.4. Before the council implemented the trial, 49% of the comments submitted via Commonplace said that "volume of traffic" in the area was a problem 39% of respondents cited "traffic rat running" and 35% said "fast traffic" were key issues in the St Mary's Church area.
- 1.5. After the trial was implemented, the trial feedback survey indicates that 47% of participants said they liked something or things about the trial (see Figure 16).
- 1.6. The consultation questionnaire responses are analysed in more detail in the independent consultation report found at Appendix 5 to the delegated decision report. Results from this analysis indicates that many participants said they felt that the air was cleaner (38% agreed, 19% disagreed) that the streets look nicer (42% agreed, 25% disagreed) while 44% agreed 'it is easier to cross the street' (19% disagreed) and 39% said that it is easier to make the trips they need by walking and cycling while 37% said 'it is easier to get in and out of the St Mary's Church area by walking or cycling' (21% and 17% 'disagreed' with those statements) since the trial had been introduced. A total of 41% of respondents noted a decrease in noise from motor traffic, while 30% noted an increase in noise from motor traffic compared to before the trial was introduced.
- 1.7. Key themes relating to negative feedback include: concern about congestion/increase in traffic, concern that the LTN has increased air pollution levels/impacted residents/impacted

health of children and vulnerable people and concern the LTN has displaced traffic elsewhere/impacts other areas.

## 2. Introduction and background

2.1. The St Mary's Church LTN is located primarily in St. Mary's and St. James' ward in Islington, with a small portion at the northern end from Highbury Corner to just south of Canonbury Lane and Canonbury Square located in Laycock ward. Prior to the ward boundary changes implemented in May 2022, the St Mary's Church LTN was located in St. Mary's ward. The most recent ward level census data available at the time of writing is from 2021, and the figures shown below are from St. Mary's and St James' ward. Data from the 2021 Census shows that a total of 11,879 residents live in the ward. Table 1 highlights the population profile of the area.

	<b>London</b>	<b>Islington</b>	<b>St. Mary's and St. James' ward</b>	<b>Laycock ward</b>
	Total: 8,799,723	Total: 216,612	Total: 11,879	Total: 12,446
Gender: Female	51%	52%	53%	50%
Gender: Male	49%	48%	48%	50%
Age: Under 16	19%	15%	14%	15%
Age: 16-24	11%	13%	10%	14%
Age: 25-44	34%	41%	44%	40%
Age: 45-64	24%	21%	22%	21%
Age: 65+	12%	9%	10%	10%
Disabled	13%	16%	15%	20%
Ethnic group: BME	46%	38%	30%	39%
Ethnic group: White	54%	62%	70%	61%
Religion or belief: Christian	41%	35%	36%	36%
Religion or belief: Muslim	15%	12%	9%	13%
Religion or belief: Other	10%	5%	5%	4%
Religion or belief: No religion	27%	41%	44%	38%

Religion not stated	7%	8%	8%	8%
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Table 1: Demographics of London, Islington, St. Mary's and St. James' and Laycock ward

Source: 2021 Census data available at: <https://www.ons.gov.uk/census>

- 2.2. The St Mary's Church LTN became operational in February 2022 as the seventh LTN in the people-friendly streets programme as a trial under an Experimental Traffic Order (ETO) for a maximum duration of 18-months. Camera-enforced traffic filters were installed at four locations to remove through traffic in the neighbourhood: Halton Road north of Braes Street, Braes Street at Canonbury Road, Hawes Street west of the junction with Shillingford Street and Cross Street west of the junction with Shillingford Street.
- 2.3. Under the ETO process, the public can object to the trial within the first six months and local authorities may consult the public alongside implementation of changes; there is no requirement to undertake public consultation in advance of implementation as is the case for a regular Traffic Management Order (TMO). As part of the PFS programme the council committed to holding a public consultation once each LTN has been in place for at least twelve months, and to give full and proper regard to the outcome of that consultation when taking a decision on whether to keep, change or remove each scheme. The public consultation for St Mary's Church took place between Wednesday 29 March and Wednesday 26 April 2023.

### 3. Engagement prior to public consultation

#### a. Commonplace

- 3.1 Since the early stages of the first Covid-19 lockdown, residents from Islington's local communities and other stakeholders had the opportunity to suggest ways the council could help them to walk, wheel and cycle (active travel) more safely and easily using the online engagement tool, Commonplace. This was set up on 29 May 2020 to enable residents and others to indicate locations and measures for the people-friendly streets programme to respond to the challenges that the Covid-19 pandemic posed. More detailed information can be found in the October 2021 people-friendly streets [Executive Report](#).
- 3.2 The Commonplace tool closed for comments in March 2021, prior to the implementation of the St Mary's church LTN but the comments made are taken into consideration as part of the development of PFS schemes and can still be viewed on the website at: <https://islingtonpeoplefriendlystreets.commonplace.is/>. A total of 6,447 respondents left comments related to sites across the borough on the Commonplace map. For each point placed on the map, users were prompted to select from a list of problems or barriers which prevented them using active travel methods more frequently and to select prepopulated solutions.
- 3.3 Respondents identifying a problem were asked to say what it was, either selecting from a list of options or selecting 'other' and describing the problem themselves in a free-text box. Figure 1 shows the number of comments relating to the St Mary's Church area that were posted for each listed problem on the Commonplace platform during the survey period. 'Volume of traffic' featured in 49% of comments received, followed by 'traffic rat running' (39%), 'fast traffic' (35%) and 'noisy motor traffic' (35%).

3.4 Commonplace respondents could also select 'other' to the 'what's the problem' question, which opened a free text box. This option was selected by 24% of participants with key themes being increases in traffic on Canonbury Lane/Place due to drivers avoiding congestion at Highbury Corner, access for wheelchair users (difficulties to use a wheelchair on the pavement) or other comments relating to uneven road and pavement surfaces, too many idling vehicles, and concerns around unsafe cycling.

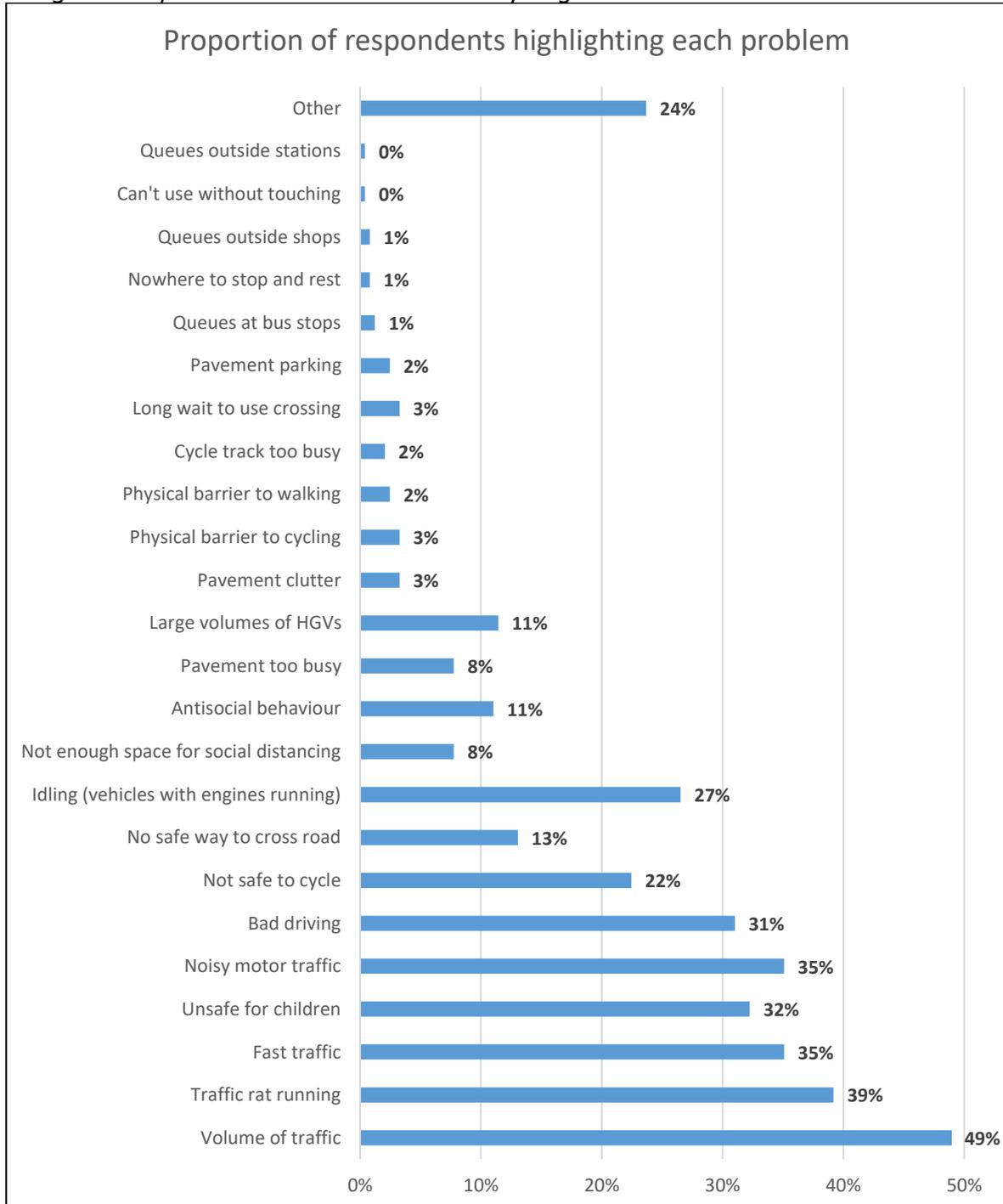


Figure 1: Proportion of comments posted for each listed problem on Commonplace, question 'What is the problem?' (245 respondents)

3.5 Figure 2 shows the results of the question: 'How could we make it better?' whereby the top three options in the St Mary's Church area were 'make the road access only' (34% of

responses) and 'road closure except for cycles and buses' (25%) and 'slow down traffic' (25%).

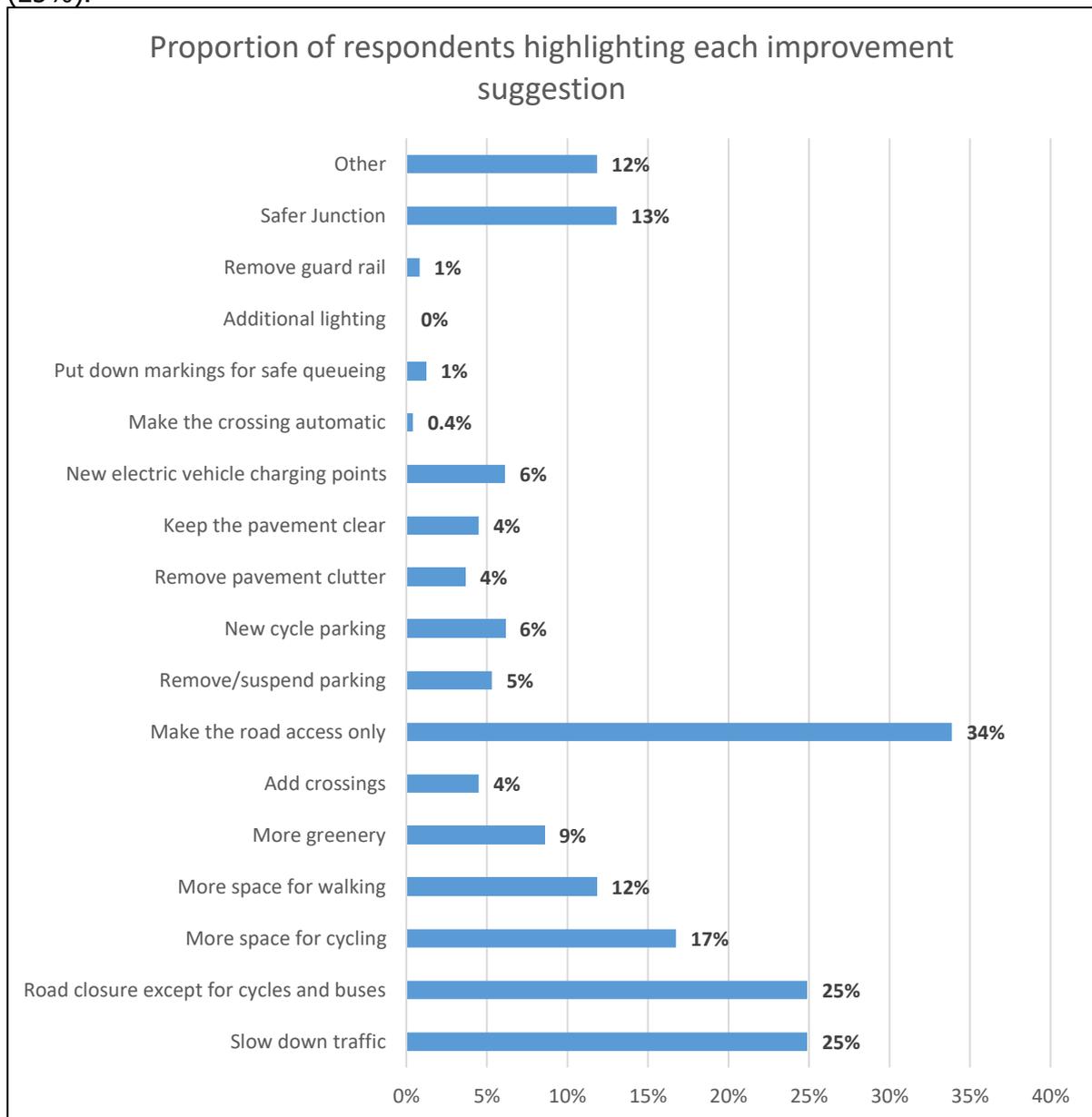


Figure 2: Number of comments posted for each listed problem on Commonplace, question: 'How could we make it better?' (245 respondents)

- 3.6 12% of participants selected 'Other' to 'How could we make it better', which opened a free-text box. Key themes related to suggestions that speed bumps/speed cameras be installed, suggesting that roads be opened up to all traffic by removing the filters, making roads access only for residents and improving cycle infrastructure in the area.
- 3.7 Figure 3 shows that the 80% of respondents would support changes they had suggested via the Commonplace tool being made long-term, while only 7% would support temporary solutions.

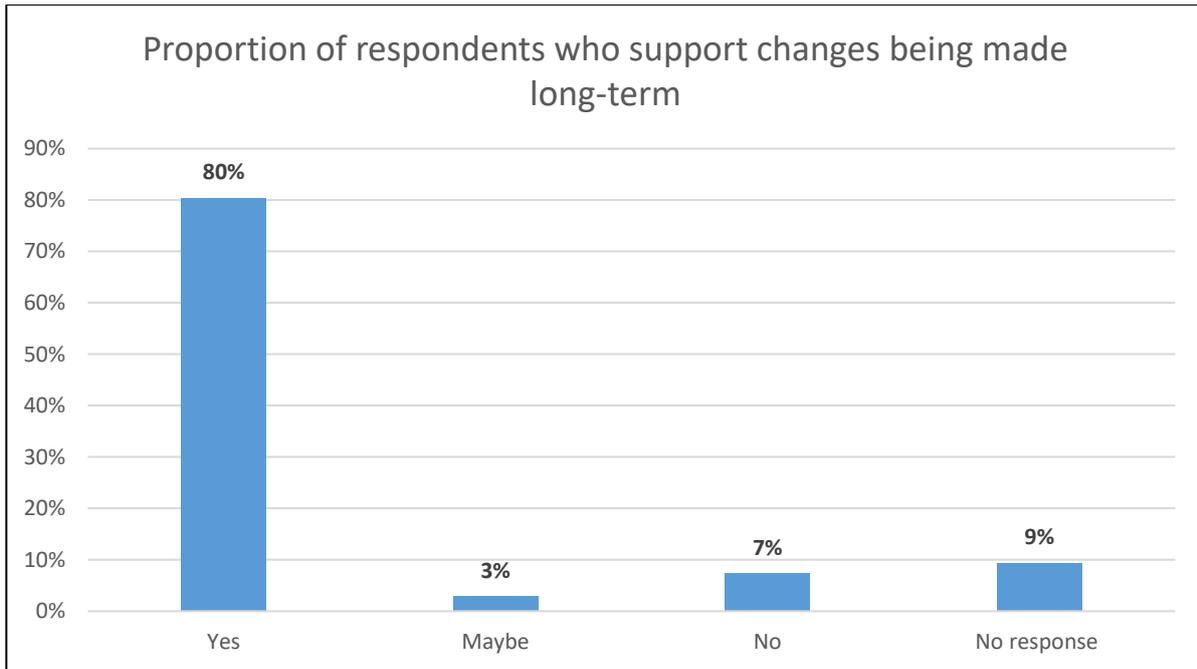


Figure 3: 'Would you support these changes (suggested by respondents) being made long-term?' (245 respondents)

3.8 As shown in Figure 4, most of the Commonplace respondents live in the St Mary's Church area (71%) followed by people who work in the area (21%), do their shopping in the area (16%) or commute through the area (13%). Business owners accounted for 5% of respondents. Respondents could select more than one option, so percentages will sum to greater than 100%.

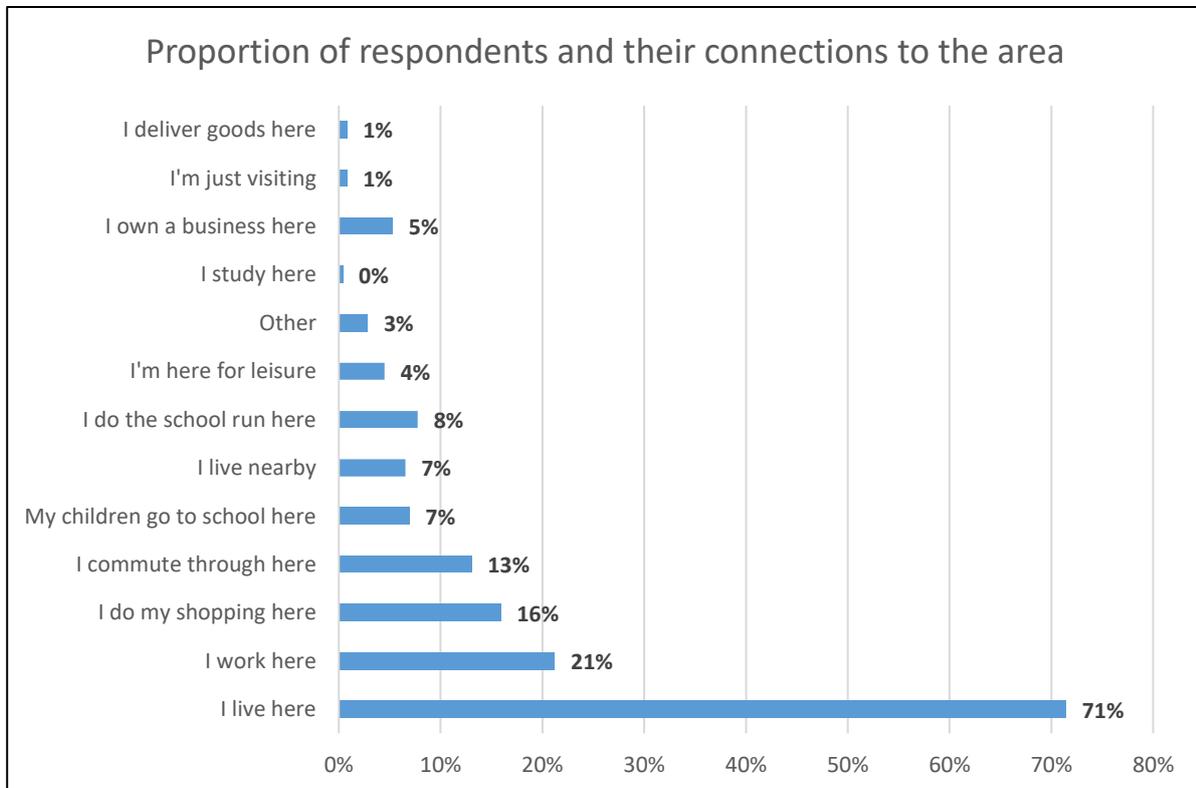


Figure 4: 'What is your connection to the area?' (245 respondents)

3.9 Figure 5 shows how people travel in the St Mary’s Church area. Respondents who posted comments mainly walk (68%), cycle (45%) travel by bus (39%) or tube (27%). 30% of respondents travel by car (21% car as driver, 9% car as passenger) and 10% travel by taxi or private hire vehicle. Respondents could select more than one option, so percentages will sum to greater than 100%.

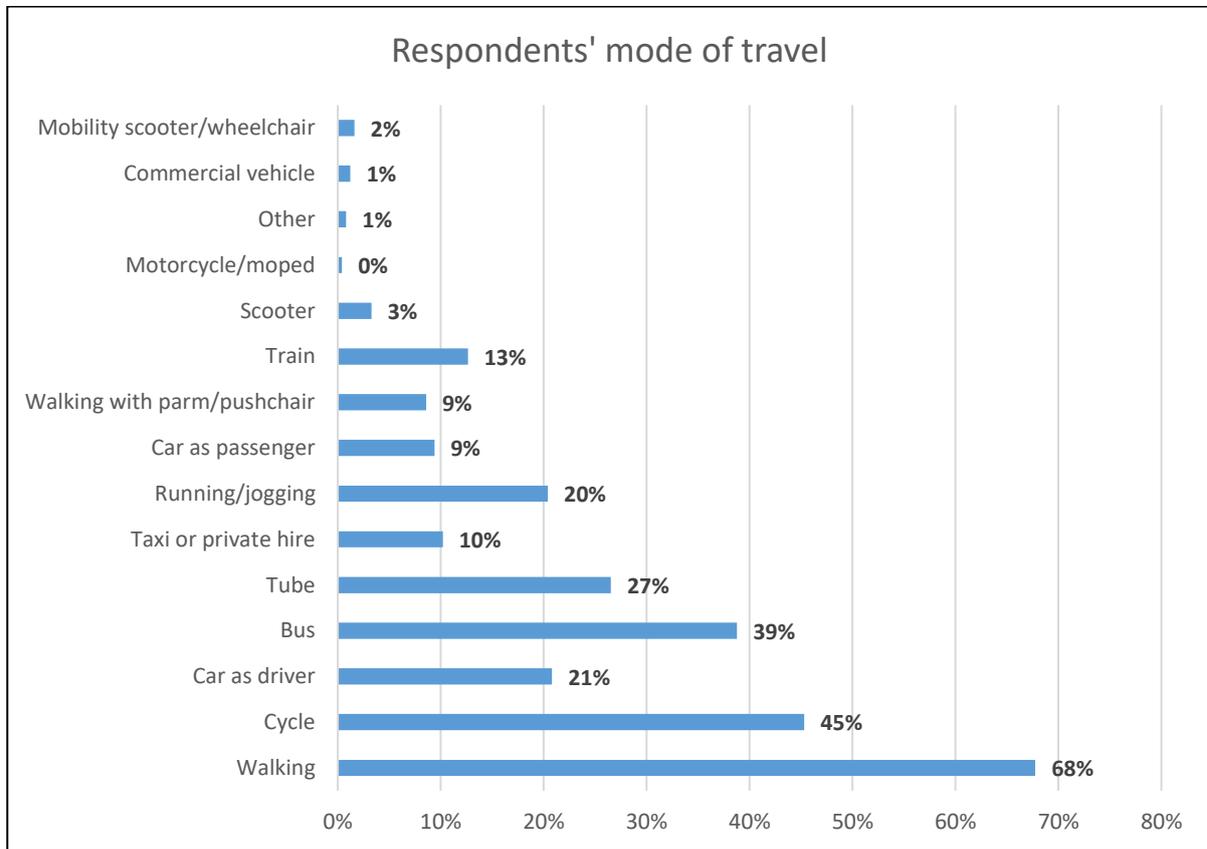


Figure 5: ‘How do you usually travel in the area?’ (245 respondents)

3.10 Figure 6 shows how Commonplace respondents’ usual mode of transport varied based on their connection to the area. Note that the public transport category combines data for respondents who selected ‘Bus’, ‘Tube’ or ‘Train’. As respondents could select more than one option, the total percentage of this mode choice is more than 100% in each of the different categories related to connection to the area. Otherwise, walking is the most selected transport mode across the groups, as the proportion of respondents who walk for those who live in St Mary’s Church is 88%, 83% for those who work in the area, 95% for those who shop in the area and 94% for those who live nearby. Respondents who live in the area showed the lowest rates of cycling among all five groups (56% of respondents) while the highest rate of cycling was amongst those who live near to the St Mary’s Church area (88%). Respondents who reported that they travel by car at least once a week (as driver or passenger) varied only slightly based on connection to the area - those who live nearby or commute through the area accounted for 31% compared to 41% for those who shop or live in the area and 31% for those who live nearby. Multiple travel modes could be selected by each respondent, so percentages will not sum to 100%.

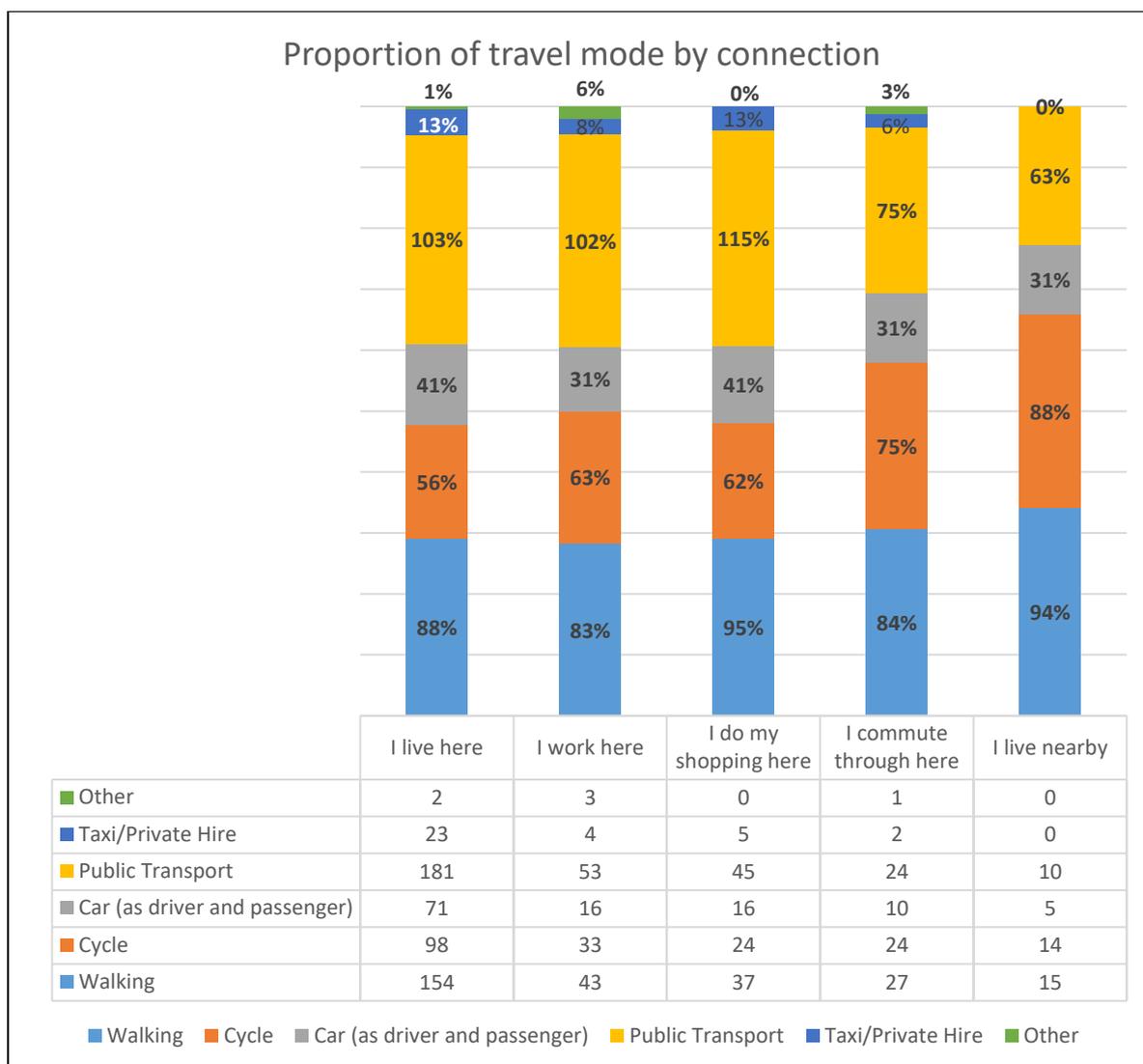


Figure 6: 'What is your connection to the area?' and 'How do you usually travel in the area?' (245 respondents)

- 3.11 Commonplace comments for the St Mary's Church area show that local people took the opportunity to report traffic issues prior to any announcement of a traffic management scheme in the area. The top four issues reported were the volume of traffic, traffic running, fast traffic and noisy traffic. Some comments proposed solutions such as make the road access only or access for only cyclists and buses. From the comments, active travel (walking, wheeling and cycling) and public transport were the most common transport modes used amongst residents.
- 3.12 Analysis of the demographic information provided by Commonplace respondents shows that 23% of the comments came from people aged 35-44, 14% from people aged 25-34, 17% from 45-54, 16% from 55-64, and 2% from 75-84-year-olds. Younger people (under 24) were under-represented (one response) and, 65-74-year-olds and the oldest age group (85+) were not represented in the Commonplace feedback for this area (zero responses). 21% of respondents chose not to share their age.
- 3.13 Respondents were asked to state their gender, to which 42% of respondents said they were men, 33% said they were women, and 23% did not respond.

## **b. Statutory consultees**

- 3.14 The pre-implementation consultation with statutory consultees took place during October 2021. The London Fire Brigade, London Ambulance Service and the Metropolitan Police Service were approached to comment on designs for the St Mary's Church LTN. Confirmation was received from all three emergency services that they had no objection to the proposals and that the camera enforced traffic filters would not impact their access or routes. Final designs were sent to the emergency services on 16 December 2021.
- 3.15 In addition to the emergency services, the following statutory and other stakeholders were contacted with the designs and details of the scheme on 8 October 2021: NHS Blood & Transplant Service, Road Haulage Association, Logistics UK (formerly Freight Transport Association), Royal Mail, Emily Thornberry MP, Jeremy Corbyn MP, Sem Moema, TfL (Transport for London) Buses, HCT buses, and operators of the 812 community bus. No responses were received from any of these consultees.

## **c. Non-statutory consultees**

- 3.16 In addition to the statutory/ other stakeholder consultation, a letter was sent to businesses within the proposed LTN area on 27 October 2021 and on both sides of the boundary roads informing businesses of the intention to deliver an LTN in the area in December 2021. The letter outlined the principles of the LTN, the support available to businesses from the council, and how to get in touch.
- 3.17 Council officers, with assistance from consultants Steer, conducted visits to businesses within the area and on boundary roads on two separate days (Friday 5 November and Tuesday 9 November 2021). Further business engagement with traders on Chapel Market was also conducted and over 100 businesses were visited in total. The main points raised by businesses in conversation with officers were:
- Concerns about accessing business parking.
  - Concerns about customers who drive being able to easily access the area and park.
  - The additional costs that may accrue due to delivery drivers needing to take longer routes to get around the traffic filters.
  - Increased pollution and traffic on boundary roads.
  - Concerns about the possibility of business suffering due to reduced levels of through traffic.
  - Questions about the timing of the implementation, after business had suffered due to the impacts of Covid-19.
- 3.18 The feedback from engagement with local businesses and the Angel Business Improvement District (BID) led to the council revising the design to remove a filter originally proposed in Gaskin Street after the BID highlighted that Gaskin Street is a key through route for businesses operating in the area requiring access between Upper Street and the south section of Essex Road. Emergency services were made aware of this update to the delivery of the LTN.
- 3.19 The council, with consultancy support from Steer, held an online public meeting to provide information and answer questions on the proposals for St Mary's Church LTN on 16 December 2021. 42 members of the public attended. The St Mary's Ward councillors Gary Poole, Angela Picknell and Nurullah Turan attended the meeting alongside people-friendly streets officers. Comments raised at the online meeting included queries about lifting banned

turns at the junction of Essex Road/New North Road/ Canonbury Road to enable Gaskin Street to be filtered and leaving Canonbury Square and Canonbury Lane unfiltered (due to banned movements at Highbury Corner). Concerns were also raised around access for disabled people, and access to parking for local residents.

#### **d. Engagement with Schools**

3.23 Council officers met with representatives from St Mary's Church of England primary school on 2 December 2021. The representatives raised concerns regarding access to the school for servicing, deliveries and staff, and regarding traffic on Essex Road and Upper Street.

#### **e. Email correspondence**

- 3.24 In terms of correspondence regarding St Mary's Church over the period of advertisement, implementation and pre-consultation, 173 individual correspondents sent 178 emails. 50% of the correspondence received was categorised as negative, 16% as positive, 8% as mixed, 12% as unclear, and 14% as another topic.
- 3.25 Those emails were received through a dedicated email address set up for correspondence relating to the scheme ([stmaryschurch@islington.gov.uk](mailto:stmaryschurch@islington.gov.uk)). It must be noted that the email address was set up to answer queries and provide information to residents and businesses who had questions about the programme; the council did not directly invite feedback through this email address. Therefore, email correspondence in isolation should not be understood as a quantifiable measure of the support for or against the scheme.
- 3.26 However, the correspondence received by email provides valuable feedback from residents and visitors of the St Mary's Church LTN, and the key themes are considered in this section.
- 3.27 Figure 7 shows the volume of correspondence received and the trends over time. Week 0 covers all the correspondence received from October 27 2021, when a letter advising of the plans to implement an LTN were sent to businesses in the area, until the scheme went live on 2 February 2022. Many of the responses received prior to the scheme going live were from businesses in response to this letter. 22 emails were received within the second week of the scheme going live, with many related to queries about parking permits, or questions about the 'SMC' permit signage for Blue Badge holders. Initial correspondence also saw some negative emails about traffic reassignment as drivers in the area adjusted to the scheme. Week 60 represents the week before the St Mary's Church public consultation, by which point the inbox had regularly been receiving between 0-4 emails a week.

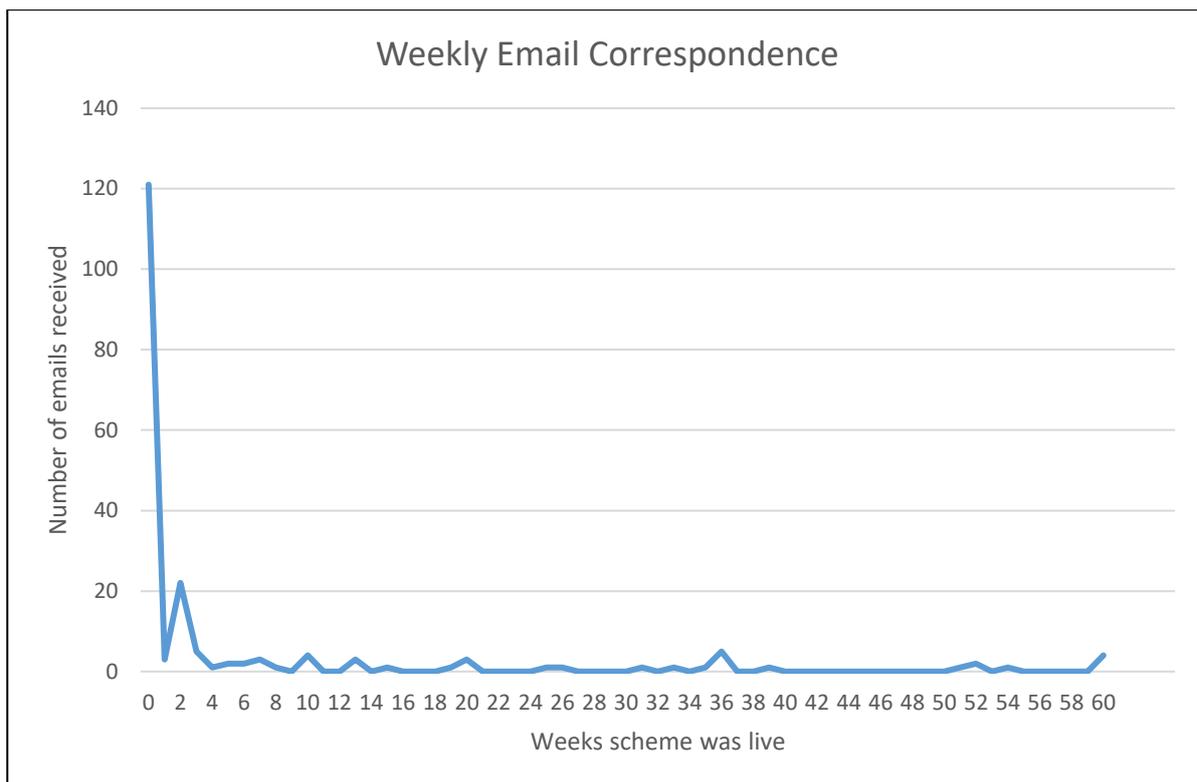


Figure 7: Volume of weekly correspondence, during each week, of received correspondence over time

3.28 Throughout the scheme, correspondence from the mailbox raised a number of queries about access to the area. The scheme was the first LTN in the borough to be implemented with Blue Badge exemptions for residents from the outset, and there were several queries from people concerning eligibility for the exemption permit and confusion as to whether having a parking permit qualified them for an exemption. Many of the negative emails questioned the reasoning/ rationale behind the scheme or expressed concerns about perceived increase in traffic and congestion on main roads.

3.29 List of negative themes (in no order):

- Queries about eligibility for 'SMC' Blue Badge holder exemption permit.
- Requests for exemptions from people who do not have Blue Badges (other disability/illness, carers, NHS workers, residents in general) and requests for information about mooted 'exceptional circumstance dispensation' (now Individual Exemption).
- Concerns about access to parking.
- Concerns about motorcycle/moped dangerous driving to avoid cameras at both Cross Street and Canonbury Road at Braes Street.
- Complaints about levels of traffic and/or congestion on boundary roads.

3.30 List of positive themes (in no order)

- Traffic filters have reduced noise and volume of traffic, with positive impact on observable pollution levels including for residents with respiratory conditions.
- Local streets are more pleasant/calmer for residents.
- Residents interested in participating in greening opportunities at planters or being involved in co-design opportunities.

## f. Trial feedback survey analysis

- 3.31 The trial feedback survey was designed to capture the experience of residents and people in the area of the trial, how they thought the trial was working and their ideas on how the scheme could make their streets more people friendly.
- 3.32 As the last scheme introduced under phase one of Islington's people-friendly streets programme, the St Mary's Church LTN used some 'best practice' learned from previous LTN schemes ahead of implementation. The St Mary's Church trial feedback survey was open ahead of the scheme starting to give residents and businesses in the area additional time to have their say on the trial.
- 3.33 The St Mary's Church trial feedback survey was opened on 8 December 2021 and closed on 29 March 2023 when the public consultation began, by which point 399 people had submitted a response. 260 responses (or 65%) were received between December 2021 and 1 February 2022, ahead of the trial starting. From April 2022 until the survey closed in March 2023, there were 139 responses at an average of four per month.

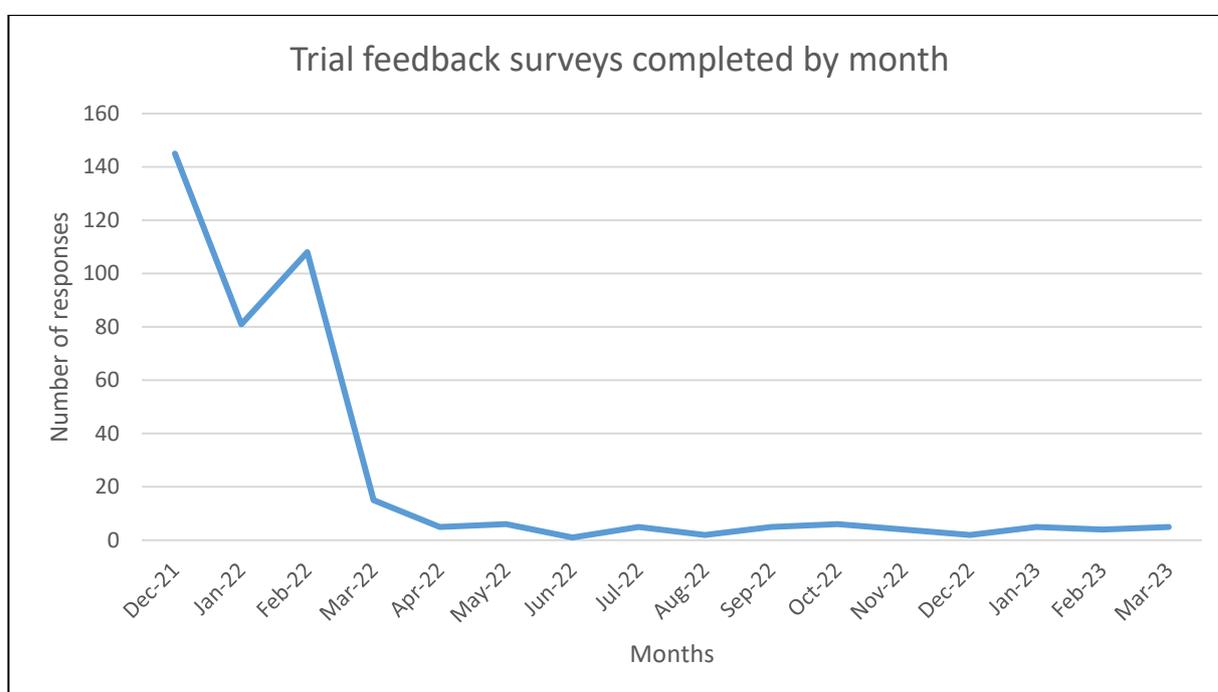


Figure 8: Trial feedback surveys completed over time

- 3.34 As shown in Figure 9 below, respondents who reported as living 'near the St Mary's Church people-friendly streets area' are the largest group in the survey responses (40%) followed by those who live 'within the St Mary's Church people-friendly streets area' (34%) and those who live 'in another part of Islington' (20%). This is fairly consistent with people's connection to the area, with the vast majority of people indicating they are responding as 'a resident', at 90%. Respondents were able to select multiple options for how they are responding to the survey, which is why percentages sum to greater than 100%.

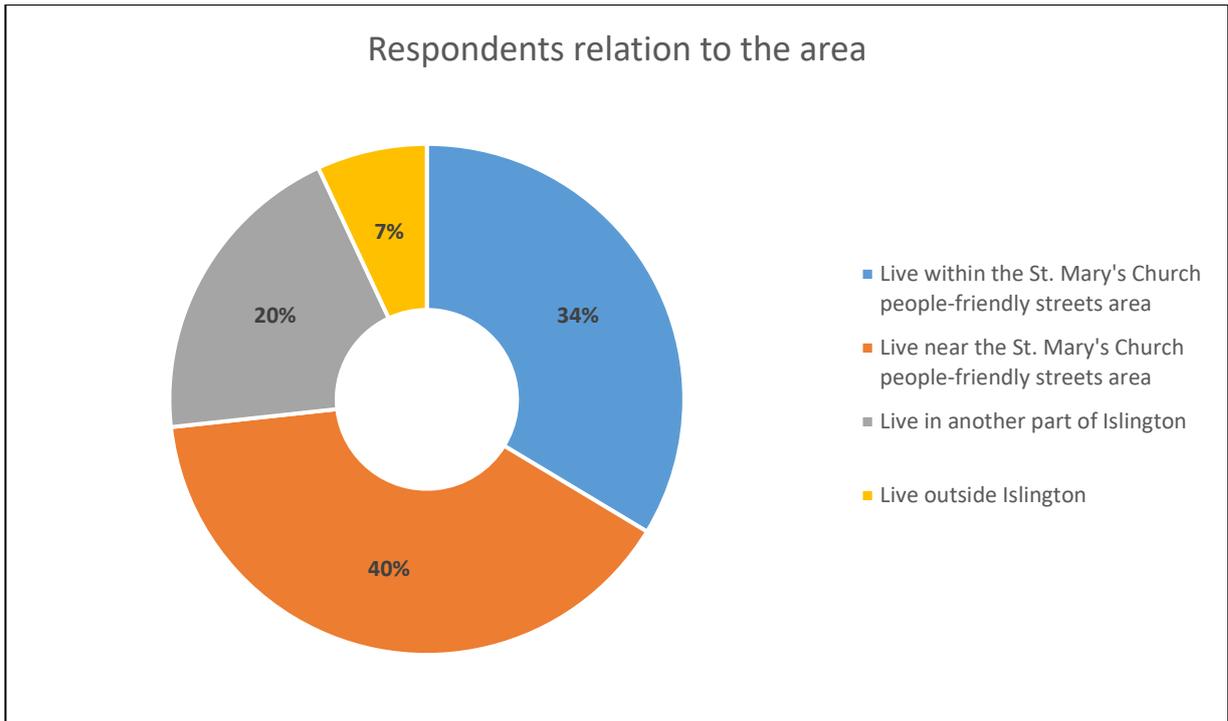


Figure 9: Respondents relation to the area, 379 respondents

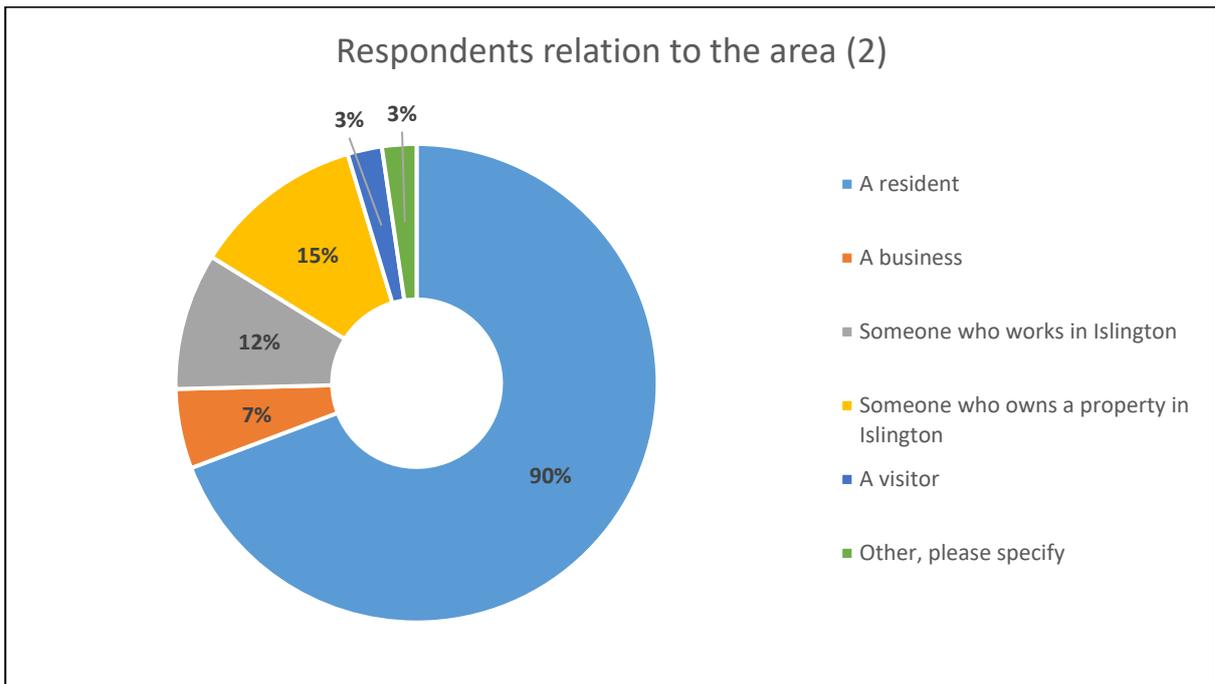


Figure 10: Respondents relation to the area (2), 379 Respondents

3.35 As Figure 11 below shows, respondents' transport modes are consistent regardless of connection to the area. Those who live outside Islington are only slightly more likely to travel by car (as driver and as passenger) than those who live within or near the St Mary's Church people-friendly streets area (65% for those outside Islington compared to 57% and 63% for those in or near the PFS area). For those who live within the St Mary's Church area, walking was the most selected mode with 82% of respondents using this mode, followed by public transport (70%) and car as a driver (57%). These results are similar for those living near the St Mary's Church area, with 78% selecting walking, 68% selecting public transport and 63%

selecting car as a driver. For those who live in another part of Islington, walking was still the most selected mode (78%), however car as a driver was the second most selected (67%) and then followed by walking (63%). For those living outside of Islington, car as a driver was the most selected mode (65%), followed by walking (61%) and then public transport (48%).

- 3.36 Respondents from another part of Islington were marginally more likely to cycle using their own bike (13%) than those who lived in other areas including within and near the St Mary's Church LTN and outside of Islington (all at 11%). Taxi use and cycle hire at least once a week were nearly identical across all categories.
- 3.37 13-16% of respondents across all categories indicated that they cycled (own bicycle or hire cycle) at least once a week. By contrast, the three-year average (2017/18 - 2019/20) of the [London Travel Demand Survey](#) for trips made by Islington residents shows that only 5% of trips are made by cycles, which suggests an over-representation of people cycling in the survey responses.

### Respondents' connection to area and mode of transport

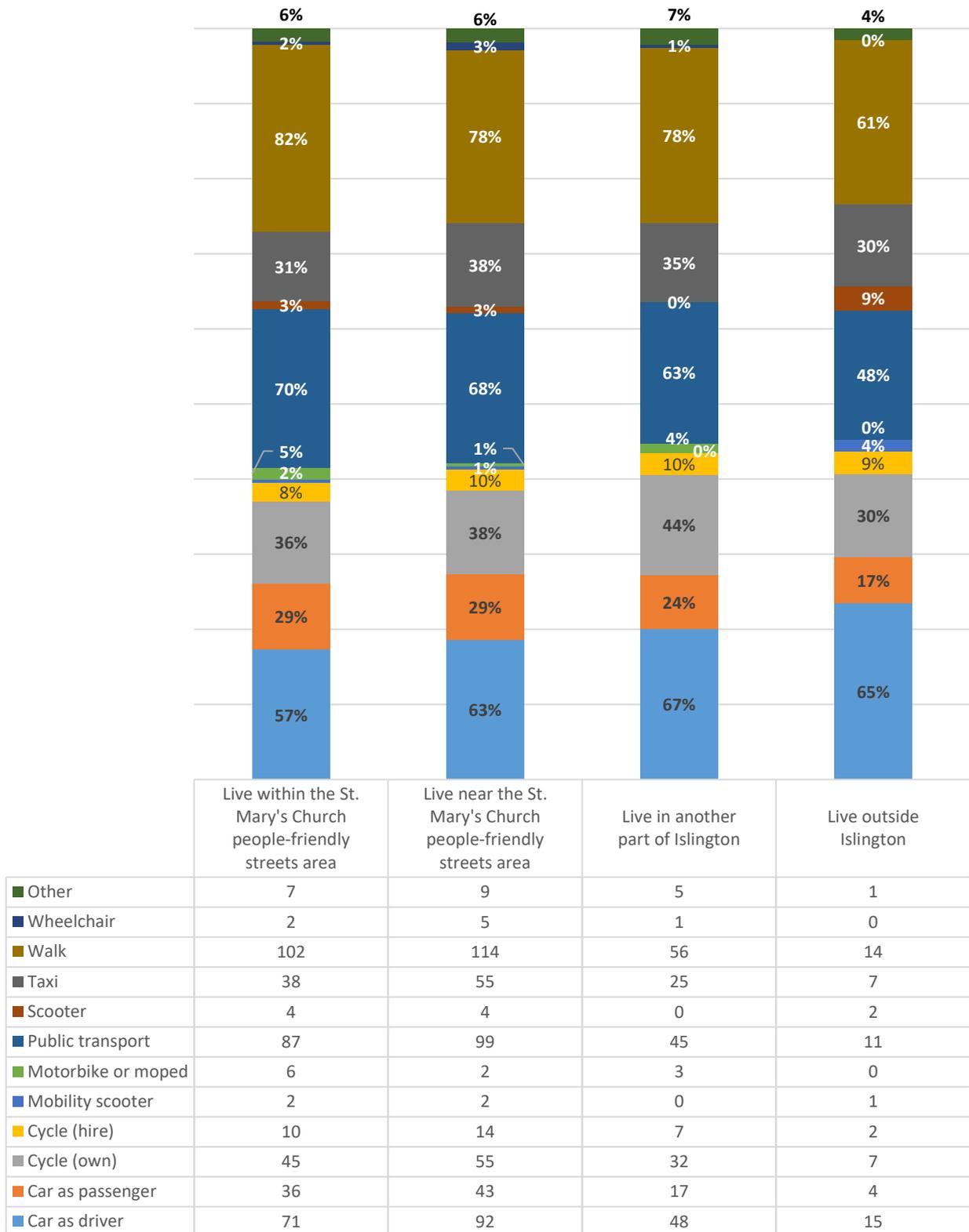


Figure 11: Who responded and modes of transport, 379 Respondents

3.38 Figure 12 shows that 73% of respondents are car owners (84% of whom own one car, 16% own two or more cars), and 27% of respondents reported not owing a car. Given that 67% of

the households in Islington are without access to a car, this indicates an over-representation of car owners in the trial feedback survey responses (Census [2021](#)).

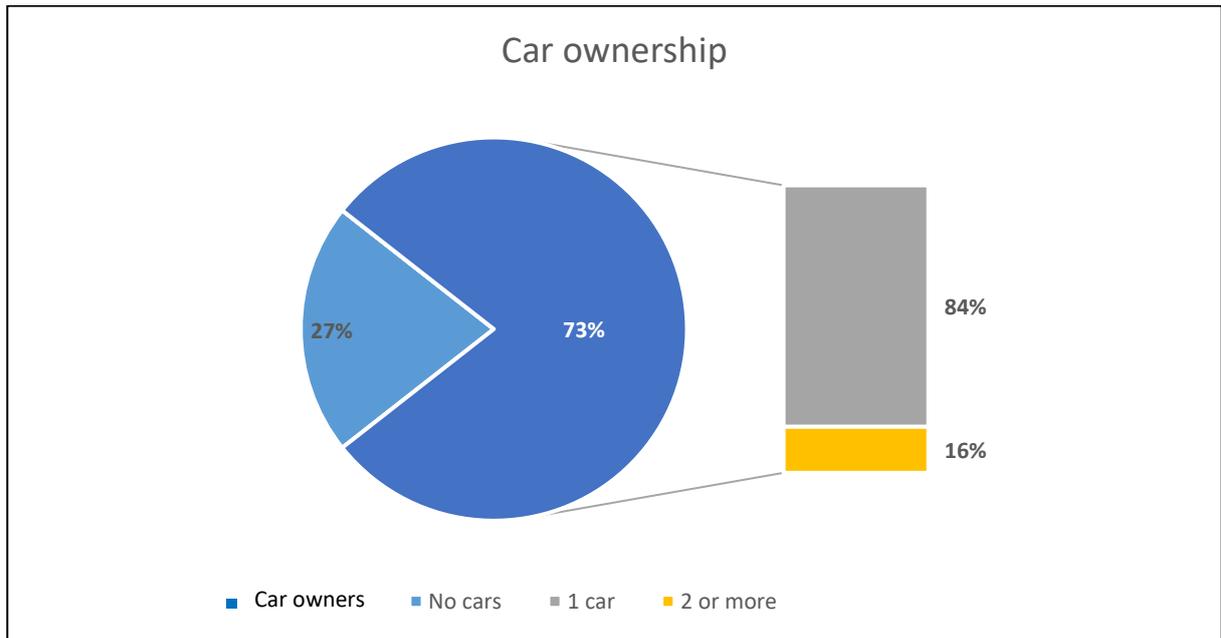


Figure 12: Car ownership, 392 respondents

3.39 Respondents were asked which traffic filter they were providing feedback on. As shown in Figure 13, nearly three quarters of all respondents (73%) gave feedback on all the filters. Of the four individual filters, most respondents indicated they were commenting on Cross Street (26%) followed by Halton Road (14%) and Braes Street and Hawes Street at 12% and 10%, respectively. (All filters, or a combination of individual filters could be selected, so percentages will not sum to 100%).

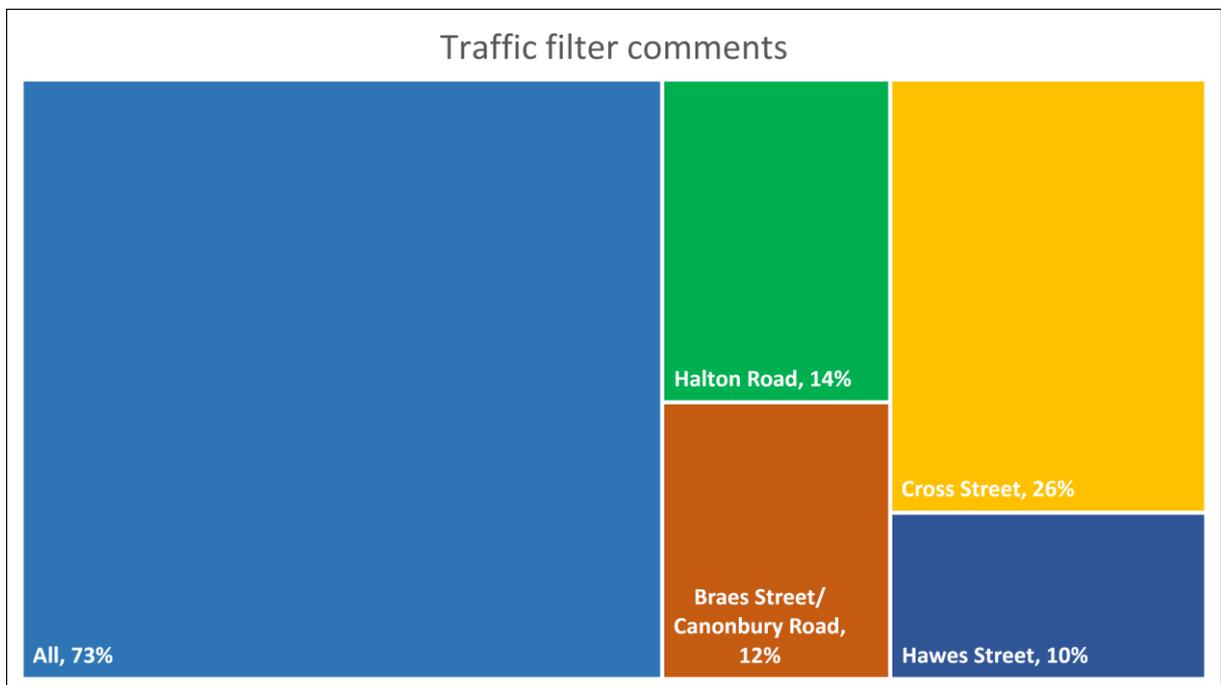


Figure 13: Which traffic filter are you commenting on? 399 Respondents

3.40 Figures 14 and 15 show the proportion of people who agreed or disagreed with the following statement, grouped in agree (agree and agree strongly)/disagree (disagree and disagree strongly) and neutral (neither agree nor disagree) categories:

- 24% had concerns about danger from traffic in the area, 67% disagreed
- 31% had concerns about traffic congestion in the area, 58% disagreed
- 32% had concerns about air pollution from traffic in the area, 54% disagreed
- 41% wanted to see less carbon emissions from traffic, 35% disagreed
- 41% thought that streets should be safer for children, parents and carers to walk, wheel and cycle to school, 37% disagreed
- 31% thought that action should be taken to improve people’s health by making it easier for people to walk, wheel and cycle more, 46% disagreed
- 21% thought the trial makes it safer and easier to travel in the area by walking, wheeling or cycling, 71% disagreed
- 75% thought the trial makes it more difficult to drive, 17% disagreed

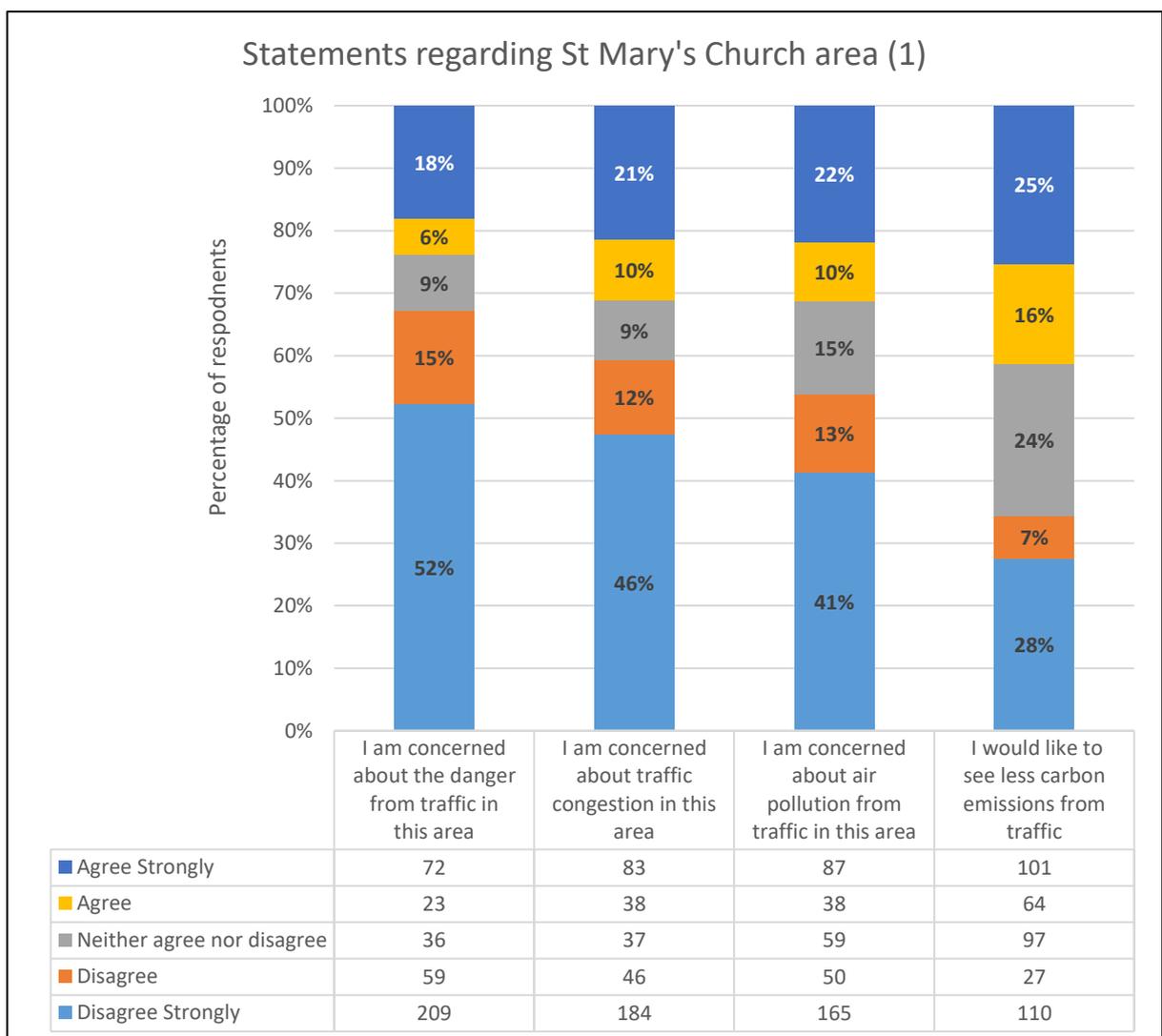


Figure 14: How much people agree or disagree with the statements about the St Mary's Church people-friendly streets (PFS) area, 399 Respondents

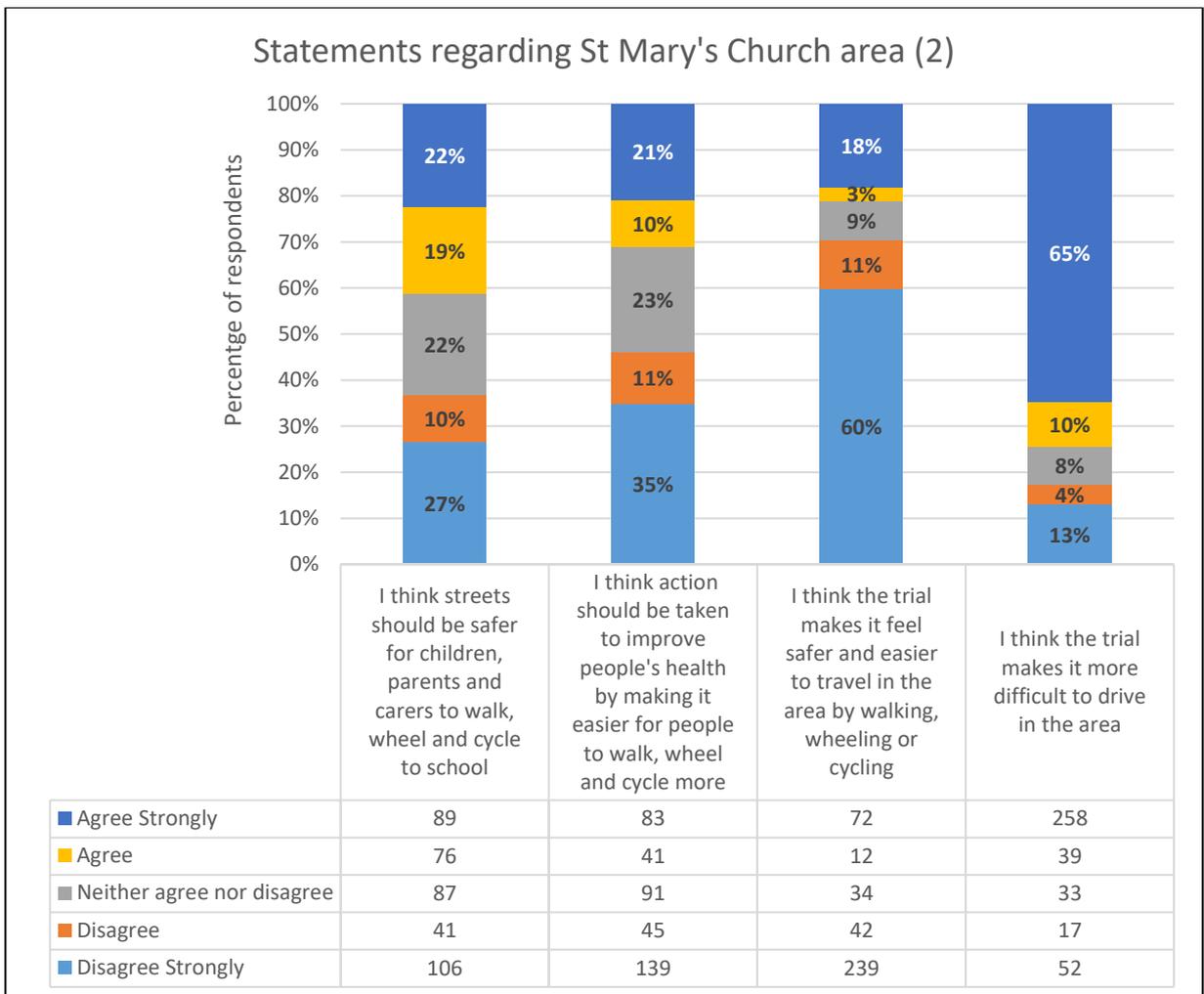


Figure 15: How much people agree or disagree with the statements about the St Mary's Church people-friendly streets (PFS) area, 399 Respondents

3.41 Figure 16 shows that around 47% of respondents expressed that they liked one or many things about the trial, while 53% expressed that there was nothing they liked about the trial. On the other hand, 85% of respondents disliked one or more thing about the trial, while 15% expressed that they did not dislike anything about the trial.

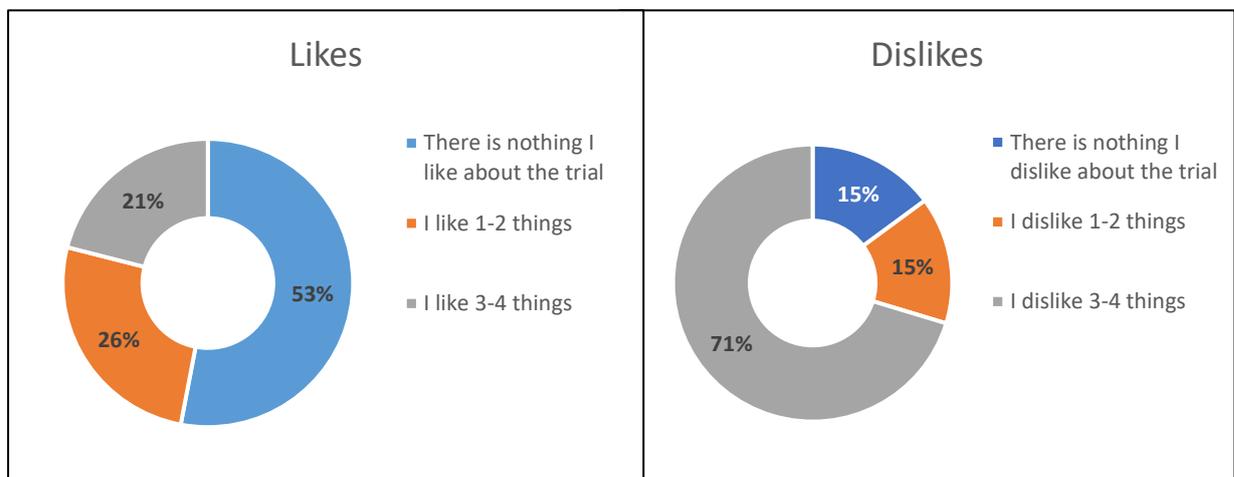


Figure 16: Do people like or dislike the St Mary's Church PFS trial? 399 Respondents

3.42 Figures 17 and 18 show what people liked and disliked the most about the St Mary’s Church trial when selecting one or more of the listed options. The options respondents selected the most as ‘like’ (excluding ‘there is nothing I like about the trial’ and ‘other’) were the reduction of through traffic (15%), reduces air pollution (12%) and ‘makes the area more pleasant’ (10%) and ‘makes it safer and easier to cross the road’ (10%). On the other hand, what most people dislike about the trial (excluding ‘there is nothing I dislike about the trial’ and ‘other’) were increase of traffic on the main roads (63%), ‘making cars trips more inconvenient for me or my visitors’ (41%) and ‘I was not asked for my views before the trial started’ (37%).

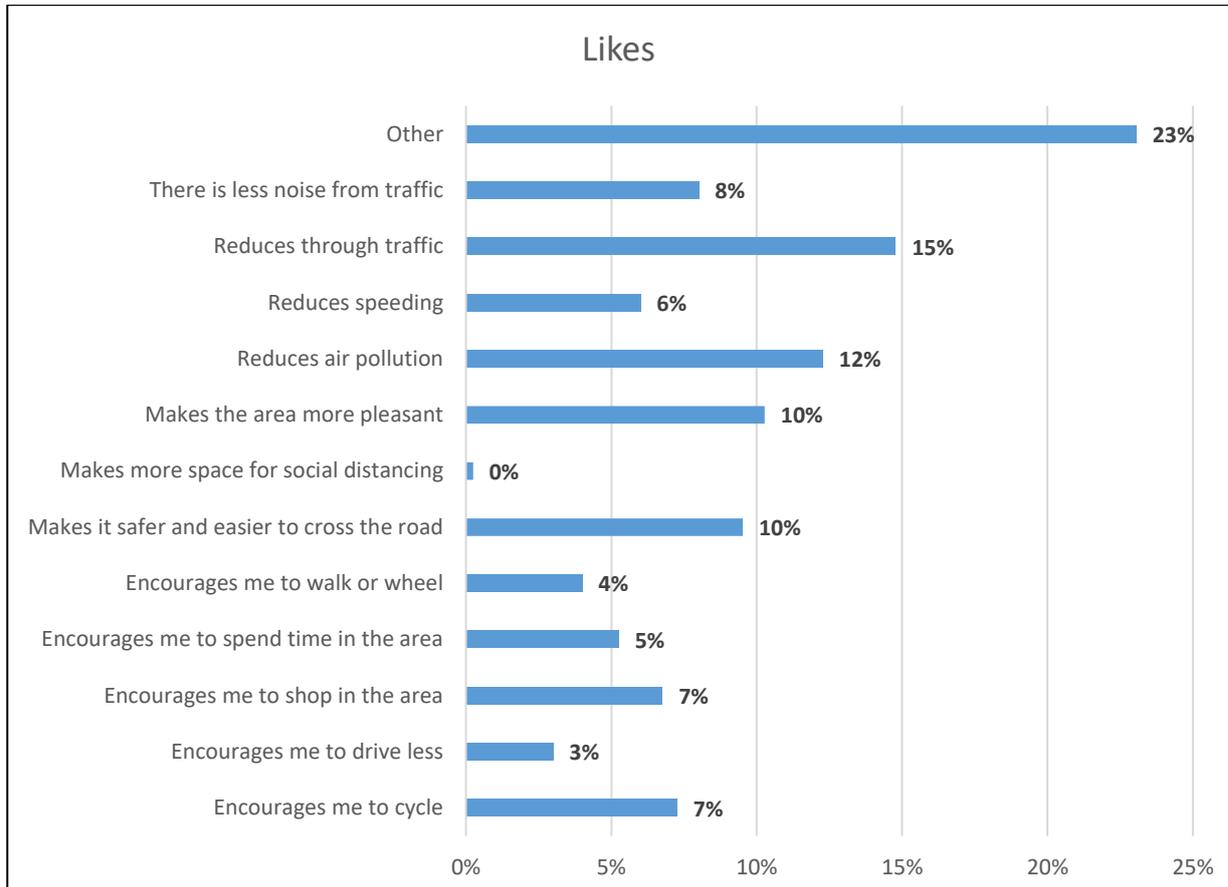


Figure 17: What do people like about the St Mary’s Church trial, 399 Respondents

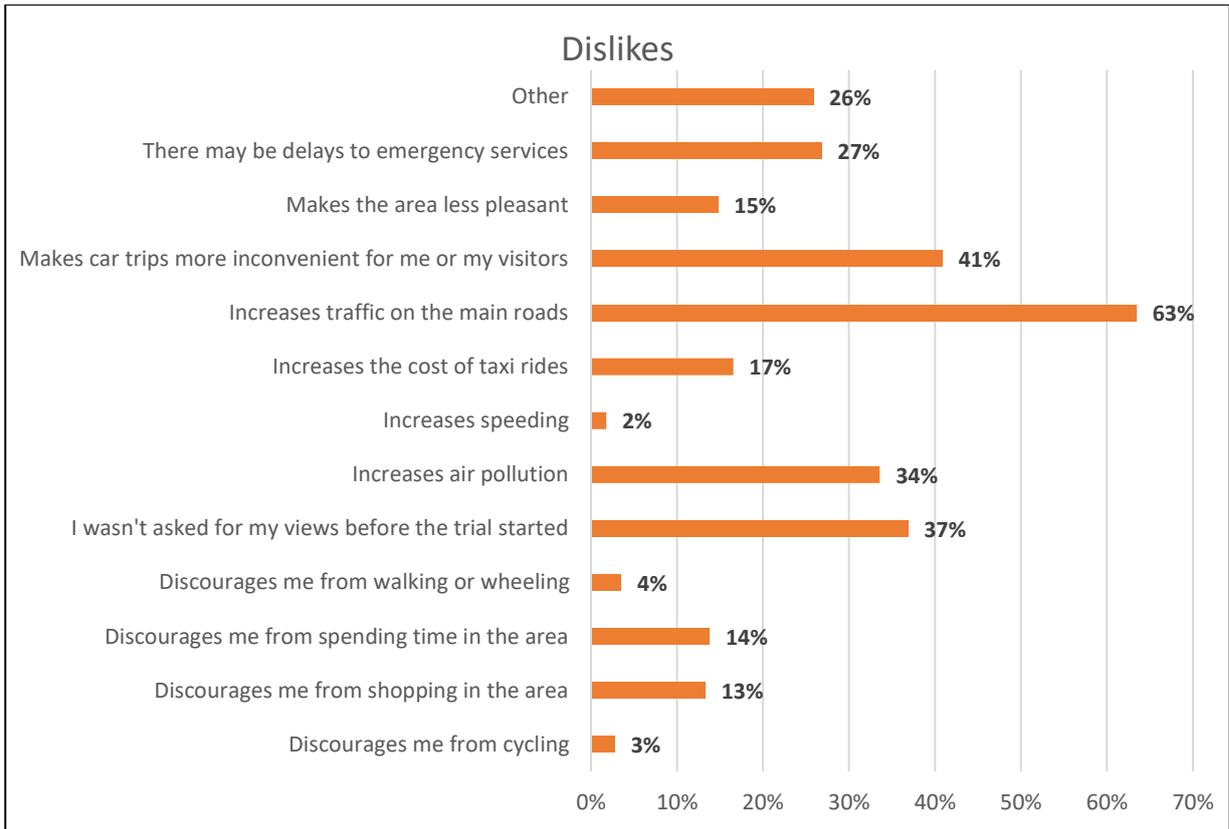


Figure 18: What do people dislike about the St Mary's Church trial, 399 Respondents

3.43 Figure 19 shows that 49% of people responding to the trial feedback survey were female and 39% were male, with 10% of respondents preferring not to say (PNTS) and 1% selecting non-binary. Women were slightly overrepresented among respondents, despite census data for both St. Mary's and St. James' ward and Laycock ward showing that the population is a near even split. Figures 20 and 21 compare responses to 'like' and 'dislike' depending on gender. Women were more likely than men to say that 'there is nothing I like about the trial' (75% compared to 53%). Men generally showed a more positive response to the trial, responding that the trial makes it safer and easier to cross the road (20% vs 5% for women) and that the trial makes the area more pleasant (19% vs 6% for women). Men and women similarly disliked that the trial 'makes car trips more inconvenient' (44% vs. 40%) although women were more likely to comment that the trial increases traffic on main roads (70% vs. 57% for men).

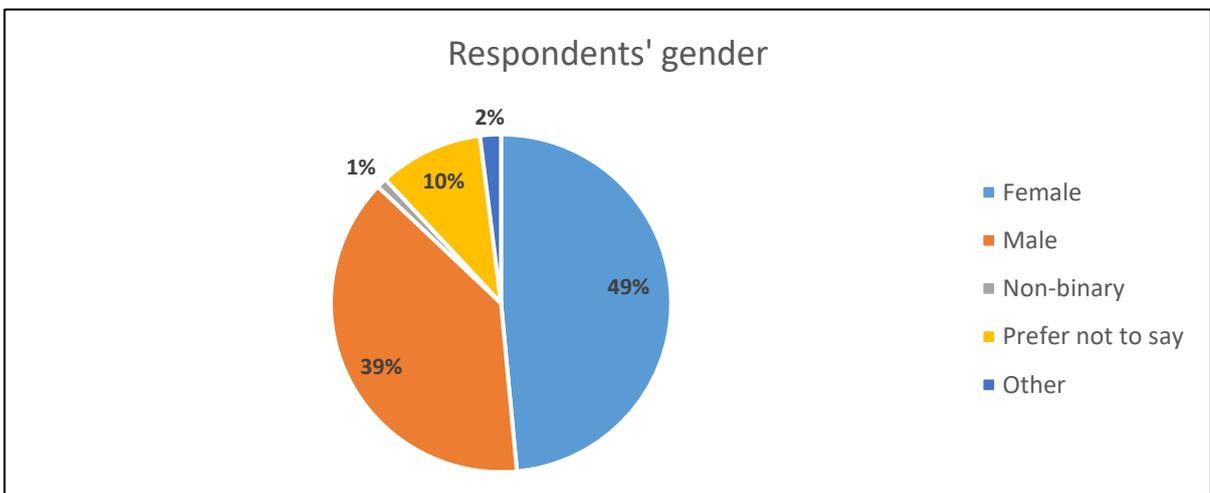


Figure 19: What is your gender? 369 Respondents

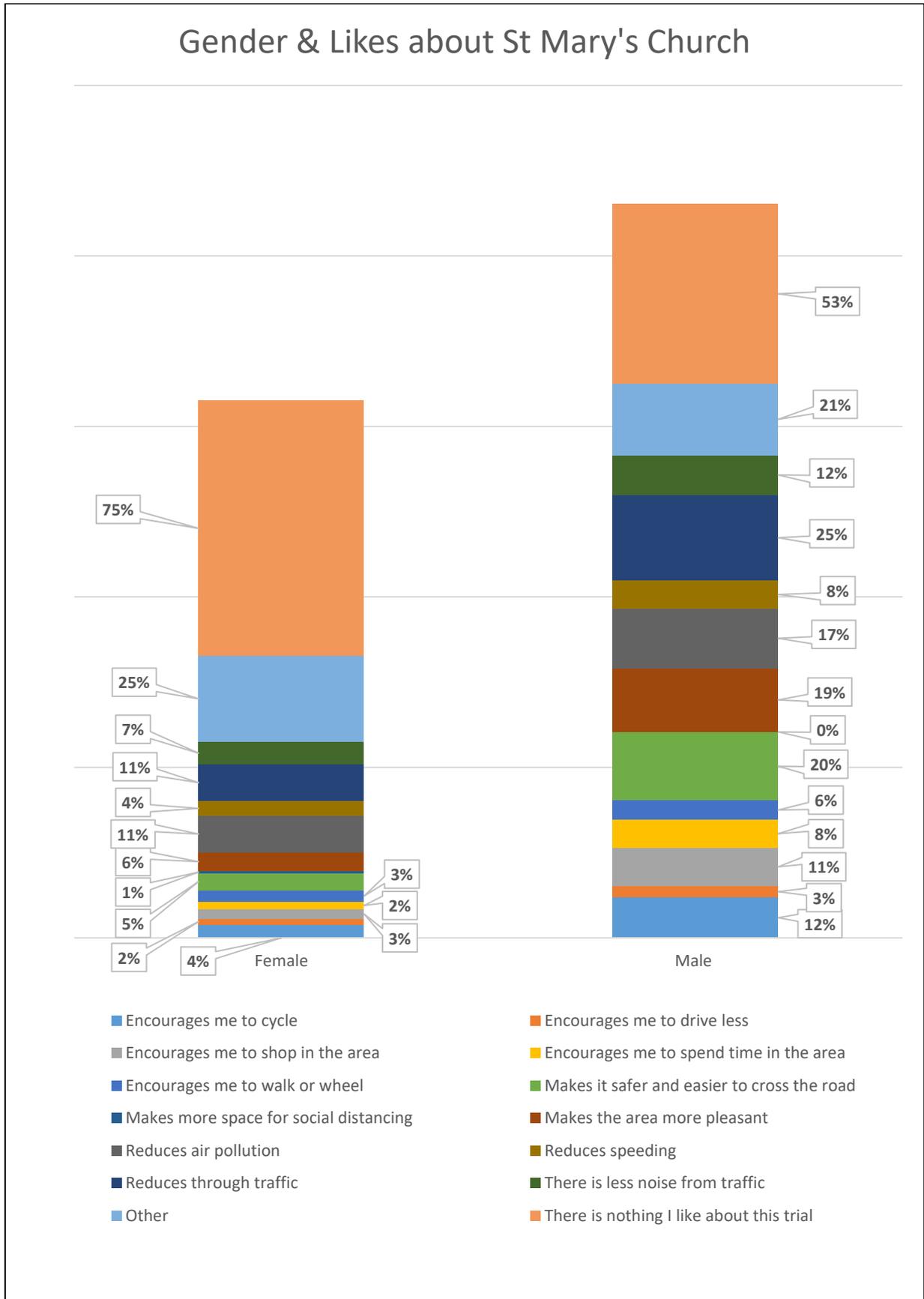


Figure 20: Gender cross-referenced with what people like about the St Mary's Church trial, 369 Respondents

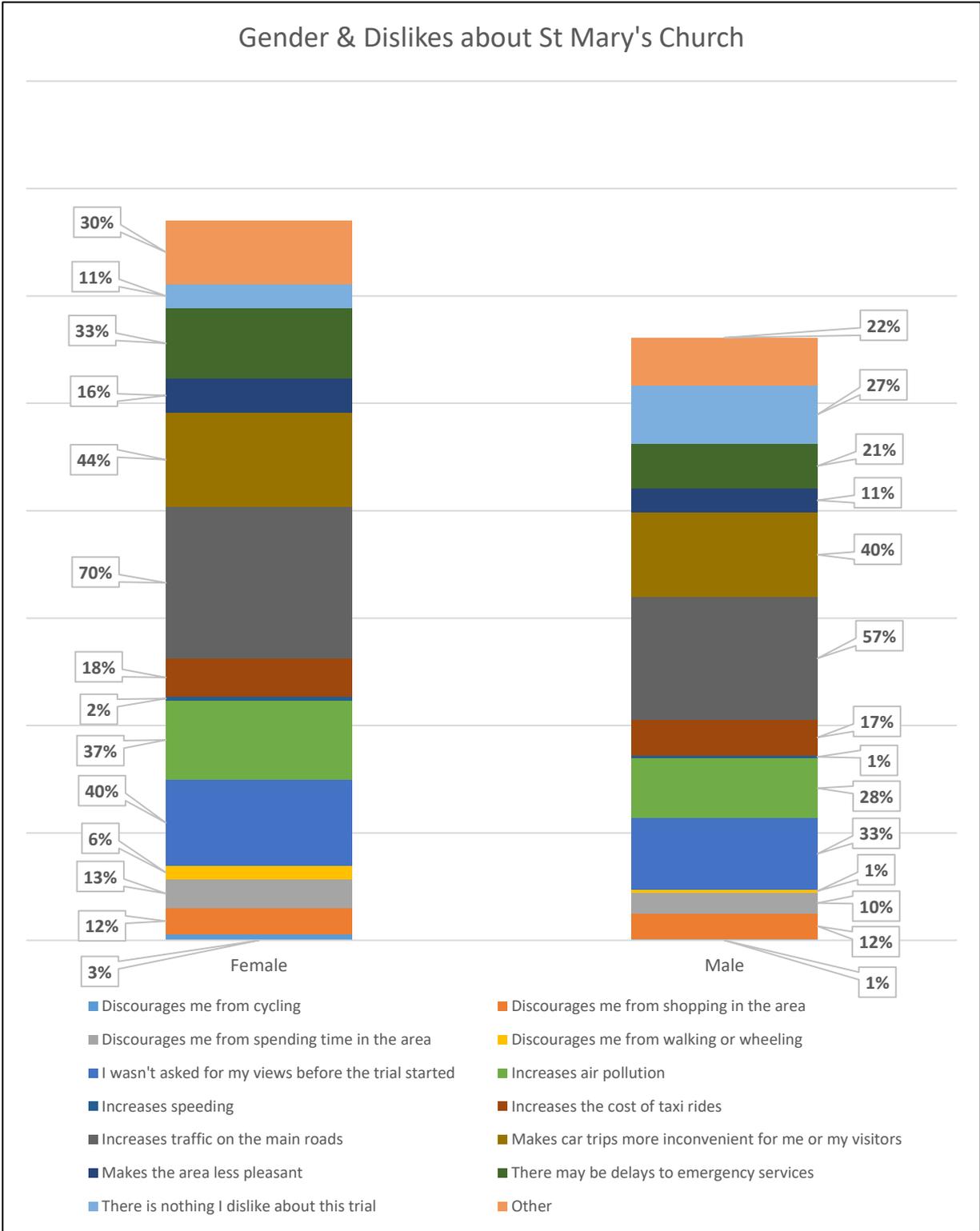


Figure 21: Gender cross-referenced with what people dislike about the St Mary's Church trial, 369 Respondents

3.44 Figure 22 shows how female and male respondents travel in the St Mary's Church area. Respondents were able to select more than one option, so the total response does not sum to 100%. Walking is the most popular mode of transport (72% of female respondents and 78% of male respondents), followed by public transport with 66% and 62% respectively, then by 'car as driver' with 60% and 58%, respectively.

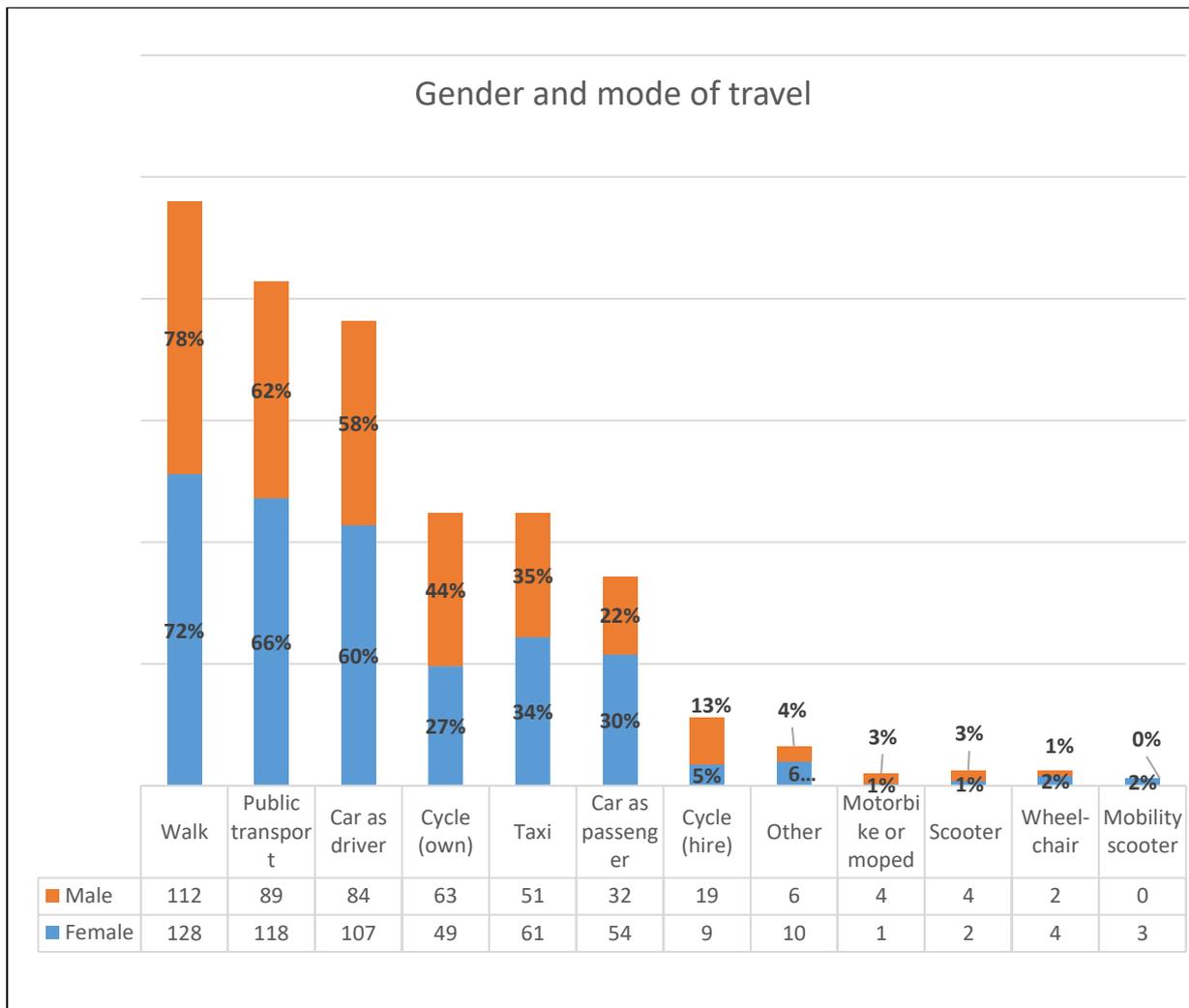


Figure 22: How do female and male respondents travel in St. Mary's Church 369 respondents

3.45 Figure 23 shows the relation between gender, age and disability, where the largest age group of both men and women who responded to the survey were between the ages of 35-44 (26% of men and 27% of women who responded to the consultation were in this age group). Participation was similar between genders for respondents over 75 years of age, and in the 55-64 age group, and disabled people from both genders were similarly represented. Overall, twice as many disabled women responded to the survey than disabled men.

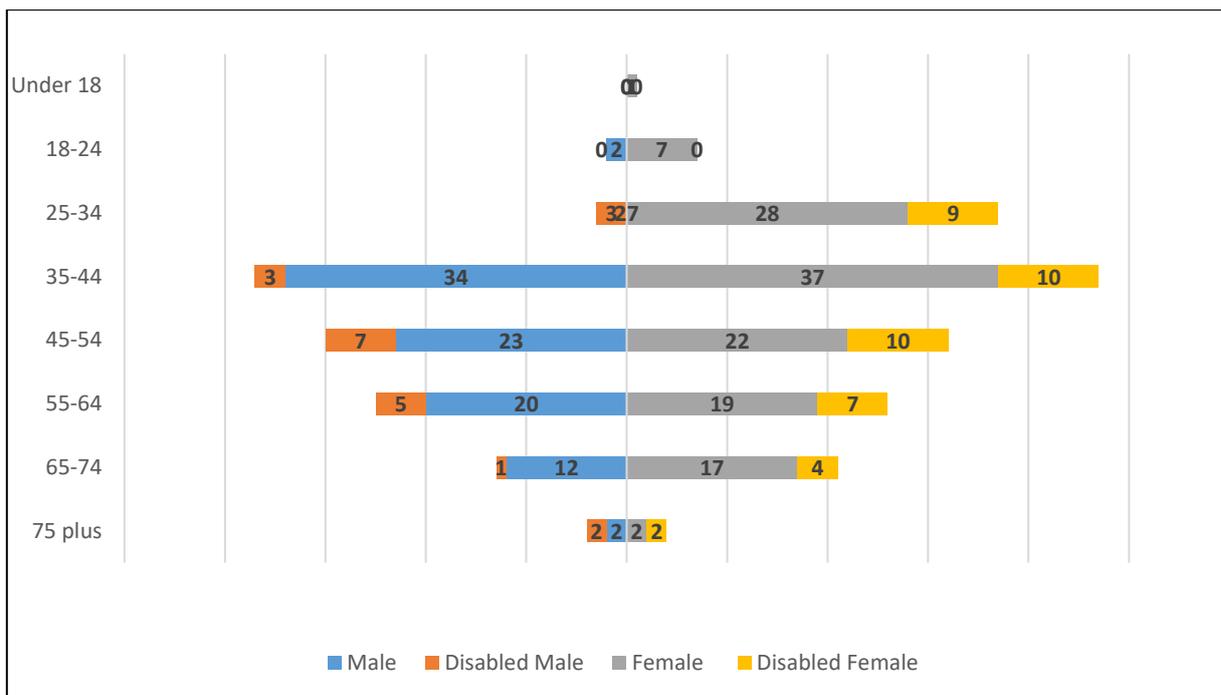


Figure 23: Gender, age, and disability, 316 respondents

3.46 Figure 24 shows that 18% of the respondents (73 respondents) to the St Mary’s Church trial feedback survey stated that they have a disability, long term illness or impairment that affects their day-to-day activity. 73% (291 respondents) selected ‘no’ to whether they have a disability, long term illness or impairment and 9% (35 respondents) did not respond to the question. This is slightly higher than the proportion of disabled people in St. Mary’s and St. James’ ward and slightly less than the proportion of disabled people in Laycock ward (15% and 18% respectively, - see Table 1). 66% of this group are car owners, while 34% are not car owners. There was a negligible difference in car ownership between disabled men (71% of whom were car owners) compared to disabled women (69% car ownership).

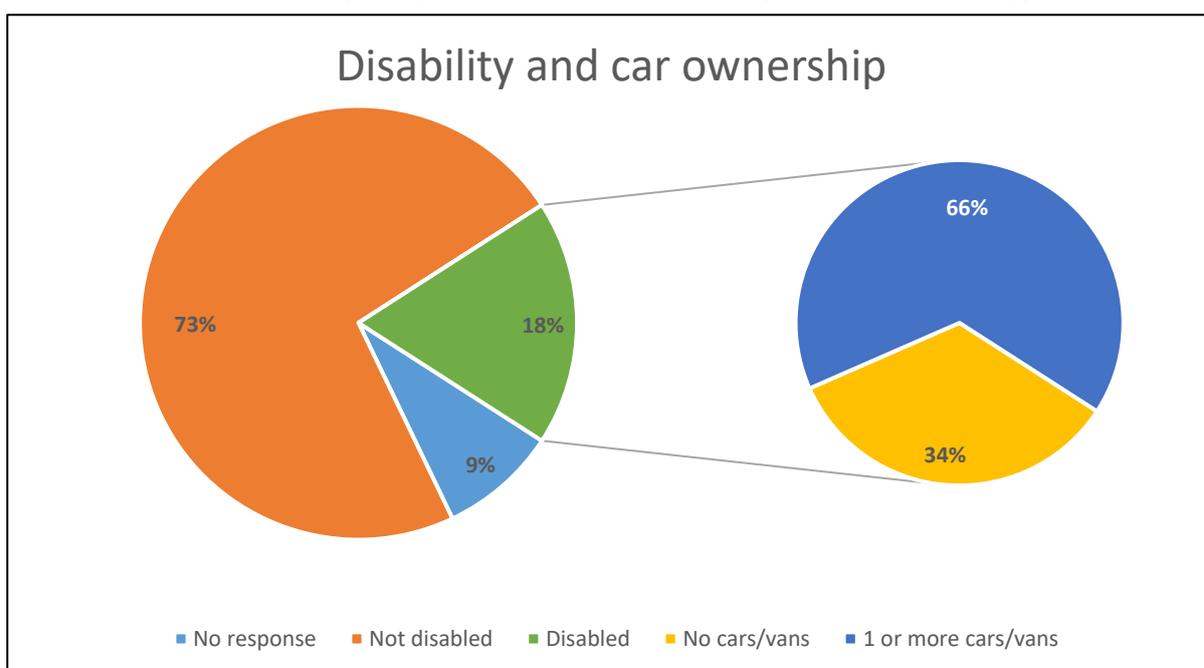


Figure 24: Disability and car ownership, 364 respondents

3.47 Figure 25 shows how disabled and non-disabled respondents' travel. More than half of the 73 disabled people who responded are car drivers (56%), while nearly as many said that they regularly walk (51%), and 47% use public transport. 10% of disabled people who responded use a wheelchair. By comparison, non-disabled respondents said they usually walk (82%), take public transport (68%) with 'car as driver' as the third most selected option (60%). Multiple options could be selected, so percentages will not sum to 100%.

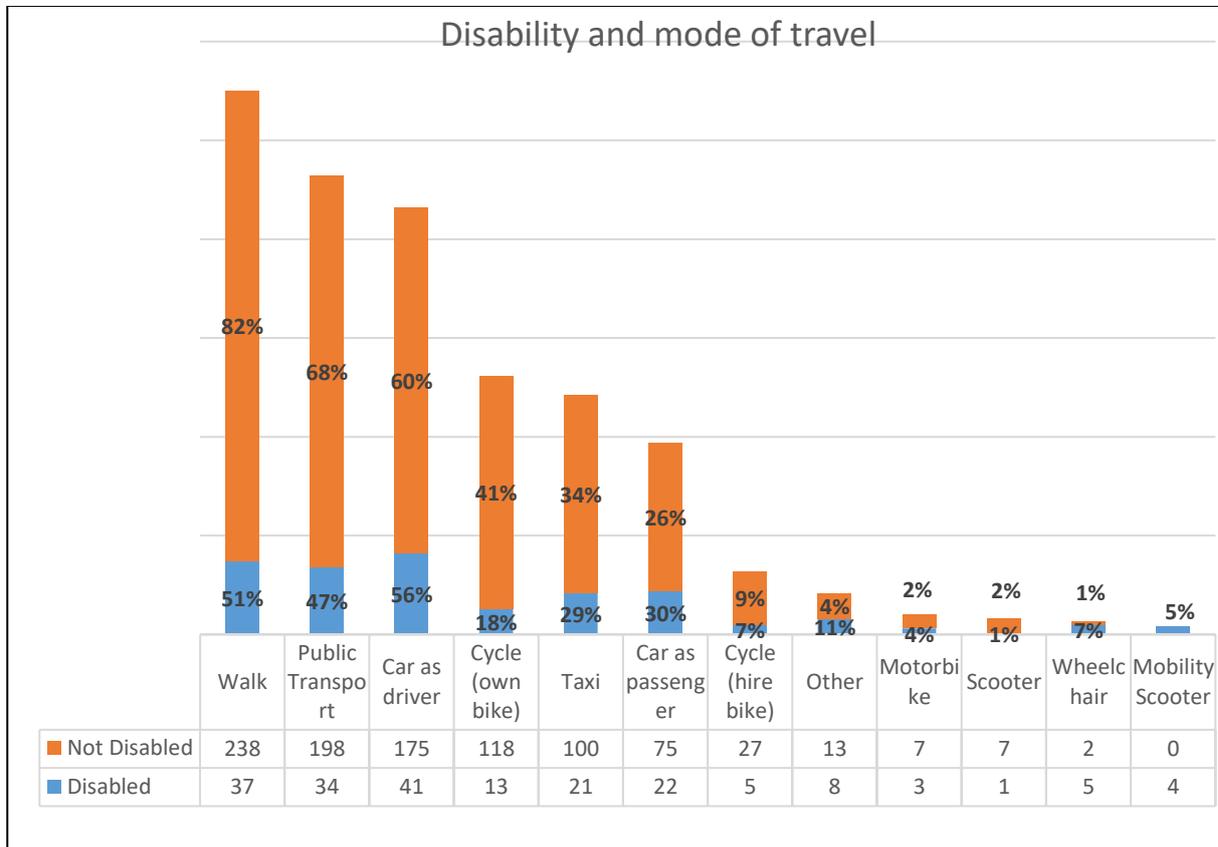


Figure 25: How disabled/non-disabled people travel, 364 respondents (including 73 disabled respondents)

3.48 Figures 26 and 27 show what disabled people who responded like and dislike about the trial. The key issues among 'dislikes' are the perception of increased traffic on main roads (63%), that car trips have become more inconvenient for the respondent and/or their visitors (49%) and concerns that the trial increases air pollution (38%). 14% of disabled respondents selected that there is nothing they dislike about the trial. When asked what they did like about the people-friendly streets trial in St Mary's Church, 77% responded that there is nothing they like about the trial. However, some respondents selected 'reduces through traffic' (8%), 'makes it safer and easier to cross the road' (7%), reduces air pollution (7%), and 'encourages me to shop in the area' (7%).

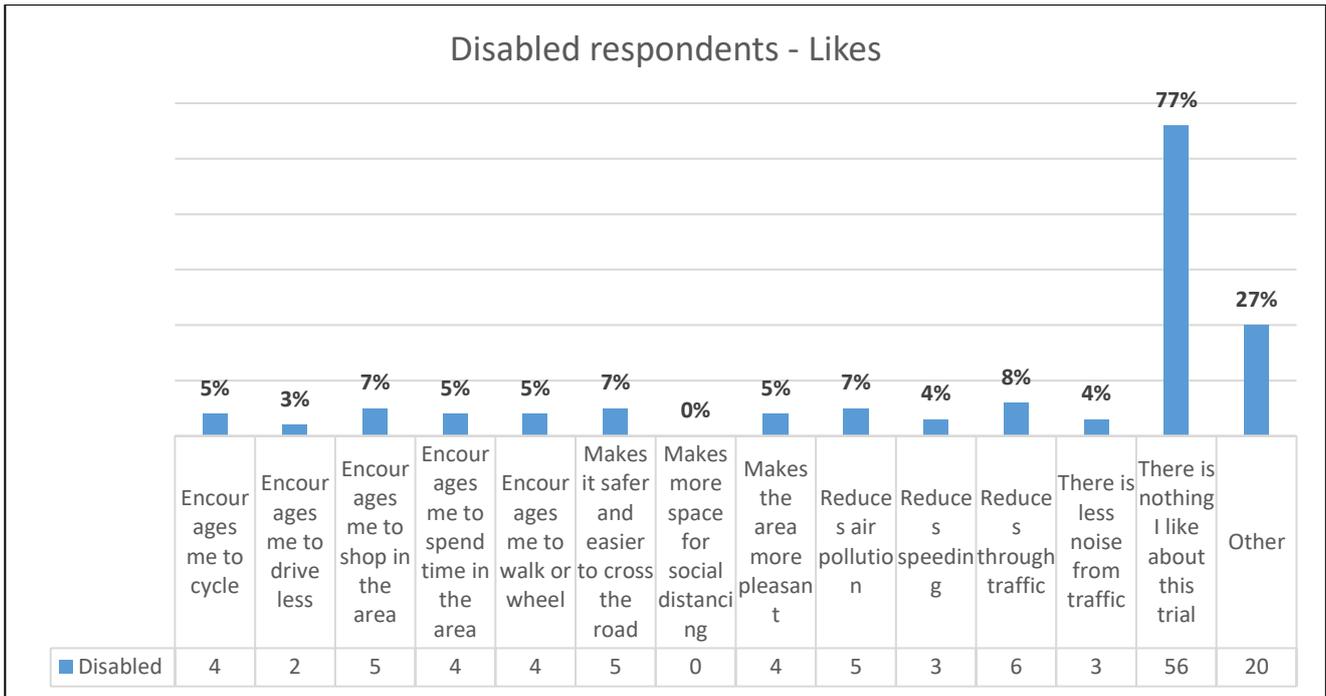


Figure 26: What do disabled people like about the trial, 73 Respondents

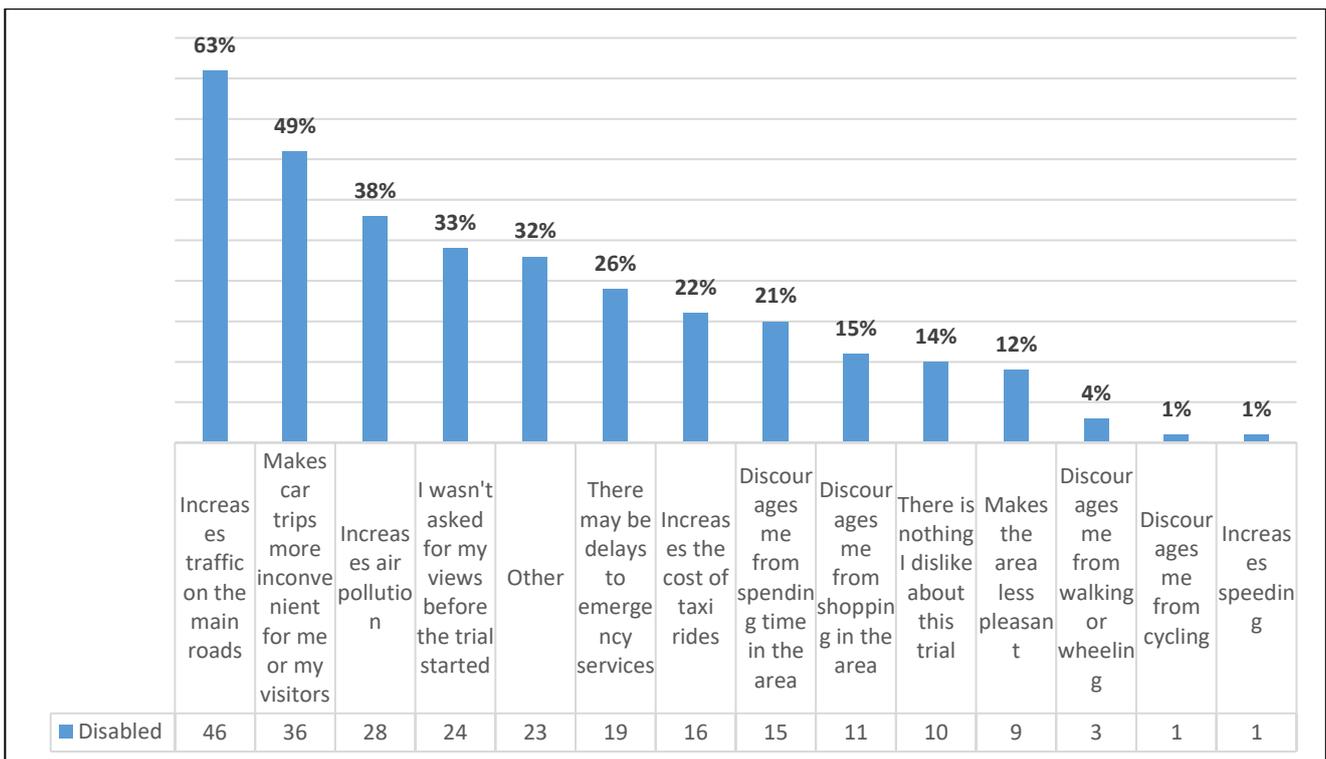


Figure 27: What do disabled people dislike about the trial, 73 Respondents

3.49 Most of the respondents who support or like the trial use active modes such as walking (30%), cycling (24%) or public transport (21%). People who dislike the trial are mostly car users (21% as driver, 9% as passenger and 12% taxi) but also people who use public transport (19%) as shown in Figure 28.

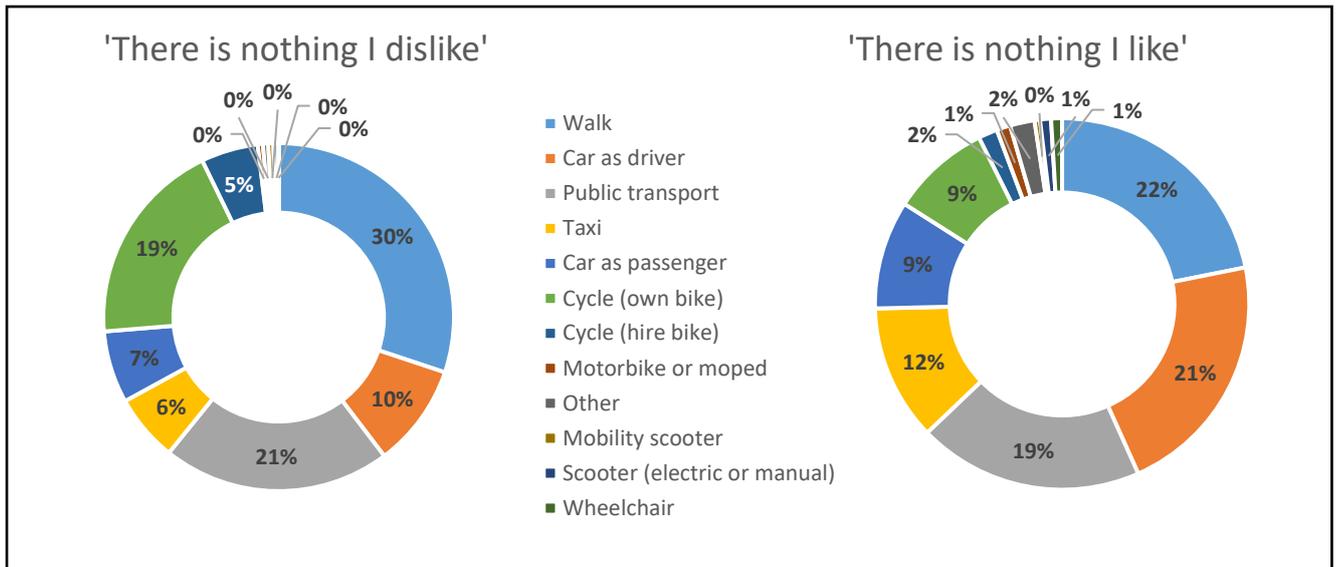


Figure 28: People who like and dislike the trial and how they travel, 392 respondents

3.50 Figure 29 shows the influence of car ownership in relation to appreciation of the trial. Amongst those respondents who do not own a car, 67% selected that there is nothing they dislike about the trial, and 11% selected that there is nothing they like about the trial. Out of those respondents who do own a car, 33% said that there is nothing they dislike while 89% said that there is nothing they like about the trial.

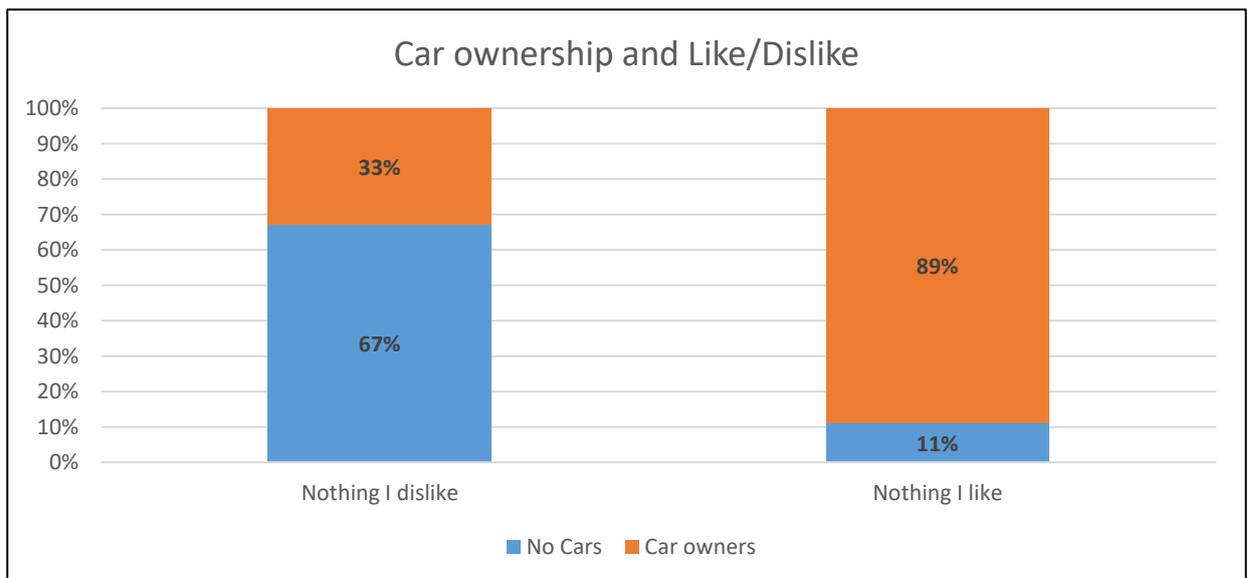


Figure 29: Car ownership and support of the trial, 392 Respondents

3.51 Figures 30 and 31 show the correlation between how people travel and what they dislike about the trial (excluding the response 'there is nothing I dislike about the trial'). 31% of those who stated that the trial discouraged them from spending time in the area or shopping in the area travelled by car and/or motorcycle. Similarly, people who travelled by these modes were the largest proportion of respondents who said the trial 'makes the area less pleasant' (32%). 33% of respondents who selected 'there may be delays to emergency services' also selected car/motorcycle as a primary mode of transport, compared to only 10% of responses which came from people who travel by cycle.

3.52 The 'Other' option for 'what do you dislike about the trial' opened a free text box where respondents could report various issues in their own words. Responses ranged from

comments about a lack of consultation prior to the trial being implemented, to being inconvenienced by longer journey times. Some comments expressed concerns that streets with fewer cars would lead to increased crime or dangers to personal safety. Other comments expressed a dislike that Gaskin Street had not been filtered to through traffic, leaving it open as a route between Upper Street and Essex Road.

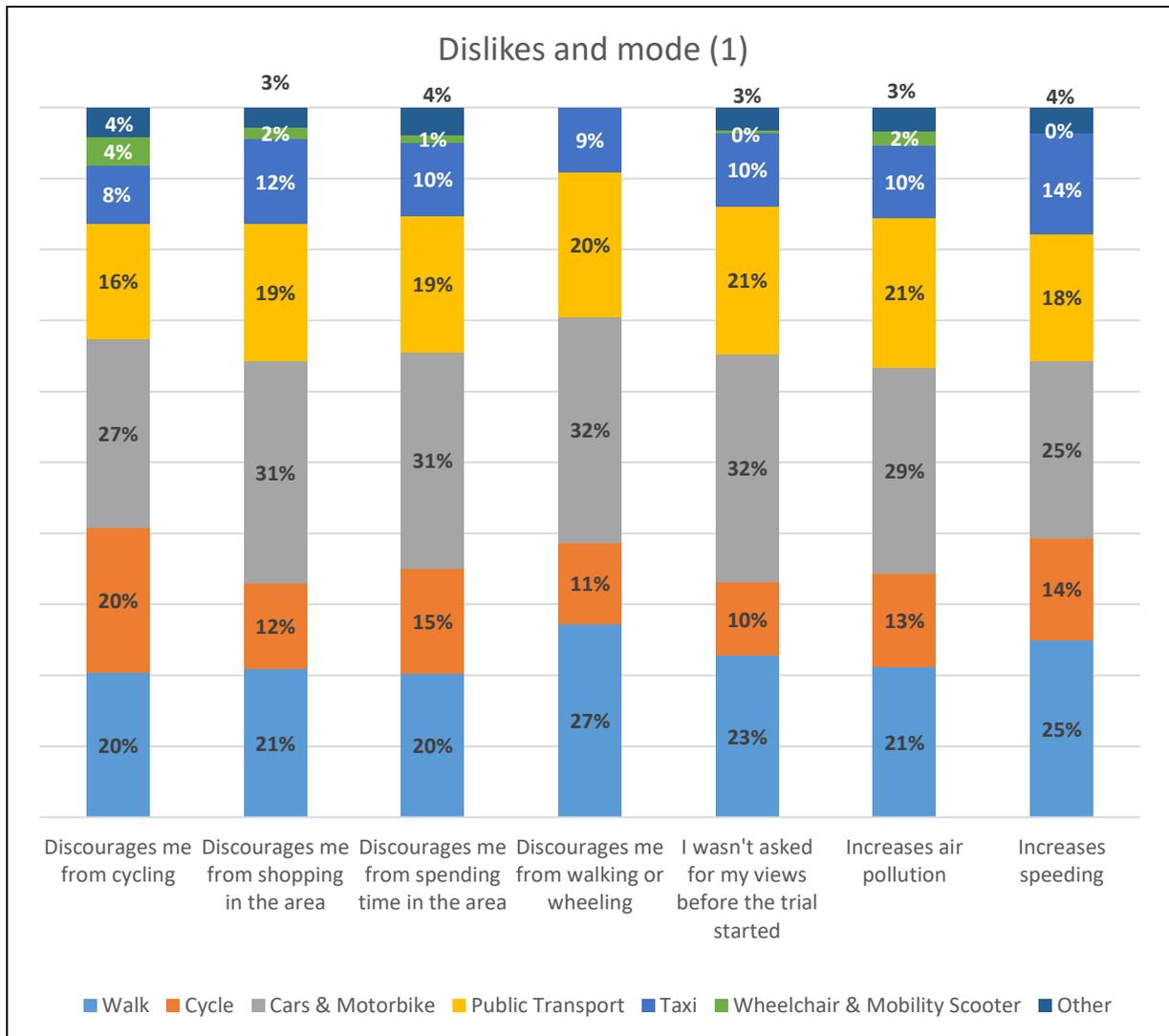


Figure 30: How people travel and what they dislike about the trial, 392 respondents

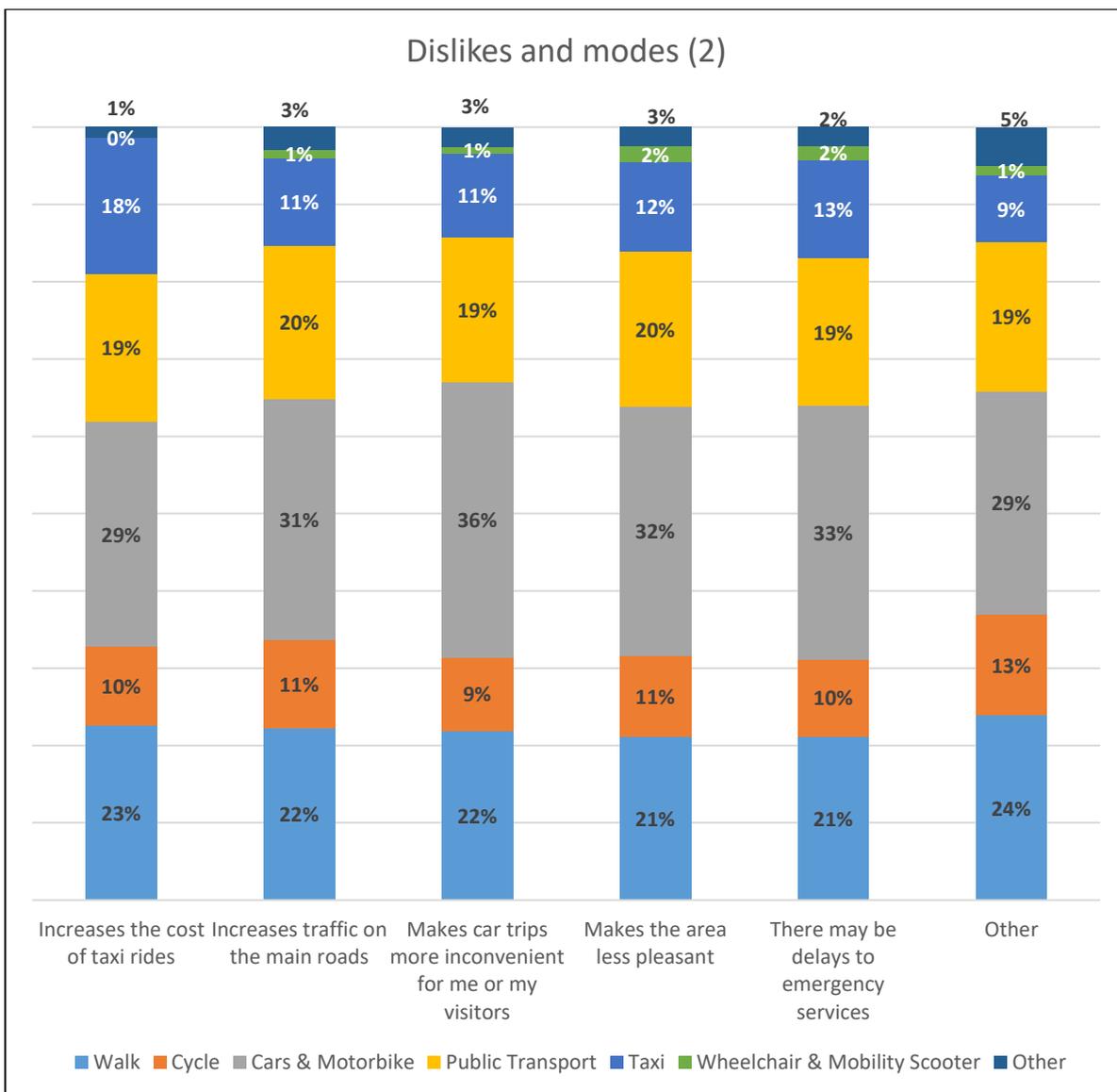


Figure 31: How people travel and what they dislike about the trial, 392 respondents

3.53 Figures 32 and 33 shows the correlation between how people travel and what they like about the trial. 32% of those who selected that the trial 'reduces speeding' chose walking as their main mode of transport, and a further 21% selected cycling. Only 17% of responses to this selection came from respondents who selected car/motorcycle. Similarly, 30% of respondents who said 'there is less noise from traffic' chose walking as a mode of transport, and 22% of the responses came from those who cycle. Only 12% of responses came from individuals who selected car/motorcycle. Selecting the 'other' answer opened a free text box where some respondents provided negative comments about the scheme, or the format of the trial feedback survey. Other responses included comments that the LTN made the neighbourhood calmer or expressing support for the concept of traffic calming in the area. One respondent to the survey suggested the trial provided more space for social distancing.

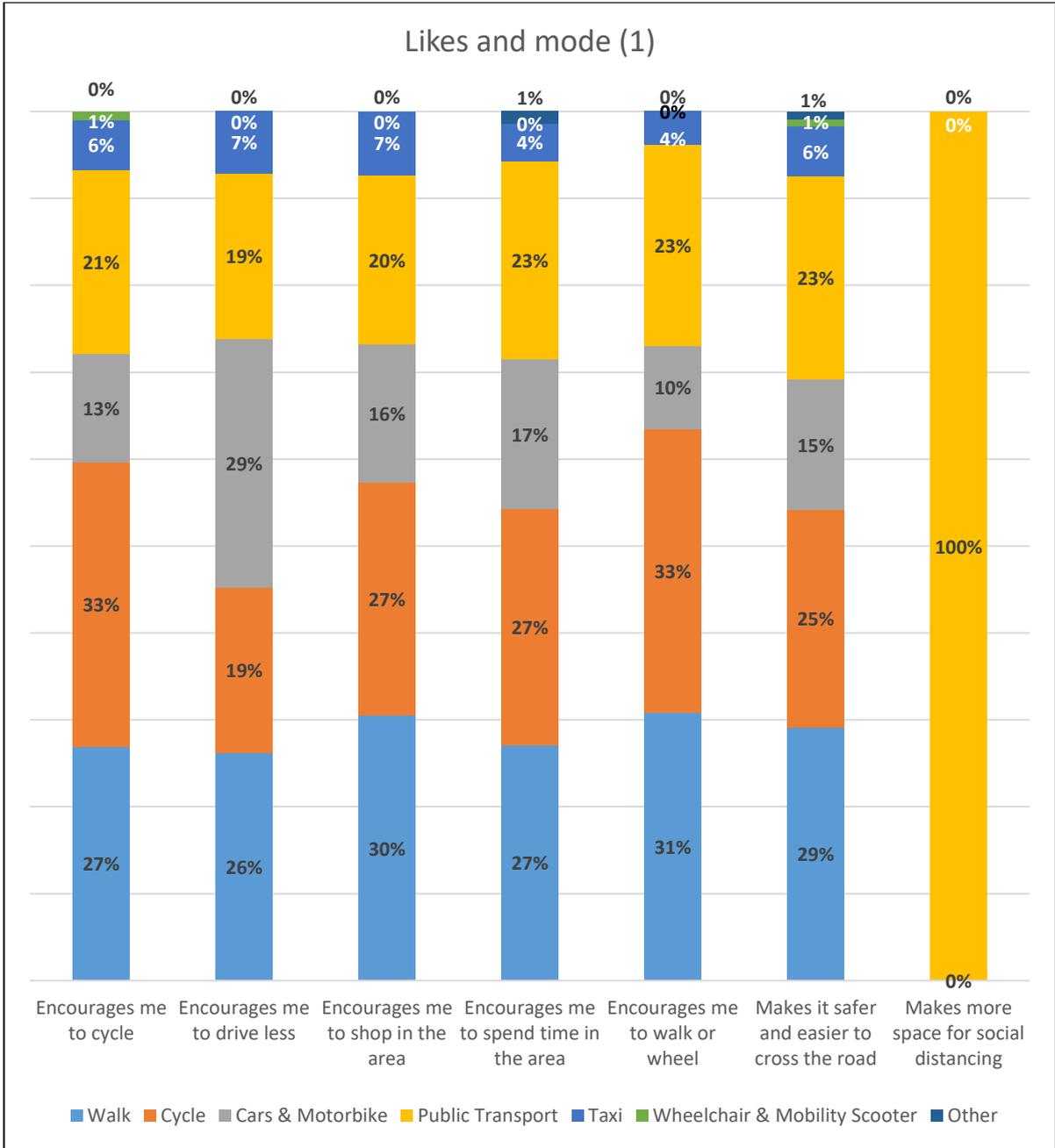


Figure 32: How people travel and what they like about the trial, 392 respondents

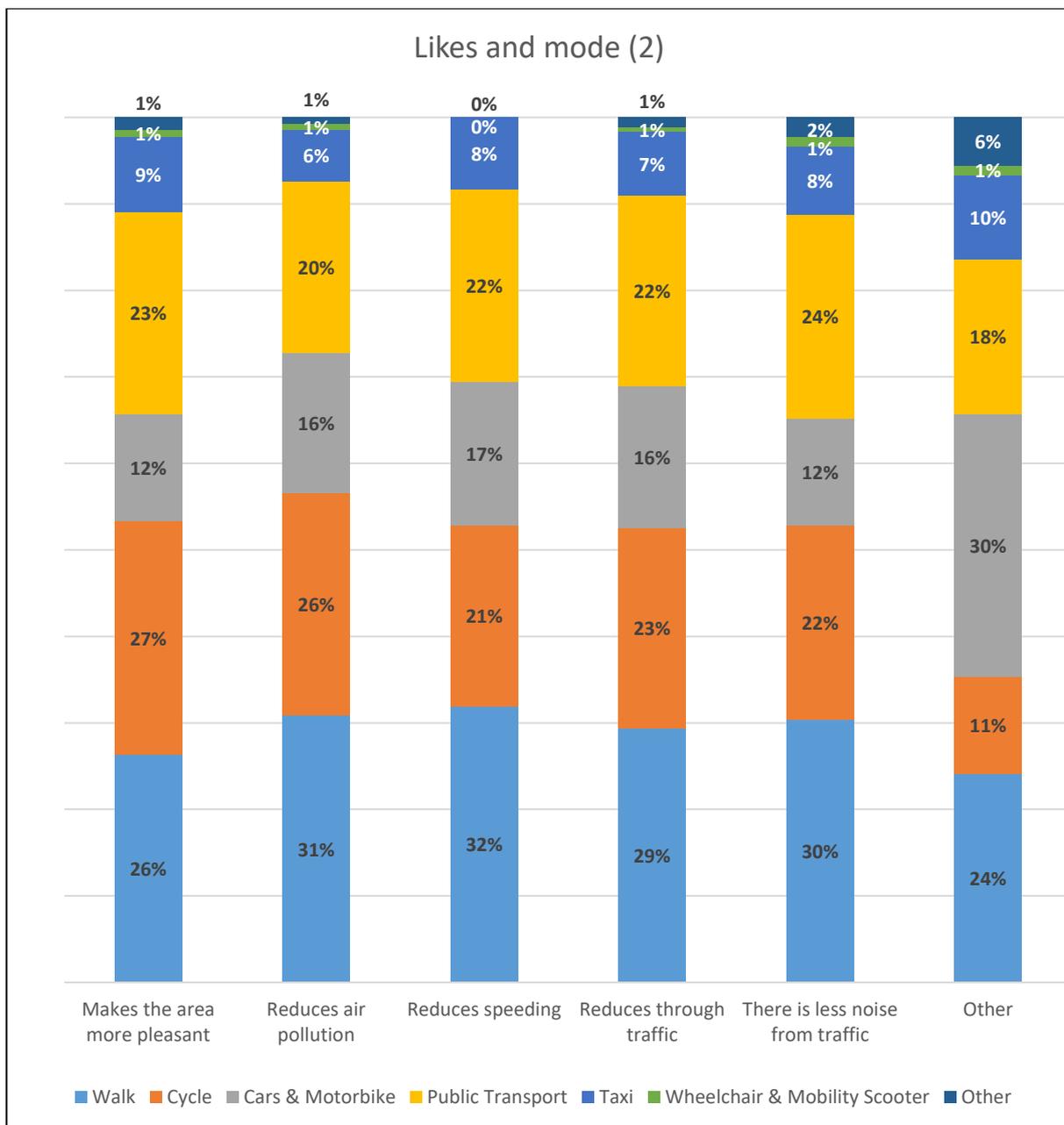
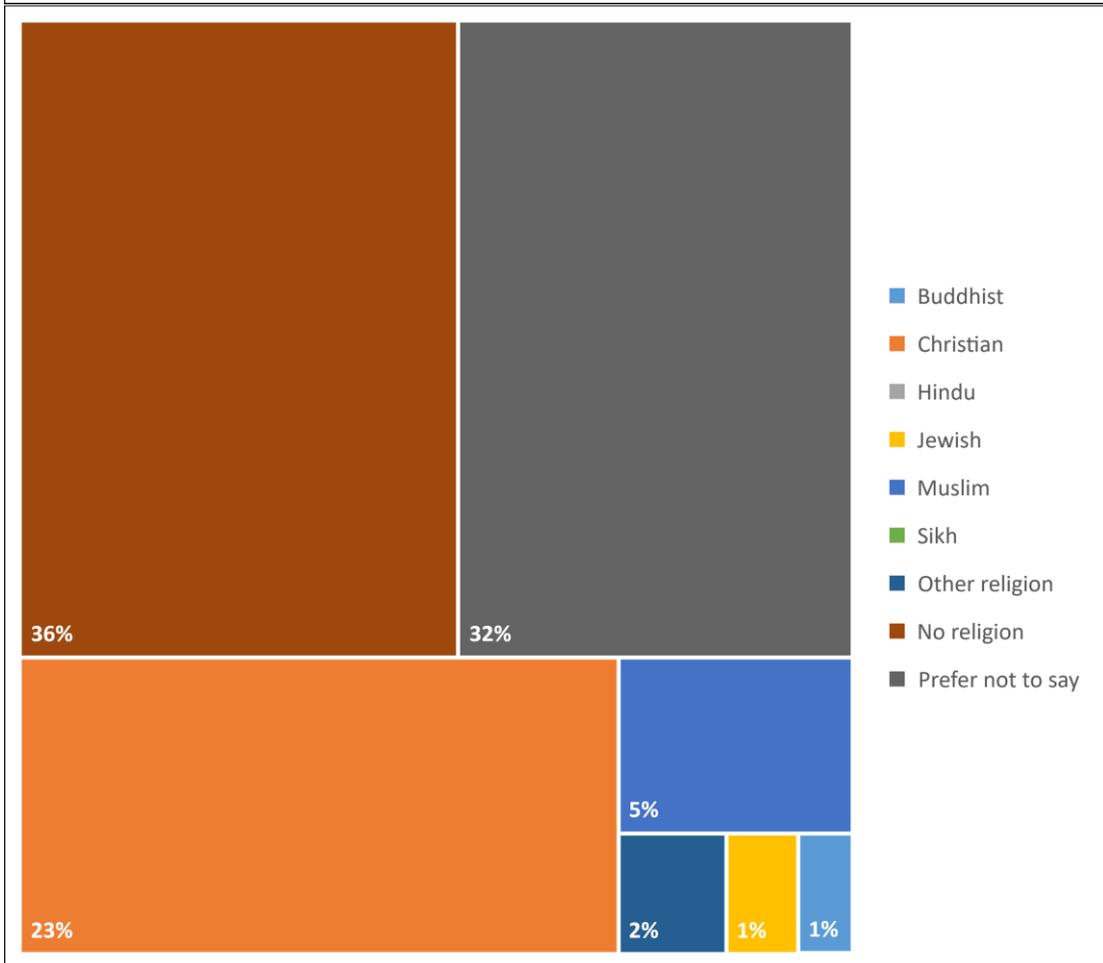
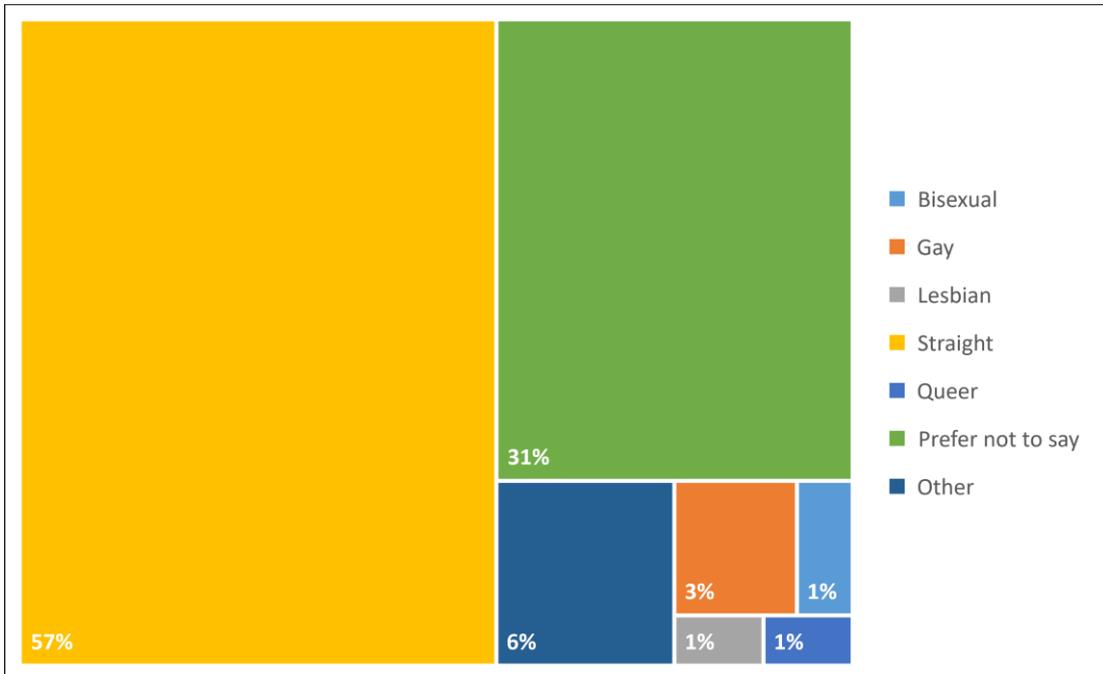
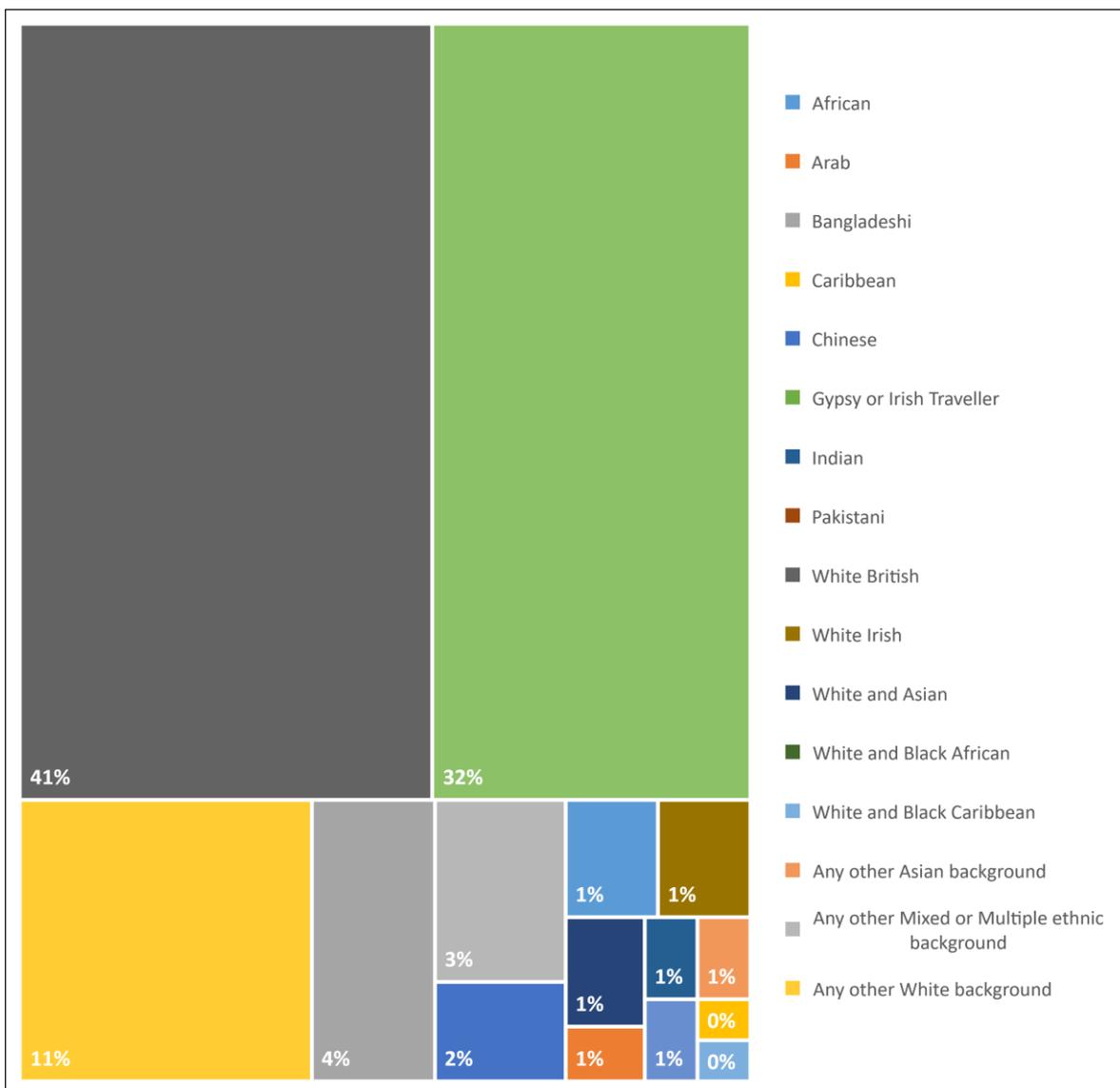


Figure 33: How people travel and what they like about the trial, 392 respondents

3.54 Figures 34, 35 and 36 shows the protected characteristics of sexual orientation, ethnicity and religion (Equalities Act 2010) among trial feedback survey respondents to indicate the level of diversity in participation. The participation of members of the ethnically diverse groups and LGBTQ+ communities were not representative of the demographic makeup of either St. Mary's and St. James' ward where the Black and Minority Ethnic (BME) population was 30% and 70% White or Laycock ward where the population was 39% BME and 61% White (based on the 2021 Census). 54% of respondents identified as 'White' ('White British', 'White Irish' or 'any other White background'), 15% identified as BME and 32% preferred not to state their ethnicity. In relation to Religion, the majority of respondents stated 'No Religion' (36%) or preferred not to say (32%). For comparison, the 2021 Census data for St. Mary's and St. James' ward was 36% Christian, 44% no religion and 8% religion not stated. Similarly, for Laycock, Census data showed 36% Christian, 38% no religion and 8% religion not stated. These differences may indicate that respondents are more willing to disclose information about religious beliefs in a census survey.





Figures 34, 35 and 36: Sexual orientation, religion and ethnic background of respondents, 360 respondents

Note: 0% responses included Hindu, Sikh, Arab, Caribbean, Gypsy or Irish Traveller, Indian, Pakistani, White and Black African, White and Black Caribbean or any other Black or Caribbean background.

3.55 The free text boxes in the trial feedback survey have also been analysed in order to provide statistics relating to the key trends and themes regarding residents' opinions on the people-friendly streets trial. The free text boxes featured four questions:

- Question 5: Are there urgent issues you would like to tell us about? (For example, about road danger or safety - please be as specific as possible).
- Question 6: Do you have other suggestions for what can be done to reduce air pollution and motor vehicle trips in Islington?
- Question 7: Do you have any additional comments?
- Question 9: Which of the following would encourage you to walk, use pavements, wheel or cycle more? (Select all that apply) [The final option to this question was 'Other', with a free text box provided].

3.56 The figures show that of the 399 trial feedback surveys completed, 335 included the completion of a free text box. Of these individual responses, 60% were categorised as 'negative'. A total of 12% contained positive feedback and a further 29% of comments

provided feedback that was either mixed (9%), unclear (9%) or addressed issues that were unrelated to the trial (11%).

- 3.57 A more detailed analysis of free text feedback was carried out, and the main themes from each response were noted. The most common responses include a variety of positive and negative comments as defined in the following text.
- 3.58 Out of the positive responses, 9% of the free text answers mentioned positive factors coded as 'other' which largely included general support for the scheme, or requests to filter more streets in the area, or suggestions for more greening and pedestrianisation. Free text responses in support of low traffic neighbourhoods in other parts of the borough were classed as 'Other' instead of positive as they were not specific to the scheme. 3% of all responses commented on a reduction in danger from traffic since the trial began and 2% of all comments described that the area had become more pleasant.
- 3.59 Out of the negative responses, the statistics highlight that the most common opinion within the received feedback is that the scheme 'increases traffic and pollution on main roads' which was found in 25% of all free text responses. 13% of respondents using the free text boxes left comments on car trips being more inconvenient (not specified as car trips for disabled residents, which were mentioned in 8% of all responses). The third most common theme in the free text boxes related to ANPR exemptions for residents (11%) however over a quarter of the comments which mentioned ANPR exemptions were classed as a 'mixed' response to the trial rather than negative. 9% of all negative comments were classed as 'other' which generally included comments that the scheme should be removed, or traffic in the area should be 'free flowing'.

## **g. Formal objections**

### **Introduction**

- 3.60 The public can make a formal objection to a traffic order. There is an initial six-month statutory objection period as part of the Experimental Traffic Order (ETO) process; the feedback must be considered when deciding whether to make a trial scheme permanent.
- 3.61 Any formal objection to a specific ETO had to be in writing and must state the grounds on which it is made. Objections had to be sent by email to [PublicRealm@islington.gov.uk](mailto:PublicRealm@islington.gov.uk) or by post to Public Realm, 1 Cottage Road, London, N7 8TP.
- 3.62 Eight formal objections have been received for the St Mary's Church LTN. All of these objections were received during the ETO objection period which came into force on 14 January 2022. The objection period expired on 14 July 2022.
- 3.63 The council received 332 template objections which did not relate specifically to the traffic orders for any specific LTN or scheme, but to the people-friendly streets programme in general. The themes are listed below:
- There are anxiety and safety concerns about walking around these deserted LTNs for women, children and young people.
  - Congestion and pollution has risen on main roads due to idling gridlocked vehicles.
  - There are no signs of traffic evaporation after almost 4 months.
  - The new cycle lanes are not being used as envisaged.
  - Residents and businesses, who are suffering have not been properly consulted

- The Council is required to revise its consultation plans so that all residents of an LTN scheme must be consulted.
- There is a clear and distinct lack of thought and planning.
- The exceptional needs of the elderly, vulnerable and disabled have not been considered or addressed and in doing so the Council is guilty of direct discrimination.
- There are issues for emergency service access - neither London Ambulance Service (LAS) or the Metropolitan Police Service have keys to lockable bollards.
- Section 122 of the RTRA 1984 refers to the duty of local authorities "to secure the expeditious, convenient and safe movement of vehicular and other traffic" "not to cause unnecessary congestion and pollution" which the LTN scheme fails to provide, and the Authority are therefore in breach of this regulation and failing in its duty of care.
- Data held on the Council's Commonplace website is not fit for purpose - anyone Nationally can register: the Head of Sales and Marketing is Labour Councillor Peter Mason (biased and not independent).
- Islington already has one of the lowest pollution and car ownership levels.
- 81% of Islington residents' trips are made by walking, cycling or using public transport and yet the Council is unfairly persecuting its residents.
- Islington have implemented the Safest School Streets.
- Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted.
- Petition signed by over 7,000 people opposing the LTNs has been disregarded.
- Valid concerns put forward by resident representatives to the Council Leader have not been addressed and have been dismissed.
- LTNs are not realising the benefits envisioned.
- Islington Council is disregarding national Government advice that traffic management schemes should not be introduced without local consultation, and walking and cycling benefits must outweigh potential negative impacts on other road users.
- A judgement was recently made in favour of Nobu Group against Hackney Council for denying access to all but ULEV to certain roads. In that judgement it was stated and confirmed that "Councils do not have the power to close roads, their duty is to repair and maintain only".
- Air quality will not improve if road mileage increases, that is what LTNs are doing, displacing traffic and increasing mileage.
- Particulate emissions within LTNs will have dropped but their source had been diverted and added to areas where emissions and pedestrians are densest and now impacting greater numbers of people.
- Neighbourhood shops are risk of closure from loss of business.
- Our human rights laws protect us all from arbitrary and excessive action by public officials that "intrude into our lives" and the Council have failed to address factors that ought to have been taken into account.
- Councillors of the LBI are neglecting their duties to such a degree as to amount to an abuse of the public's trust in the office that they hold. They are therefore guilty of a wilful dereliction of duty.

3.64 No template objections were submitted to the council with reference to the St. Mary's Church LTN during the objection period for St. Mary's Church. The themes from the eight objections are summarised in Table 2.

<b>Topic/Theme of Objection</b>	<b>Number of objections mentioning topic/theme for objections for the St Mary's Church LTN</b>	<b>Percentage of objections mentioning topic/theme for objections for the St Mary's Church LTN</b>
Scheme has caused an increase in pollution and/or traffic on main roads in the area	5	56%
Journey times are longer/more inconvenient	3	33%
I have not been consulted about my views on the scheme	2	22%
Businesses negatively impacted	2	22%
Scheme is unsafe for pedestrians	2	22%
Scheme disadvantages elderly/disabled	2	22%
Scheme is poorly thought out/arbitrary/not evidence based	2	22%
Residents should be granted ANPR exemptions/parking permit holder exemptions	1	11%
Scheme is negatively impacting mental health/well being	1	11%
LTNS are not delivering the benefits envisaged	1	11%

*Table 2: Themes of objections*

- 3.65 The full list of objection themes and officers' response is available as Appendix 6 of the delegated decision report.

#### **h. Meetings with specific groups**

- 3.66 Beyond the consultation with statutory consultees described at section 3.15 and 3.16 of this report, the Department for Transport (DfT) guidelines recommend that when implementing schemes by ETO, authorities engage with specific groups who are likely to be directly impacted by the proposals. In this case disability groups have been identified as those most likely to be directly affected by the Blue Badge exemption policy. This engagement also aligns with the council's commitment to fairness.
- 3.67 At the start of the people-friendly streets programme and in the Resident Impact Assessment (RIA) attached to the St Mary's Church experimental traffic orders (the RIA was signed on 21 December 2021 and is the document used to evidence the council's public sector equality

duty), the council committed to engage with disability groups. This engagement was intended to gain a greater understanding of the impacts on disabled people who rely on motor vehicle transport and are therefore more likely to be impacted by different travel routes and a possibly increase in journey time. This engagement took the form of several officer meetings with disability groups and groups representing people who have complex mobility needs. Groups met include Disability Action in Islington, the Carers' Forum, Islington Parents' Forum, London Travel Watch, Transport for All, Keeping Safe sub-group, Power and Control. Officers have also had email exchanges with Horizon regarding cycle schemes, low traffic neighbourhoods and pavement obstructions.

- 3.68 Key feedback from these meetings covered issues encountered with pavement accessibility, difficulty in accessing active travel and open spaces in the borough. On the specific topic of car journeys, the LTNs were perceived as disruptive, sometimes creating confusion and anxiety, making door-to-door journeys complicated, creating longer trips or even social isolation as people travel less and receive fewer visits. Lack of clear signage and legibility was another key concern. It was also felt that schemes should accommodate the needs of people with complex mobility issues as well as those caring for them by providing exemptions from traffic filters – some groups expressed a clear preference for camera-enforced filters rather than bollard filters. Other key themes were a perception of increased traffic on main roads and potential impacts on air pollution.
- 3.69 The accessibility of pavements and the pedestrian environment was also raised numerous times. Groups also recognised the challenges traffic poses to disabled people's autonomy and wellbeing, and that the situation prior to both Covid-19 and people-friendly streets also presented accessibility challenges.
- 3.70 Council officers, the Executive Member for Environment and Transport and Jeremy Corbyn MP attended a meeting on 13 September 2021 with Disability Action in Islington. During this meeting Blue Badge exemptions for the people-friendly streets programme was discussed. Representatives of Disability Action in Islington reported on the negative impact that the scheme was having on disabled people who rely on cars as their primary mode of transport. There was a discussion around other groups who could require exemptions such as taxi users, carers and relatives. Representatives stated that there was an urgency to implement exemptions for Blue Badge holders.
- 3.71 On Sunday 10 October 2021 as part of the public consultation for the St Peter's LTN the council hosted a disability drop-in session. Ahead of this meeting invitations were issued to groups representing disabled people and individuals were invited to discuss the people friendly streets programme and the impact it might be having on disabled people. During this meeting, some of the comments on the proposed Blue Badge exemption policy (which had been published on 6 October 2021 in the [Executive Report](#)) were: more than one vehicle should be included; the policy should apply to more filters than just the home LTN; the process for receiving the permits should be as simple as possible for disabled people; taxi users would not benefit from the exemption.
- 3.72 Following the publication of the Executive report that recommended to introduce a Blue Badge exemption policy, a further meeting took place between Disability Action in Islington, councillors, officers, and Members of Parliament on 18 October 2021. At this meeting the Blue Badge exemption policy was discussed in more detail. Feedback was provided on the exemption approach and the urgency of its introduction was expressed by representatives. There was feedback that the application process should be as simple as possible. There was further feedback that for some disabled people, exemptions to their home LTN would not go

far enough as some people need to travel through multiple LTNs on a regular basis or may live outside the LTN and be impacted. Some people also felt that more than a single vehicle was required.

- 3.73 Disability Action in Islington has submitted a number of written representations with questions and points raised about the Blue Badge exemption approach and other concerns relating to engaging with disabled people.
- 3.74 In October 2021 the council's Executive decision on PFS introduced the Blue Badge exemption policy. The Blue Badge exemption policy was implemented on a rolling basis from December 2021 beginning with the Highbury low traffic neighbourhood. Feedback and analysis of the Blue Badge exemption policy are summarised in more detail in the Resident Impact Assessment (RIA) produced alongside the October 2021 Executive Report on people-friendly streets (see pages 7-10 of this RIA for more details).
- 3.75 The exemption allows Blue Badge holders who live within (or on the boundary of) a low traffic neighbourhood to register a single motor vehicle for their personal use. A permit is provided for the exempt vehicle, which allows the Blue Badge holder to drive, or be driven, through designated camera-enforced filters of the LTN in which they reside.
- 3.76 In response to the recent and historic engagement with disabled groups and individuals the 2021 programme report committed to implementing an 'exceptional circumstance dispensation' for individuals who do not meet the criteria for the Blue Badge exemption policy. The Individual Exemption policy, introduced on a trial basis in January 2023 realises this commitment and makes a reasonable adjustment for individuals who rely on vehicle travel and as a result of a disability or a chronic health condition are substantially disadvantaged by increased time spent in a vehicle or re-routing of trips due to LTNs. It is expected that those who are eligible for an exemption will be mostly making journeys that could not be taken by public or active transport. Applicants are required to provide evidence to show the substantial disadvantage of increased journey times or re-routing of trips in order to support the case for an exemption. The exemption is valid for a single vehicle that may be the permit holders own, or someone else's and applies to all camera enforced filters with "no motor vehicle" signage in existing low traffic neighbourhoods and upcoming liveable neighbourhoods. The exemption does not apply to School Streets restrictions.
- 3.77 In response to the recent and historic engagement with disabled groups with regards to the need for exemptions for disabled taxi users and disabled people who may not have Blue Badges, the council acknowledges that the implementation of its exemption policies does not benefit those users and is limited. The justification and rationale for the exclusion of taxis is explained in more detail in the Equalities Impact Assessment (EqIA) which can be found as an appendix to the January 2022 delegated decision report for the St. Mary's Church LTN. The council will continue to work with the relevant teams and services to investigate the feasibility of exemptions for taxis and private hire vehicles used by disabled individuals as a next phase in the development of exemptions.
- 3.78 The council will continue to engage directly with groups representing disabled people and disabled individuals as part of the wider people-friendly streets programme. Further feedback will be taken into account in a final decision on the experimental traffic order for the St Mary's Church LTN.
- 3.79 In October 2021, an accessibility audit was commissioned for the St Mary's Church area to inform a 'people-friendly pavements' programme which aims to improve conditions for

walking and wheeling within low traffic neighbourhoods particularly among groups with accessibility challenges such as elderly or disabled individuals. The audit identified various issues pertaining to accessibility and made recommendations on improving accessibility in the area.

## 4. Conclusion to pre-consultation engagement

4.1 The trial feedback survey and correspondence highlight some key demographic observations:

- The population of St. Mary's and St. James' Ward, where the LTN is mostly situated is 11,879 residents and the population of the combined Lower Super Output Areas (LSOAs) that cover the St Mary's Church LTN area (though not in an exact match) is 7,125 (LSOAs 016D, 016E, 017E and 016F). By comparison 399 trial feedback surveys, and 178 correspondence items by email were received ahead of the consultation.
- Respondents to the pre-consultation feedback were self-selecting and might have had a stronger opinion on the scheme than other residents of St Mary's Church.
- The age groups that had the highest representation in the trial feedback survey were 35-44 (27%), 25-34 (21%) and 45-54 (20%). The respondents profile highlights that young people (under 18, and 18-24) and older residents (65-74, 75+) are underrepresented in the feedback.
- Women were overrepresented among respondents compared to men, however it should be noted that 10% of respondents preferred not to say and 8% of all people filling in the survey did not provide an answer to this question.
- Respondents to the trial feedback analysis were more likely to own a car with 73% owning one or more car. This is the inverse of the demographic of the borough, with only 33% of borough residents owning a car. Car owners, who were less likely to like one or more things about the trial than non-car owners were overrepresented in the trial feedback survey.
- In addition, those who responded to the trial feedback survey and consultation survey stating that they regularly used their own bicycle (36% and 14%) and/or used a hired cycle (9% and 5%) were also overrepresented in the trial feedback survey when comparing against the three-year average of trips made by cycles in the borough (5%) from the [London Travel Demand Survey \(LTDS\)](#).
- Both car users and those who regularly cycle were overrepresented in the trial feedback survey. Support for the trial tends to increase amongst people who do not own cars.
- There was a slightly higher proportion of respondents who stated they were disabled with 18% of respondents stating that they are disabled, compared to the borough wide and St. Mary's and St. James' ward population of disabled people, 16% and 15% respectively.

4.2 Finally, it is clear from the pre-consultation analysis that many respondents have the perception that the scheme pushes traffic onto the main roads, with impacts on traffic volumes, journey times and air quality. This is the main concern reported via the trial feedback surveys and formal objections.

## 5. Public consultation analysis

- 5.1 In June 2020 the council committed to undertaking a formal consultation around 12 months after the implementation of each LTN trial scheme. This 12-month period gave time for people to experience the changes and allowed the council to do more monitoring to understand how the changes affected local traffic levels.
- 5.2 In August 2021, the council commissioned transport consultants, Steer, to support with the public consultation, providing additional resources and independent advice and analysis of the consultation results.
- 5.3 The St Mary's Church consultation ran from Wednesday 29 March to Wednesday 26 April 2023. The consultation included an online questionnaire available via the Islington website. Paper copies of the questionnaire were also made available at Islington Town Hall reception desk and could be requested by post.
- 5.4 301 questionnaires were filled in. The questionnaires submitted indicate that 50% of respondents do not live within the LTN - however if we were to consider all responses in comparison to the number of residents in the combined Lower Super Output Areas (LSOAs) that cover the LTN area (LSOAs 016D, 016E, 017E and 016F – though not in an exact match), this would represent approximately 4% of the 7,125 LSOA residents.
- 5.5 The council used different ways to promote the consultation. Approximately 3,400 leaflets were hand delivered on the first day of the consultation (29 March 2023) and others were distributed to businesses and residents as part of the business visits and the door knocking exercise.

During the consultation, officers and councillors attended events organised at the following locations and dates:

- Tuesday 4 April 2023 – visiting businesses within the St Mary's Church area
  - Thursday 13 April 2023 – online webinar Q&A event (Zoom)
  - Wednesday 19 April 2023 – leafletting and resident door knocking in the St Mary's Church area
- 5.6 The consultation information was shared on social media platforms including Next door, Twitter, Facebook, and by press release.
  - 5.7 Appendix 5 to the delegated decision report is the consultation report produced by Steer which summarises the consultation feedback received via the consultation questionnaire and some of the engagement activities during the consultation. These events include the online Q&A session on 13 April 2023.
  - 5.8 The St Mary's Church LTN area is bounded by two key commercial areas, Upper Street and Essex Road. Businesses on these streets, as well as some other commercial properties in the LTN area were visited on 4 April 2023 by Steer and two Islington officers. The feedback from businesses was mixed. Some businesses commented that they had noticed a decrease in traffic on boundary roads over the course of the trial, while others commented that customers/patrons had complained of difficulties accessing the premise. Others noted that they or their employees found driving to work took longer as a result of the trial. Businesses were told about the consultation feedback survey and that they could respond to the survey on behalf of a business.

5.9 Steer consultants and council officers conducted a door-knocking exercise as a means of raising awareness of the consultation and encouraging residents to respond to the consultation questionnaire. Steer analysed postcode data to identify streets and locations which had relatively low response rates to the questionnaire. The locations targeted were:

- Canonbury Lane/Canonbury Square
- Tyndale Lane
- Spencer Place
- Richmond Grove
- Hawes Street
- Sebbon Street
- Tressel Close
- Florence Street

5.10 There was a moderate response rate to the door knocking exercise with an approximate response rate of 40 out of 100 doors knocked leading to some level of engagement. Of these the key feedback from the door knocking exercise included:

- Approximately half of the residents were aware of the scheme/ongoing consultation and said that they would respond to the consultation survey. A few residents stated that they, or another member of their household, had already responded to the consultation.
- A handful of people were not initially aware of the scheme, but after questions/discussion with officers/Steer stated they did intend to respond to the consultation.
- Approximately a quarter stated that they opposed elements, or an element of the scheme, with a few respondents taking issue with the entire project.
- The majority of respondents were receptive to taking a leaflet, though a few expressed concern that the council would not consider their views.

5.11 The online information and question and answer session was held on 13 April 2023, 7 -8pm. Nine people registered for the event and two attended. Consultants presented the monitoring data which had been collected during the trial with a majority of the meeting dedicated to a Q&A facilitated by Steer. The main themes raised at the event are outlined in Steer's consultation report, which can be found at Appendix 5 to the delegated decision report.

5.12 Considering all feedback from the consultation events, the key findings are:

- Attendees at the online town hall event and during the residents' visits were concerned about an increase in traffic levels in the area and on boundary roads.
- Attendees at the online town hall event were concerned that car drivers were parking and idling on single yellow lines in the area.
- Attendees at the online town hall event were concerned that the Blue Badge Holder exemption does not go far enough to support people with additional mobility needs.
- Residents during the residents' visits were concerned about the impact of traffic filtering on businesses.
- Residents during the residents' visits expressed views that there had been an overall reduction in traffic in the area making it quieter, safer for children and less polluted.

5.13 The consultation questionnaire was filled in by respondents, the detailed findings are included in Steer's report in Appendix 5 of the delegated decision report.

## 6. Conclusions and who is under-represented

6.1 The council has received a considerable volume of both positive and negative feedback about the St Mary's Church PFS trial through a variety of different engagement activities aimed at hearing from as many residents as possible. 178 emails, 8 objections, 399 trial feedback survey responses, 301 consultation questionnaire responses.

6.2 The key things people have told us they like about the trial are that it:

- Reduces through traffic
- Reduces air pollution
- Makes the area more pleasant and makes it safer to cross the road

The most positive themes raised in the consultation survey were:

- Support scheme (general)
- Support for scheme reducing noise pollution levels
- Support for LTN in improving health and safety of the area

6.3 The key things people have told us they dislike about the trial are:

- Increased traffic and pollution on main roads
- I wasn't asked for my views before the trial started
- Increases air pollution

The most negative themes raised in the consultation survey were:

- Concern about congestion/increase in traffic
- Concern that the LTN has increased air pollution levels/impacted residents/impacted health of children and vulnerable people
- Concern the LTN has displaced traffic elsewhere/impacts other areas

6.4 The consultation and engagement feedback have highlighted that certain groups were under-represented in the surveys and engagement activities. Young people including children and those under 24 years old had a low response rate to, trial feedback surveys (2% of surveys) and consultation questionnaire (2%), when they make up 24% of the St. Mary's and St. James' ward population and 29% of the Laycock population

6.5 Other under-represented groups were Minority Ethnic groups. St. Mary's and St. James' ward has a 30% Minority Ethnic population (versus a 70% wide 'White' group) while Laycock has a 39% Minority Ethnic population (versus a 61% 'White' group) but this is not reflected in the responses to consultation. For instance, the trial feedback survey analysis shows that less than 15% of respondents identified as belonging to Black and Minority Ethnic (BME) groups. Similarly, only 8% of respondents to the consultation questionnaire identified as belonging to BME groups.

6.6 The consultation questionnaire shows that in proportion of respondents more men responded than women, as men make up 44% of respondents and women 34%.

6.7 The proportion of motor vehicle users amongst respondents to all engagement channels is disproportionately high compared to the 67% of Islington households do not have access to a private car.

