



People-Friendly Streets
Better places for everyone

St Peter's people-friendly streets trial pre-consultation and engagement report



ISLINGTON



People-Friendly Streets
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St Peter's people-friendly streets

Pre-consultation engagement summary

Commonplace feedback (May 2020 to March 2021) **839** responses received

Responses from

79% **St Peter's residents**

Age & Gender
75+
65-74
55-64
45-54
35-44
25-34
UNDER 24

39%

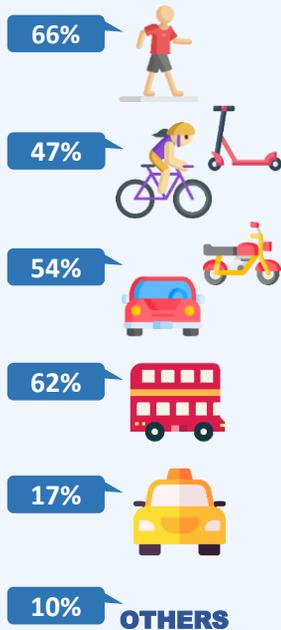


9% preferred not to say

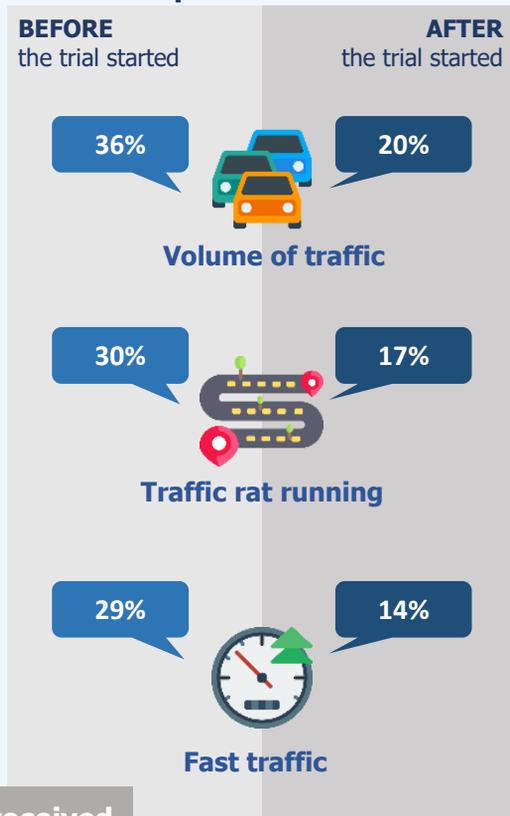
Responses received
75+
65-74
55-64
45-54
35-44
25-34
UNDER 24

41%

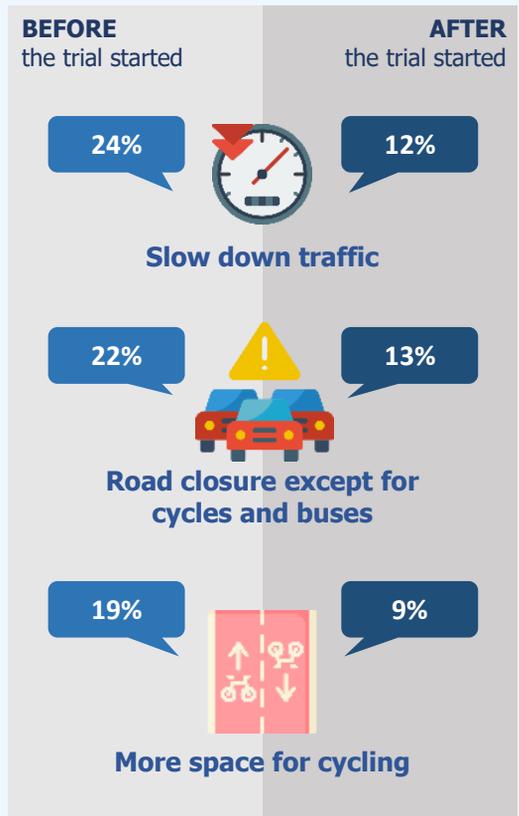
How do people travel?



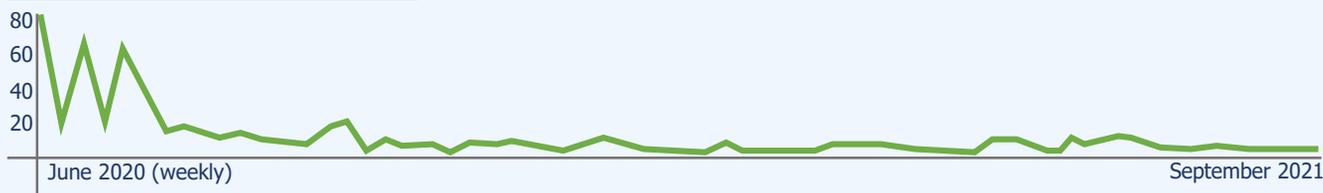
What's the problem?



How could we make it better?



396 emails received





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St Peter's people-friendly streets

Pre-consultation engagement summary

Trial Feedback Survey (March 2021 to Sept 2021) **555** responses received

Responses from

70%

St Peter's residents

Age & Gender

75+
65-74
55-64
45-54
35-44
25-34
UNDER 24

44%



9% preferred not to say

47%

75+
65-74
55-64
45-54
35-44
25-34
UNDER 24

How do people travel?

85%



28%

dislike nothing

55%



25%

dislike nothing

78%



13%

dislike nothing

57%



17%

dislike nothing

30%



6%

dislike nothing

7%

OTHERS

1%

dislike nothing

What do you like about this trial?



31%

Reduces traffic



25%

Make area more pleasant

24%



Reduce air pollution



20%

Safer & easier to cross the street

Disability & car ownership



30%

70%

Car ownership* & support of the trial



66%

34%

*30% of Islington households own a car

What do you dislike about this trial?



54%

Increase traffic



37%

I wasn't asked for my views

37%



Car trips inconvenient



May be delays to emergency services

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



51%

20%

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



26%

57%





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St Peter's people-friendly streets

Summary consultation results

Consultation Questionnaire

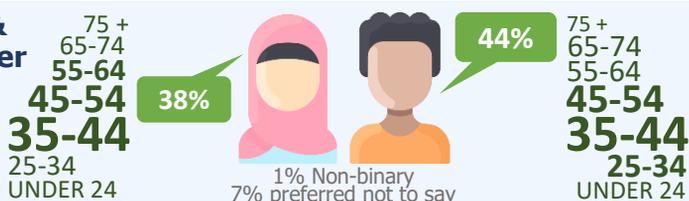
September 2021 to October 2021

1489 responses received

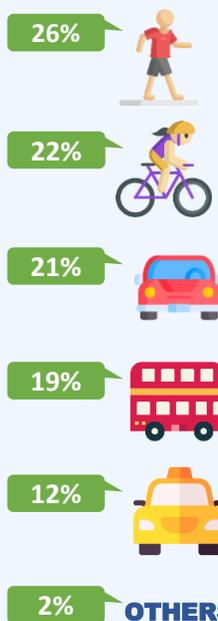
Responses from



Age & Gender



How do people travel?



Since the trial began in 2020, people think

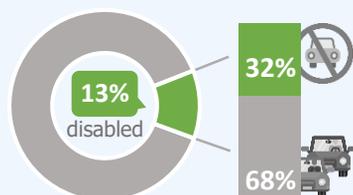
LESS



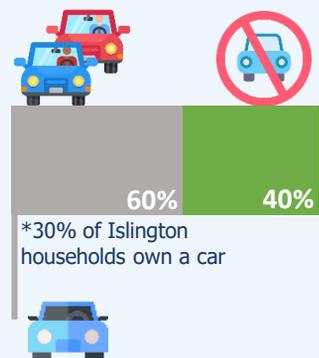
NO CHANGES



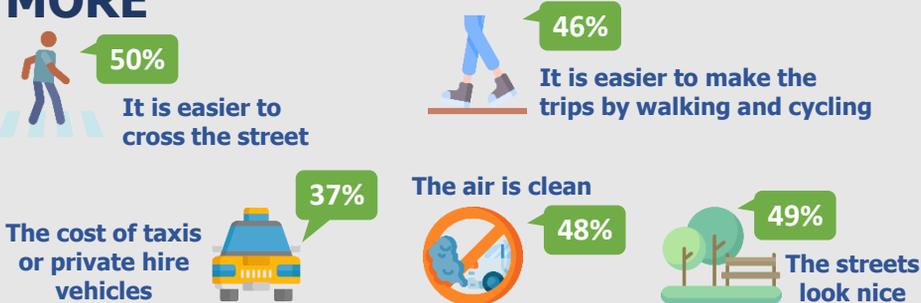
Disability & car ownership



Car ownership*



MORE



The cost of taxis or private hire vehicles



27% of car owners walk and cycle for shorter journeys instead of driving





People-Friendly Streets
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Why are we doing this?

Islington's streets belong to everyone. They are a place where life happens and where the community comes together, no matter what our individual circumstances or daily routines look like. But as technology has changed, we've seen more and more traffic taking short cuts through local streets.

Traffic in London is increasing at an alarming rate, making it increasingly difficult to walk, cycle and wheel around. 24.3 million more miles were driven through Islington in 2019 than 2013, an almost 10% increase, and traffic on London's local roads has risen by 72% in the past 12 years. Without intervention this trend will create huge problems for our road network and our communities, and will further damage the environment, including higher levels of air pollution, which is already a serious issue for public health.

The council has always worked hard to make things better and has been planning initiatives to improve Islington's streets for some time but Covid-19 has had a big impact on the way we use our streets. During the first lockdown, they were quieter, felt safer and journeys were quicker. Residents told us they really benefitted and were able to enjoy their neighbourhood more. But research shows that traffic volumes will continue to increase making our streets more unsafe, unhealthy, and worse than before the crisis began.

Nothing will ever be quite the same after the pandemic, which is why now is the time to make bold changes for a safer, greener and healthier Islington. So, we took this opportunity to look at how we can make our neighbourhoods better and safer, for living, working and playing, for everyone.

Through the people-friendly streets programme, we want to bring life back to Islington's streets. Taking the best of what we have learnt in the past year, to make our borough cleaner, healthier, greener and a more equal place for everyone. St Peter's, like many neighbourhoods within the borough, has suffered from increased traffic volumes in recent years from the use of the area as a short cut.

Quantitative evidence from other areas shows that low traffic neighbourhoods (LTNs) are a successful way for us to achieve these objectives. The data in this pre-consultation report shows that they can also make a positive difference in Islington. People-friendly streets make it easier, safer and more pleasant for people to walk, cycle and use wheelchairs, buggies and scooters. Every local trip switched from a motor vehicle to another way of travelling means one fewer vehicle on the road, leaving the roads clearer for people who have no choice but to use cars.

The St Peter's people-friendly streets trial was implemented in July 2020 as a low traffic neighbourhood under the people-friendly streets programme. As part of the council's urgent Covid-19 response, the trial was implemented swiftly to make walking and cycling easier and safer as alternatives to public transport and prevent a car-based recovery.





Objectives

The PFS area trials are intended to contribute to the following three objectives from the Islington Transport Strategy:

Objective One: Healthy

To encourage and enable residents to walk and cycle as a first choice for local travel.

Objective Two: Safe

To work with the Mayor of London to achieve “Vision Zero” by 2041, by eliminating all deaths and serious injuries on Islington’s streets and reducing the number of minor traffic collisions on our streets.

Objective Three: Cleaner and greener

To contribute to the council’s commitment to Islington becoming net zero carbon by 2030, to improve air quality, and protect and improve the environment by reducing all forms of transport pollution.

The council has already published an interim and a pre-consultation monitoring report which has included the following data: motorised traffic counts and speeds, cycling counts, air pollution data, London Fire Brigade response times, crime and anti-social behaviour (ASB) data, and bus journey times.

The monitoring reports have provided evidence to measure the success of the trial against the below objectives:

- Reduce motorised traffic and vehicle emissions across internal roads
- Reduce motorised traffic overall across internal and boundary roads
- Increase levels of cycling across internal roads
- Reduce levels of speeding on internal roads

The council has also monitored the following:

- Levels of motorised traffic and related air pollution on boundary roads
- Crime and ASB on internal roads
- Emergency service response times
- Levels of speeding on boundary roads
- Bus journey times

In this pre-consultation engagement report the council is now able to report on other objectives on the scheme by analysing feedback received on the trial:

- Increase levels of walking
- Increase sense of community
- Impact on people with disabilities and their ability to travel

We have carefully considered the wide range of feedback received including from Commonplace and trial feedback surveys, email correspondence, formal objections, stakeholder meetings, and the public consultation.

The feedback from the consultation and monitoring results demonstrate that the trial has had largely positive impacts on the St Peter’s neighbourhood and achieved the trial’s objectives.

We need to make an important change to make it easier for disabled people to travel within St Peter’s. We will be trialing an exemption for Blue Badge holders who live inside St Peter’s from camera enforced traffic filters in the neighbourhood.



Pre-consultation engagement report – St Peter’s people-friendly streets low traffic neighbourhood

Date: 22 December 2021

Ward(s): St Peter’s

Contents

Pre-consultation engagement report – St Peter’s people-friendly streets low traffic neighbourhood.....	0
SUBJECT: St Peter’s Low Traffic Neighbourhood Trial Pre-consultation Engagement Report.....	1
1. Summary.....	1
2. Introduction and background	2
3. Engagement prior to public consultation.....	3
a. Commonplace.....	3
b. Statutory consultees.....	8
c. Non-statutory consultees	9
d. Engagement with Schools	9
e. Email correspondence.....	10
f. Trial feedback survey analysis	12
g. Formal objections.....	24
h. Meetings with specific groups.....	28
4. Conclusion to pre-consultation engagement.....	30
5. Public consultation analysis	30
6. Conclusions and who is under-represented	33



SUBJECT: St Peter's Low Traffic Neighbourhood Trial Pre-consultation Engagement Report

1. Summary

- 1.1. This report sets out the results, findings and learnings from the engagement and consultation over the trial period for the St Peter's 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 further committed to on 14 October 2021. The St Peter's scheme was initially implemented on 3 July 2020.
- 1.2. This report outlines the results from the engagement prior to public consultation, which took place between 13 September and 11 October 2021. This engagement includes the results from the Commonplace engagement, the formal 6-month objection period to experimental traffic orders (ETOs), trial feedback survey responses, and general correspondence. The report also includes a short summary of the results from the public consultation; a full independent consultation report can be found as Appendix 6 to the delegated decision report. These reports together will inform future decision-making on the scheme.
- 1.3. 839 Commonplace comments were submitted in the St Peter's area and on the boundary roads, 39 objections were received to the St Peter's traffic orders, in addition to 332 general template objections, there were 555 responses to the trial feedback survey and 396 correspondence emails were received during the trial.
- 1.4. Before the council implemented the trial 36% of the comments submitted via Commonplace said that there was too much traffic in the area. In addition, 30% of comments mentioned traffic taking short-cuts across the area and 29% referred to fast traffic as key challenges.
- 1.5. After the trial was implemented, the trial feedback survey indicates that 61% of participants said they liked something or things about the trial.
- 1.6. The consultation questionnaire responses are analysed in more detail in the independent consultation report found as Appendix 6 to the delegated decision report. Results from this analysis indicate that many participants said they felt the air was cleaner (48% agreed, 18% disagreed), that they felt safer using streets during the day (46% agreed, 25% disagreed), and that it is easier to travel by walking and cycling (45% agreed, 18% disagreed). A total of 40% said they are spending more time in the area (18% said less time), while 37% are using the

cleaner, greener, healthier streets to do physical activity more (12% are doing less activity). Only 4% of respondents to the 'free text box' in the consultation questionnaire asked for the LTN to be removed.

1.7. Key themes relating to negative feedback include: perceptions that traffic has increased on boundary roads since the trial started; that people were not consulted prior to the trial; and that car trips are made more inconvenient. Another key element of feedback has been the impact of the LTN on some disabled people who may rely on motor vehicles for their journeys.

2. Introduction and background

2.1. The St Peter's LTN is located in St Peter's ward in Islington. Data from the 2011 Census shows that a total of 14,072 residents live in the ward. Table 1 highlights the population profile of the area.

	London	Islington	St Peter's ward
	Total: 8,173,941	Total: 206,125	Total: 14,072
Gender: Female	51%	51%	49%
Gender: Male	49%	49%	51%
Age: Under 16	20%	16%	15%
Age: 16-24	12%	14%	13%
Age: 25-44	36%	42%	43%
Age: 45-64	21%	19%	20%
Age: 65+	11%	9%	9%
Disabled	14%	16%	16%
Ethnic group: BME	40%	32%	35%
Ethnic group: White	60%	68%	65%
Religion or belief: Christian	49%	40%	43%
Religion or belief: Muslim	12%	9%	10%
Religion or belief: Other	10%	4%	3%

Religion or belief: No religion	21%	30%	30%
Religion not stated	9%	17%	14%

Table 1 - demographics of London, Islington, St Peter's ward

Source: 2011 Census data available at: <https://www.nomisweb.co.uk/>

- 2.2. The St Peter's LTN was implemented as the first LTN in the people-friendly streets programme on 3 July 2020, as an 18-month trial. Four traffic filters were originally installed to remove through traffic from the neighbourhood at Danbury Street, Colebrooke Row, Prebend Street and St Peter's Street / Wharf Road.
- 2.3. In June 2021 a change was made to the scheme to address a traffic issue in the Packington Estate. The issue related to traffic avoiding the traffic filter at Prebend Street – the solution was to move the filter at Prebend Street further east, west of the junction with Coleman Fields, and place an additional filter at Coleman Fields to improve the integrity of the LTN. The new ETO came into force on 25 June 2021, re-opening a 6-month objection period running until 25 December 2021.
- 2.4. As part of the PFS programme the council had committed to hold 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 Peter's took place between 13 September and 11 October 2021.

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 and cycle 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 [Executive Report](#) (October 2021).
- 3.2 The Commonplace tool closed for comments in March 2021, 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 across the borough left comments on the Commonplace site. 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 The council received 839 responses via the Commonplace tool for the St Peter's area, between 15 May 2020 and 2 March 2021. This report has analysed the data collected, and graphs below show the comments received before and after 3 June 2020. This is the date on which the scheme

was first advertised, a resident letter announcing the scheme was distributed and the scheme was announced in Islington’s communication channels. From the total of 839 comments, 299 comments were made before 3 June 2020, prior to the scheme in St Peter’s being advertised (blue bars on Figures 1 to 4), and 540 comments after the scheme was advertised on 3 June 2020, (orange bars on Figures 1 to 4). This was an effective way to gather local people’s views of a) the current streets and public spaces; and b) how to make Islington’s streets more people-friendly.

3.4 Figure 1 shows the number of comments posted for each listed problem on the Commonplace tool during the survey periods. The volume of traffic has been a historical problem, as ‘volume of traffic’ featured in 36% of the comments submitted prior to the scheme being advertised. ‘Traffic taking short-cuts across the area’ was the second most reported problem (30%), followed by ‘fast traffic’ (29%) and ‘unsafe for children’ (27%). After the scheme was advertised, 20% of comments selected ‘volume of traffic’ as a problem, 17% listed ‘traffic taking short cuts’, 14% reported ‘fast traffic’ and ‘unsafe for children’. 49% of the ‘what’s the problem’ comments after the scheme was advertised chose ‘other’.

3.5 Commonplace respondents could also select ‘other’ to the ‘what’s the problem’ question, which opened a free text box. Before the scheme was advertised 68 participants (23% of ‘before scheme’ participants) selected this option and key themes were related to traffic issues, pavement conditions and cycle storage. By contrast, after the scheme was advertised, 267 comments (49% of ‘post advertising’ comments) selected the same option, and around half of the comments referred to the trial as being the problem. Other comments mentioned issues such as cyclist behaviour, Anti-Social Behaviour (ASB) in parks, highways maintenance and accessibility improvements.

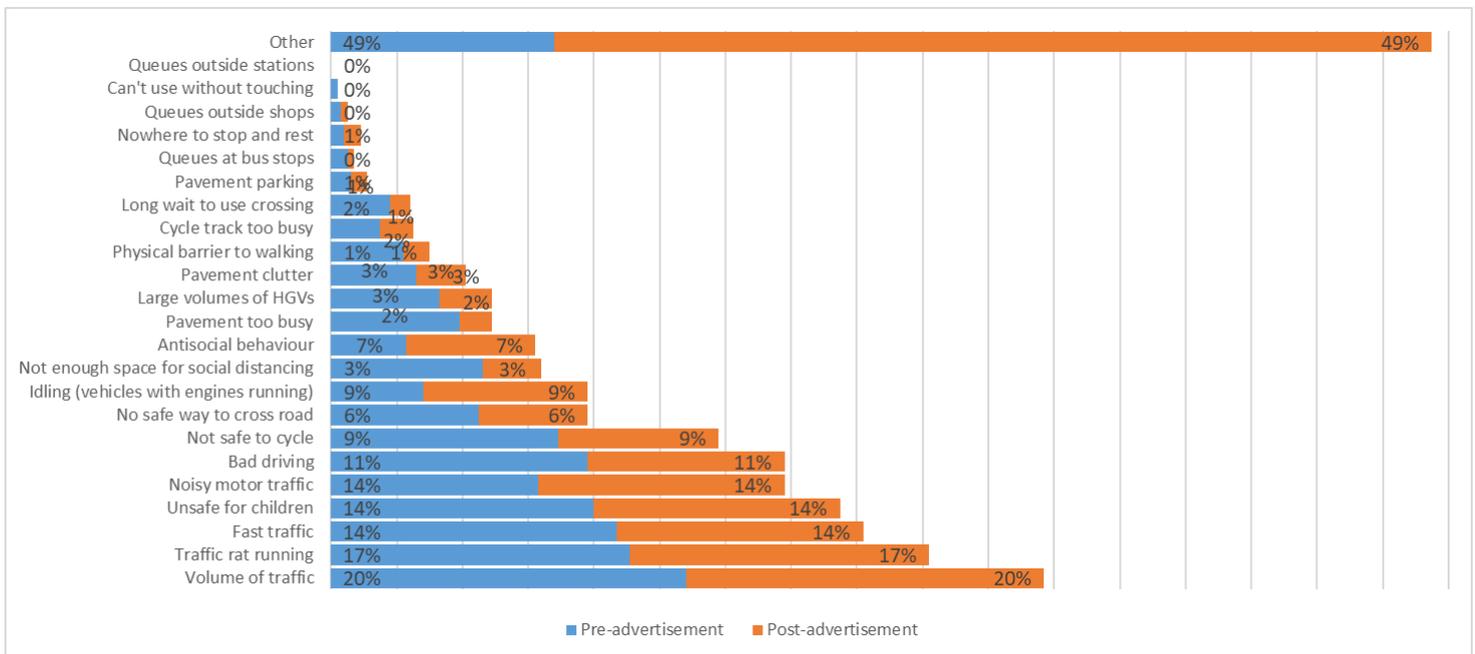


Figure 1: number of comments posted for each listed problem on Commonplace, question: ‘What is the problem?’

3.6 Figure 2 shows the results of the question: ‘How could we make it better?’ where the top two options in the St Peter’s area were ‘Slow down traffic’ and ‘Road closure except for cycles and buses’ with 24% and 22% before the scheme was advertised. By comparison after the scheme

was advertised 12% of comments referred to 'slow down traffic' as a solution, 13% referred to 'road closure except for cycles and buses'.

3.7 Before the scheme was advertised 89 comments (37% of 'before scheme' participants) selected 'Other' to 'How could we make it better', which opened a free text box. The key themes were relating to pedestrianisation and calls for road closures, and resurfacing roads to improve accessibility. By contrast, after the scheme was advertised 266 comments (49% of 'post advertising' comments) selected the same option, and more than half of the comments mentioned removing the trial as solution; other comments mentioned solutions such as better pedestrian crossings, enforcing against infractions by cyclists, reducing traffic speeds, and improving signage.

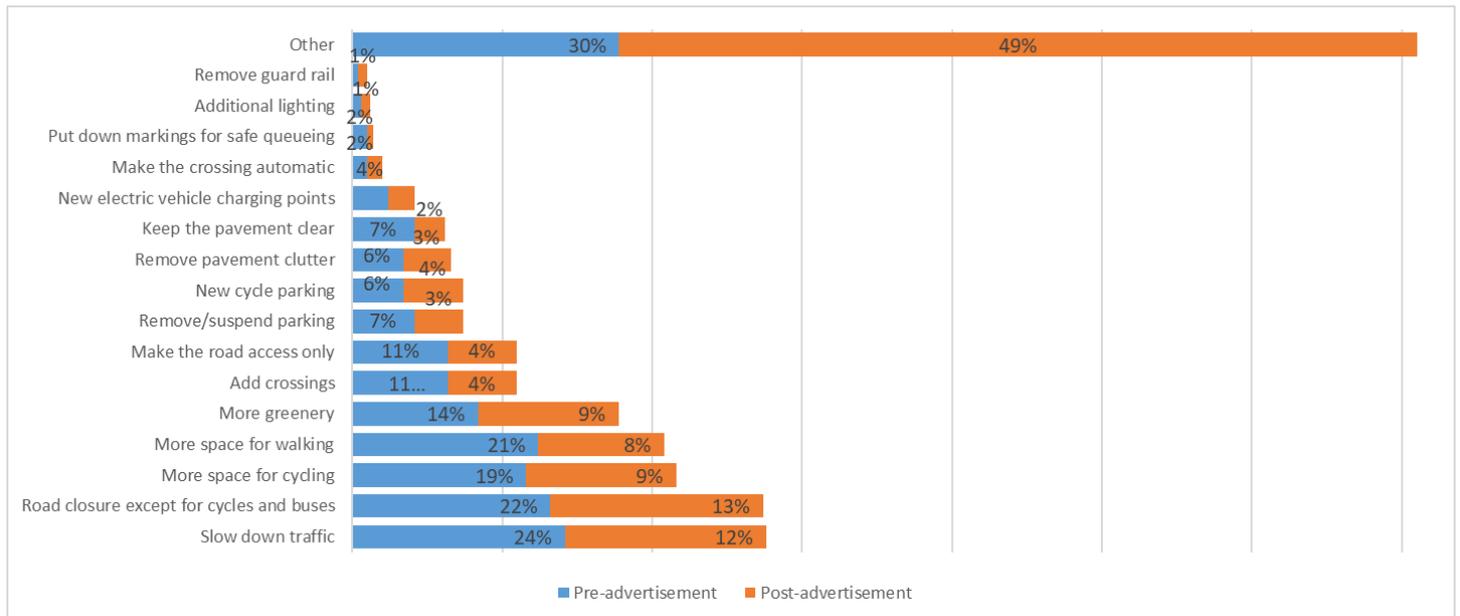


Figure 2: 'How could we make it better?'

3.8 Figure 3 shows that the 92% of respondents to the St Peter's local Commonplace survey prior to implementation would support changes they had suggested via the Commonplace tool being made long-term, while 2% would only support temporary solutions.

3.9 After the trial was implemented 59% of people who responded said that they would support the changes being permanent while 28% said that they would not support this. It must be noted that this question relates to the changes people are suggesting in their comments, and therefore do not necessarily refer to the trial measures. Therefore, no firm conclusions can be drawn out of this data, in terms of a decision on the trial measures.

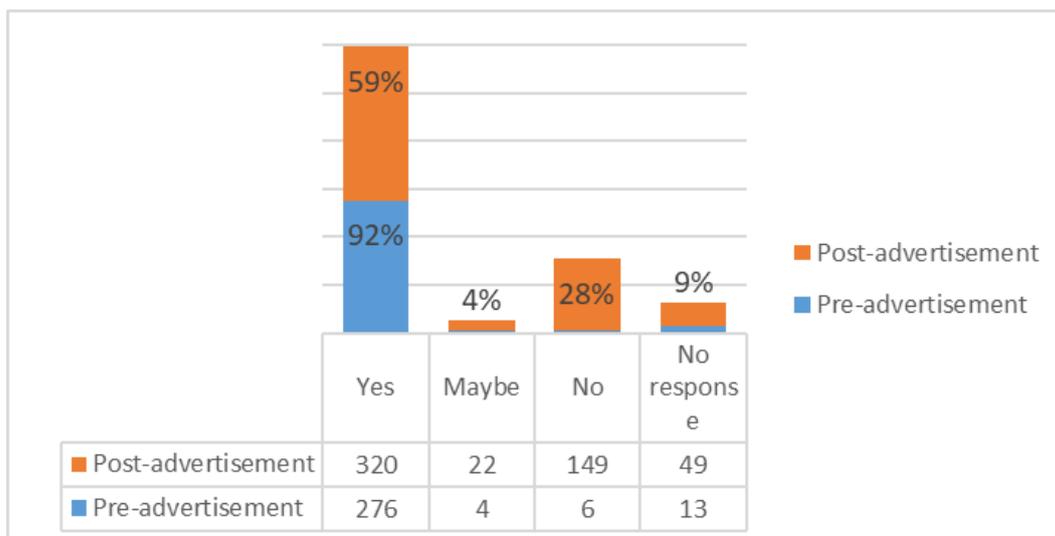


Figure 3: 'Would you support these changes (suggested by respondents) being made long-term?'

3.10 Most of the people who responded the survey declared that they live in St Peter's (79% in total) followed by people who work in the area, with 14% in total (see Figure 4).

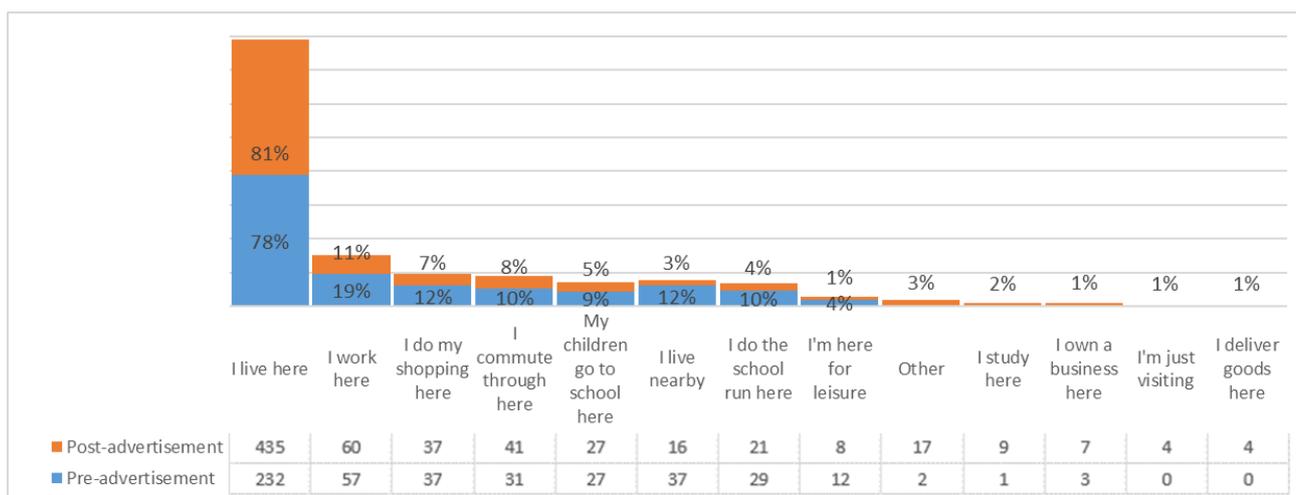


Figure 4: 'What is your connection to the area?'

3.11 Figure 5 displays how people travel in St Peter's. People who posted comments mainly use active travel modes as walking (78% before the scheme was advertised and 59% after) and cycling (59% before the scheme was advertised and 41% after); followed by bus (44% and 31%); and finally, car users (as driver with 24% and 49%, and as passenger with 5% and 17%). This highlights that the proportion of car users who posted comments increased significantly after the scheme was advertised.

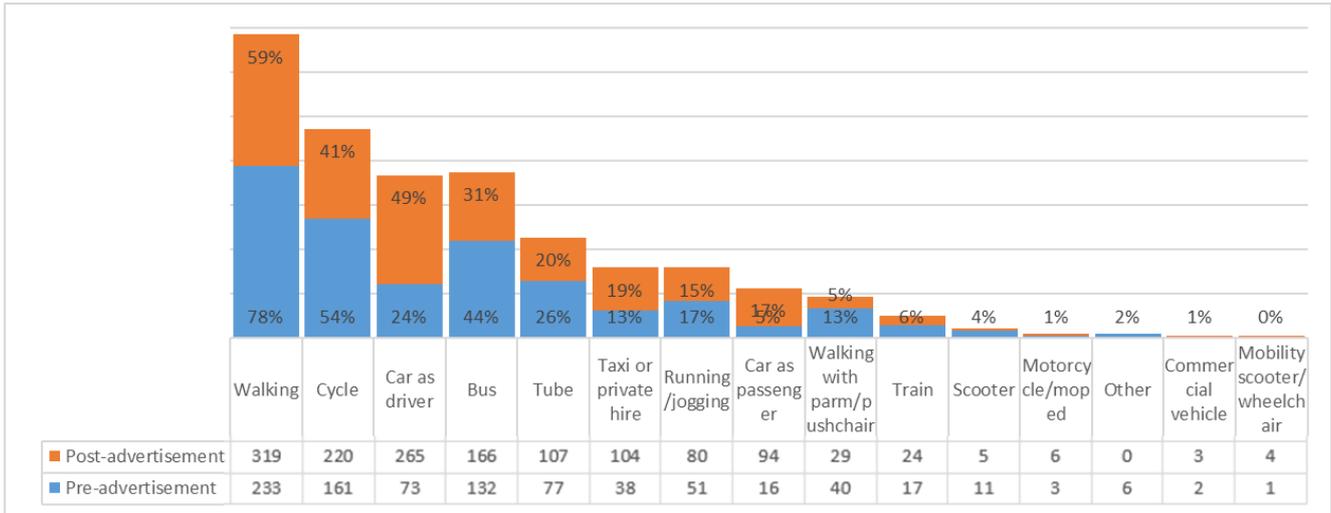


Figure 5: 'How do you usually travel in the areas?'

3.12 As Figure 6 shows, the transport modes selected by people who posted comments prior to the scheme being advertised are relatively consistent regardless of their connection to the area, with a noticeable variation for walking and car use. People reported travelling more by walking, cycling and public transport rather than by car, especially those who do shopping in the area. Walking is the most selected transport mode across the groups, as the proportion of respondents who walk for those who live in St Peter's is 88%, 77% for people who work in the area, and 97% and 96% for those who shop and go to school. Respondents who live and work in the area report using cars more than people who do shopping and go to school. Multiple travel modes could be selected by each individual, so percentages will not sum to 100%.

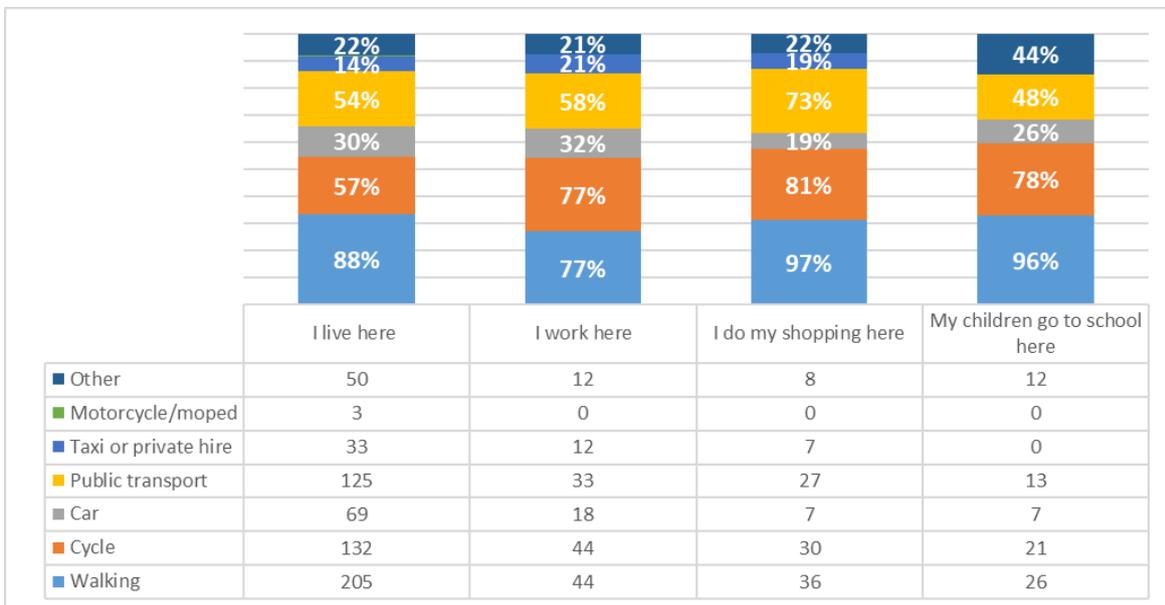


Figure 6: 'What is your connection to the area? And 'How do you usually travel in the areas?' - Before scheme was advertised

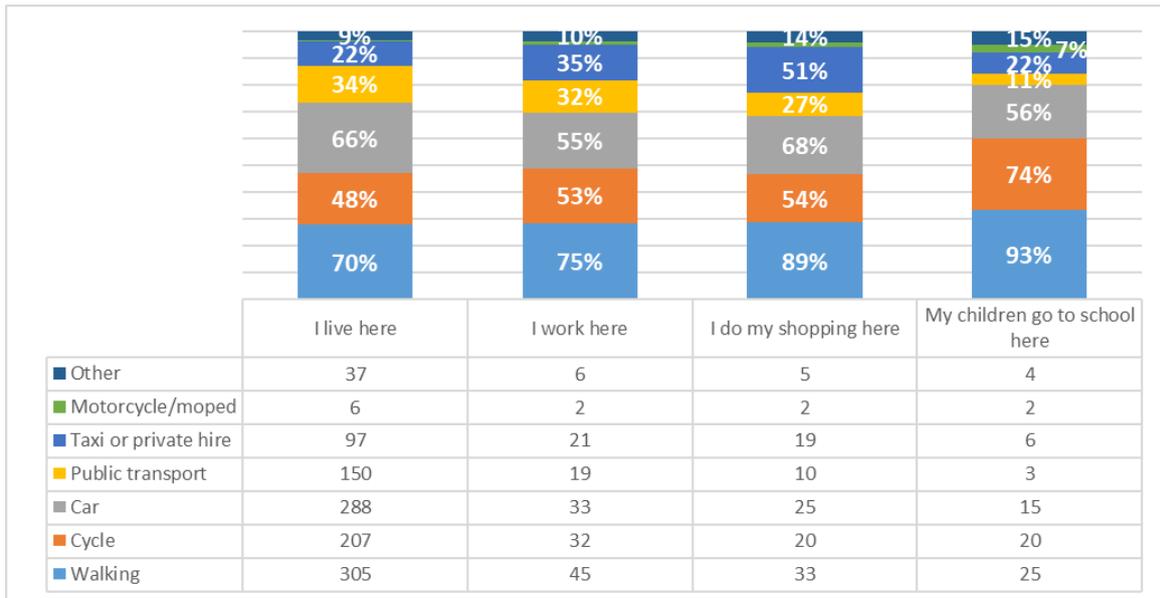


Figure 7: 'What is your connection to the area? And 'How do you usually travel in the areas?' After scheme was advertised

3.13 The proportion of car users (as passenger and drivers) who posted comments after the scheme was advertised increased significantly compared with the pre-advert comments, as shown by a comparison of Figures 6 and 7.

3.14 Commonplace comments for the St Peter's area show that traffic issues were reported spontaneously by local people prior to the scheme being advertised. The top three issues reported were the volume of traffic, traffic taking short cuts and fast traffic. Some comments proposed solutions such as pedestrianising some local streets or local road closures. From the comments, active travel and public transport were the most common transport modes amongst residents.

3.15 The analysis of the comments shows that transport modes have an influence over the responses submitted. For instance, car users reported issues relating to the traffic restrictions whilst people who do not drive reported more issues relating to landscaping, poor pavement accessibility, and cyclist behaviour.

3.16 Analysis of the demographics on Commonplace show that 15% of the comments came from people aged 25-34, 23% came from people aged 35-44, 21% from 45-54, 15% from 55-64, and 8% from 56-74. Younger people (16-24: 2 comments) and older people (+75 years old: 11 comments) were under-represented in the Commonplace feedback.

b. Statutory consultees

3.17 The first pre-implementation consultation with statutory consultees took place in June 2020, and the second pre-implementation statutory consultation took place in May 2021, prior to making the changes at Prebend Street and Coleman Fields. Both involved the following statutory stakeholders: London Ambulance Service (LAS), London Fire Brigade (LFB), the Metropolitan Police Service (MPS), the NHS Blood and Transplant Service, the Road Haulage Association, the Freight Transport Association (Logistics UK), TfL Network Management, TfL Buses, HCT Bus company, Royal Mail, Emily Thornberry MP (Islington South), Sem Moema AM (GLA).

3.18 In June 2020 the LAS and MPS stated their opposition to a physical closure with removable bollards at St Peter's Street / Wharf Road. In response, the proposals were changed to include a camera-enforced filter instead of a physical restriction. The MPS also requested that 'No Motor Vehicles' signs should be used instead of 'No Entry' signs, to allow emergency vehicles to be legally exempted from the restrictions. The updated proposals were sent to the LAS, MPS and LFB who approved the designs.

3.19 In May 2021 the LAS and MPS stated their opposition to the proposals for a physical closure (bollards or planters) on Coleman Fields. In response, the proposals were changed to include a camera-enforced filter instead of a physical restriction. The updated proposals were sent to the LAS, MPS, and LFB who responded with their support for the revised design.

c. Non-statutory consultees

3.20 In addition to the above statutory consultees, Department for Transport guidelines issued in November 2020 (after the initial implementation of the St Peter's LTN) 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, disabled people who are reliant on their cars, local businesses, and schools have been identified as those most likely to be directly affected and were contacted by phone or email between 20 May 2021 and 28 May 2021, and their feedback noted and considered.

3.21 Four disability organisations responded, and one did not respond:

- Horizon: No major concerns raised with the scheme changes
- Disability Action in Islington: did not comment
- Transport for All: offered to work with the council on a consultancy basis
- Age UK: did not comment
- Parents Carers Forum: no response received

3.22 In addition to disabled groups, the following businesses were contacted by phone or email:

3.23 Brewers paint shop, 283-285 New North Rd, who were contacted on 22 April 2021 to discuss and understand the shop's loading needs and use of the current loading bay on St Paul Street. On 27 May 2021 an officer spoke to the manager to talk them through the proposals to move the filter and install a new loading bay. The shop manager did not raise any issues with the proposals for a new loading bay and retention of the St Paul Street loading bay. The manager of the shop is happy with the proposals. A follow up email was sent for the shop to be able to contact officers if required.

3.24 New North Road Health Centre 287-297 New North Rd. On 27 May 2021 an officer spoke to the manager to talk them through the proposals to move the filter and install a new loading bay; they were appreciative of the call but expressed concerns at the proposals to remove the pay by phone bay as they felt it would adversely affect their patients.

3.25 Finally, officers from the council's Climate Change and Transport Team along with the Inclusive Economy Team visited the businesses on New North Road between Shepperton Road and Rydon Street and on Popham Street between Prebend Street and Britannia Row on the 14 June 2021 to ensure businesses have received the information leaflet on the June 2021 changes.

d. Engagement with Schools

- 3.26 Council officers contacted two local schools to gather feedback on the changes made by relocating traffic filters in June 2021. The Richard Cloudesley School, at 1 Prebend Street, stated that they do not envisage any negative impact from these potential changes. A follow up email was sent for them to be able to contact the council if they have any further concerns.
- 3.27 The City of London Academy Islington (COLAI), on the same site at Prebend Street, stated that they do not envisage any negative impact from these potential changes. A follow up email was sent for them to be able to contact the council if they have any further concerns.

e. Email correspondence

- 3.28 The total amount of individuals who sent correspondence regarding St Peter's LTN over the period of advertisement, implementation and pre-consultation amounts to 396. 69% of the correspondence received was categorised as negative, 16% as positive, 8% as mixed and 6% as unclear, and 2% as other topic.
- 3.29 Those emails were received through the PFS email address set up for correspondence relating to the programme (peoplefriendlystreets@islington.gov.uk). It must be noted that that email address was set up to answer queries and provide information to people 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. It is worth pointing out that people who are the most severely impacted by the scheme tend to write to the council. Most council services would show a similar proportion of 'negative' to 'positive' correspondence, as most residents feel more motivated to write in when they perceive that a change has impacted them negatively than when a change has had a beneficial effect.
- 3.30 However, the correspondence received by email provides valuable feedback from residents and visitors of the St Peter's LTN, and the key themes are considered in this section.
- 3.31 Figure 8 highlights the volume of correspondence received and the trends over time. Week 62 represents the week before the St Peter's public consultation, once the scheme had been in place for 12 months. This began on 13 September 2021. The graph shows a high volume of correspondence after the scheme was first advertised, declining over time.

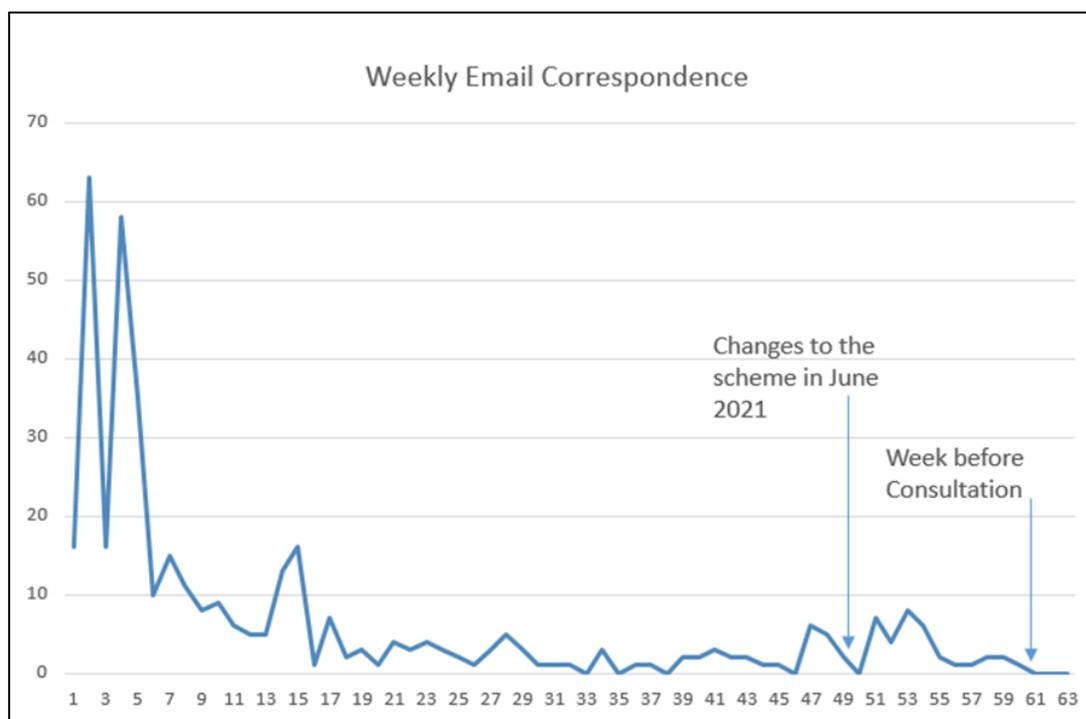


Figure 8: Volume of weekly correspondence, during each week, of received correspondence over time

3.32 The key trends over time highlight that the Packington Estate cut through was significant topic in the correspondence until changes were made in June 2021 – 40 items of correspondence on this topic were received from residents. Throughout the scheme, people have raised concerns around local traffic increases at Charlton Place and Greenman Street. Another regular topic raised was exemptions for residents, Blue Badge exemptions and taxi and businesses.

3.33 List of negative themes (in no order):

- Increase in traffic/pollution on boundary roads
- Inconvenient car journeys
- Access for disabled worsened, Blue Badge exemptions
- Danger from increased traffic/speeding
- Cutting through- Prebend filter, delivery motorcycles, Deliveroo
- No clear signage
- Improving bus timetable (no. 271) more per hour
- More congestion on inner roads 'Charlton Place, 'Greenman Street'
- Pollution from canal boats and speeding cyclists on towpaths
- Packington Estate cut through
- Making driving routes longer and more complicated
- Speeding on roads (Arlington Square)
- Delivery drivers unable to make deliveries- cancellations
- Safety for women on quiet streets
- Less active travel for disabled
- Businesses complain about infringement of their accessibility on streets
- Impact on emergency services

3.34 List of positive themes (in no order)

- Calls for more greening, planting trees
- Increase of cycle storage and cheaper rates than parking permits
- More mobility scooter storage
- More electric charging points
- Quieter streets at night for sleeping
- More pleasant surroundings
- More children able to cycle safely
- Less pollution- impact on air quality
- Less noise from traffic on internal roads
- More active travel for disabled people
- Business benefit from more pedestrian footfall
- Support for reallocation of road space for walking and cycling
- Better route mapping, eg. footways

f. Trial feedback survey analysis

3.35 The trial feedback survey was designed to capture the experience of residents and people in the area about the trial, how they think the trial was going and their ideas on how the scheme could make their streets more people-friendly.

3.36 The St Peter’s trial feedback survey was open between 8 March 2021 and 13 September 2021, closing on this date with the start of the public consultation, once the scheme had been in place for 12 months. 555 people submitted a survey response. The majority of responses were received at the beginning of the survey period (March 2021) with 379 responses.

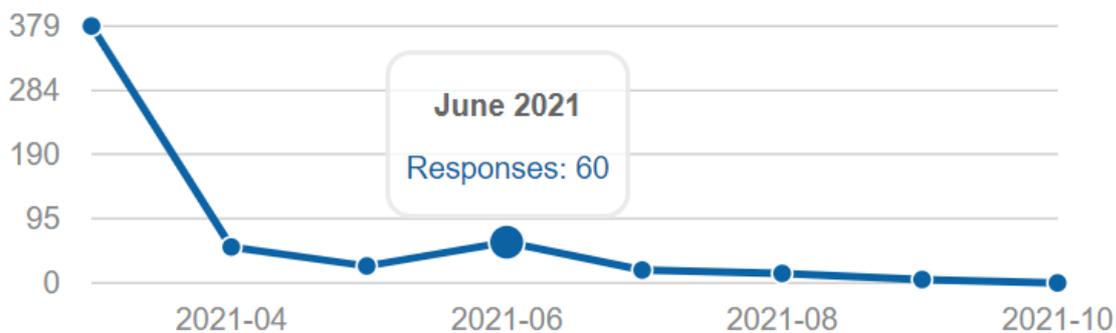


Figure 9: Trial feedback survey trend over time

3.37 Respondents who reported as St Peter’s residents are largest group in the survey responses (70%), followed by respondents who live near the St Peter’s area with 16%, and 8% for those who live in another part of Islington. This is consistent with responses about people’s connection to the area, for which 92% stated that they were local, as show in Figure 10.

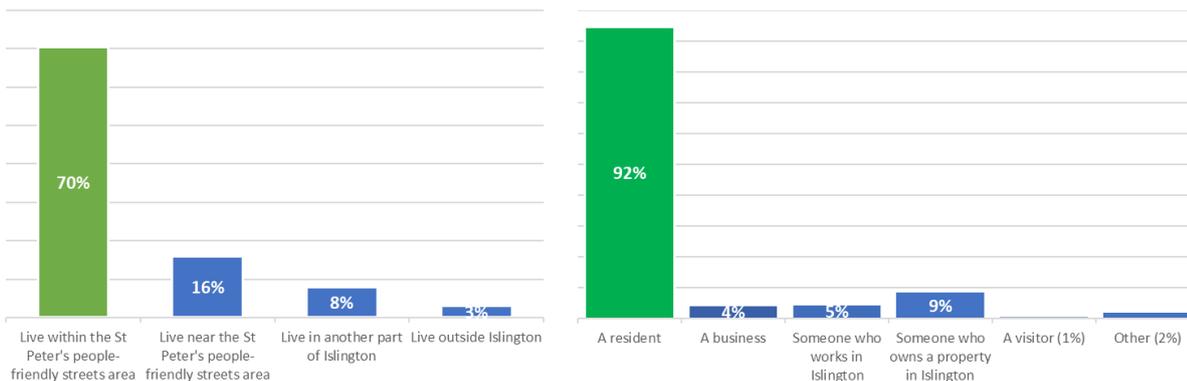


Figure 10: Who responded and their relation to the area

3.38 As Figure 11 shows, respondents' transport modes are fairly consistent regardless of their connections to the area, except for walking and car use. The proportion of respondents who live in St Peter's and walk is 88%, this proportion is 80% for people who live near St Peter's and 75% for people who live in another part of Islington, while 65% of respondents who live outside of Islington selected walking as a transport mode. The proportion of respondents who are car users is 73% for those living in St Peter's, 80% for those living near St Peter's, 91% for those living in another part of Islington, and 76% for those living outside of Islington, suggesting that the trial feedback survey has attracted a greater proportion of car users from outside the area.

3.39 Figure 11 also shows that across all categories, between 53% and 56% of respondents reported that they cycled. 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.

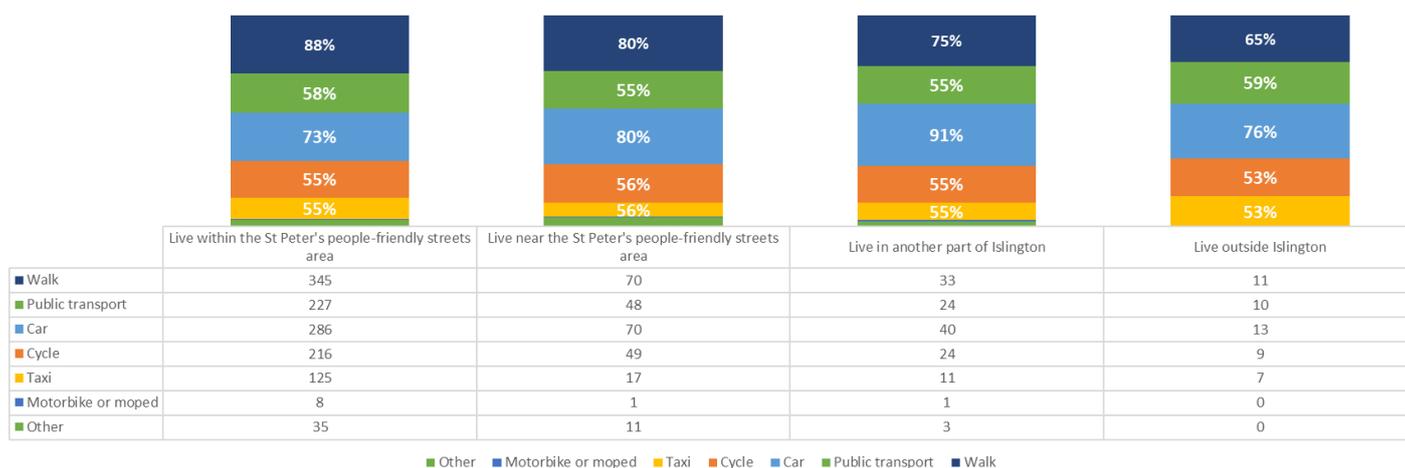


Figure 11: Who responded and modes of transport

3.40 Figure 12 shows that 66% of respondents are car owners, and 34% of respondents reported not owing a car. Given that 71% 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.

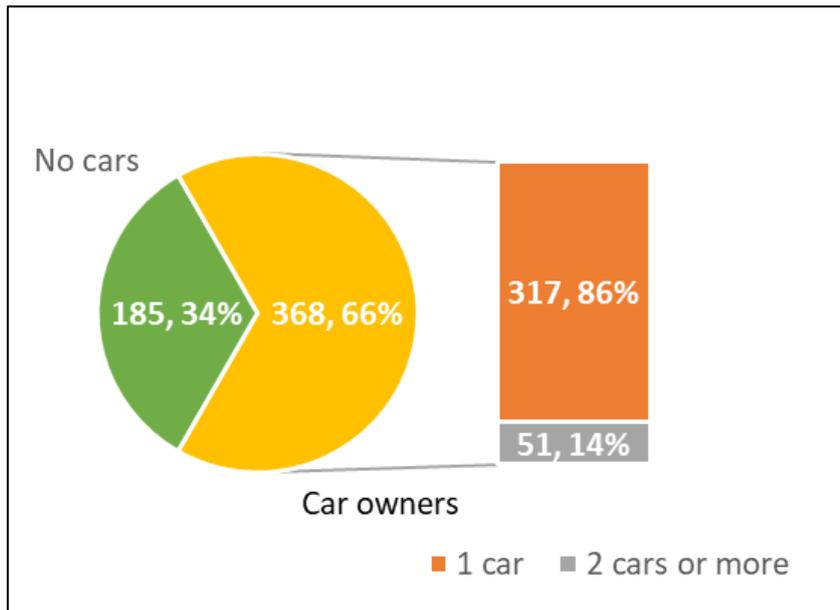


Figure 12: Car ownership

3.41 Respondents were asked which traffic filter they were providing feedback on. 70% of respondents gave feedback on all the filters. Prebend Street filter was the most commented-on individual filter with 24%, while the other three filters each have 11%, as shown in Figure 13. (All filters, or a combination of individual filters could be selected, so percentages will not sum to 100%).

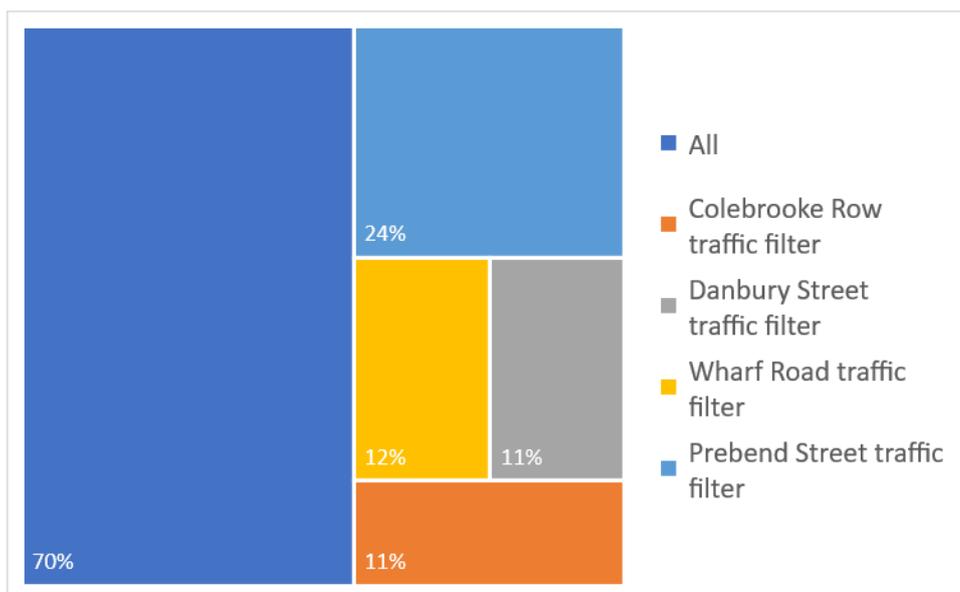


Figure 13: 'Which traffic filters are you commenting on?'

3.42 Figure 14 shows the proportion of people who agreed with the following statement, grouped in agree / disagree categories:

- 42% had concerns about danger from traffic in the area, 45% disagreed
- 45% had concerns about traffic congestion in the area, 42% disagreed
- 52% had concerns about air pollution from traffic in the area, 37% disagreed
- 60% wanted to see less carbon emissions from traffic, 20% disagreed
- 54% thought that action should be taken to improve people's health by making it easier for people to walk, wheel and cycle more, 31% disagreed
- 42% thought the trial makes it safer and easier to travel in the area by walking, wheeling or cycling, 50% disagreed
- 69% thought the trial makes it more difficult to drive, 17% disagreed

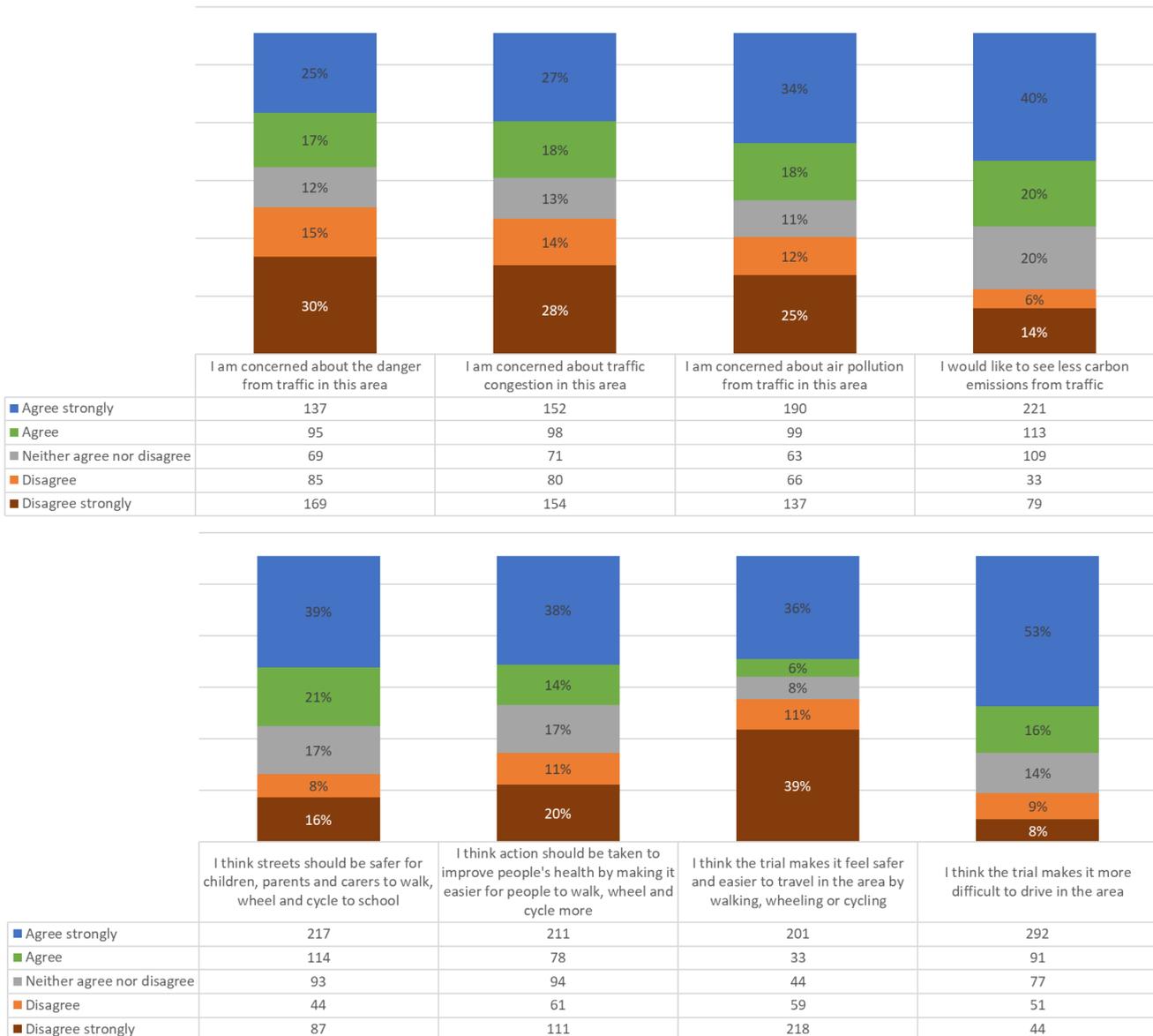


Figure 14: How much people agree or disagree with the statements about the St Peter's people-friendly streets (PFS) area

3.43 Figure 15 shows that around 49% of respondents expressed that they liked one or many things about the trial, while 51% expressed that there was nothing they liked about the trial. On the other hand, 71% of respondents disliked one or more things about the trial, while just 29% expressed that they do not dislike anything about the trial.

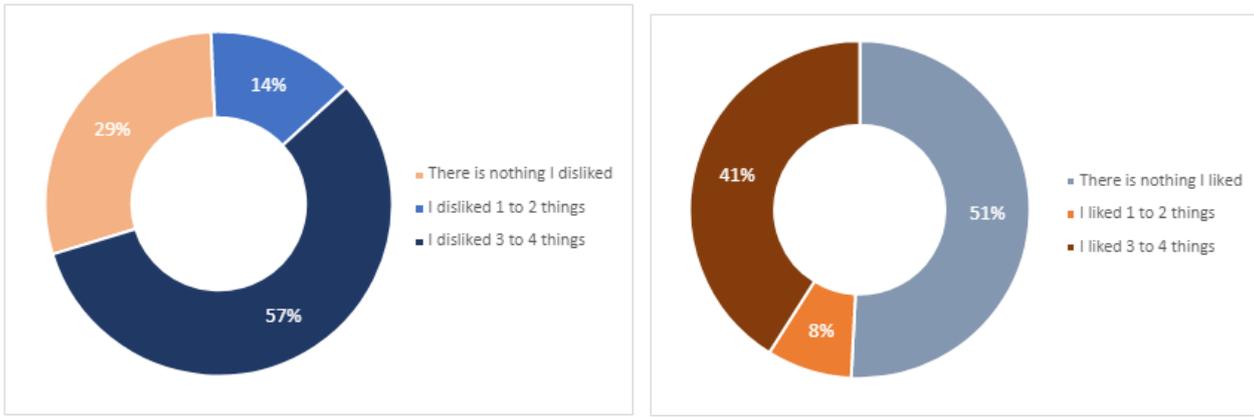


Figure 15: Do people like the St Peter's trial?

3.44 Figures 16 and 17 show what people liked and disliked the most about the trial when selecting one or more of the listed options. The options respondents selected the most as 'like' were the reduction of traffic (31%), making the area more pleasant (25%) and reduces air pollution (24%). On the other hand, what most people dislike about the trial were the increase of traffic on the main roads (54%), the lack of early consultation (37%), and making cars trips more inconvenient 37%).

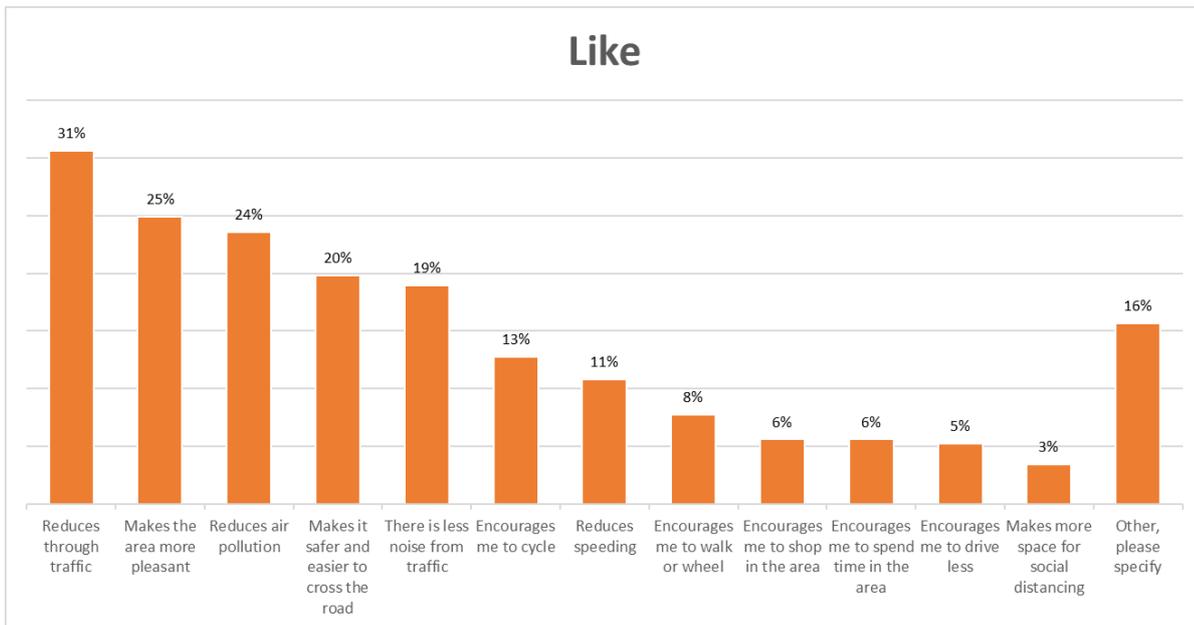


Figure 16: What do people like about the St Peter's trial

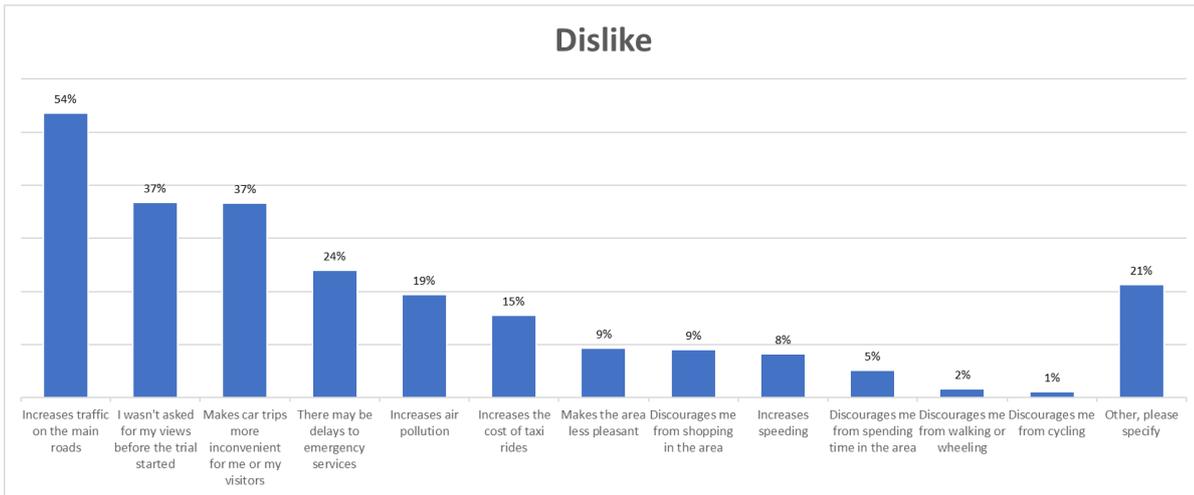


Figure 17: What do people dislike about the St Peter's trial

3.45 41% of people responding to the trial feedback survey were female and 44% were male, with 8% of respondents preferring not to say. Figures 18 and 19 compare responses to 'like' and 'dislike' depending on gender. 35% of women and 29% of men reported they liked the reduction of traffic. More women selected that they liked the reduction of air pollution (28% against 24%), while more men commented on the area being more pleasant (31% against 21%).

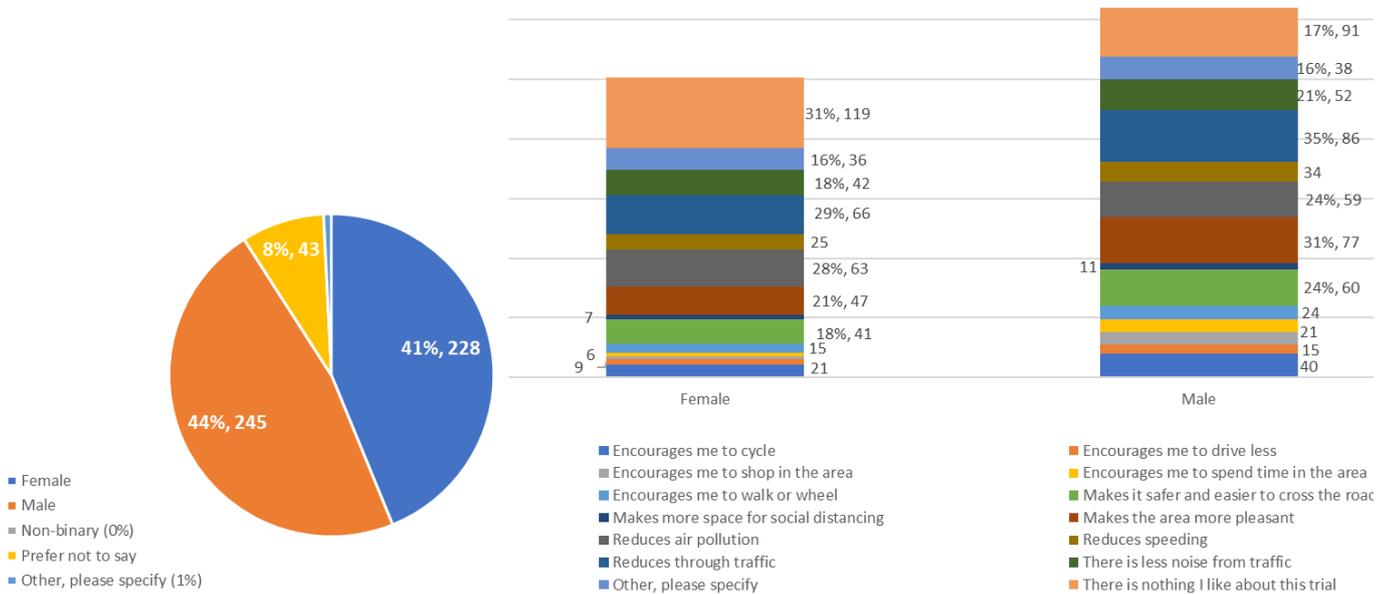


Figure 18: Gender cross-referenced with what people like about the St Peter's trial

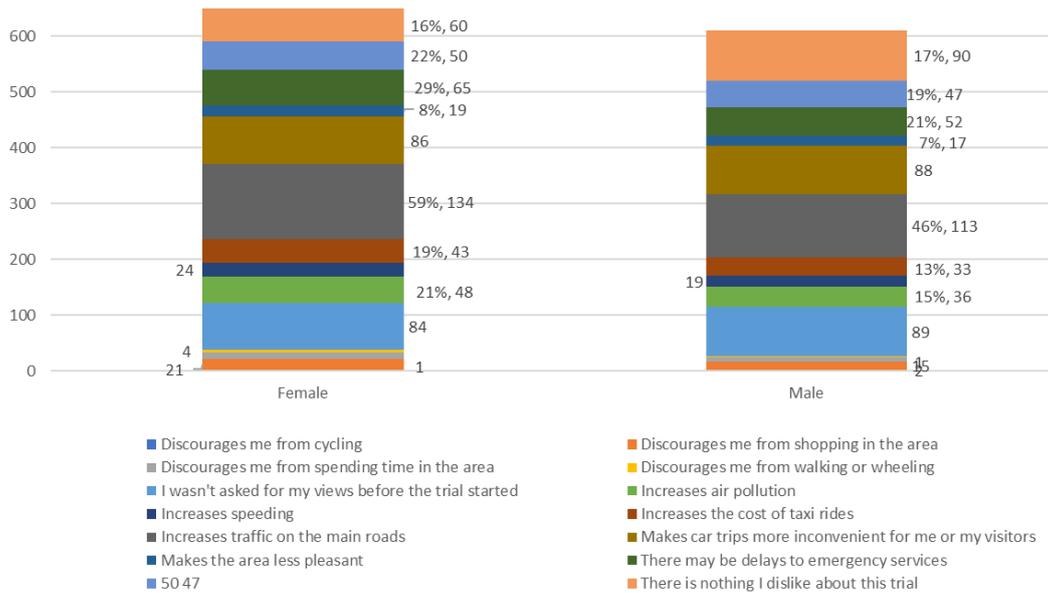


Figure 19: Gender cross-referenced with what people dislike about the St Peter's trial

3.46 Figure 20 shows how female and male respondents travel in the St Peter's area. Walking is the most popular mode of transport (85% of female respondents and 86% of male respondents), followed by public transport with 55% and 57% respectively, then by 'car as driver' with 46% and 57%, respectively.

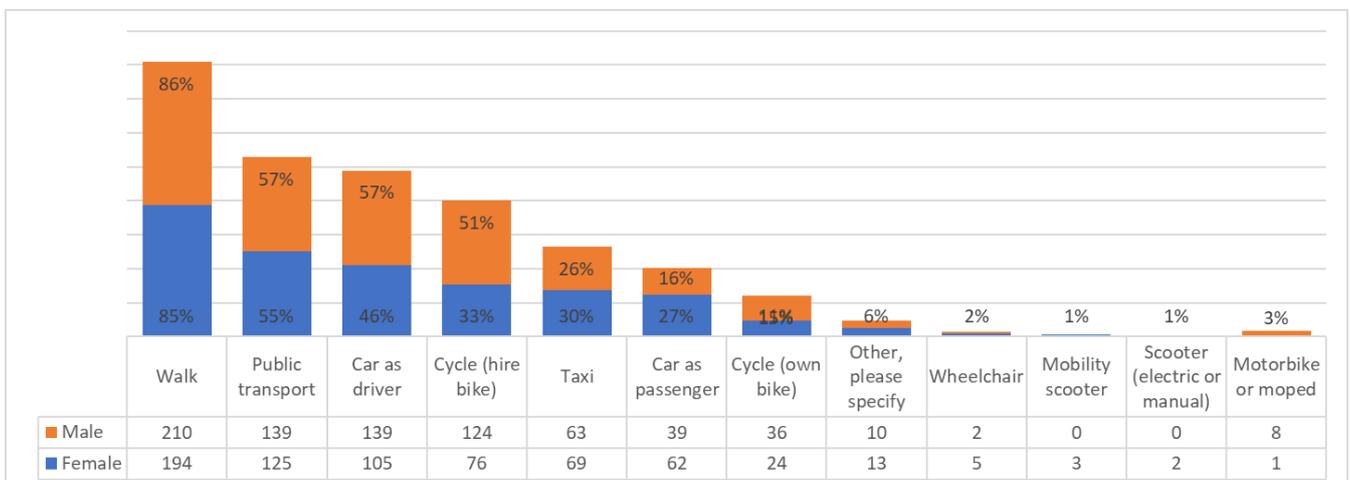


Figure 20: How do female and male respondents travel?

3.47 Figure 21 shows the relation between gender, age and disability, where the largest age group of women who responded the survey were around the age 35-44 (24%), while the largest group for men was age 45-54 (25%). From the disabled respondents, there were more participation from disabled women (61%) than disabled men (26%).

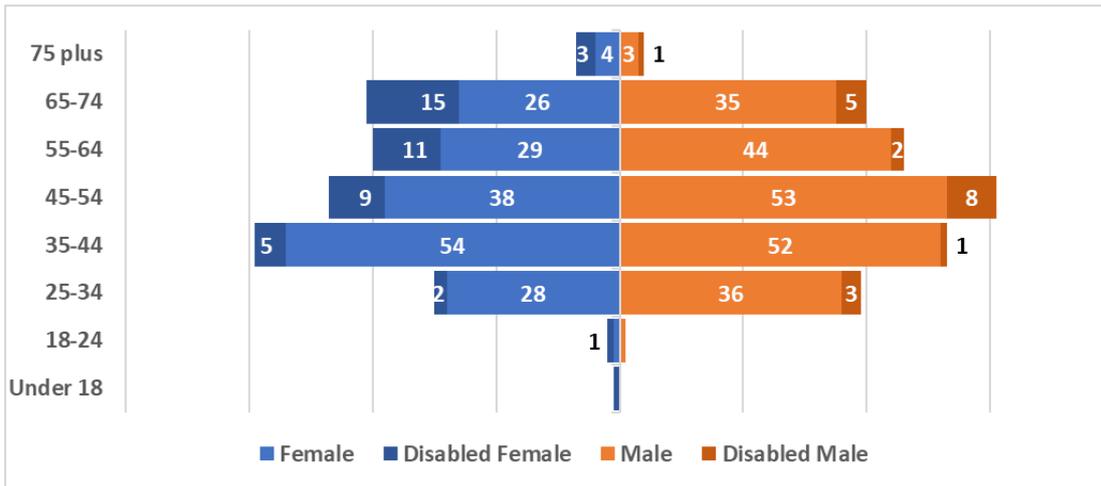


Figure 21: Gender, age and disability

3.48 Figure 22 shows that 14% of the respondents to the trial feedback survey stated that they have a disability, long term illness or impairment that affects their day-to-day activity. This is consistent with the proportion of disabled people in St Peter's ward (see table 1). 70% of this group are car owners, while 30% are not car owners. Both disabled women and disabled men have a very similar car ownership with 48% and 52% respectively.

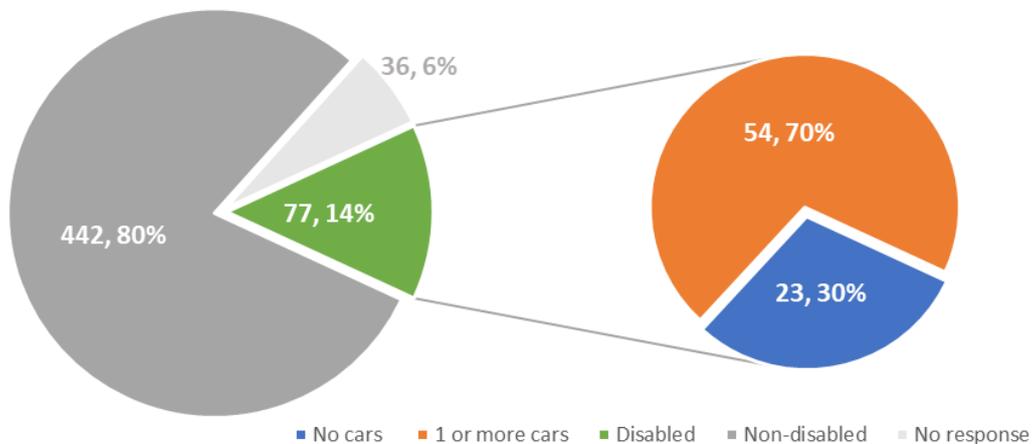


Figure 22: Disability and car ownership

3.49 Figure 23 shows how disabled and non-disabled people who responded travel. More than half of disabled people who responded are car drivers (58%), while 47% travel as car passengers. 55% said they regularly walk, and 48% use public transport. 10% of disabled people who responded use a wheelchair. By comparison, non-disabled respondents said they usually walk 91% and cycle (46% own a cycle, 15% use cycle hires), followed by public transport (58%), and car as drivers (53%). Multiple options could be selected, so percentages will not sum to 100%.

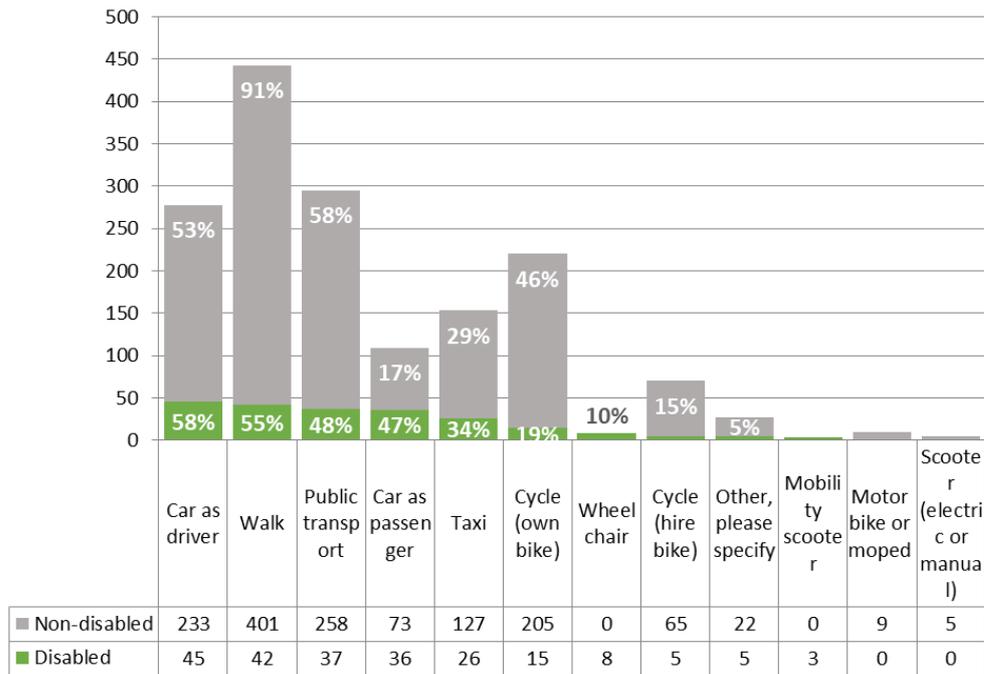


Figure 23: How disabled/non-disabled people travel

3.50 Figure 24 shows what disabled people who responded like and dislike about the trial. The key issues are the perception of more traffic on the main road (68%), no initial consultation (56%) and more inconvenient car trips (43%). However, 38% stated that there is nothing they dislike about the trial. On the other side, 70% expressed that there is nothing they like about the trial. 9% thought the trial has reduced traffic in the area. 29% selected 'other' as an option, where the most common issues were: the trial moved the problem to the boundary roads; difficulties to leave their homes; delays of emergency services.



Figure 24: What do disabled people like/dislike about the trial

3.51 Most of the respondents who support or like the trial use active travel like walking (28%) and cycling (own cycle 18% and hire cycle 7%) and public transport (17%) as travel modes. People who dislike the trial are mostly car users (as a driver 33%, as passenger 14%, taxi 16%), but also people who walk (37%) and use public transport (28%), as shown in Figure 25.

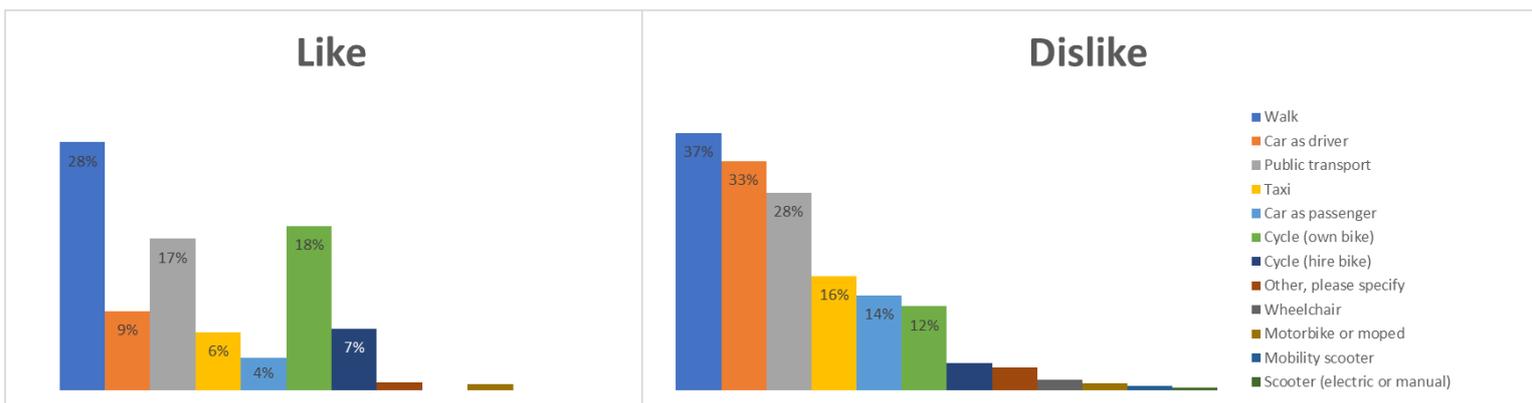


Figure 25: People who like/dislike the trial and how they travel

3.52 Figure 26 shows the influence of car ownership in relation to appreciation of the trial. Amongst non-car owners, 51% dislike nothing about the trial, and 26% like nothing about the trial. By contrast 20% of car owners dislike nothing about the trial, and 57% like nothing about the trial.

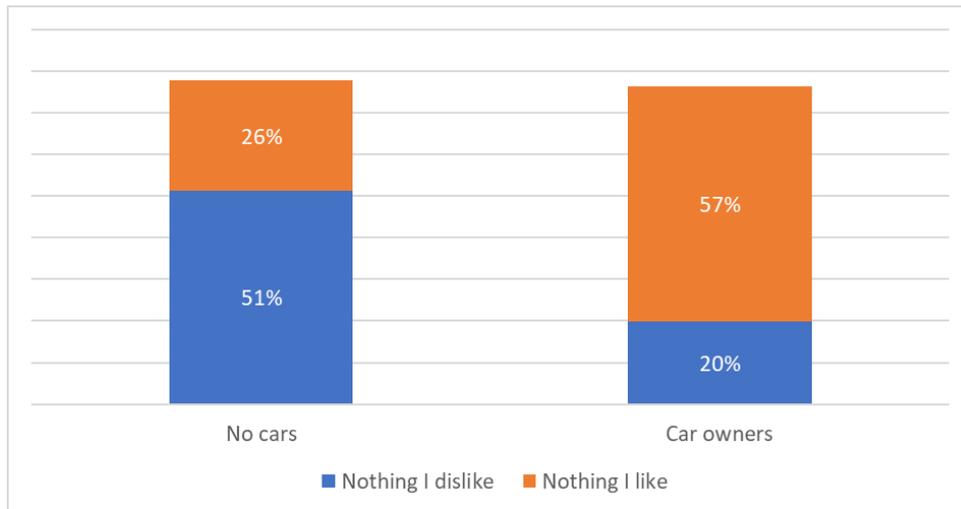


Figure 26: Car ownership and support of the trial

3.53 Figure 27 shows the correlation between how people travel and what they dislike about the trial. 32% of car owners who responded reported that the trial made car trips more inconvenient (32%), the lack of initial consultation (32%), and that they experienced increases in traffic (30%). However, people who walk also reported increases speeding (32%), 26% said that the scheme discouraged them to walk and wheel, and 24% were concerned about delays to emergency services. 29% of people who reported to cycle said the scheme discouraged them from cycling, 17% of them also selected 'other' issues, relating to cyclist behaviour, feeling unsafe at night and the short cuts through the Packington Estate.

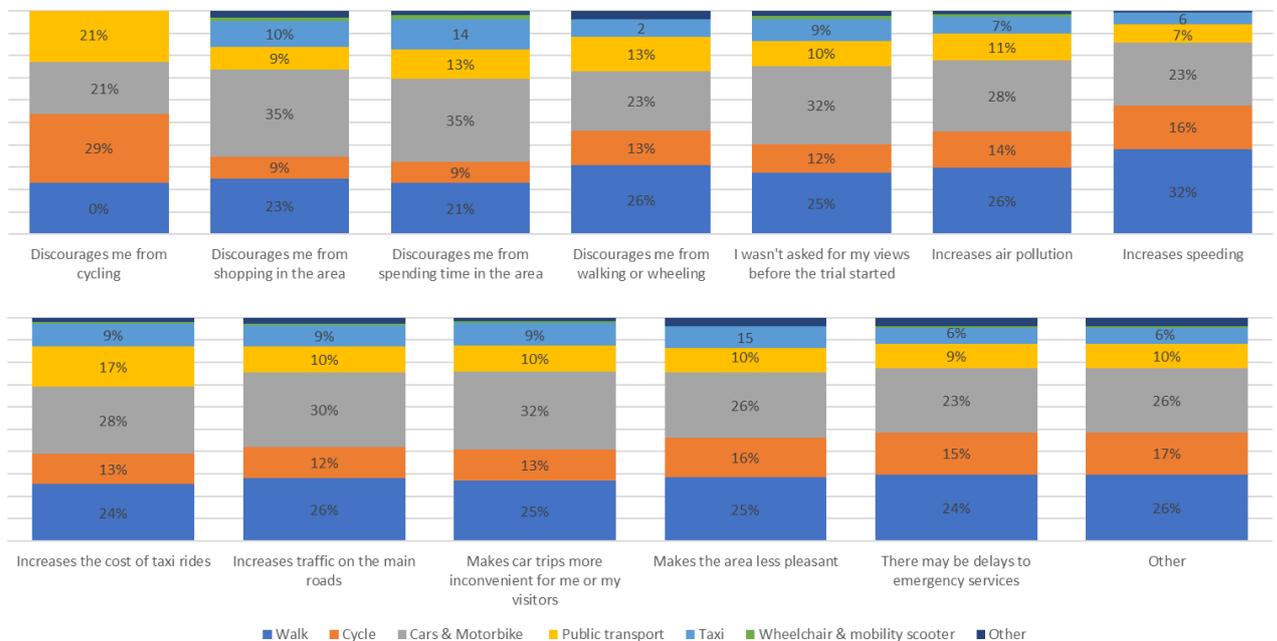


Figure 27: How people travel and what they dislike about the trial

3.54 Figure 28 shows the correlation between how people travel and what they like about the trial. 28% of respondents who drive said the trial encouraged them to drive less, 30% mentioned the 'other' category, which opened a free text box. The main themes were about closing traffic on

Essex Road, neighbourhood experience and quality of driving in the area as having vastly improved. 12% of public transport users and 32% of people who walk said the trial gives more space to socially distance 36% of respondents who cycle said the trial has encouraged them to cycle and 31% said the trial has encouraged them to shop in the area.

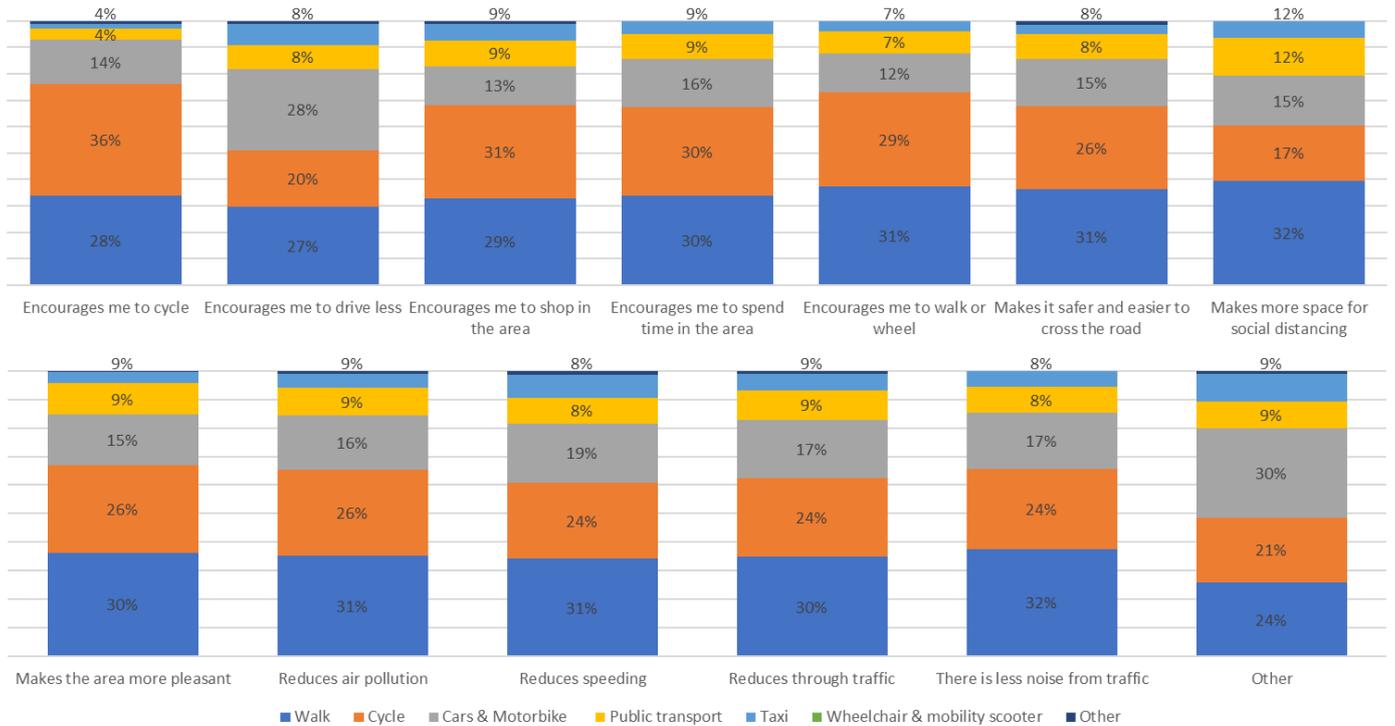


Figure 28: How people travel and what they like about the trial

3.55 Figure 29 shows the different demographics and some groups with protected characteristics (Equalities Act 2010), where the participation of member of the BAME and LGBTQ+ communities were lower than 10%, in both cases. This percentage is below the St Peter's BAME population which, based on the 2011 Census 2011, was 35%. In relation to Religion, the majority of respondents stated No Religion (38%) or preferred not to say (25%). For comparison, the 2011 Census data for St Peter's ward was 40% Christian, 30% no religion and 17% religion not stated.

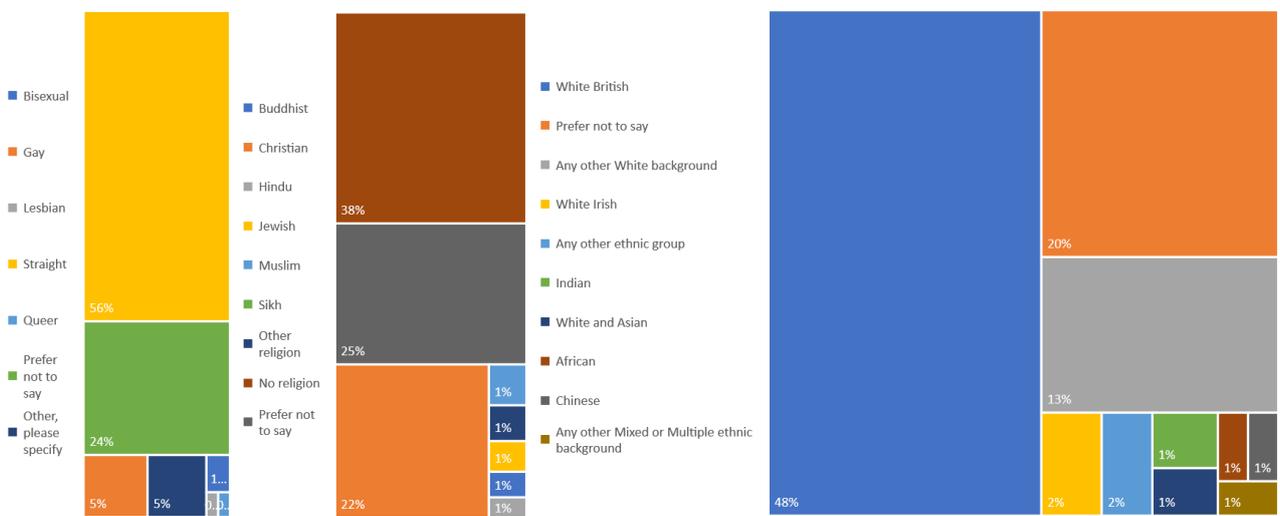


Figure 29: Sexual orientation, religion and ethnic background of respondents

Note: 0% Arab, Bangladeshi, Caribbean, Pakistani, Gypsy or Irish Traveller, White and Black Caribbean and African, Any other Black, Asian, African or Caribbean background

- 3.56 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 resident's opinions on the people-friendly streets trial. The free text boxes featured four questions which were:
- 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].
- 3.57 The figures show that 453 surveys free text box were completed of which 69% were categorised as negative. A total of 17% contained positive feedback and a further 14% of individuals provided mixed feedback.
- 3.58 A more detailed analysis of everyone's feedback was carried out, and the main themes from each response were noted. The top 10 most common responses include a variety of positive and negative comments as defined in the following text.
- 3.59 Out of the positive responses, 15% mentioned a 'reduction in through traffic and air pollution' and 14% of reactions stated that the St Peter's LTN has 'made the area more pleasant' as well as another 13% leaving other positive feedback within their survey.
- 3.60 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 43% of respondents included in their replies. This links to the additional 11% of feedback raising 'concerns of danger from traffic'. Additionally, 26% of respondents raised that 'car trips are more inconvenient' due to the LTN. 13% of individuals raised how 'access for the disabled, elderly and vulnerable has become increasing difficult' due to the LTN, along with 10% raising 'concerns regarding crime and safety'. A further 10% mentioned they now 'use less active travel' due to the LTN.

g. Formal objections

Introduction

- 3.61 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.
- 3.62 If the ETO is subsequently modified, as was the case for St Peter's in June 2021, objections can be made in the six months following from the date of the changes.
- 3.63 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 or by post to Public Realm, 1 Cottage Road, London, N7 8TP.

3.64 39 formal objections have been received for the St Peter's LTN. 23 of those were received during the initial ETO objection period that came into force on 3/7/2020, and expired 3/1/2021. A new ETO was introduced for the changes to Prebend Street, and an additional objection period came into force from 25/6/2021, and expires 25/12/2021. During this second period 9 objections were received. Outside of these time frames, a further 7 objections were made. In addition, the council received 332 template objections which did not directly refer to St Peter's. The total amount received of St Peter's and template objections amounted to 371.

3.65 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 real 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 is 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 a 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 LAS or the Met 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 most Safe 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
- It would appear that Islington Council are disregarding Government advice: "The Transport Secretary has admitted too many cycle lanes are being left "unused" with traffic "backed up" as a result of his green transport revolution. The Government is not anti-car, explaining: "No one should be in doubt about our support for motorists." We are not prepared to tolerate hastily introduced schemes which will create sweeping changes to communities without consultation, and ones where the benefits to cycling and walking do not outweigh the dis-benefits for 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.

3.66 In addition, 39 individual objections for St Peter's LTN were submitted to the council. The themes are summarised in Table 2.

Topic/Theme of Objection	Percentage of Objections mentioning topic/theme for objections for the St Peter's LTN only
Increase in Traffic and Pollution on Main Roads	72%
Negative effect on Vulnerable/Disabled, less independence	51%
Allow Exemptions for Residents, GPs, blue badges	46%
Creating an increase of Anxiety, Stress & depression levels - Effect on mental health	38%
Islington Council are not representing all their residents, including, the elderly, those with young children, those with disabled children and disabled people, not just the able bodied	36%
Emergency Service Access / Increase in time	36%
Increase/Encouragement of Crime	31%
Poor effect on businesses, less passing trade	31%
No Consultation or due notice	31%
Scheme not thought through/ justifiable	31%
Disturbance from traffic increase (affecting quality of life)	31%
LTNs are not delivering the benefits envisaged	31%
Poor Safety in the area	28%
Air quality will not improve if road mileage increases, that is what LTNs are doing, displacing traffic, and increasing mileage	23%
Negative effect /increase of congestion onto City Road, Remington St and Nelson Place	21%
Allows a better environment for wealthy homes, yet the less fortunate have more pollution	21%
Cycle lanes not occupied	21%
Increase in traffic on remaining open, small, residential roads	18%

Topic/Theme of Objection	Percentage of Objections mentioning topic/theme for objections for the St Peter's LTN only
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	18%
Section 122 of the RTRA (Road Traffic Regulation Act) 1984 refers to the duty of local authorities "to secure the expeditious, convenient and safe movement of vehicular and other traffic" which the LTN scheme fails to provide, and the Authority are therefore failing in its duty of care	18%
Islington already has one of the lowest pollution and car ownership levels	18%
81% of Islington residents' trips are made by walking, cycling, or using public transport and yet the Council is unfairly persecuting its residents	18%
I object to St peters LTN (no further details provided)	18%
Unsafe for women travelling alone, forced to use public transport, walk on ghostly streets and cabs cannot drop to your door	15%
Data held on the Council's Commonplace website is not fit for purpose as anyone NATIONALLY can register and comment	15%
Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted	15%
Petition signed by over 7,000 people opposing the LTNs has been disregarded	15%
LTNs do not provide a reduction in car use or ownership or lower air pollution for the majority	15%
Local councillors are responsible for ensuring that local decisions about street infrastructure take account of the needs and opinions of local people	15%
Increase of dangerous driving including on boundary roads, or on residential streets as drivers become anxious or frustrated, including on Prebend Street, Remington Street and Nelson Place.	13%
Dangerous cycling	10%
impact on GP surgeries in the Area - affecting their ability to provide care	10%
We want less pollution - so why are you also blocking all electric vehicles and penalising them?	10%
Financial Repercussions - more money on cab routes, petrol	8%
how local money and money funded by government and how its allocated should be a discussion with the people of Islington	8%
Objection to closure of Colebrooke Rd, Danbury Street, Elia Street, Wharf Road, Prebend Street	8%
Covid Measurements not application for LTN - roads are wide / not a busy area	8%
PFS Website = Play areas, should not be playing or walking in roads with cyclists and cars	5%
Less travel due to WFH - Road closures not needed	5%
Islington 20 mile an hour borough, loads of bumps, it is safe already	3%
invest in electric cars etc. to tackle pollution	3%
Coleman fields more congested	3%

Table 2: Themes of objections

3.67 The full list of objection themes and officers' response is available as Appendix 7 of the delegated decision report.

h. Meetings with specific groups

- 3.68 Beyond the consultation with statutory consultees described at section 3.17 of this report, the Department for Transport 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.
- 3.69 At the start of the people-friendly streets programme and in the Resident Impact Assessment attached to the original St Peter's experimental traffic orders (the RIA was signed on 23 June 2020, and is the document used to evidence the council's public sector equality duty) the council committed to engage with disabled 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 on cycle schemes, low traffic neighbourhoods and pavement obstructions.
- 3.70 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 issue as well as those caring for them by providing exemptions from traffic filters – some groups expressed in that respect 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.
- 3.71 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.
- 3.72 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 people-friendly streets 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.
- 3.73 On Sunday 10 October 2021 and 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.

- 3.74 Following the publication of the Executive Report which 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.
- 3.75 Disability Action in Islington have 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.
- 3.76 In October 2021 the council's Executive decision on PFS introduced the Blue Badge exemption policy. In line with this decision, the changes to the St Peter's LTN are being introduced after considerations which include: a response to feedback provided from these groups; an analysis of the feedback provided by disabled residents to the trial feedback surveys for each scheme; and a journey time analysis carried out by independent consultants. This feedback and analysis 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).
- 3.77 In response to the recent and historic engagement with disabled groups and individuals the council will also be implementing an 'exceptional circumstance dispensation' which will involve a case-by-case consideration for individuals requesting exemption beyond the standard home LTN approach. The council recognises the need for this and will continue engaging with disabled groups and representatives on further developing this engagement route. There will also be a separate route to obtain an exemption to drive through a designated filter in an LTN in which the applicant does not live, through an exceptional circumstance dispensation. Details around the application processes and exact criteria will follow in due course.
- 3.78 In response to recent engagement since the publication of the Executive Report the council, where possible, will be granting exemptions automatically for Blue Badge holders living within the St Peter's low traffic neighbourhood.
- 3.79 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 this policy will 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) Appendix 4 to the December 2021 delegated decision report for St Peter's LTN.

3.80 The exemption will allow Blue Badge holders to register a single motor vehicle for their personal use which is registered to their own address within (or on the boundary of) the low traffic neighbourhood in which they live. A permit will be provided for this vehicle, which will allow the Blue Badge holder to drive, or be driven, through designated camera-enforced filters of the LTN in which they reside.

3.81 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 Peter's LTN.

4. Conclusion to pre-consultation engagement

- 4.1 The Commonplace engagement feedback, trial feedback surveys, correspondence and objections received highlight these key points:
- Car users are over-represented in the feedback and engagement, as well as people who cycle.
 - Many respondents have the perception that the scheme pushes traffic onto the main roads, with impacts on air quality, road danger, traffic volumes. This is the main concern reported via the trial feedback surveys and the formal objections.
 - The respondents profile highlights that young people (16 – 24 years old) and older residents (+75 years old) are under-represented in the feedback.
 - Support for the trial tends to increase amongst people who do not own cars.
 - The population of St Peter's is of 14,072 residents – by comparison 555 trial feedback surveys and 839 Commonplace comments were submitted, and 396 correspondence items by email were received. Respondents to the pre-consultation feedback were also self-selecting, and might have had a stronger opinion on the scheme than other residents of St Peter's. The feedback should therefore be considered with caution – however some encouraging feedback suggests the trial is meeting its objectives in terms of reducing car use for shorter journeys and encouraging walking and cycling.

5. Public consultation analysis

5.1 In June 2020 the council committed to undertake a formal consultation around 12 months after the implementation of each trial scheme. In the case of St Peter's, this was slightly delayed due to the changes made at Prebend Street and Coleman Fields to remove the 'leak' through the Packington Estate. The delay of the consultation allowed more 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 hired transport consultants Steer to support with the public consultation, providing additional resources and independent advice and analysis of the consultation results.

5.3 The consultation ran from 13 September to 11 October 2021 and included an online questionnaire available via the Islington website. Paper copies of the questionnaire were also made available at events, and could be requested by post.

- 5.4 1,489 questionnaires were filled in, 1,159 were completed. A questionnaire is classified as complete when respondents have responded to all the questions, however the consultation analysis takes into account all the questionnaires submitted. The questionnaires submitted indicate that 53% of respondents do not live within St Peter's - however if we were to consider all responses in comparison to the number of residents in St Peter's Ward, this would represent approximately 10% of St Peter's Ward residents.
- 5.5 The council used different ways to promote the consultation. Approximately 10,100 leaflets were distributed. 9,700 were hand-delivered on day 1 of the consultation (13 September), 400 distributed after complaints (including during our scheduled door-to-door knocking activities to residents and businesses), and approximately 480 were distributed during other scheduled events. The leaflets were distributed in St Peter's and on the two sides of the boundary roads surrounding the area: Wharf Road, City Road, Upper Street, Essex Road, New North Road. Posters were also installed at various locations of high footfall.
- 5.6 The council also promoted the consultation and encouraged people to fill in the questionnaires at various events. Prior to the consultation, officers and councillors attended the Angel Canal Festival on Saturday 5 September 2021 to share information and raise awareness about the upcoming consultation.
- 5.7 During the consultation, officers and councillors attended events organised at the following locations and dates:
- On-street event at Duncan Terrace Gardens, Saturday 18 September
 - On-street event St James's Church Gardens, Sunday 19 September
 - Car free day event outside Hanover Primary School, Wednesday 22 September
 - On-street event outside the Duke of Cambridge Pub on Prebend Street, Wednesday 22 September
 - Residents door knocking on Wednesday 29 September, targeting streets with low response rates to the online survey
 - Business door knocking on Thursday 30 September, targeting businesses within the St Peter's area
 - Online session on Zoom, Tuesday 5 October
 - Disabled people drop-in event at The ARC Centre on St Paul Street, organised alongside an adapted cycle taster session organised by Pedal Power on Sunday 10 October
- 5.8 Leaflets and questionnaires were available at all in person events.
- 5.9 The consultation information was shared on social media platforms including Next door, Twitter, Facebook, and by press release. An email informing people of the consultation was sent to 2,754 Commonplace subscribers, and also to the 283 people who had subscribed to email updates via the trial feedback survey.
- 5.10 Appendix 6 of 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 car free day event on 22 September 2021, the on-street event outside the Duke of Cambridge pub on 22 September 2021, the resident door knocking on 29 September 2021 and the business door knocking on 30 September 2021. Steer's report also analyses the

feedback received during the online session held on 5 October 2021 and the disabled people drop-in session at the ARC Centre on 10 October 2021.

- 5.11 There were two events which were not attended by Steer and therefore were not included in their report. These were the Duncan Terrace on-street event and the St James's Church Gardens event. Officers talked to around 30 people at Duncan Terrace Gardens and around 50 people at St James's Church Gardens attending the anniversary of the church celebrations (Lambes Feast). Views at those two events were mixed. Some residents reported not having received information on the consultation, concerns around boundary roads were also expressed, alongside reports that shorter car trips have been more inconvenient since the trial started, and that the trial impacted negatively disabled residents. Some residents reported difficulties in accessing addresses located in different LTNs, or more difficult journeys by taxi due to confusion around routes, leading drivers to cancel rides. Some residents also reported anecdotes of crime, ASB, or perception of lack of safety, especially at night, due to lack of local traffic within the neighbourhood. Some participants mentioned that their area was more pleasant due to reduced traffic levels, making walking and cycling more attractive, reducing noise pollution and improving air quality. Some residents reported having taken up cycling with their young children as a result of the quieter streets.
- 5.12 It is worth noting that certain people attended multiple consultation events – so the number of people attending those events should not be added and conflated as a total number of event participants.
- 5.13 Targeted residential and business door knocking took place following the consultation questionnaire being open for 10 days. Steer analysed the postcode data to assess streets and locations which had relatively low response rates to the consultation questionnaire. This provided a number of streets to target for residential door knocking. The streets targeted were:
- Torrens Street EC1V 1NQ
 - Duncan Street N1 8BP
 - Elia Mews N1 8DA
 - Raleigh Street N1 8NW
 - Windsor Street N1 8QF
 - Britannia Row N1 8QJ
 - Popham Street N1 8QP
 - Rector Street N1 7DG
 - Canon Street N1 7DB
 - Spellbrook Walk N1 8TL
 - Ridgewell Close N1 8TJ
- 5.14 The key takeaway from the resident door knocking was that the leaflet lacked a map to show the trial measures. Some digitally excluded residents found accessing the questionnaire challenging. A majority of people visited said they had received the leaflet, although a few residents reported being unaware of the trial. This feedback was taken on board to design future LTN consultation leaflets and provide more ways for people who are digitally excluded to part in the consultation.
- 5.15 Steer and council officers also visited a list of businesses in the LTN area and on the boundary roads. Key feedback includes:
- Some of businesses were keen to see how they could be involved with other initiatives- cycle/cargo bike hire, package hubs, timed delivery street openings

- A few businesses were concerned about deliveries being more difficult for motor vehicles
- Some business owners felt they should have an exemption from paying PCNs
- Certain business owners have taken advantage of the quieter streets by installing planters, bicycle lock planters and parklets in front of their business
- Many of the businesses visited reported they had adapted to the changes relating to the LTN.

5.16 The online Q&A event was held on 5 October 2021 from 5-6pm. 28 people signed up to and attended the event. Council officers presented the monitoring data which had been collected during the St Peter's trial with a large majority of the meeting dedicated to a Q&A facilitated by Steer. The main themes raised at the event are included in Steer's consultation report.

5.17 The disabled people focussed drop-in event was held on Sunday 10 October from 12-4pm. The event was attended by 30-35 people and provided a space to discuss the St Peter's LTN trial scheme as well as the launch of the London Borough of Islington's Blue Badge Exemption Policy. The key comments at that session are included in Steer's consultation report, which can be found as Appendix 6 of the delegated decision report.

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

- Attendees of the online event were concerned about the effect of the scheme on boundary roads, particularly in regard to pollution.
- Attendees of the online event were concerned about the lack of engagement for those on boundary roads.
- Attendees at the disabled people drop in were concerned that the Blue Badge Exemption Policy only covers one vehicle.
- Attendees at the disabled people drop in were concerned that the Blue Badge Exemption Policy only covers their home LTN and not other areas in Islington.

5.19 The consultation questionnaire was filled in by 1,449 respondents, the detailed findings are included in Steer's report in Appendix 6 of the delegated decision report.

6. Conclusions and who is under-represented

6.1 The council has received a significant volume of both positive and negative feedback about the St Peter's PFS trial. The council received feedback through a variety of different engagement activities and aimed to hear from as many residents as possible. 396 emails, 371 objections (of which 332 were general template objections), 555 trial feedback survey responses, completed 1,489 consultation questionnaire responses and 839 Commonplace comments were received.

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

- Reduces through traffic/air pollution
- Makes area more pleasant
- Reduced traffic danger
- Greater sense of community
- Walk, cycle, wheel (active travel) more and drive less
- Noise pollution has lessened
- Business positively impacted

- More/cheaper cycle parking
- 6.3 The key things people have told us they dislike about the trial are:
- Increases traffic and pollution on main roads
 - Car trips inconvenient
 - Impact greater for poorer people
 - Noise pollution greater
 - Business negatively impacted
 - Crime/safety is worse
 - Waste of money
 - Disabled/vulnerable access more difficult
 - Use less active travel
- 6.4 It should be noted that whilst some respondents flagged that shorter car journeys are more inconvenient, some others reported having switched from car journeys to walking and cycling for local journeys, which is an objective of the scheme.
- 6.5 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 Commonplace (less than 1% of comments), trial feedback surveys (1% of surveys) and consultation questionnaire (2%), when they make up 28% of the population of St Peter's. On the other side of the spectrum, the digital divide tends to increase with age, which means older people can be excluded from engagement tools such as Commonplace and the trial feedback surveys.
- 6.6 Other under-represented groups were the ethnically diverse communities. St Peter's ward does have a 35% BAME population (versus a 65% wide 'White' group) but this is not reflected in the responses to consultation. For instance, the trial feedback survey analysis shows that 7% of respondents identified as belonging to BAME groups. Similarly, only 9% of respondents to the consultation questionnaire identified as belonging to BAME groups.
- 6.7 The consultation questionnaire shows that in proportion of respondents more men responded than women, as men make up 44% of respondents and women 38%.
- 6.8 The proportion of motor vehicle users amongst respondents to all engagement channels is disproportionately high compared to the 71% of Islington households do not have access to a private car.

End.