



People-Friendly Streets
Better places for everyone

Canonbury East people-friendly streets trial pre-consultation and engagement report



ISLINGTON



People-Friendly Streets
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Canonbury East people-friendly streets

Pre-consultation engagement summary

Commonplace feedback (May 2020 to March 2021) **412** responses received

Responses from

83% [Canonbury East residents]

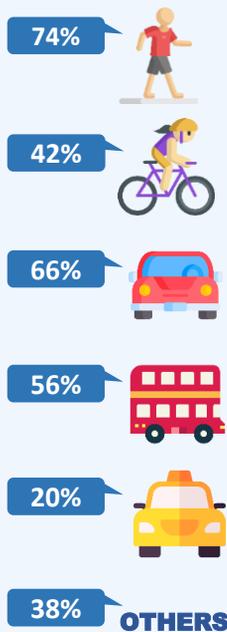
Age & Gender

65-74
55-64 41%
45-54
35-44
25-34
UNDER 24

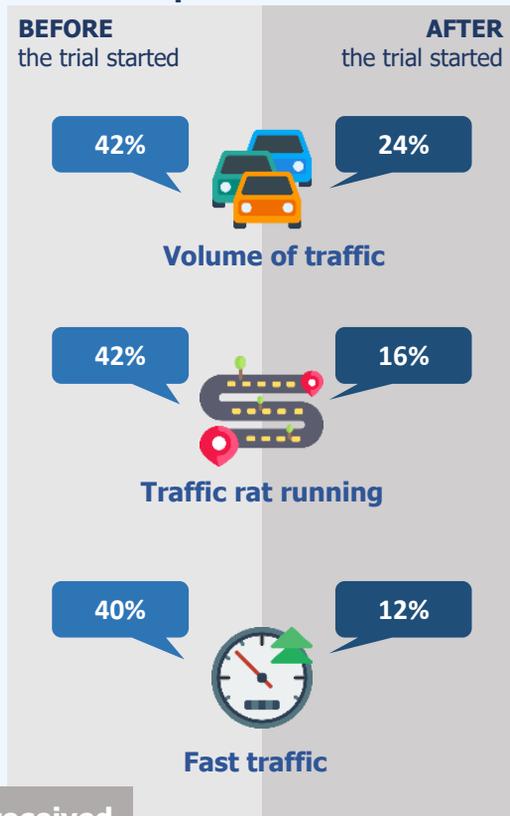


65-74
55-64
45-54
35-44
25-34
UNDER 24

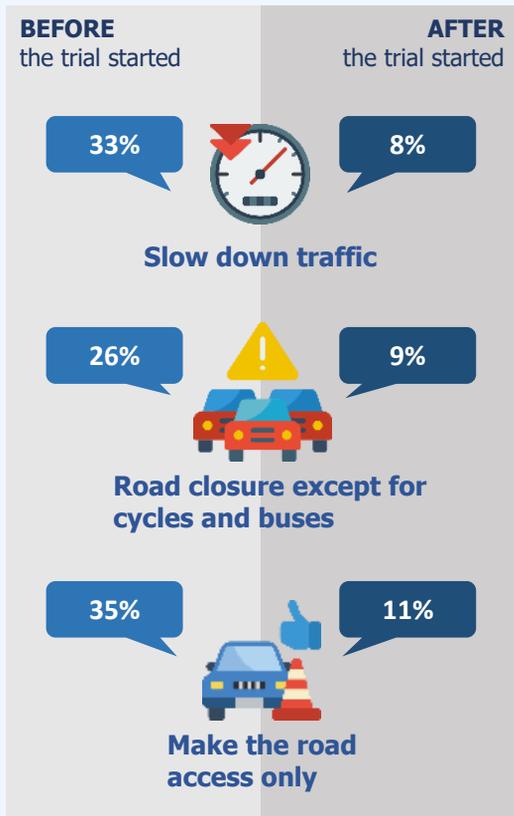
How do residents* travel?



What's the problem?

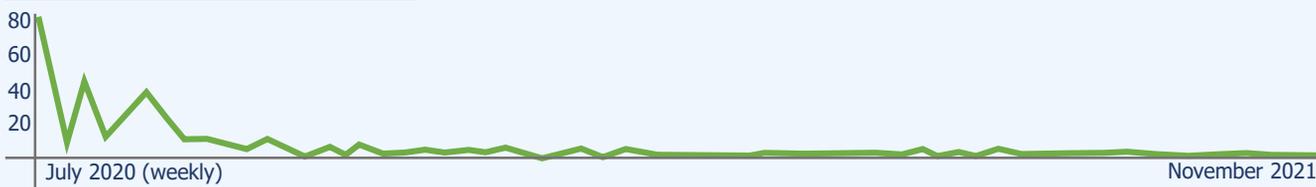


How could we make it better?



*People who live in the Canonbury East LTN area

330 emails received





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Canonbury East people-friendly streets

Pre-consultation engagement summary

Trial Feedback Survey (March 2021 to Nov 2021) **457** responses received

Responses from

49% [Canonbury East residents]

Age & Gender

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

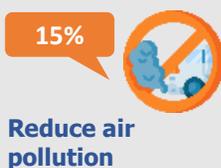


75+
65-74
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UNDER 24

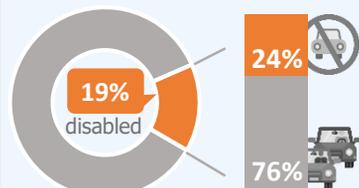
How do residents* travel?



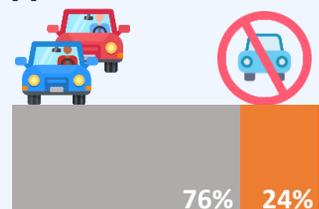
What do you like about this trial?



Disability & car ownership

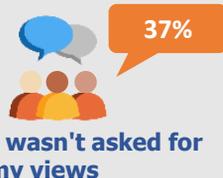


Car ownership* & support of the trial



*29% 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



*People who live in the Canonbury East LTN area





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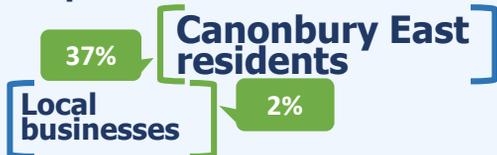
Summary consultation results

Consultation Questionnaire

November 2021

1225 responses received

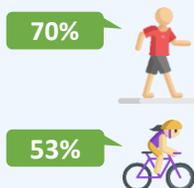
Responses from



Age & Gender



How do people travel?

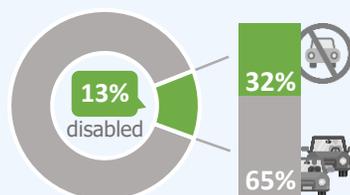


Since the trial began in 2020, people think

LESS



Disability & car ownership



NO CHANGES



Car ownership*



*29% of Islington households own a car

MORE



28% of car owners walk and cycle more for shorter journeys instead of driving



Pre-consultation engagement report –

Canonbury East people-friendly streets low traffic neighbourhood

Date: 19 January 2022

Ward(s): St Peter's, Canonbury

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SUBJECT: Canonbury East 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 Canonbury East 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 Canonbury East LTN scheme was initially implemented on 31 July 2020.
- 1.2. The Canonbury East LTN aligns with the Islington Transport Strategy which was consulted on between 29 July 2019 and 29 September 2019, and adopted by the council's Executive in November 2020. The top item of this strategy's strategic vision was: "Motorised through traffic will be removed from local streets and neighbourhoods." Also adopted in November 2020, after consultation earlier in 2020, was Vision 2030: Building a Net Zero Carbon Islington by 2030. This had as a key objective to "Reduce the need for cars by making active travel (i.e. walking, cycling and public transport) the safest, easiest and most enjoyable option. The implementation of the council's borough-wide programme of People Friendly Streets will significantly support this objective." The Mayor's Transport Strategy for London (2018) and central Government policy also evidence a widely recognised need to reduce motor vehicle journeys.
- 1.3. This report outlines the results from the engagement prior to public consultation, which took place between 2 and 30 November 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.
- 1.4. 412 Commonplace comments were submitted in the Canonbury East LTN area and on the boundary roads, 24 formal objections were received to the Canonbury East traffic orders, in addition to 332 general template objections, there were 457 responses to the trial feedback survey and 330 correspondence emails were received during the trial.

- 1.5. Before the council implemented the trial 42% of the comments submitted via Commonplace said that there was too much traffic in the area. In addition, 42% of comments mentioned traffic taking short-cuts across the area and 40% referred to fast traffic as key challenges.
- 1.6. After the trial was implemented, the trial feedback survey indicates that 57% of participants said they liked something or things about the trial.
- 1.7. 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 (45% agreed, 22% disagreed), that they felt safer using streets during the day (44% agreed, 30% disagreed), and that it is easier to travel by walking and cycling (45% agreed, 24% disagreed). A total of 38% said they are spending more time in the area (19% said less time), while 37% are using the cleaner, greener, healthier streets to do physical activity more (14% are doing less activity). Only 9% of respondents to the 'free text box' in the consultation questionnaire asked for the LTN to be removed.
- 1.8. Key themes relating to negative feedback include: perceptions that traffic and air pollution have increased on boundary roads since the trial started; concerns that the scheme has increased ASB and crime; and that car trips are made more inconvenient. Another key element of feedback was that the suggested changes at Elmore Street and Halliford Street would not improve the issues identified.

2. Introduction and background

- 2.1. The Canonbury East LTN is located in St Peter's and Canonbury East ward in Islington. Data from the 2011 Census shows that a total of 14,072 residents live in the St Peter's ward and 9,431 people live in the Canonbury Ward. Table 1 highlights the population profile of the area.

Categories		London	Islington	Canonbury Ward	St Peter's Ward
		Total: 8,173,941	Total: 206,125 in 2011 (244,372 in 2021)	Total: 9,431	Total:14,072
Gender	Female	51%	51%	51%	49%
	Male	49%	49%	49%	51%
Age	Under 16	20%	16%	16%	15%
	16-24	12%	14%	11%	13%
	25-44	36%	42%	43%	43%

Categories		London	Islington	Canonbury Ward	St Peter's Ward
	45-64	21%	19%	20%	20%
	65+	11%	9%	10%	9%
Disability	Disabled	14%	16%	17%	16%
Ethnic group	BME	40%	32%	28%	35%
	White	60%	68%	72%	65%
Religion or belief	Christian	49%	40%	43%	43%
	Muslim	12%	9%	9%	10%
	Other	10%	4%	3%	3%
	No religion	21%	30%	30%	30%
	Religion not stated	8%	17%	15%	14%

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

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

- 2.2. The Canonbury East LTN was implemented as the second LTN in the people-friendly streets programme on 3 August 2020, as an 18-month trial. Ten traffic filters were originally installed to remove through traffic from the neighbourhood at Henshall Street, Dove Road, Ockendon Road, Englefield Road, Northchurch Road, Cleveland Road, Elmore Street, Halliford Street, Downham Road and Shepperton Road. Of note, Cycleway 27 is a popular east-west cycle route which goes through the area, connecting Islington to Central London.
- 2.3. 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 Canonbury East place between 2 November and 30 November 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 412 responses via the Commonplace tool for the Canonbury East 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 27 July 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 412 comments, 139 comments were made before 27 July 2020, prior to the scheme in Canonbury East being advertised (blue bars on Figures 1 to 4), and 273 comments after the scheme was advertised on 28 July 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 42% of the comments submitted prior to the scheme being advertised. 'Traffic taking short-cuts across the area' was equally reported as most reported problem (42%), followed by 'fast traffic' (40%) and 'noisy motor traffic' (37%). After the scheme was advertised, 24% of comments selected 'volume of traffic' as a problem, 16% listed 'traffic taking short cuts', 12% reported 'fast traffic' and 18% 'noisy motor traffic'. 56% 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 34 participants (25% of 'before scheme' participants) selected this option and key themes were related to traffic speeds, traffic air pollution issues, pavement conditions and dangerous cycling conditions. By contrast, after the scheme was advertised, 153 comments (56% of 'post advertising' comments) selected the same option, and around two thirds of the comments referred to the issue as being the problem. Other comments mentioned issues such as cyclist behaviour, dangerous driving, highways maintenance and accessibility improvements.

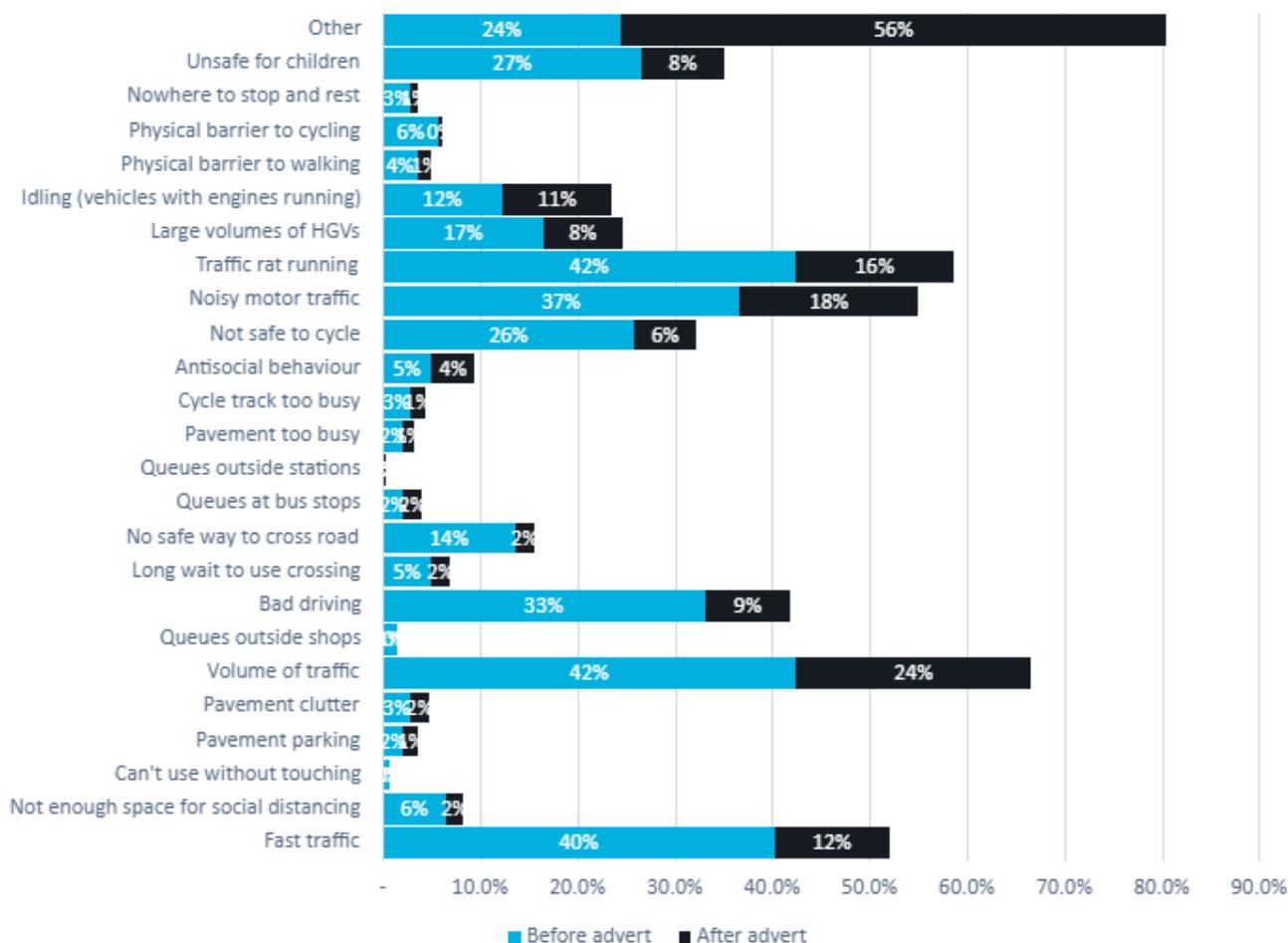


Figure 1: number of comments posted for each listed problem on Commonplace, question: 'What is the problem?'

3.6 Figure 2 shows the results of the question: 'How could we make it better?' where the top two options in the Canonbury East area were 'Make the road access only' and 'Slow down traffic' with 35% and 33% before the scheme was advertised. By comparison after the scheme was advertised 11% of comments referred to 'Make the road access only' as a solution, 8% referred to slow down traffic'.

3.7 Before the scheme was advertised 41 comments (29% 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, more policing and cyclists' behaviour. By contrast, after the scheme was advertised 180 comments (66% of 'post advertising' comments) selected the same option, and more than half of the comments mentioned removing the trial as solution and the lack of consultation; other comments mentioned solutions such as better pedestrian crossings, enforcing against infractions by cyclists, reducing traffic speeds, and improving pavement.

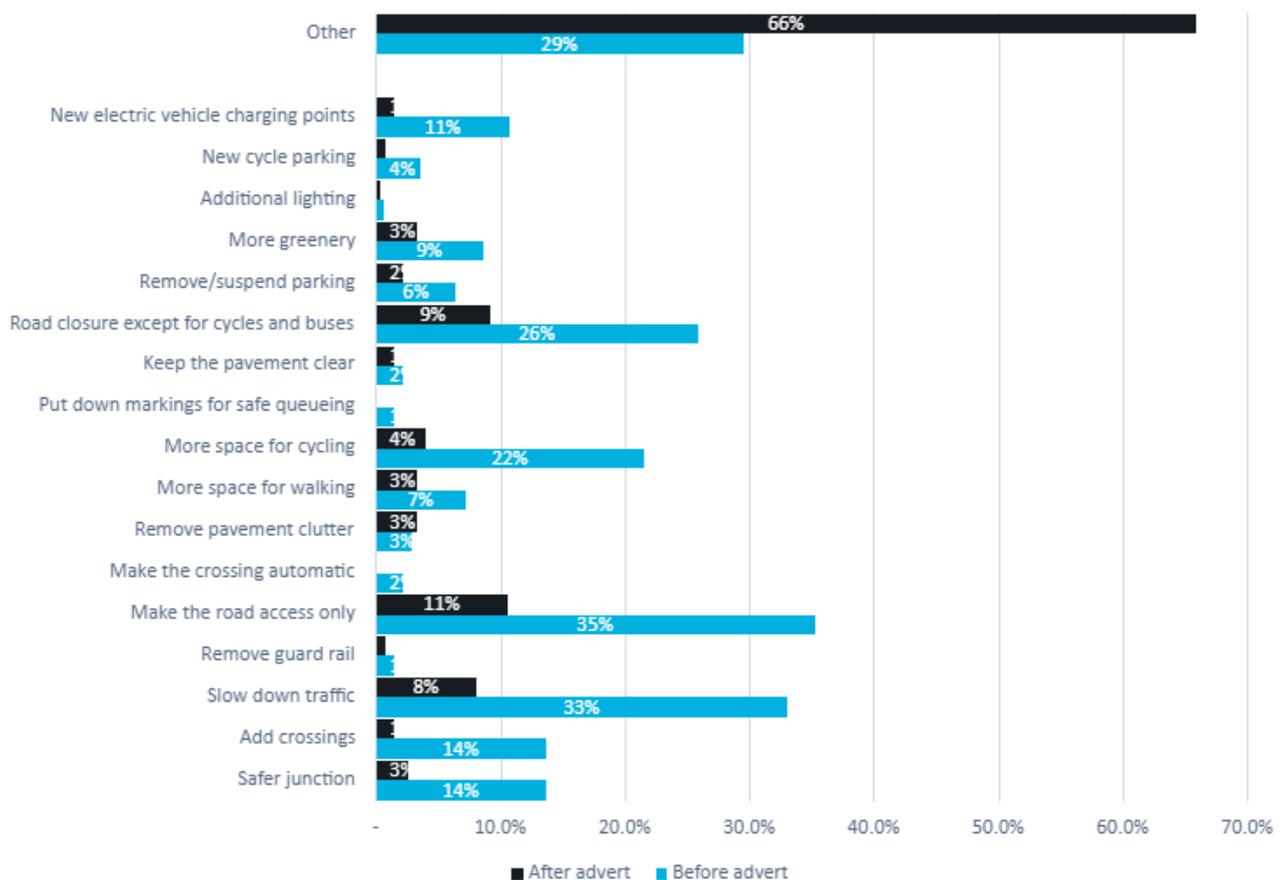


Figure 2: 'How could we make it better?'

3.8 Figure 3 shows that the 76% of respondents to the Canonbury East local Commonplace survey, prior to implementation, would support changes they had suggested via the Commonplace tool being made long-term, while 17% would only support temporary solutions.

3.9 After the trial was implemented 56% of people who responded said that they would support the changes being permanent while 32% 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.

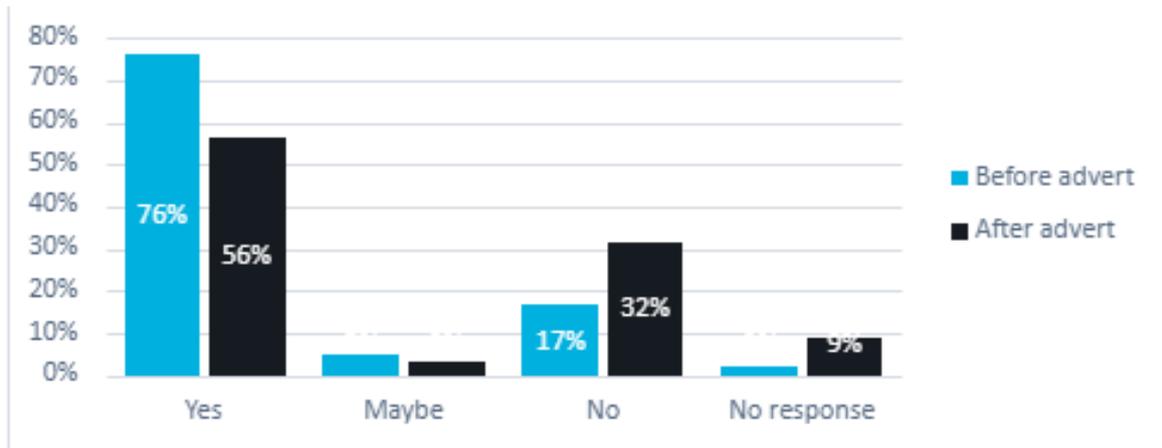


Figure 3: 'Would you support these changes (suggested by respondents) being made long-term?'

3.10 Most of the people who responded the survey declared that they live in Canonbury East (82% in total) followed by people who work in the area, with 12% in total (see Figure 4).

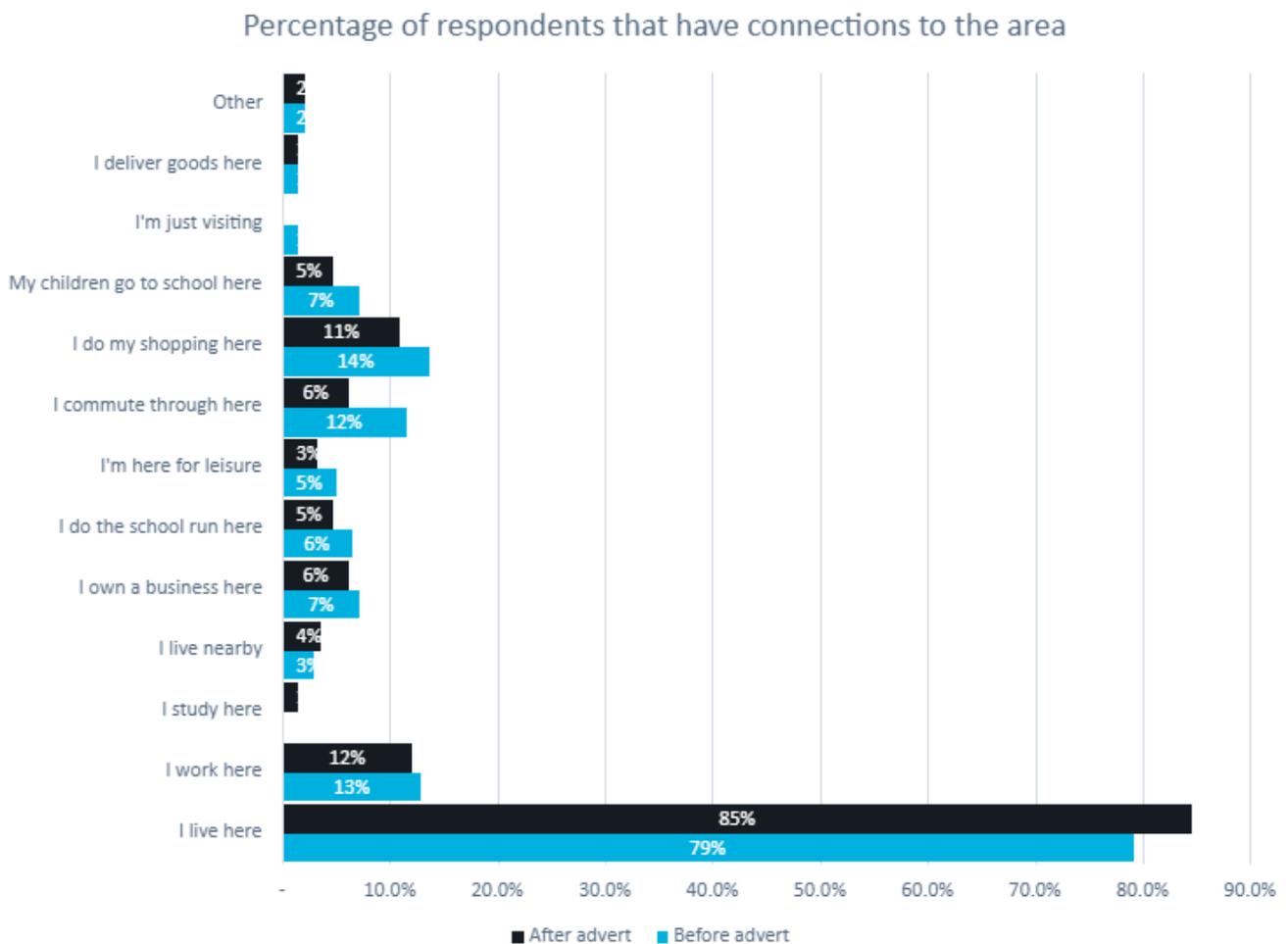


Figure 4: 'What is your connection to the area?'

3.11 Figure 5 displays how people travel in Canonbury East. People who posted comments mainly use active travel modes as walking (64% before the scheme was advertised and 62% after) and cycling (46% before the scheme was advertised and 33% after); followed by bus (47% and 46%); and finally, car users (as driver with 35% and 60%, and as passenger with 8% and 14%). This highlights that the proportion of car users who posted comments increased significantly after the scheme was advertised.

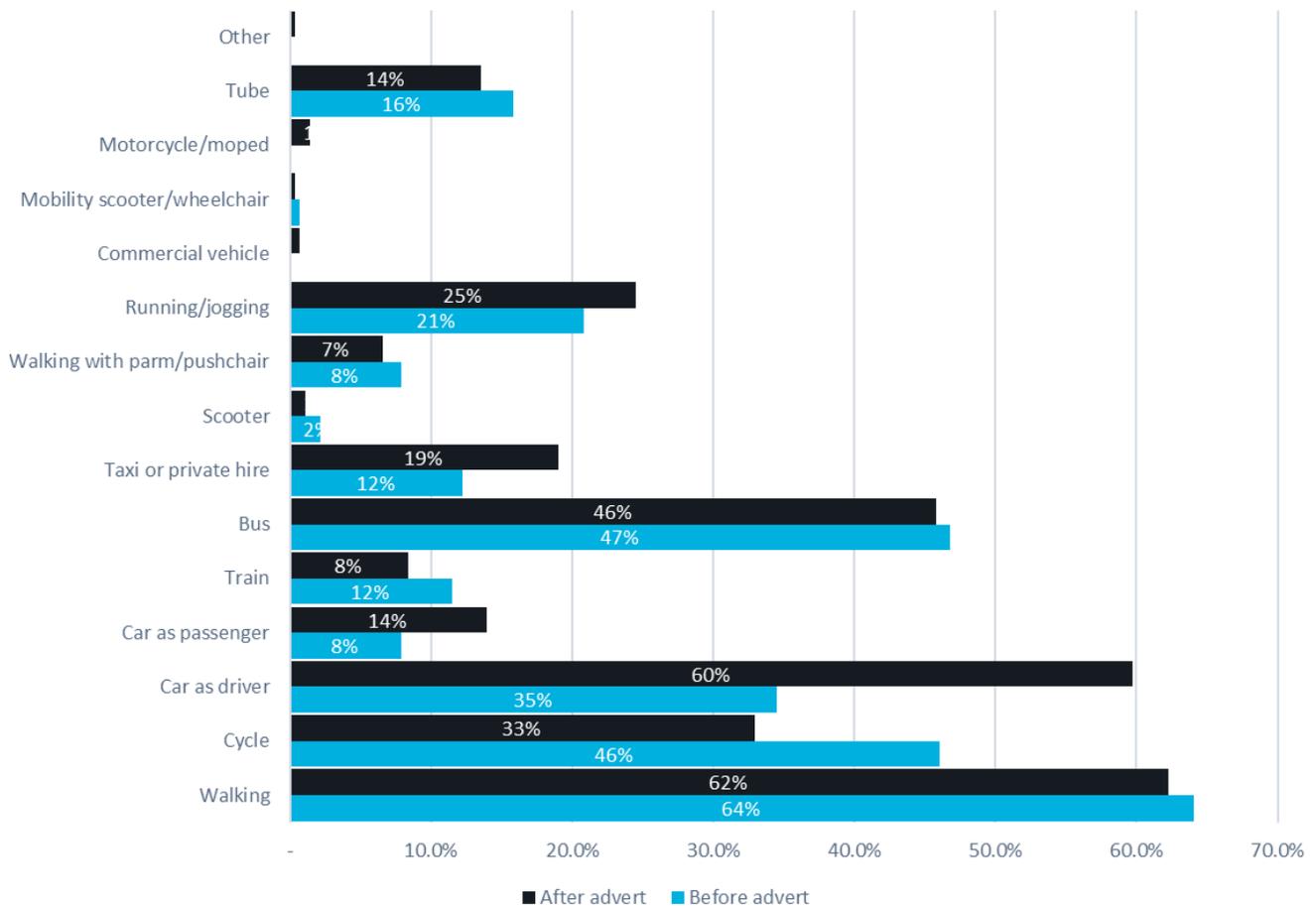


Figure 5: 'How do you usually travel in the areas?'

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 Canonbury East is 75%, 72% for people who work in the area, and 89% and 90% for those who shop and go to school. Respondents who live and take their children to school in the area report using cars more than people who work and do shopping. Multiple travel modes could be selected by each individual, so percentages will not sum to 100%.

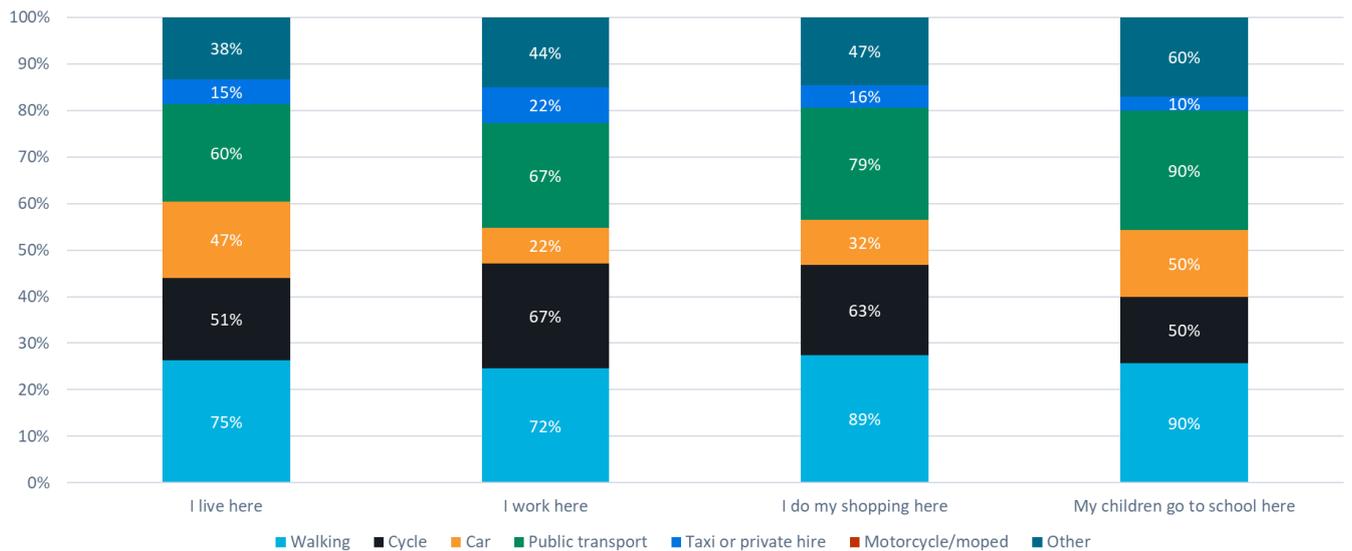


Figure 6: 'What is your connection to the area? And 'How do you usually travel in the areas?' - Before scheme was advertised

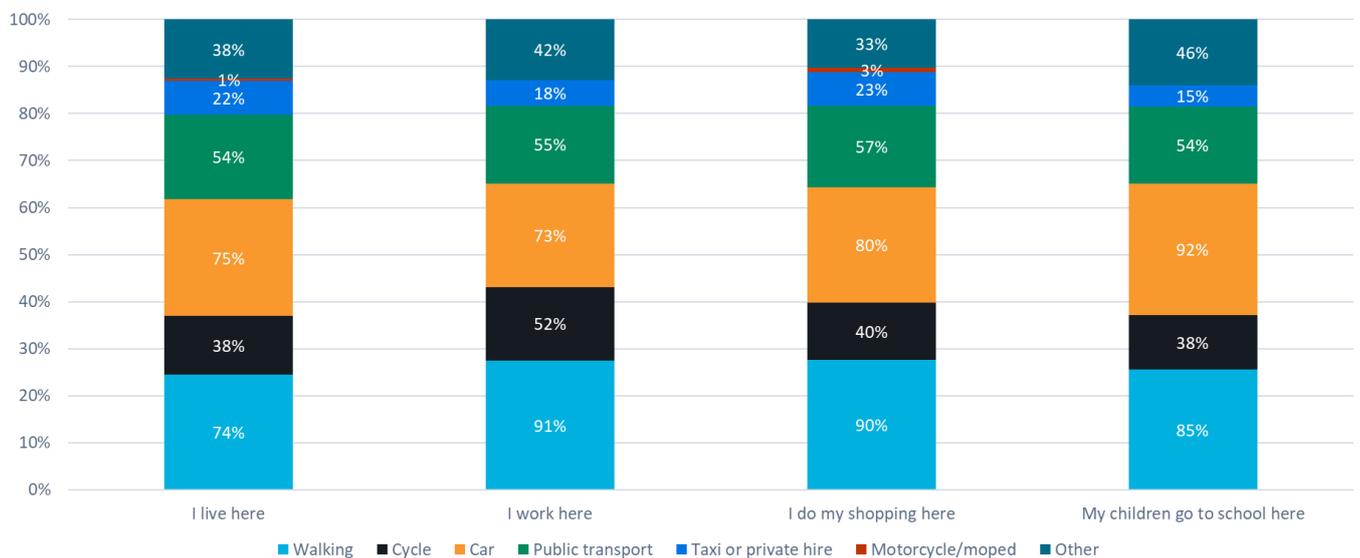


Figure 7: 'What is your connection to the area? And 'How do you usually travel in the areas?' After scheme was advertised

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 Canonbury East 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 17% of the comments came from people aged 25-34, 21% came from people aged 35-44, 20% from 45-54, 22% from 55-64. Younger people (Under 24, 1% with 3 comments) and older people (+65 years old, 4% with 16 comments) were under-represented in the Commonplace feedback.

3.17 40% of respondents said they were men, 41% said they were women.

b. Statutory consultees

3.18 The pre-implementation consultation with statutory consultees took place in July 2020, and 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).

3.19 In June 2020 the LAS stated their opposition to a physical closure with removable bollards as a principle. The MPS did not object to the proposals although they stated a preference for camera controlled filters.

3.20 In August 2020 a meeting took place between LFB and council officers to discuss challenges at Halliford Street. LFB asked to maintain a key unimpeded east-west route from Halliford Street and Downham Road. In response, the proposals were changed to include a camera-enforced filter instead of a physical restriction, while Elmore Street was made a bollard closure.

c. Engagement with Schools

3.21 Council officers had a virtual meeting on Friday 4 September 2020 with the headteacher of Rotherfield Primary School to discuss the scheme and gather feedback pre-implementation. A School Street is located on Elizabeth Avenue, adjacent the primary school in the morning and afternoon peaks.

3.22 The headteacher had concerns around the impacts of the scheme for staff who drives between Rotherfield Primary and Newington Green Primary School, as both schools are affiliated which involves staff travel between the two sites.

3.23 The other concern the headteacher had was in regards to local traffic increases past the primary school once the scheme was implemented. Officers informed the headteacher that traffic would be monitored at the location.

d. Email correspondence

3.24 The total amount of individuals who sent correspondence regarding Canonbury East over the period of advertisement, implementation and pre-consultation amounts to 330. 74% of the correspondence received was categorised as negative, 10% as positive, 6% as mixed and 4% as unclear, and 6% as other topic.

3.25 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.

3.26 However, the correspondence received by email provides valuable feedback from residents and visitors of the Canonbury East LTN, and the key themes are considered in this section.

3.27 Figure 8 highlights the volume of correspondence received and the trends over time. Week 69 represents the week before the Canonbury East consultation, once the scheme had been in place for 12 months. This began on 2 November 2021. The graph shows a high volume of correspondence after the scheme was first advertised, declining over time.

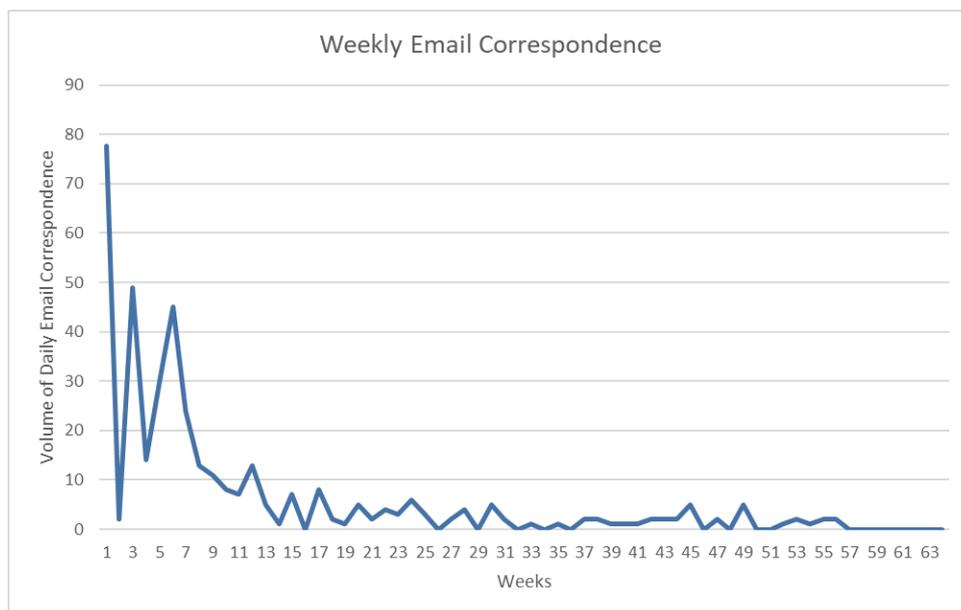


Figure 8: Volume of weekly correspondence, during each week, of received correspondence over time

3.28 Throughout the scheme, people have raised concerns around local traffic increases at Shepperton Road, local instances of vandalisms at traffic filters and business access. Another regular topic raised was exemptions for residents, Blue Badge exemptions and taxi and businesses.

3.29 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
- Lack of compliance from motorcycles and mopeds, particularly at Northchurch Road
- No clear signage

- Impact of the scheme on access for local nursery via minibus
- Scheme pushing traffic past Rotherfield Primary school on Rotherfield Street
- Making driving routes longer and more complicated
- Speeding on roads (Shepperton Road and Southgate Road)
- Delivery drivers unable to make deliveries- cancellations
- Safety for women on quiet streets
- Businesses complain about infringement of their accessibility on streets
- Impact on emergency services

3.30 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

e. Trial feedback survey analysis

- 3.31 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.
- 3.32 The Canonbury East trial feedback survey was open between 8 March 2021 and 2 November 2021, closing on this date with the start of the public consultation, once the scheme had been in place for 12 months. 457 people submitted a survey response. The majority of responses were received at the beginning and end of the survey period (March and October 2021) with 164 and 149 responses, respectively.

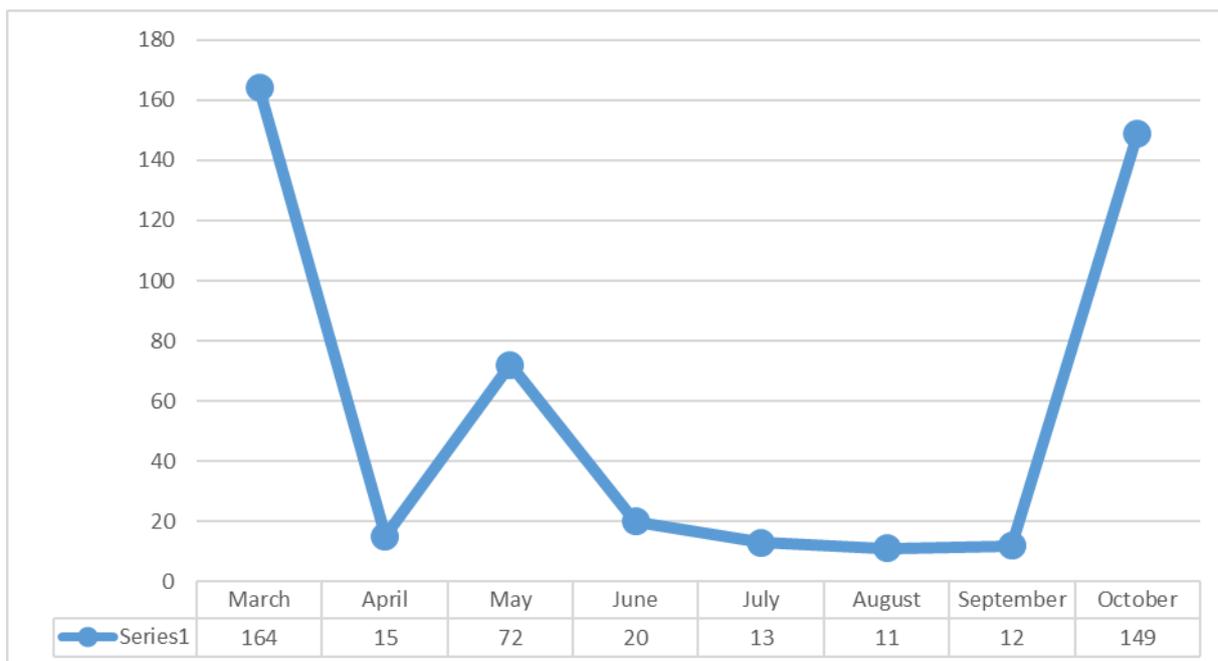


Figure 9: Trial feedback survey trend over time

3.33 Respondents who reported as living in Canonbury East are largest group in the survey responses (49%), followed by respondents who live near the Canonbury East area with 23%, and 14% for those who live in another part of Islington. Overall, residents are the largest group in the survey responses (68%), as shown in Figure 10.

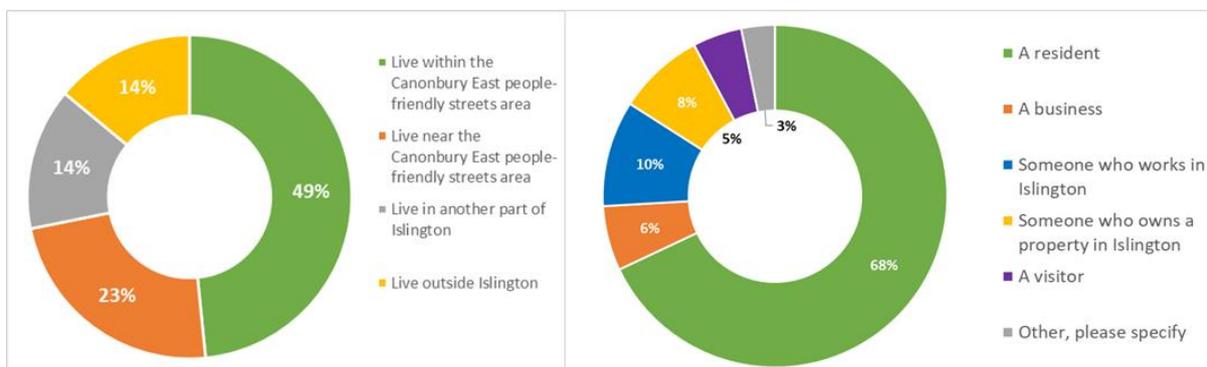


Figure 10: Who responded and their relation to the area

3.34 As Figure 11 shows, respondents' transport modes are fairly consistent regardless of their connections to the area, except for those respondents who live outside of Islington. Individuals were able to select more than one mode of transport and as such the sum of the percentages is not 100%. The proportion of respondents who live in Canonbury East and walk is 76%, this proportion is 75% for people who live near Canonbury East and 70% for people who live in another part of Islington, while only 44% of respondents who live outside of Islington selected walking as a transport mode. The proportion of respondents who are car users is 81% for those living in Canonbury East, 88% for those living near Canonbury East, 98% for those living in another part of Islington, and 66% for those living outside of Islington, suggesting that the trial feedback survey has attracted a greater proportion of car users from outside the area.

3.35 Figure 11 also shows that across all categories, between 26% and 50% 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. It should however be noted that for this analysis transport categories have been amalgamated. For instance, 'car' includes both people who use cars as a driver or as a passenger. 'Cycle' similarly includes owning a cycle and using hire cycles. 'Public transport' includes both buses, rail and underground. Respondents could select multiple transport options, which explains why the results go beyond 100%.

3.36

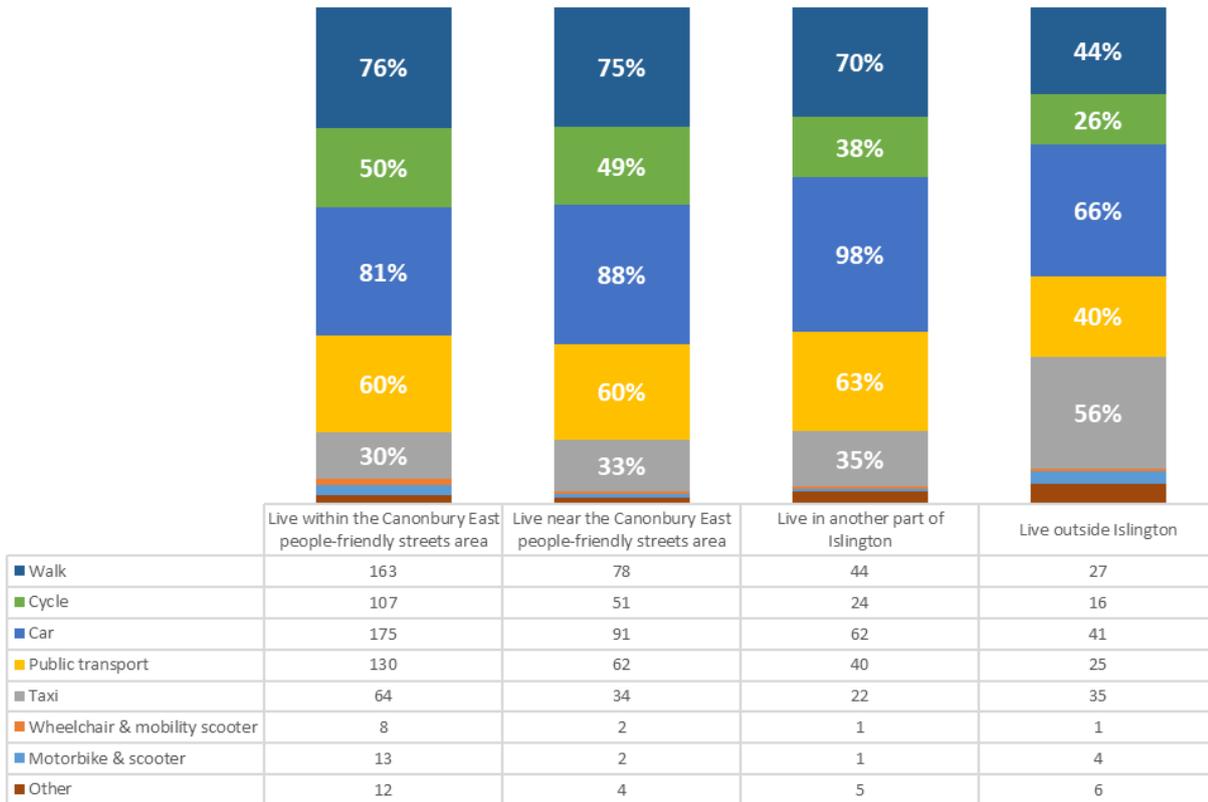


Figure 11: Who responded and modes of transport

3.37 Figure 12 shows that 76% of respondents are car owners, and 24% of respondents reported not owning 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.

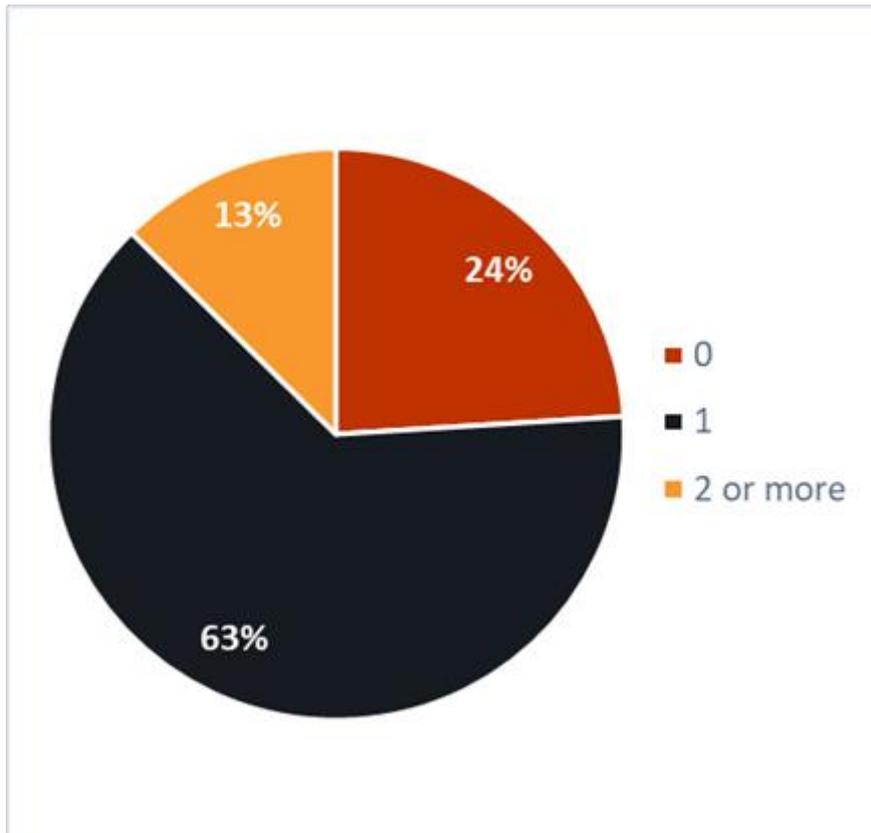


Figure 12: Car ownership

3.38 Respondents were asked which traffic filter they were providing feedback on. 76% of respondents gave feedback on all the filters. Englefield Road traffic filter was the most commented-on individual filter with 16%, followed by Northchurch Road traffic filter with 15%, all are shown in Figure 13. (All filters, or a combination of individual filters could be selected, so percentages will not sum to 100%).

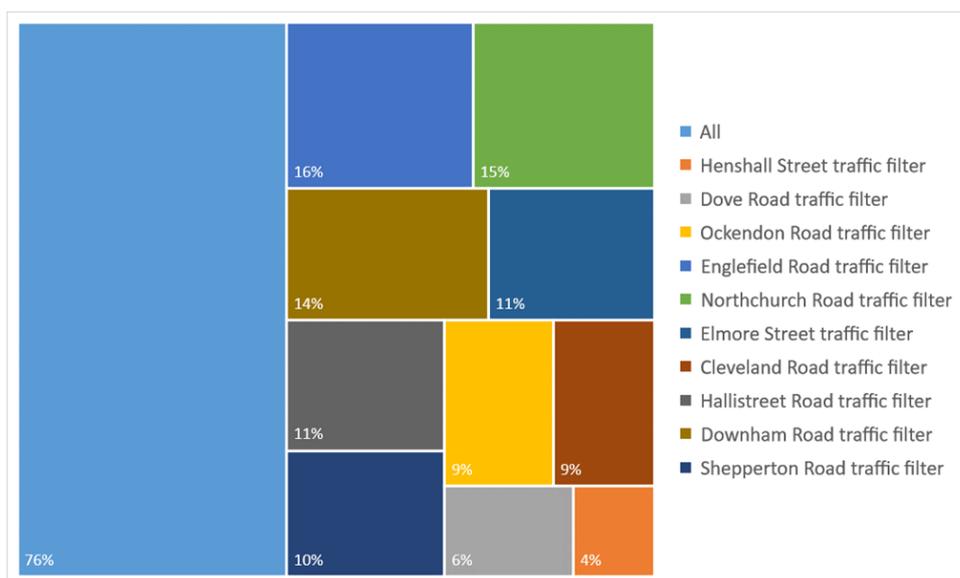


Figure 13: 'Which traffic filters are you commenting on?'

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

- 30% had concerns about danger from traffic in the area, 56% disagreed
- 45% had concerns about traffic congestion in the area, 43% disagreed
- 44% had concerns about air pollution from traffic in the area, 40% disagreed
- 50% wanted to see less carbon emissions from traffic, 25% disagreed
- 42% thought streets should be safer for children, parents and carers walking and wheeling to school, 31% disagreed
- 37% thought that action should be taken to improve people’s health by making it easier for people to walk, wheel and cycle more, 41% disagreed
- 28% thought the trial makes it safer and easier to travel in the area by walking, wheeling or cycling, 65% disagreed
- 75% thought the trial makes it more difficult to drive, 17% disagreed

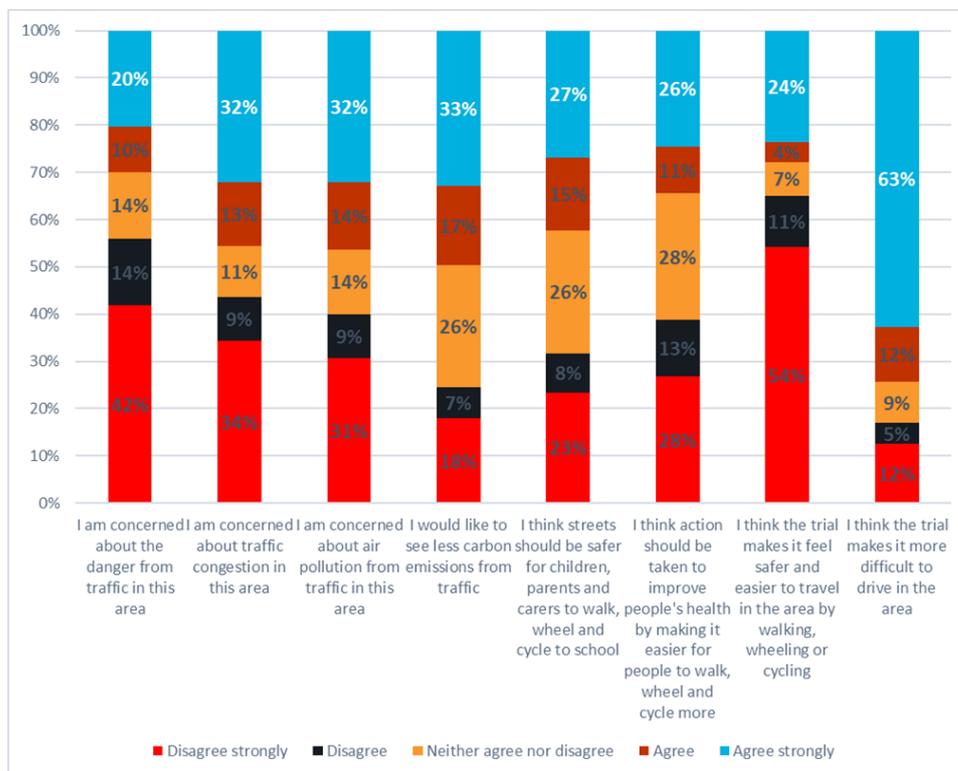


Figure 14: How much people agree or disagree with the statements about the Canonbury East people-friendly streets (PFS) area

3.39 Figure 15 shows that around 57% of respondents expressed that they liked one or many things about the trial, while 32% expressed that there was nothing they liked about the trial. On the other hand, 87% of respondents disliked one or more things about the trial, while just 6% expressed that they do not dislike anything about the trial.

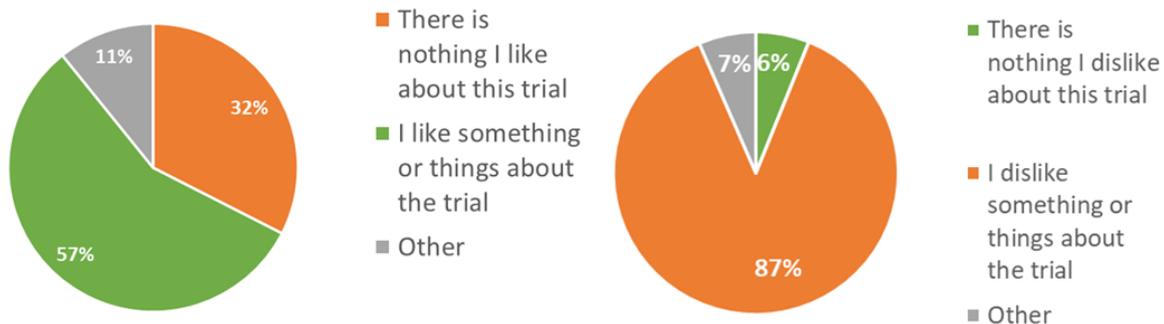


Figure 15: Do people like the St Peter's trial?

3.40 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 through traffic (19%), making the area more pleasant (16%) and reduces air pollution (15%). On the other hand, what most people dislike about the trial were the increase of traffic on the main roads (65%), the lack of early consultation (37%), and the increase of air pollution (37%).

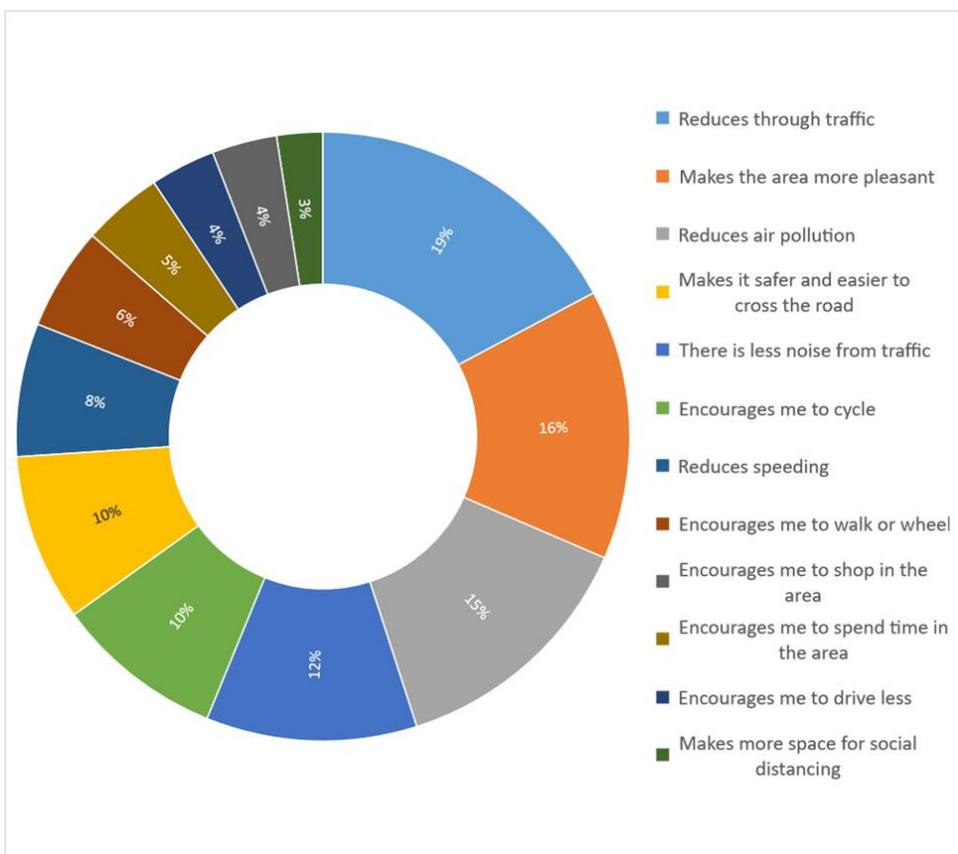


Figure 16: What do people like about the Canonbury East trial

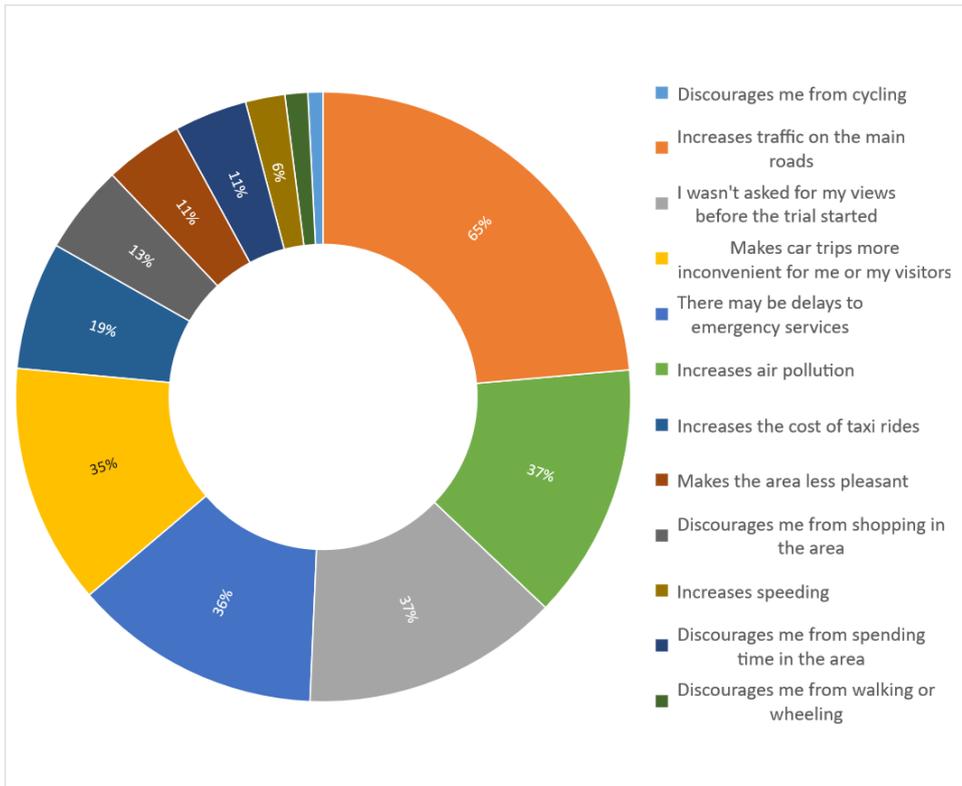


Figure 17: What do people dislike about the Canonbury East trial

3.41 38% (173) of people responding to the trial feedback survey were female and 44% (200) were male, with 11% (50) of respondents preferring not to say. Figures 18 and 19 compare responses to 'like' and 'dislike' depending on gender. Respondents were able to select multiple likes or dislikes and as such the total percentage does not equate to 100%. 62% of women and 57% of men responded that there was nothing they liked about the trial. 23% of women and 18% of men reported they liked that the trial encouraged them to drive less, followed by 16% of women and 26% of men stating they liked the reduction in through traffic. 68% of women and 57% of men that they disliked the increase of traffic on main roads. 38% of women and 35% of men stated they disliked that the trial makes car trips more inconvenient for me or my visitors.

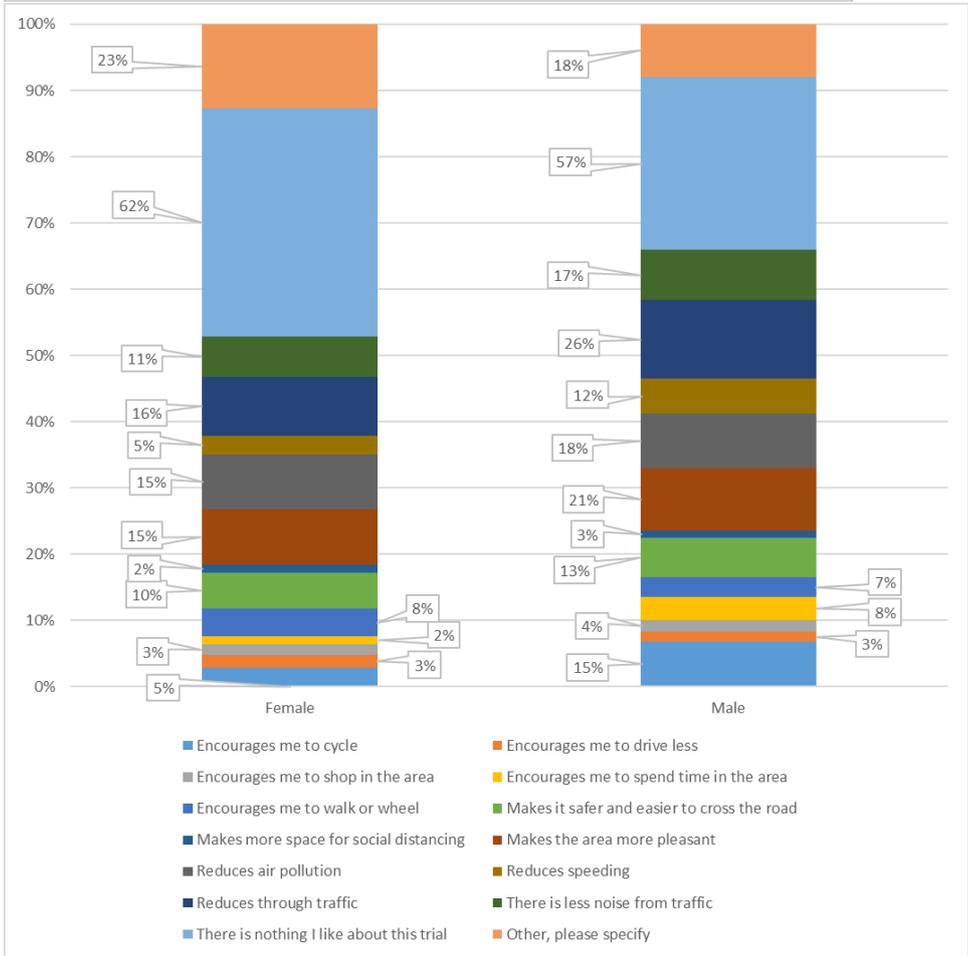
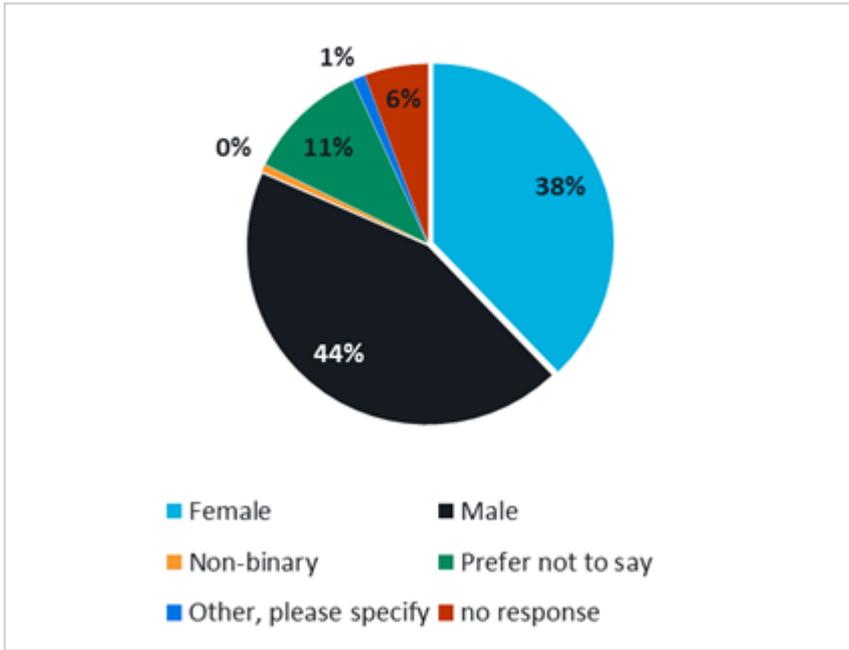


Figure 18: Gender cross-referenced with what people like about the Canonbury East trial

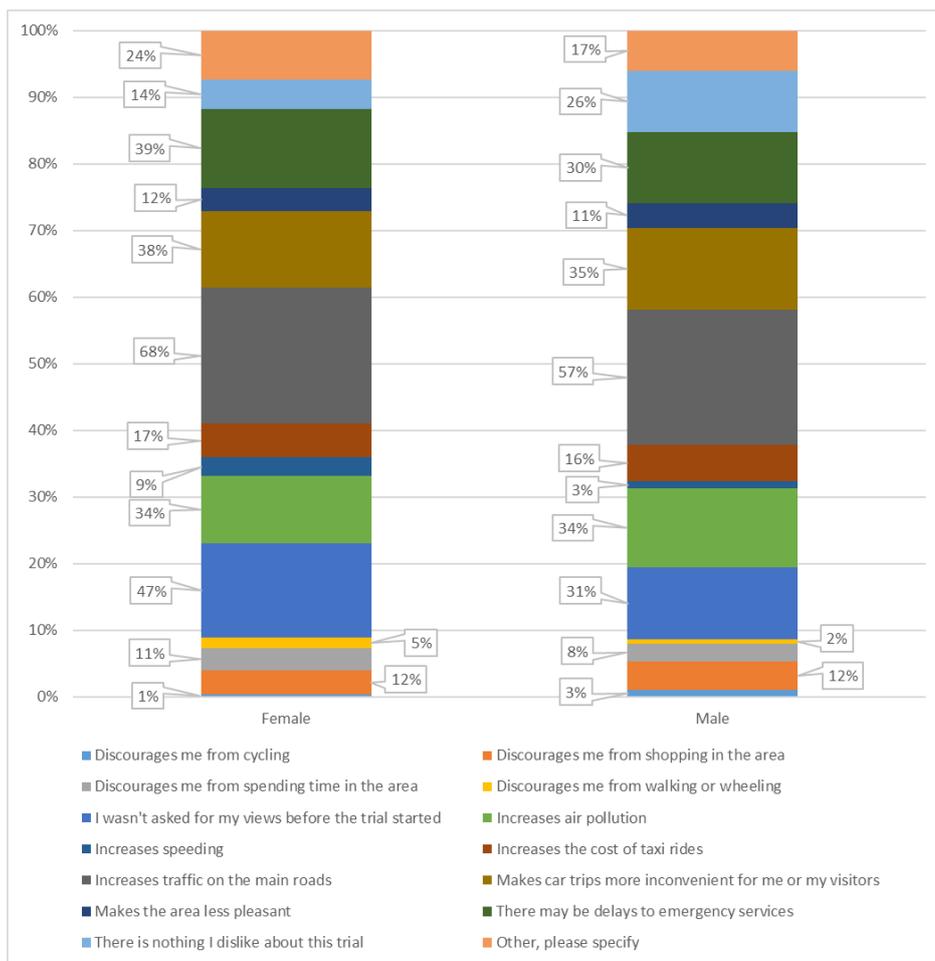


Figure 19: Gender cross-referenced with what people dislike about the Canonbury East trial

3.42 Figure 20 shows how female and male respondents travel in the Canonbury East 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 71% of male respondents), followed by 'car as driver' with 61% and 56% respectively, then by public transport with 61% and 55%, respectively.

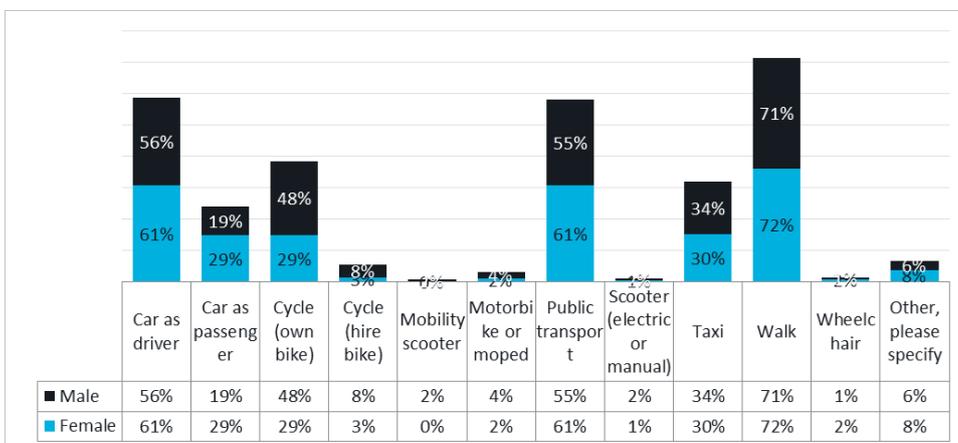


Figure 20: How do female and male respondents travel?

3.43 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 55-64 (32%), while the largest group for men was age 45-54 (25%). From the disabled respondents, there were more participation from disabled women (50%) than disabled men (32%).

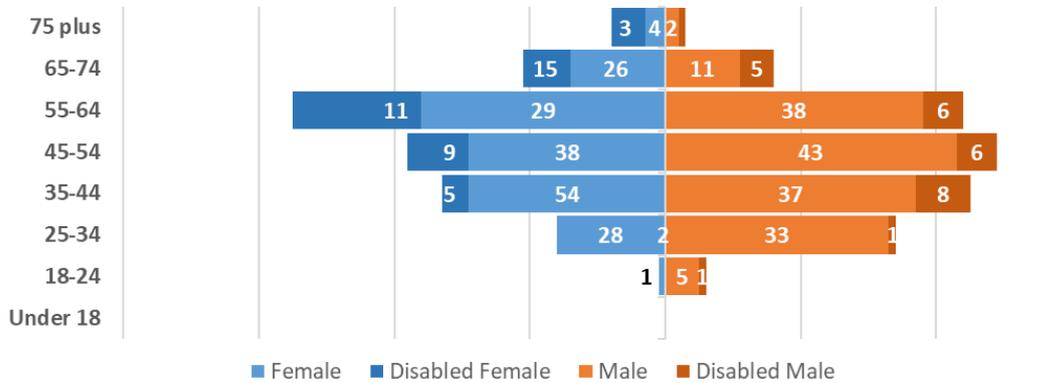


Figure 21: Gender, age and disability

3.44 Figure 22 shows that 19% 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. By comparison, the proportion of disabled people in Canonbury and St Peter's wards (see Table 1) in the 2011 Census were 17% and 16% respectively. 76% of this group of respondents are car owners, while 24% are not car owners. Both disabled women and disabled men have a very similar car ownership with 82% and 75% respectively.

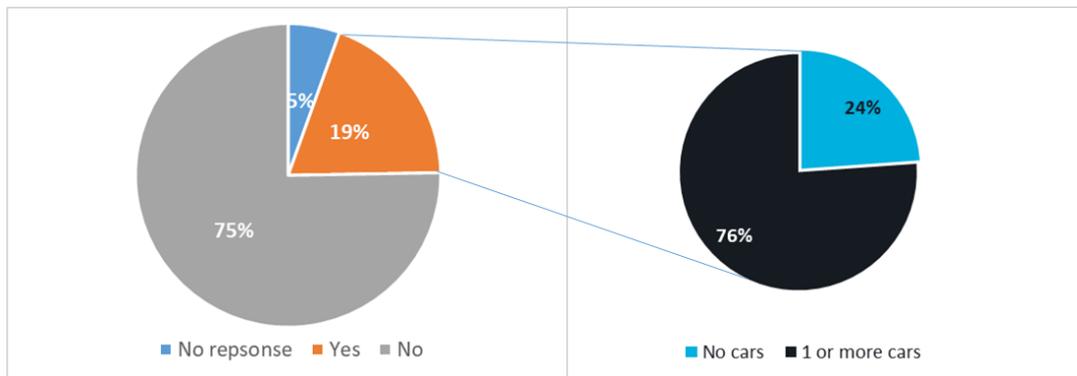


Figure 22: Disability and car ownership

3.45 Figure 23 shows how disabled and non-disabled people who responded travel. More than two-thirds of disabled people who responded are car drivers (67%), while 34% travel as car passengers. 42% said they regularly walk, and 38% use public transport. 7% of disabled people who responded use a wheelchair. By comparison, non-disabled respondents said they usually walk (78%) and cycle (44% own a cycle, 7% use cycle hires), followed by public transport (64%), and car as drivers (57%). Multiple options could be selected, so percentages do not sum to 100%.

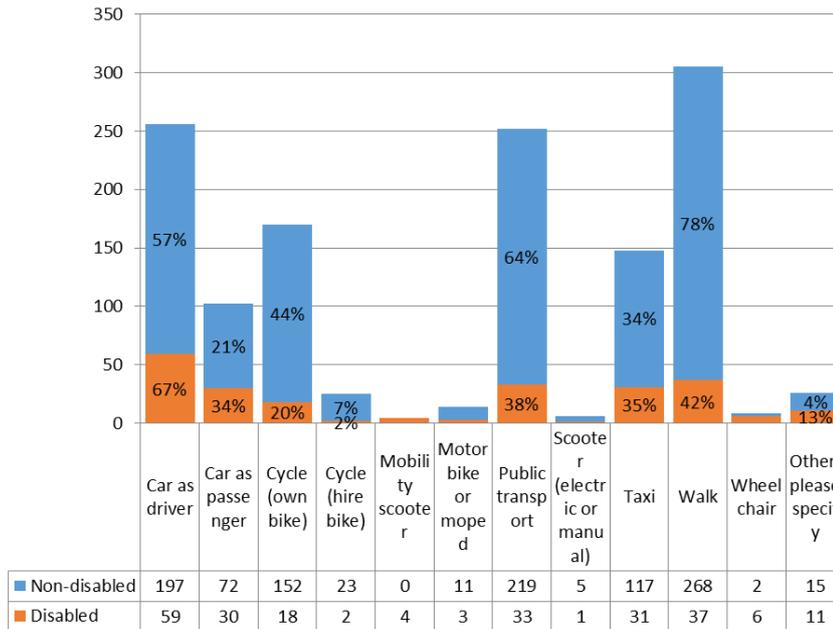


Figure 23: How disabled/non-disabled people travel

3.46 Figure 24 shows what disabled people who responded like and dislike about the trial. Most responded that there was nothing they liked about this trial (76%), followed by over a third selecting that there were 'other' things they liked (34%) and 7% respondent for liking that there is reduced air pollution and reduced through traffic. However, 67% stated that there is increased traffic on the main roads. 48% were concerned they were not ask for their views before the consultation began and 43% expressed that there may be delays to emergency services.

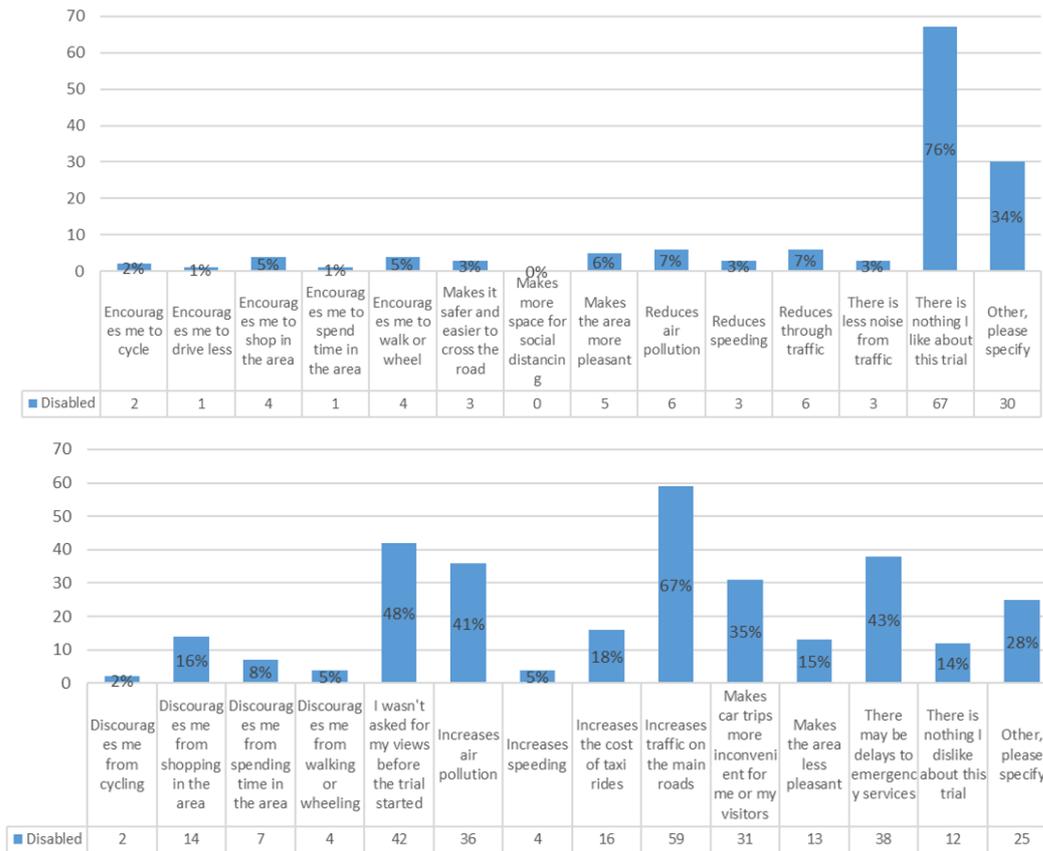


Figure 24: What do disabled people like/dislike about the trial

3.47 Most of the respondents who support or like the trial use active modes such as walking (28%) and cycling (own cycle 23% and hire cycle 4%) and public transport (23%) as travel modes. People who dislike the trial are mostly car users (as a driver 24%, as passenger 9%, taxi 14%), but also people who walk (20%) and use public transport (18%), as shown in Figure 25.

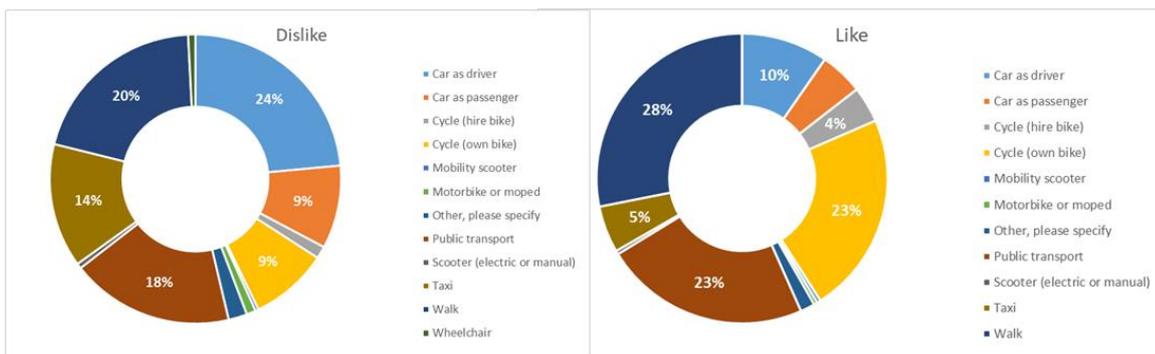


Figure 25: People who like/dislike the trial and how they travel

3.48 Figure 26 shows the influence of car ownership in relation to appreciation of the trial. Amongst non-car owners, 40% dislike nothing about the trial, and 28% like nothing about the trial. By contrast 11% of car owners dislike nothing about the trial, and 73% like nothing about the trial.

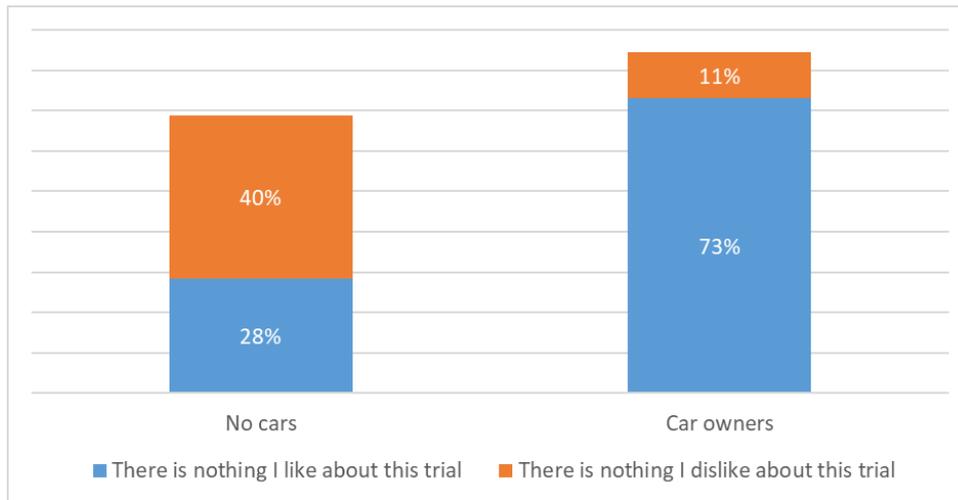


Figure 26: Car ownership and support of the trial

3.49 Figure 27 shows the correlation between how people travel and what they dislike about the trial. 34% of those who stated the trial discouraged them from shopping in the area or discouraged them from spending time in the area were car and/or motorcycle users. 34% of those who stated that they disliked that they weren't asked their views before the trial started and 34% of those that disliked that there may be delays to emergency services were also car and/or motorcycle users. 27% of the responses to 'there is nothing I dislike' were from people who cycle, and 28% from people who walk. However 27% of the people who said the trial discouraged them to walk or wheel selected 'walking' as their transport mode.

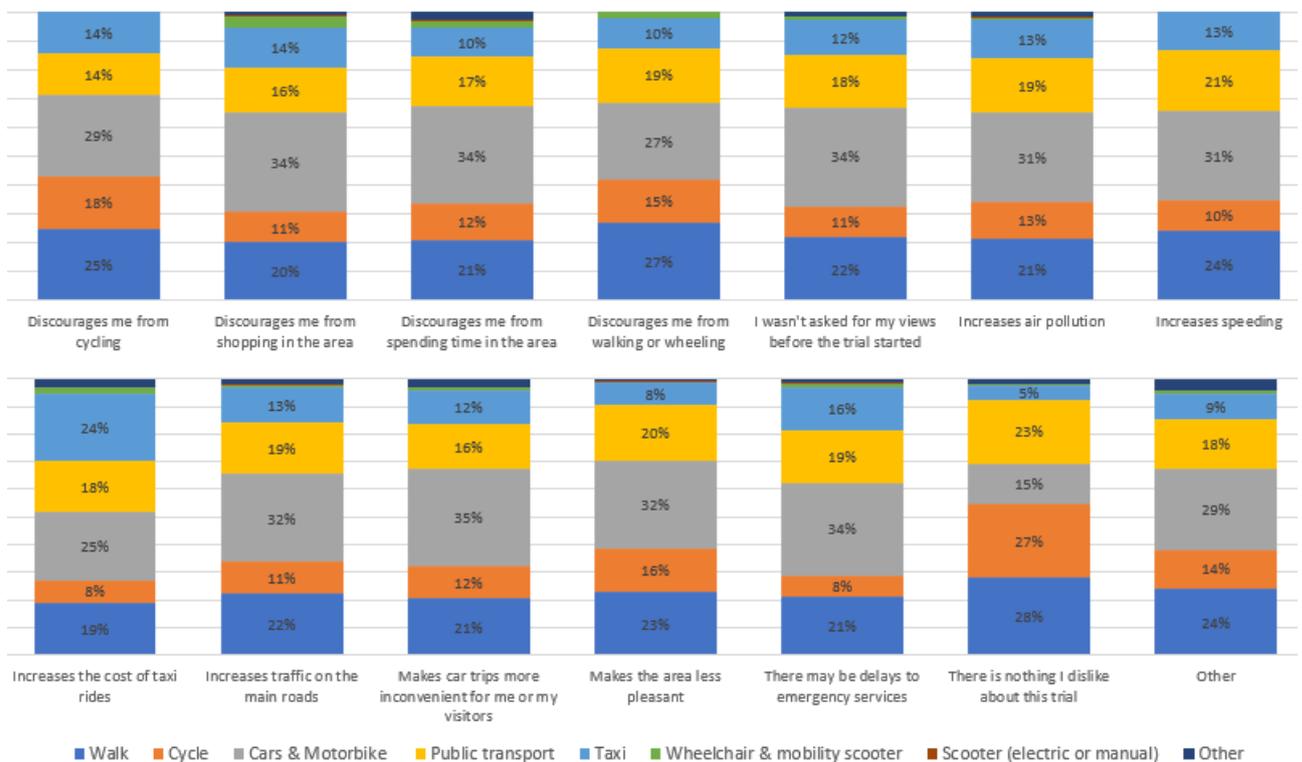


Figure 27: How people travel and what they dislike about the trial

3.50 Figure 28 shows the correlation between how people travel and what they like about the trial. 39% of respondents who stated the trial encourages them to cycle and to spend time in the area were cycle users. 36% of those who stated the trial makes more space for social distancing were people who walk, and 34% of those that stated that the trial encourages them to wheel, or walk were those who use walking modes. 34% of those who responded that there is nothing they like about this trial were car and/or motorcycle users.

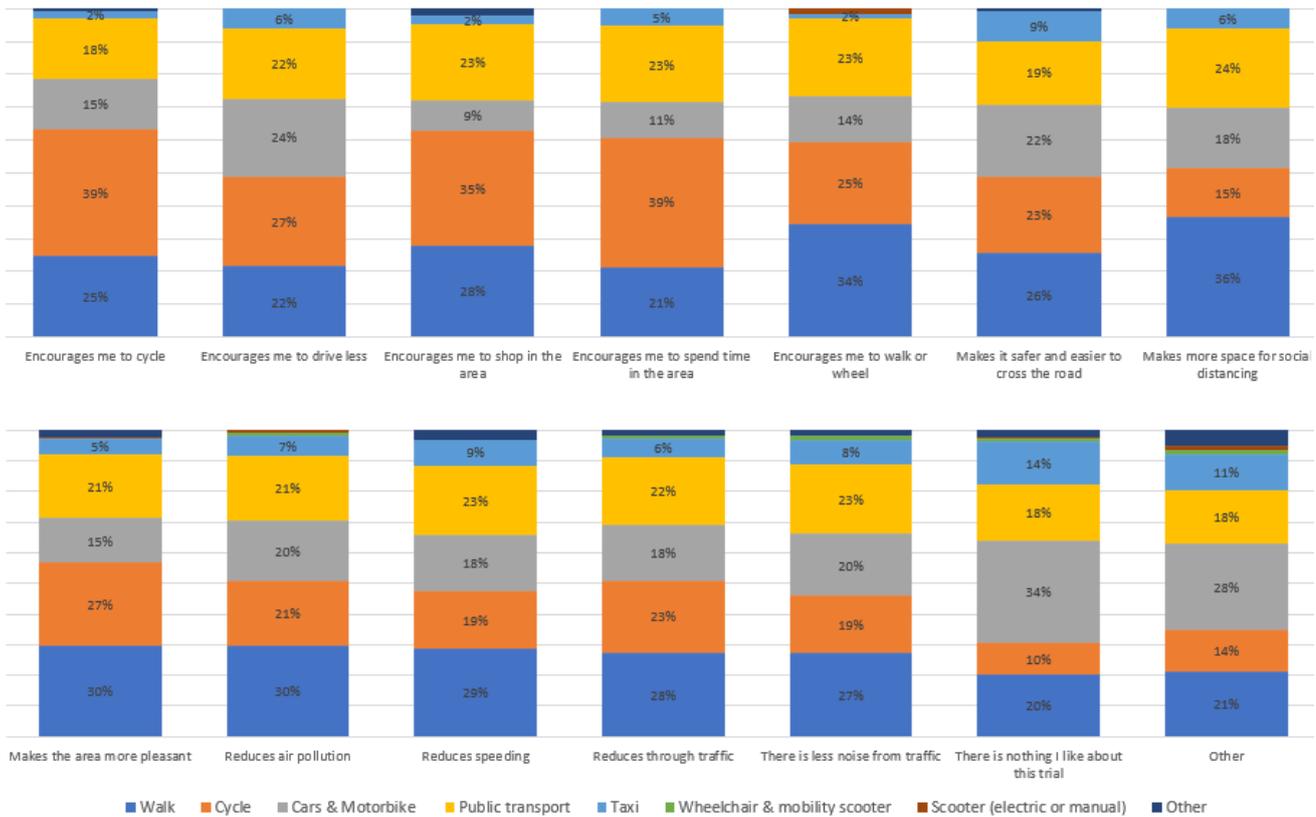
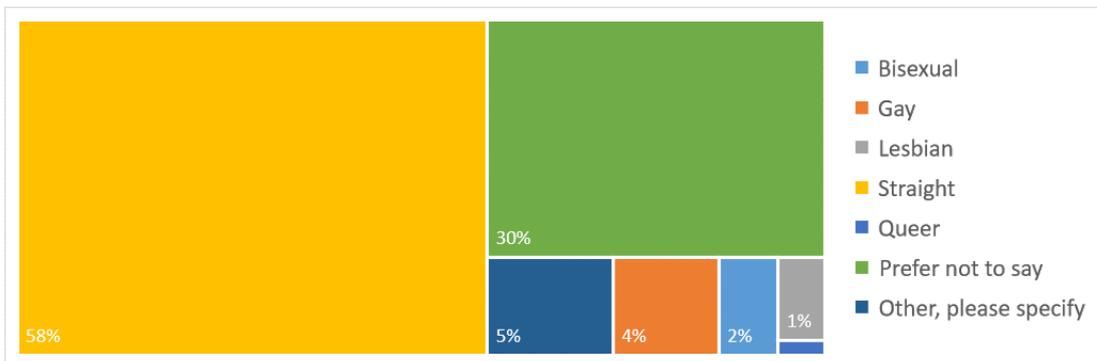


Figure 28: How people travel and what they like about the trial

3.51 Figure 29 shows the different demographics and some groups with protected characteristics (Equalities Act 2010), where the participation of member of the B, and the LGBTQ+ communities was 12%. This percentage is below the BAME population in both Canonbury and St Peter's wards which, based on the 2011 Census, were 28.2% and 35% respectively. In relation to Religion, the majority of respondents stated No Religion (37%) or preferred not to say (32%). For comparison, the 2011 Census data for Canonbury ward was 43% Christian, 29.9% no religion and 15.5% religion not stated, and for St Peter's ward was 43.3% Christian, 30% no religion and 14% religion not stated (see Table 1 in this report).



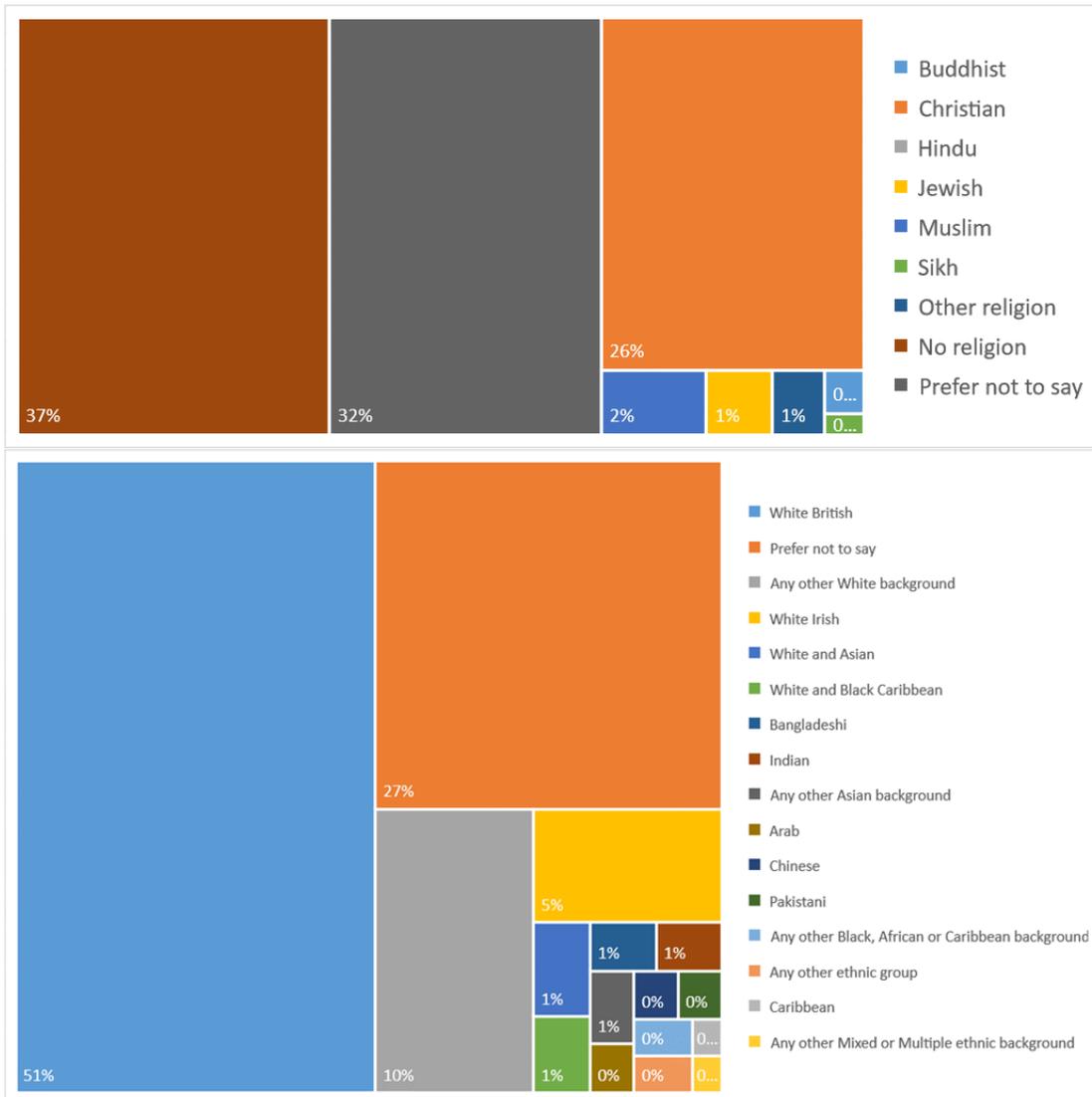


Figure 29: Sexual orientation, religion and ethnic background of respondents

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

3.52 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].

- 3.53 The figures show that 410 surveys' free text box were completed of which 76% were categorised as negative. A total of 15% contained positive feedback and a further 9% of individuals provided mixed feedback.
- 3.54 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.
- 3.55 Out of the positive responses, 17% mentioned a 'reduction in through traffic and air pollution' and 16% of reactions stated that the Canonbury East's LTN has 'made the area more pleasant' and that 'noise pollution' and 'traffic dancer' has improved, both with 15%.
- 3.56 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 51% of respondents included in their replies. This links to the additional 14% of feedback raising 'concerns of danger from traffic'. Additionally, 40% of respondents raised that 'car trips are more inconvenient' due to the LTN. 18% mentioned the need for ANPR exemptions and blue badge, and 16% raised how 'access for the disabled, elderly and vulnerable has become increasing difficult' due to the LTN, along with 14% raising 'concerns regarding crime and safety'. A further 7% mentioned they now 'use less active travel' due to the LTN.

f. Formal objections

Introduction

- 3.57 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.
- 3.58 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.
- 3.59 25 formal objections have been received for the Canonbury East LTN. 18 of those were received during the initial ETO objection period that came into force on 31/07/2020 and expired 31/01/2021. A further 7 objections were submitted outside of the statutory period but have been nonetheless included below for consideration. In addition, the council received 332 template objections which did not directly refer to Canonbury East. The total amount received of Canonbury East and template objections amounted to 352.
- 3.60 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.

3.61 In addition, 25 individual objections for Canonbury East 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 Canonbury East's LTN only
Increase in Traffic and Pollution on Main Roads	84%
Disturbance from traffic increase (affecting quality of life)	52%
Scheme not thought through/ justifiable	44%
LTNs are not delivering the benefits envisaged	42%
Air quality will not improve if road mileage increases, that is what LTNs are doing, displacing traffic, and increasing mileage	40%
81% of Islington residents' trips are made by walking, cycling, or using public transport and yet the Council is unfairly persecuting its residents	40%
Negative effect on Vulnerable/Disabled, less independence	28%
No Consultation or due notice	24%
Allows a better environment for wealthy homes, yet the less fortunate have more pollution	24%
Creating an increase of Anxiety, Stress & depression levels - Effect on mental health	20%
Poor effect on businesses, less passing trade	20%
Poor Safety in the area	20%
Local councillors are responsible for ensuring that local decisions about street infrastructure take account of the needs and opinions of local people	20%
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	20%
Increase/Encouragement of Crime	16%
LTNs do not provide a reduction in car use or ownership or lower air pollution for the majority	16%
Emergency Service Access / Increase in time	16%
Allow Exemptions for Residents, GPs, blue badges	12%
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	12%
Cycle lanes not occupied	12%
The scheme will increase traffic and queues on boundary roads including New North Road, Baring Street and Balls Pond Road	12%
Dangerous cycling	8%
Petition signed by over 7,000 people opposing the LTNs has been disregarded	8%
Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted	8%
Islington already has one of the lowest pollution and car ownership levels	8%
Islington 20 mile an hour borough, loads of bumps, it is safe already	8%
Covid Measurements not application for LTN - roads are wide / not a busy area	8%
Unsafe for women travelling alone, forced to use public transport, walk on ghostly streets and cabs cannot drop to your door	4%
Traffic is being pushed past Rotherfield Primary School	4%

Topic/Theme of Objection	Percentage of Objections mentioning topic/theme for objections for Canonbury East's LTN only
Why taxis are not permitted to use the bus gates in the borough	4%
LTN has made cycling an extremely unpleasant and hazardous experience	4%
Exiting home (off-street residential parking from the Hackney side of Southgate Road) - into Southgate Road made more dangerous by motor vehicle since the Dove Road closure was implemented	4%

Table 2: Themes of objections

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

g. Meetings with specific groups

- 3.63 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.
- 3.64 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.
- 3.65 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.

- 3.66 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.
- 3.67 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.
- 3.68 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. The themes raised were relevant to all LTNs. 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.
- 3.69 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 Jeremy Corbyn MP 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.
- 3.70 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.
- 3.71 In October 2021 the council's Executive decision on PFS introduced the Blue Badge exemption policy. In line with this decision changes to the Canonbury East 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). The proposed changes are in line with the application of the Blue Badge exemption on St Peter's, Highbury and St Mary's Church LTNs.

- 3.72 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. This will provide a route to obtain an exemption to drive through a single filter in an LTN in which the applicant does not live. The council recognises the need for this and will continue engaging with disabled groups and representatives on further developing this engagement route.
- 3.73 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 Canonbury East low traffic neighbourhood.
- 3.74 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.
- 3.75 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.
- 3.76 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 Canonbury East 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 (particularly after the scheme was advertised), as are 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.
 - Before the scheme was advertised the most commonly reported complaints were about through-traffic on local streets in the area, traffic speeds and traffic noise. After the scheme was advertised, complaints of these issues substantially reduced.
 - The majority of respondents reported that they live within the scheme area or nearby.
 - The respondents profile highlights that young people (16 – 24 years old) and older residents (+75 years old) are under-represented in the feedback, as well as BAME people.
 - Individuals and groups representing disabled people and other people with complex mobility needs, responded that the scheme made journeys longer and more difficult

for people who need to drive, and requested exemptions to the camera-controlled traffic filters.

- Support for the trial tends to increase amongst people who do not own cars.

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.
- 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 Canonbury East PFS consultation ran from Tuesday 2nd November and Tuesday 30th November 2021 and included an online questionnaire available via the Islington website. Paper copies of the questionnaire were also made available at the Town Hall reception, events, and could be requested by post.
- 5.4 1,225 questionnaires were filled in, 1,083 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 37% of respondents live within the Canonbury East PFS area and 12% live on the immediate boundary roads.
- 5.5 The council used different ways to promote the consultation. Approximately 6,000 leaflets were distributed. 4,500 were hand-delivered on day 1 of the consultation (2 November), approximately 1,500 were distributed during other scheduled events. The leaflets were distributed in the Canonbury East PFS area and on the two sides of the boundary roads surrounding the area: Southgate Road, Baring Street, New North Road, Essex Road and Balls Pond Road. Posters and trifold boards 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. During the consultation, officers and councillors attended events organised at the following locations and dates:
 - On-street leafleting and engagement on Northchurch Road, Tuesday 2 November.
 - Event at Rotherfield Primary School, Friday 5 November.
 - On-street event at Rosemary Branch pub, Friday 5 November.
 - Business door knocking on Monday 8 November, targeting businesses within the Canonbury East area.
 - Q&A session at Islington Town Hall, Monday 8 November.
 - Residents door knocking on Thursday 11 November, targeting streets near the Elmore Street traffic filter proposed to be relocated.
 - Residents door knocking on Tuesday 16 November, targeting streets with low consultation response rates.
 - Focus group with disabled and older people at Queen Elizabeth Court Anchor Retirement Home, Wednesday 17 November.
 - On-street leafleting and engagement on Dove Road, Wednesday 17 November.
 - Online Q&A session on Zoom, Monday 22 November.

- 5.7 Leaflets and questionnaires were available at all in person events.
- 5.8 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 2,752 Commonplace subscribers, and also to the 195 people who had subscribed to email updates via the trial feedback survey.
- 5.9 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 in-person Town Hall Q&A session on 8 November 2021, the Queen Elizabeth Court Retirement Home focus group event on 17 November 2021, and the online Q&A session on 22 November 2021. The report also outlines the targeted resident door-knocking on 16 November 2021 and business visits on 8 November 2021.
- 5.10 There were four events which were not attended by Steer and therefore were not included in their report. These were the on-street leafleting on Northchurch Road on 2 November 2021, the Rotherfield Primary School event on 5 November 2021, the on-street event by the Rosemary Branch pub on 5 November 2021, and the residents door knocking on 11 November 2021.
- 5.11 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.
- 5.12 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:
- Ecclesbourne Road N1 3RP
 - Ecclesbourne Road N1 3AE
 - Ecclesbourne Road N1 3AF
 - Rotherfield Street N1 3DA
 - Rotherfield Street N1 3BU
 - Rotherfield Street N1 3BX
 - Morton Road N1 3BB
 - Elizabeth Avenue N1 3BP
 - Elizabeth Avenue N1 3HB
 - Elizabeth Avenue N1 3BW
 - Queensbury Street N1 3AD
- 5.13 During the resident door knocking residents expressed mixed views. On Ecclesbourne Road and in response to the proposed changes at filters, some residents mentioned that they would have to divert locally by car. Accessibility and mobility of disabled people (Blue Badge holders), including parking was another topic mentioned by residents. On the other hand, other residents were supportive, expressing that their streets were calmer and nicer, welcoming and with less motor traffic. A majority of people visited said they had received the leaflet, although a few residents reported being unaware of the trial. Some digitally excluded residents found accessing the questionnaire challenging. Resident were informed that a paper copy of the survey was available at Town Hall or could be requested by mail.

- 5.14 Steer and council officers also visited a list of 22 businesses in the LTN area and on the boundary roads on 8 November 2021.
- 5.15 On this occasion no business expressed interest in wider green economy initiatives such as cargo bikes, bike hire, and package hubs or timed delivery. On the other hand, some businesses explained that these services are a one fit/fix solution that can't support all businesses.
- 5.16 Spots dry cleaners on Northchurch Road expressed her own troubles of traveling to and from work because of the LTN. The owner is elderly lady who has ran the shop for over 20 years. She explained that since the LTN been implemented her journey to work by car takes an extra 40-50 minutes to get into work. Because of her age, it has led to disabilities preventing the ability to work. The dry cleaners stated their trade and decreased by 40%, as a significant amount of business came from Hackney.
- 5.17 The businesses owners the team spoke to expressed that the LTN is an inconvenience to the running of their business. However, there is no evidence of any specific businesses requesting ANPR exemptions.
- 5.18 The Rosemary Branch pub have championed the low traffic neighbourhood and put their own planters at the end of the road. The Rosemary pub are using the planters for advertising attracting attention from passer byers on Southgate Road and Shepperton Road, which provides a good example of urban greening the local economy.
- 5.19 Many businesses stated that they began to adapt to the LTN 4/5 weeks into the scheme being introduced. However, there is a concern for delivery drivers who are unaware of the traffic filters in place and picking up tickets. Businesses stated that the cost of fines fall back onto the business. Some delivery drivers choosing to no longer do business in Canonbury East.
- 5.20 It should be noted that the council recruited an inclusive economy officer in charge of PFS liaison back in October 2021 to provide support to businesses in relation to the programme's schemes.
- 5.21 The in-person Q&A event at Islington Town Hall was held on 8 November 2021 from 5-6.30pm. There were 25 attendees at the socially distanced event. This was held in conjunction with the Clerkenwell Green people-friendly streets scheme. The format of the event provided a presentation on the monitoring of the trial scheme by the Islington Council project team followed by an opportunity for attendees to provide comments and ask questions about the trial scheme. The main themes raised at the event are included in Steer's consultation report, which can be found at Appendix 6 of the delegated decision report.
- 5.22 The online Q&A event was held on 5 October 2021 from 5-6pm. Fifty-eight people registered for the event and 38 people attended. LBI officers presented the monitoring data which had been collected during the Canonbury East trial with the remainder of the meeting dedicated to a Q&A facilitated by Steer in four virtual breakout rooms to allow for maximum discussion time. The main themes raised at the event are included in Steer's consultation report.

- 5.23 The disabled and older people focussed drop-in event was held on 17 November 2021 from 4-5pm. The purpose of the event was to offer a space for residents of the retirement home to provide feedback and talk to officers regarding the trial scheme. Maps and posters discussing aspects of the scheme as well as the forthcoming Blue Badge Exemption policy were provided. Two residents attended the session. The main themes raised at the event are included in Steer's consultation report.
- 5.24 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, and the lack of engagement for those living on boundary roads.
 - Attendees of the in-person Town Hall event were concerned that the monitoring and consultation for the scheme may not be sufficiently robust.
 - Attendees of the in-person Town Hall event were concerned about the impact of the scheme on disabled people.
 - Attendees objected that their car journeys had become longer as a result of the scheme.
- 5.25 The consultation questionnaire was filled in by 1,225 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 Canonbury East PFS trial. The council received feedback through a variety of different engagement activities and aimed to hear from as many residents as possible. 330 emails, 357 objections (of which 332 were general template objections), 457 trial feedback survey responses, completed 1,255 consultation questionnaire responses and 412 Commonplace comments were received.
- 6.2 The key things people have told us they like about the trial are:
- Reduces through-traffic
 - Reduces air pollution
 - Makes area more pleasant
 - Reduces traffic danger
 - Reduces noise pollution
 - Greater sense of community
 - Walk, cycle, wheel (active travel) more and drive less
- 6.3 The key things people have told us they dislike about the trial are:
- Increases traffic and pollution on main roads
 - Makes driving routes longer and more complicated
 - Impact greater for disabled people
 - Disabled/vulnerable people's access more difficult
 - Lack of consultation before the trial
 - Lack of compliance from motorcycles and mopeds
 - Business negatively impacted
 - Crime/safety is worse on quieter streets

- 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 25 years old had a low response rate to Commonplace (1% of comments), trial feedback surveys (2% of surveys) and consultation questionnaire (2% of responses), despite making up 27% of the population of Canonbury ward and 28% of St Peter's ward. At the other end of the age 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 ethnically diverse communities. Canonbury ward has a 28.2% BAME population and 71.7% White population, and St Peter's ward has a 35% BAME population and 65% White population). However, this is not reflected in the responses to consultation. For instance, the trial feedback survey analysis shows that 5% of respondents identified as belonging to BAME groups. Similarly, only 7% of respondents to the consultation questionnaire identified as belonging to BAME groups.
- 6.7 The trial feedback survey shows that in proportion of respondents more men responded than women, as men make up 44% of respondents and women 38%. Similarly in the consultation questionnaire, 42% of respondents identified as male and 36% as female.
- 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.