

May 2022

# Highbury Fields people-friendly streets Trial Public Consultation and Engagement Analysis

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Prepared by:

Steer  
28-32 Upper Ground  
London SE1 9PD

+44 20 7910 5000  
[www.steergroup.com](http://www.steergroup.com)

Prepared for:

London Borough of Islington  
222 Upper Street  
London N1 1XR

Client ref:  
Our ref: 24127009

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The logo for Steer, featuring the word "steer" in a bold, lowercase, sans-serif font.

## Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
<b>2</b>	<b>Consultation engagement events .....</b>	<b>1</b>
	Engagement activities .....	1
<b>3</b>	<b>Consultation Survey .....</b>	<b>4</b>
	Introduction.....	4
	About the respondents .....	4
	The Trial scheme.....	14
	The future of the trial .....	33
	Business responses.....	35
	Open question analysis .....	37

## Figures

Figure 3.1: Where do you live in relation to the Highbury Fields PFS area? (Q19) .....	6
Figure 3.2: Different London Borough (Q20).....	7
Figure 3.3: Connection to the area and car ownership .....	8
Figure 3.4: Connection to the area and disability.....	9
Figure 3.5: How do you travel? (Q13).....	10
Figure 3.6: Cars or van your household owns (Q16) .....	11
Figure 3.7: Modes used by disabled respondents .....	12
Figure 3.8: Car/van ownership among disabled respondents.....	13
Figure 3.9: Travel to and from school (Q18).....	14
Figure 3.10: Safety and the area (Q1) – all responses .....	15
Figure 3.11: Safety and the area (Q1) - Responses from those who own 1 or more cars/vans	16
Figure 3.12: Safety and the area (Q1) - Responses from those who do not have own a car/van .....	17
Figure 3.13: Safety and the area (Q1) - Responses from those who live within the LTN and on the boundary roads .....	18
Figure 3.14: Safety and the area (Q1) – Responses from those who live outside the LTN .....	19
Figure 3.15: Local travel patterns (Q2) – all responses .....	20
Figure 3.16: Local travel patterns (Q2) - Responses from those who own a car/van .....	21
Figure 3.17: Local travel patterns (Q2) - Responses from those who do not own a car/van.....	22

Figure 3.18: Local travel patterns (Q2) - Responses from those who live within the LTN and on the boundary roads .....	23
Figure 3.19: Local travel patterns (Q2) - Responses from those who live outside the LTN .....	24
Figure 3.20: Active modes (Q3) – All responses .....	25
Figure 3.21: Active modes (Q3) - Responses from those who own a car/van.....	26
Figure 3.22: Active modes (Q3) - Responses from those who do not own a car/van .....	27
Figure 3.23: Active modes (Q3) - Responses from those who live within the LTN and on the boundary roads.....	28
Figure 3.24: Active modes (Q3) – Responses from those who live outside the LTN.....	29
Figure 3.25: Motor traffic (Q4) – all responses .....	30
Figure 3.26: Motor traffic (Q4) - Responses from those who own a car/van .....	31
Figure 3.27: Motor traffic (Q4) - Responses from those who do not own a car/van .....	31
Figure 3.28: Motor traffic (Q4) - Responses from those who live within the LTN and on the boundary roads.....	32
Figure 3.29: Motor traffic (Q4) - Responses from those who live outside the LTN .....	32
Figure 3.30: Other measures that would support more walking, wheeling, cycling or use of public transport (Q5) .....	33
Figure 3.31: What people would like to see more of in the area (Q6).....	34
Figure 3.32: Business operation area (Q11) .....	35
Figure 3.33: Which measures would benefit your business (Q12).....	36

## Tables

Table 2.1: Streets targeted in the residents’ door knocking .....	1
Table 2.2: Main themes at online event.....	2
Table 2.3: Themes raised at the Finsbury Park Mosque drop-in.....	3
Table 3.1: Respondent type.....	4
Table 3.2: Connection to the area .....	7
Table 3.3: Other modes of transport stated by respondents.....	11
Table 3.4: Top twenty comments in the open text responses for questions 7 and 9 .....	37
Table 3.5: Open text responses to questions 7 and 9 from those who own one or more car or van .....	39
Table 3.6: Open text responses from those who live within the LTN and on boundary roads..	41
Table 3.7: Top twenty comments from the open text responses to question 8.....	42

## Appendices

- A List of businesses**
- B Summary of comments and responses from online and on-street events**
- C Demographics**
- D Full code frame outputs**



# 1 Introduction

- 1.1 Steer was commissioned by Islington Council (LBI) to provide support in delivering and facilitating people-friendly streets public engagement events and consultation response analysis as part of the Highbury Fields low traffic neighbourhood (LTN) trial. This trial involved the introduction of a LTN within the Highbury ward beginning in January 2021. The trial area sits between the following main roads: Holloway Road, St Paul's Road and Highbury Grove. Traffic cameras, bollards and planters were installed to reduce traffic and road danger and create more space for active modes (such as walking, cycling and using mobility aids), while still allowing emergency vehicles to pass through.
- 1.2 The consultation period was between Monday 7<sup>th</sup> February and Monday 14<sup>th</sup> March 2022. During this period, Steer supported Islington in attending and facilitating engagement events. During the consultation period individuals submitted responses to the survey on the Islington website. In total there were 1,938 responses.
- 1.3 This report summarises the feedback provided by individuals at consultation events and the findings from our analysis of the consultation survey. This report does not cover the engagement undertaken by Islington Council with statutory consultees.

This report will feed into Islington Council's decision report which will bring together monitoring data, consideration of objections and correspondence over the trial period.

## 2 Consultation engagement events

### Engagement activities

2.1 During the Highbury Fields consultation period engagement events were undertaken by Steer in conjunction with LBI officers. The consultation for the Highbury Fields LTN trial was held at the same time as the Highbury West consultation. All consultation events were used as engagement opportunities for both schemes. These included:

- Business visits to boost survey participation
- On street intercepts in the LTN
- An online town hall Q&A event open to all residents
- A focus group session with members Elizabeth House Community Centre
- Drop-in session with parents/ guardians at Finsbury Park Mosque
- An advertised drop-in at the junction with Highbury Crescent and Highbury Terrace
- Leafleting at drop-off and pick-up times at Ambler Primary School and Gillespie Primary School

#### On street intercepts and business visits

2.2 Once the consultation survey had been open for two weeks, Steer analysed the postcode data to identify streets and locations which had relatively few responses to the survey. This indicated locations to check residents’ awareness of the consultation and provide information about how to complete the survey. Due to the Covid-19 Omicron wave, it was decided that it was not appropriate to knock on doors and so the team engaged people on the streets or in public places. The streets which were targeted are set out in Table 2.1. The intercepts took place on 23<sup>rd</sup> February 2022 from 13:30-15:30pm and the businesses targeted visits place on 13<sup>th</sup> December 2021 (all day) and 22<sup>nd</sup> February 2022 from 10am-1pm.

**Table 2.1: Streets targeted in the residents’ door knocking**

Street Name
Fieldway Crescent
Highbury Crescent
Highbury Place
Benwell Road
Ronalds Road
Arvon Road

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

the scheme outside, largely businesses did not want to do this and were more willing to take a consultation leaflet instead. A full list of businesses visited can be found in Appendix A.

### Online town hall

- 2.4 An online Q&A event was held on Saturday 26<sup>th</sup> February 2022 from 4-5pm. 63 people registered for the event and 47 people attended. LBI officers presented the monitoring data which had been collected during the Highbury West and Highbury Fields trials with the remainder of the meeting dedicated to a Q&A facilitated by Steer. The themes raised at the event are set out below in Table 2.4; a full list of comments, questions and responses are provided in Appendix B.

**Table 2.2: Main themes at online event**

Main themes from the online town hall event
<b>Consultation</b> - Believe findings have been reported in a biased way with negative impacts not given the same attention as positive impacts.
<b>Consultation</b> - Concern about errors in the interim data report published previously by the council and a desire for the council to tell residents about the errors in the report.
<b>Consultation</b> - Concern about the data and figures presented in the council's reports, concern that the road danger to children is overplayed in comparison to the number of young people stabbed.
<b>Economy</b> - Concern about negative impact on local businesses and query about whether the council is talking to businesses to understand how they have been affected.
<b>Equalities</b> - Concern about the impact of the scheme on children and young people who are scared to walk on quieter streets (personal safety).
<b>Equalities</b> - Support for the scheme because it has enabled children to play in the streets.
<b>Equalities</b> - Support for the scheme voiced on behalf of children who can now walk independently within the LTN. Query about what the council is doing to gather the views (both positive and negative) of children.
<b>Planning</b> - Live on a boundary road and the scheme has had a major (negative) impact on day-to-day life. Feel trapped by the traffic and it's difficult to leave London.
<b>Planning</b> - Concern that the scheme hasn't met the stated objectives and query about what it will take (findings or consultation feedback) for the scheme to be changed.
<b>Planning</b> - Query about how the council will address congestion in the long term and the strategy for managing traffic as more LTNs are introduced in Islington and other boroughs.
<b>Planning</b> - Concern about the impact on the top end of Blackstock Road, large increase in traffic. Concern about traffic level on Rock Street.
<b>Planning</b> - Concern about congestion on roads outside the LTN including boundary roads. Increased noise and disruption to sleep for people living on Blackstock Road.
<b>Planning</b> - Concern the council is giving out mixed messages about car use, on the one hand implementing LTNs, on the other providing infrastructure such as electric vehicle charging points to facilitate use of electric cars.
<b>Planning</b> - Support for the scheme because car use has to be addressed and LTNs are a way of doing that.

**Focus group session at Elizabeth House Community Centre** A focus group was held at the Elizabeth House Community Centre on 9th February 2022 from 12:30-13:30pm following an over-50s exercise class. The focus group aimed to provide a space to discuss the scheme with Islington officers and Steer staff. Paper copies of the survey were provided, and people were supported in filling these out if they wished. 10 residents attended the focus group and spoke with officers and Steer staff and residents were supported to fill out paper copies. Drop-in session at Finsbury Park Mosque

- 2.5 A drop-in session was held at the Finsbury Park Mosque on 3rd March 2022 from 16:30-17:30pm. The event was aimed at people and families who were entering and leaving the mosque. The exercise aimed to provide a space to discuss the scheme with Islington officers and Steer staff. 60 leaflets were handed out on the street outside the mosque to residents.

**Drop-in session at Highbury Crescent and Highbury Terrace junction**

- 2.6 An advertised drop-in session was held at the junction with Highbury Crescent and Highbury Terrace on 1<sup>st</sup> March 2022 from 16:30-17:30pm. The purpose of the event was to speak to residents about the two trial LTNs. The exercise aimed to provide a space to discuss the schemes with Islington officers and Steer staff. Paper copies of the survey were provided, and people were supported in filling these out if they wished.
- 2.7 50 residents attended the drop in and spoke with officers and Steer staff. The feedback from the session is summarised in Table 2.3.

**Table 2.3: Themes raised at the Highbury Crescent and Highbury Terrace drop-in event**

Main themes
<b>Consultation</b> – Concern around biased survey, question structure/phrasing and inaccurate information.
<b>Consultation</b> – Concern that advertised events are hard to get to, as well as a lack of paper consultation copies at the event.
<b>Impact</b> – Concerns about access to residents that use vehicles, as well as general division of communities.
<b>Impact</b> – Support the scheme as it improves the overall feel of the area and tackles traffic.
<b>Planning</b> – Suggestion that the Blue Badge Holder exemption policy should be extended to all residents.

**Schools leafleting exercise**

- 2.8 Leaflets about the consultation were distributed at two schools; Ambler Primary School at drop off time and Gillespie Primary School at pick-up time on 10<sup>th</sup> March 2022. Around 60 leaflets were given out to parents and guardians at these two schools.

## 3 Consultation Survey

### Introduction

- 3.1 This section reports on the analysis of the ‘closed’ and ‘open’ questions included in the consultation questionnaire. Closed questions are those with a discrete set of answers from which survey participants select a response. This includes information from questions asking about the current trial and the future of the scheme, the demographics of respondents, their travel patterns and their connection to the area. Some of these questions were optional so not all respondents answered every question; these are displayed as ‘No response’ in the results.
- 3.2 These results were also cross tabulated with whether respondents owned a car (Q14), their connection to the area (Q21) and if they were disabled (Q25).
- 3.3 The online survey dataset was checked for evidence of potential interference such as the submission of multiple responses from the same individual. In this instance it is considered that there was no interference.

### About the respondents

- 3.4 Overall, 1,938 responses were submitted to the consultation. Two responses were submitted via paper surveys, the others were submitted online. Respondents were asked if they were filling out the consultation on behalf of a business. Of the 1,938 responses to this question, 55 were filled out on behalf of a business, 1,746 were public responses and 137 had no response so have been assumed to be public responses.

**Table 3.1: Respondent type**

	Number	Percentage
Public	1883	97
Business	55	3
<b>Total</b>	<b>1938</b>	<b>100</b>

### Demographics

- 3.5 This section details the demographic profile of respondents. This includes age group, disability, gender, if their gender is the same as assigned at birth, sexual orientation, religion, and ethnicity. It was not mandatory for respondents to answer these questions, and each included a ‘prefer not to say’ or ‘no response’ option. These questions were included to see if responses were from a representative sample of Islington’s diverse population.
- 3.6 The graphs in Appendix C convey the results of the consultation for each of these demographics in comparison to borough-wide demographic data from the 2011 Census. In summary:
- The age group which provided the most responses was 35-44 years (21%) with the same percentage of respondents as the 45-54 age range (21%) and followed by the 55-64 range

(17%). These proportions are higher than the proportion of residents in these age groups across the borough as a whole (16%, 11% and 7% respectively) (Census, 2011).

- 10% of respondents said that they are a disabled person, whilst 70% stated they are not. This is lower than the 16% of Islington residents who are disabled (Census, 2011).
- 39% of respondents stated they were male, 37% that they were female, 9% that they preferred not to say, 1% non-binary and 1% other (this does not add to 100% as some respondents did not answer). Both are lower than the borough averages of 49% and 51% respectively (Census, 2011).
- 34% of respondents stated they had no religion; this is slightly above the borough average of 30%. This is followed by over a quarter (27%) preferring not to say and just under a fifth (18%) stating they are Christian, which is much lower than the borough average of 40%. (Census, 2011).
- Over half (54%) of respondents stated that their ethnicity is White British, this is below the borough average of (68%) (Census, 2011). This was followed by 22% saying that they 'Prefer not to say'. 3% identified as 'Other ethnic group', while another 3% identified as 'Asian or Asian British'.

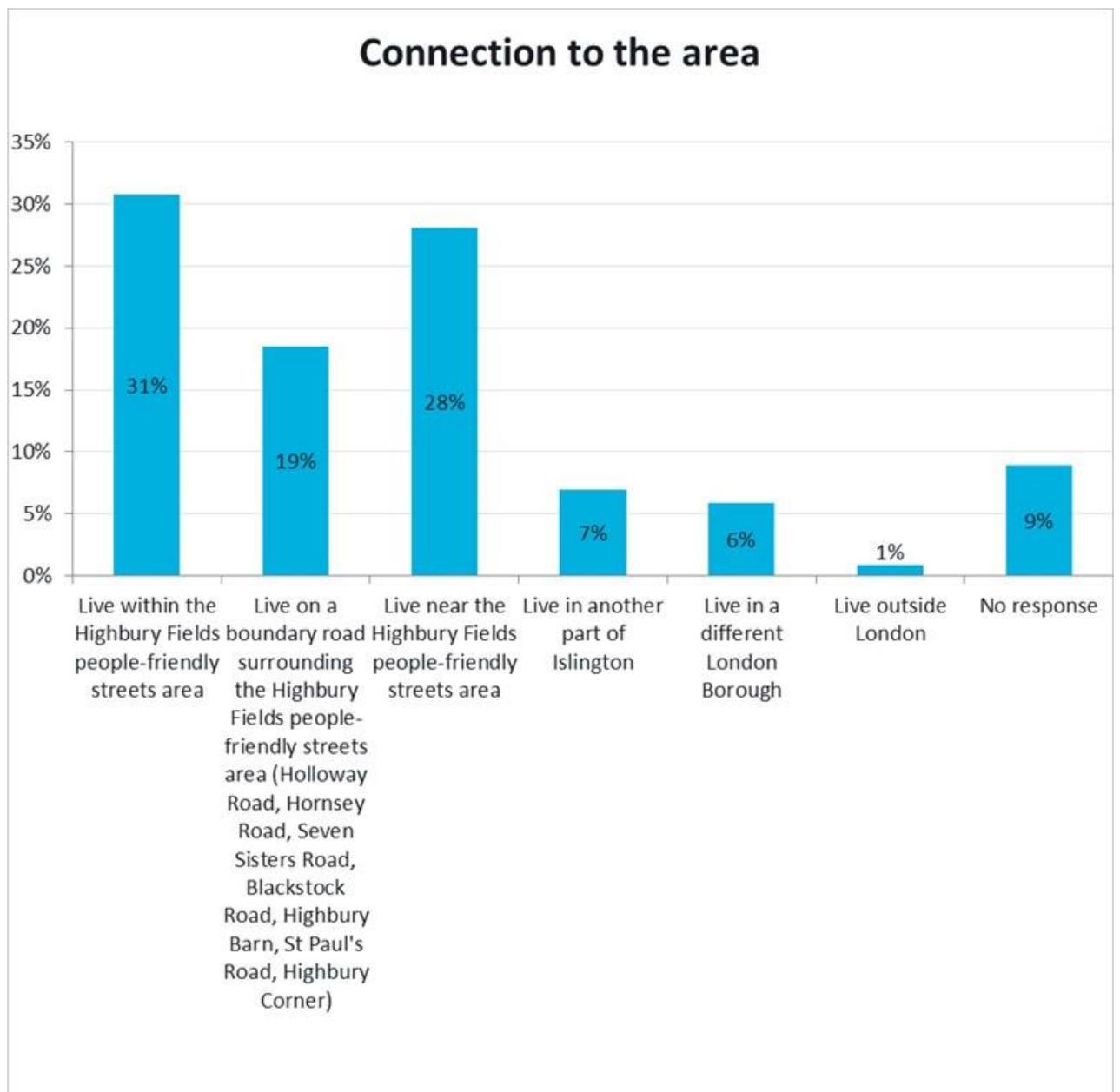
3.7 When considering the above it should be noted that all not respondents to this survey live in Islington, as set out in the 'connection to the area' section below. We have included this comparison of the demographics of respondents with the demographics of the whole borough as an indication of how representative a sample was achieved. It should also be noted that the consultation respondents were self-selecting and unlike a piece of research, quotas were not set for any particular characteristics.

#### **Connection to the area**

3.8 Respondents were asked where they live in relation to the Highbury Fields trial scheme area. 31% of respondents stated they live within the area, while 28% stated that they live near the area. This was followed by 19% living on a boundary road (including Holloway Road, Hornsey Road, Seven Sisters Road, Blackstock Road, Highbury Grove, St Paul's Road West, Highbury Corner). (Figure 3.1).

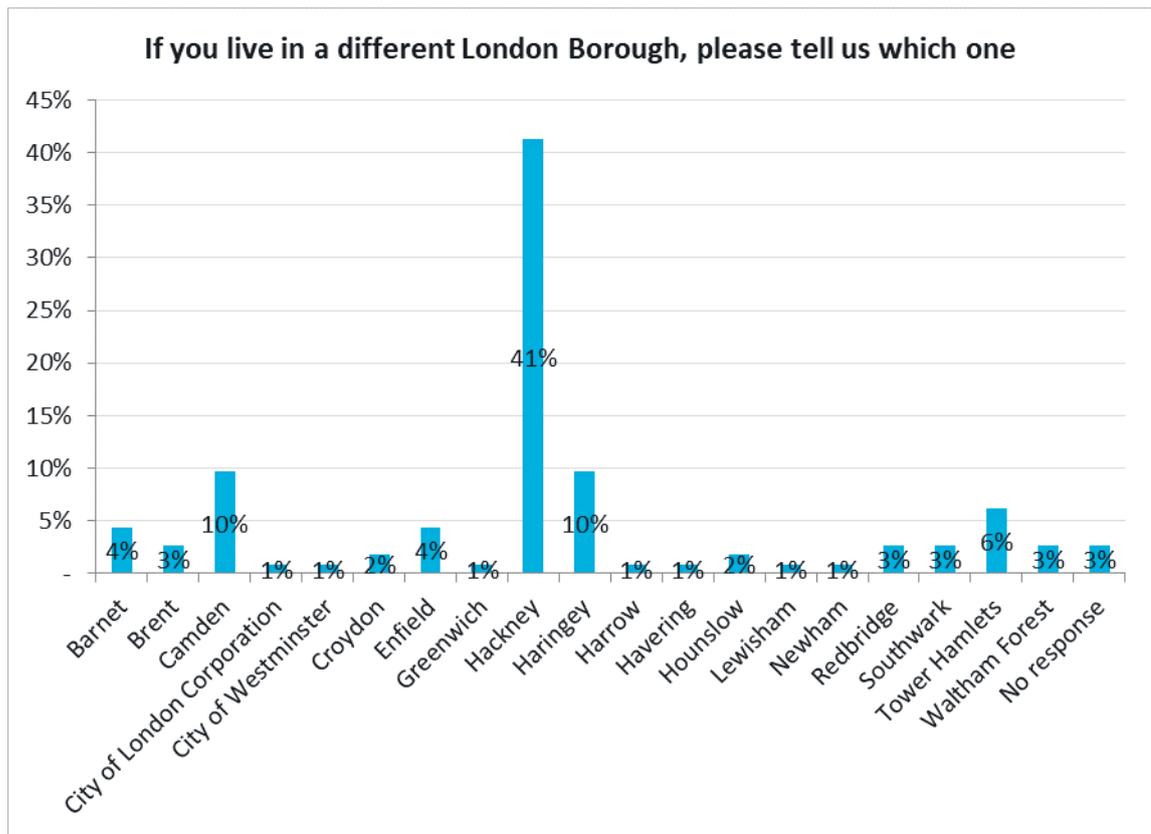
3.9 6% of respondents live in a different London borough with the greatest proportion of these living in Hackney (41%) (Figure 3.2).

Figure 3.1: Where do you live in relation to the Highbury Fields PFS area? (Q19)



Number of respondents – 1,938

Figure 3.2: Different London Borough (Q20)



Number of respondents – 114

3.10 Respondents were asked their connection to the Highbury Fields people-friendly streets area. They could tick all that apply for this question therefore the total percentage does not sum to 100. Just under half (46%) of respondents are residents in the Highbury Fields area, under a third (28%) own a property in Islington and 27% travel to/ or through the area.

Table 3.2: Connection to the area

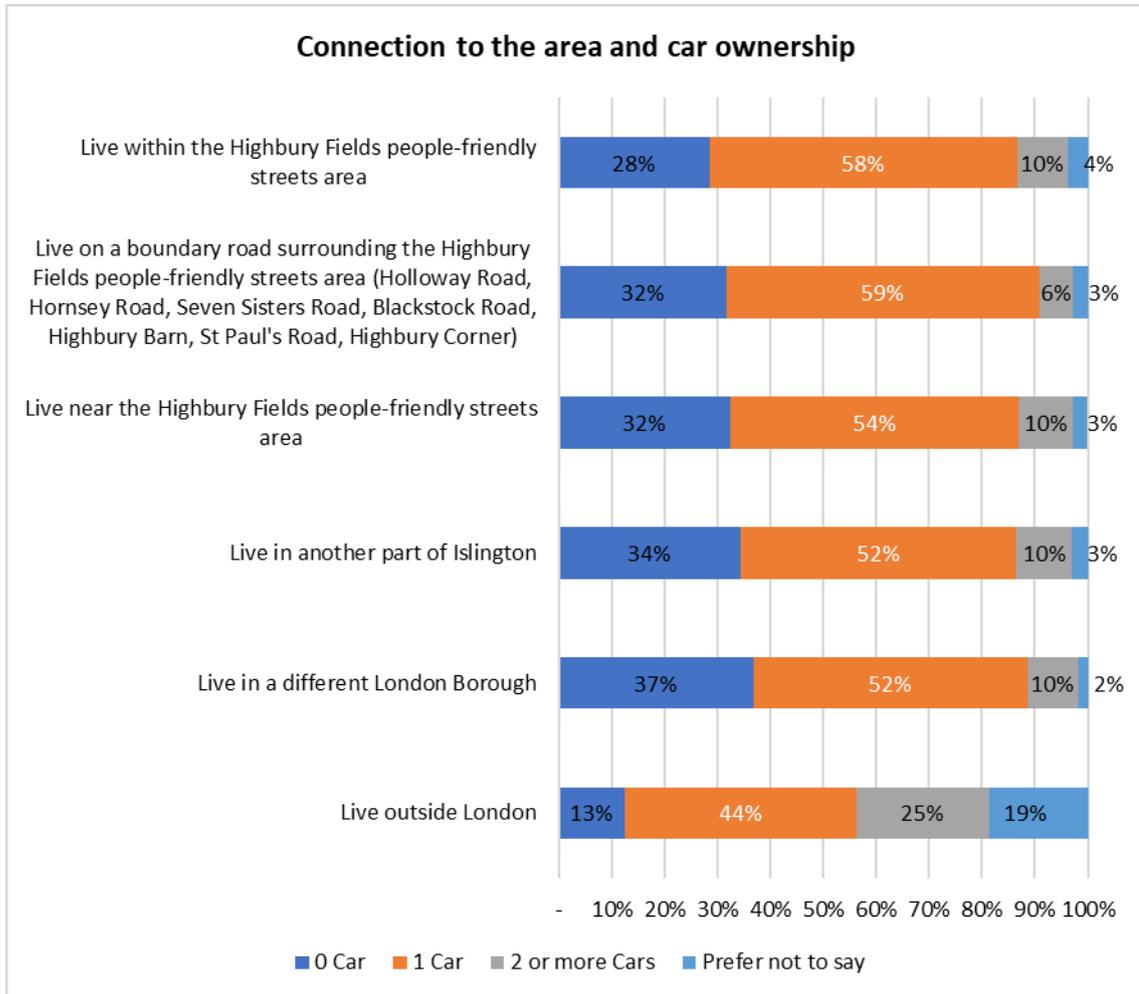
Connection to area (tick all that apply):	Number	Percentage
I am a Highbury Fields resident	894	46%
I own a business in Highbury Fields	29	1%
I work in the Highbury Fields area	123	6%
I travel to / or through Highbury Fields	530	27%
I work elsewhere in Islington	117	6%
I own a property in Islington	546	28%
I am a visitor	109	6%
Other	182	9%

3.11 To understand how car or van ownership impacted responses to the survey, respondent’s connection to the area was cross tabulated with car ownership levels.

- 28% of people responding to the consultation who state they live within the Highbury Fields LTN area do not have a car or van, with 68% of respondents having one or more car or van.
- 32% of those who live on a boundary road to the Highbury Fields people-friendly streets area do not have a car, with 65% of respondents having one or more car or van.

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

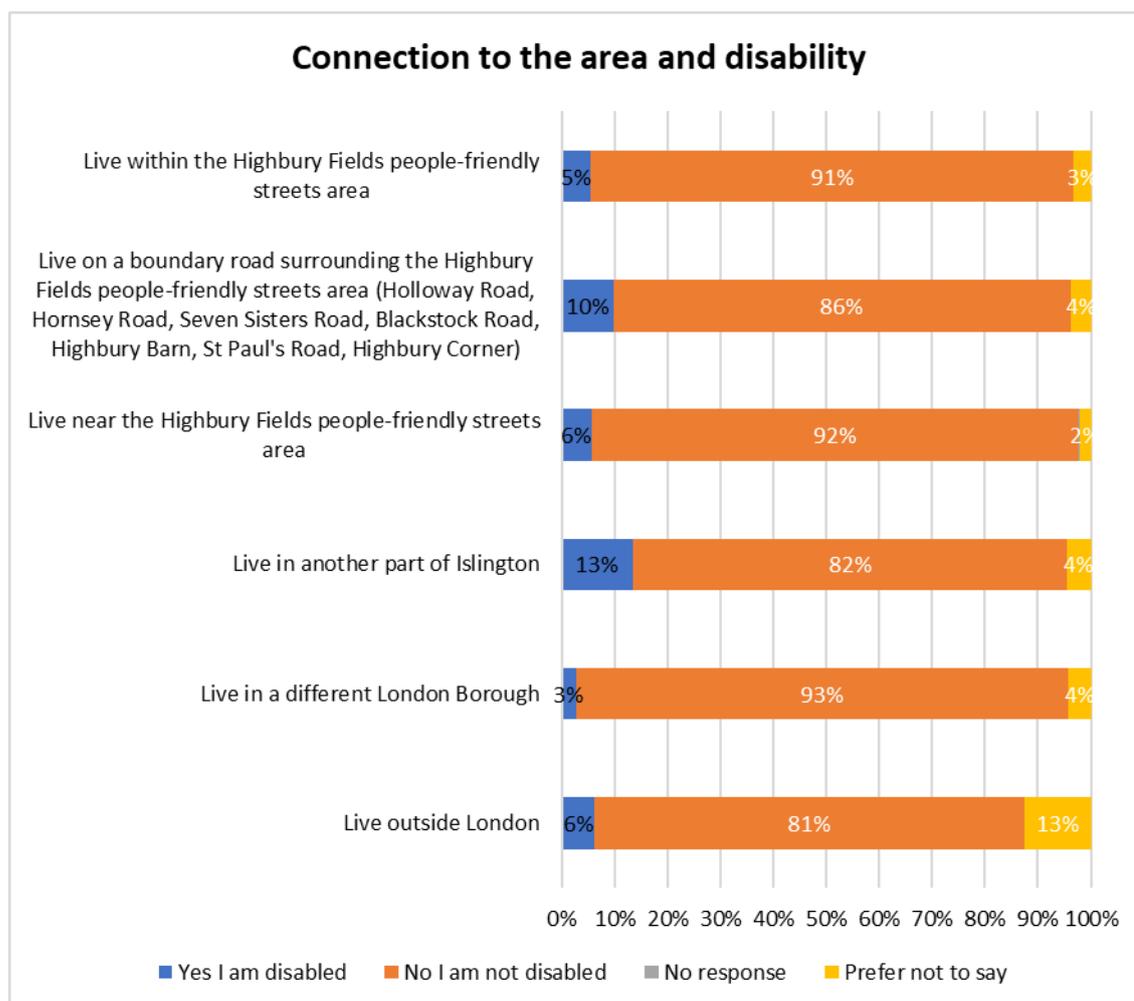
**Figure 3.3: Connection to the area and car ownership**



Number of respondents – 1,938 (NB ‘no response’ has not been included).

3.13 5% of the respondents who stated that they live within the Highbury Fields LTN area said they are disabled, and 10% of those who live on a boundary road to the area said they are disabled.

**Figure 3.4: Connection to the area and disability**



Number of respondents – 1,938 (NB 'no response' has not been included).

### Travel patterns

- 3.14 Respondents were asked about the modes of transport they use in a typical week. All respondents (both those responding as a resident and those as a business) could select all modes they use at least once in a typical week so percentages sum to greater than 100%.
- 3.15 In summary, just under three-quarters (73%) of respondents stated they walk, 63% that they use public transport, 50% that they use a car as a driver, 45% that they cycle (their own bike), and 29% that they use a taxi.
- 3.16 For this question, 56 respondents (3%) stated that they used 'other' methods to travel and were then asked to specify their 'other'. Out of the 3%, the majority (30%) provided responses that were already specified in the question, followed by 25% who did not specify any particular mode in their response. 10 respondents (18%) provided answers not related to the question while another six respondents (11%) said that they use Uber/ Zipcar/ Car Clubs. The outputs from the 'other' category can be shown in table 3.3.

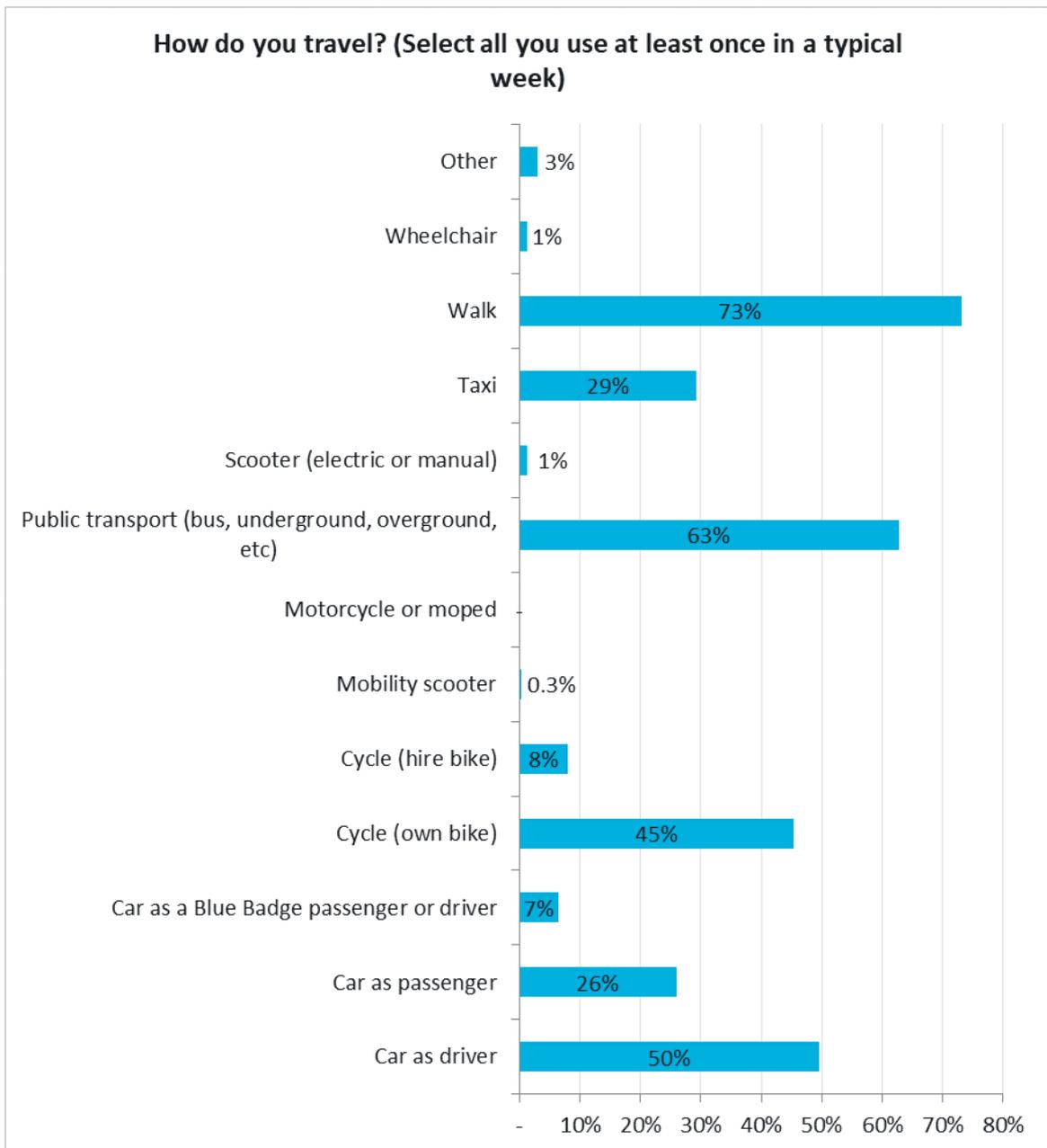
**Table 3.3: Other modes of transport stated by respondents**

Mode	Number	Percentage
Method already specified	17	30%
Unspecified	14	25%
Not related to question	10	18%
Uber/Zipcar/Car Club	6	11%
Delivery/company vehicle	5	9%
Run	3	5%
Active Travel	1	2%

Number of respondents – 56

85% of respondents used a mix of transport modes including motorised form of transport on a weekly basis; 15% used walking, cycling (own bike), cycling (hire bike), and wheelchair without using any motorised form of transport.

Figure 3.5: How do you travel? (Q13)



Number of respondents – 1,938

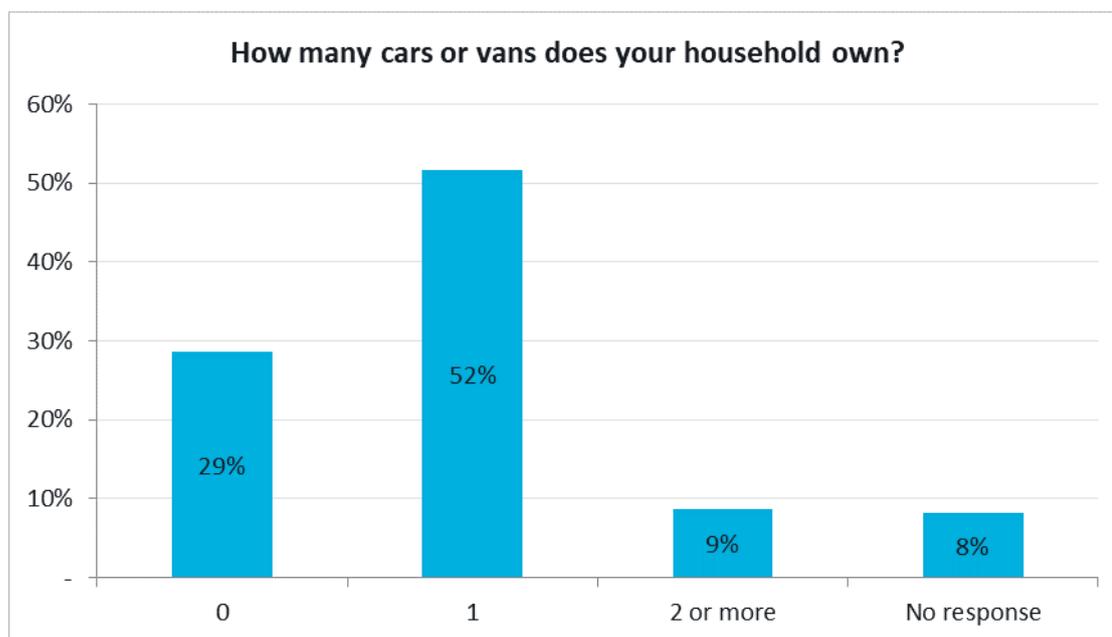
**Table 3.3: Other modes of transport stated by respondents**

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Method already specified	17	30%
Unspecified	14	25%
Not related to question	10	18%
Uber/Zipcar/Car Club	6	11%
Delivery/company vehicle	5	9%
Run	3	5%
Active Travel	1	2%

Number of respondents – 56

3.17 Respondents were asked how many cars or vans they owned in their household. 29% of respondents were from households which did not own a car or van, whereas 61% of respondents were from households which owned one or more cars or vans. Car owners are over-represented in the consultation responses in comparison to the borough average for car ownership, where 71% of households in Islington do not own a motor vehicle, and only 29% own one or more (LTDS, 2020).

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



Number of respondents – 1,938

### Travel patterns and car ownership among disabled residents

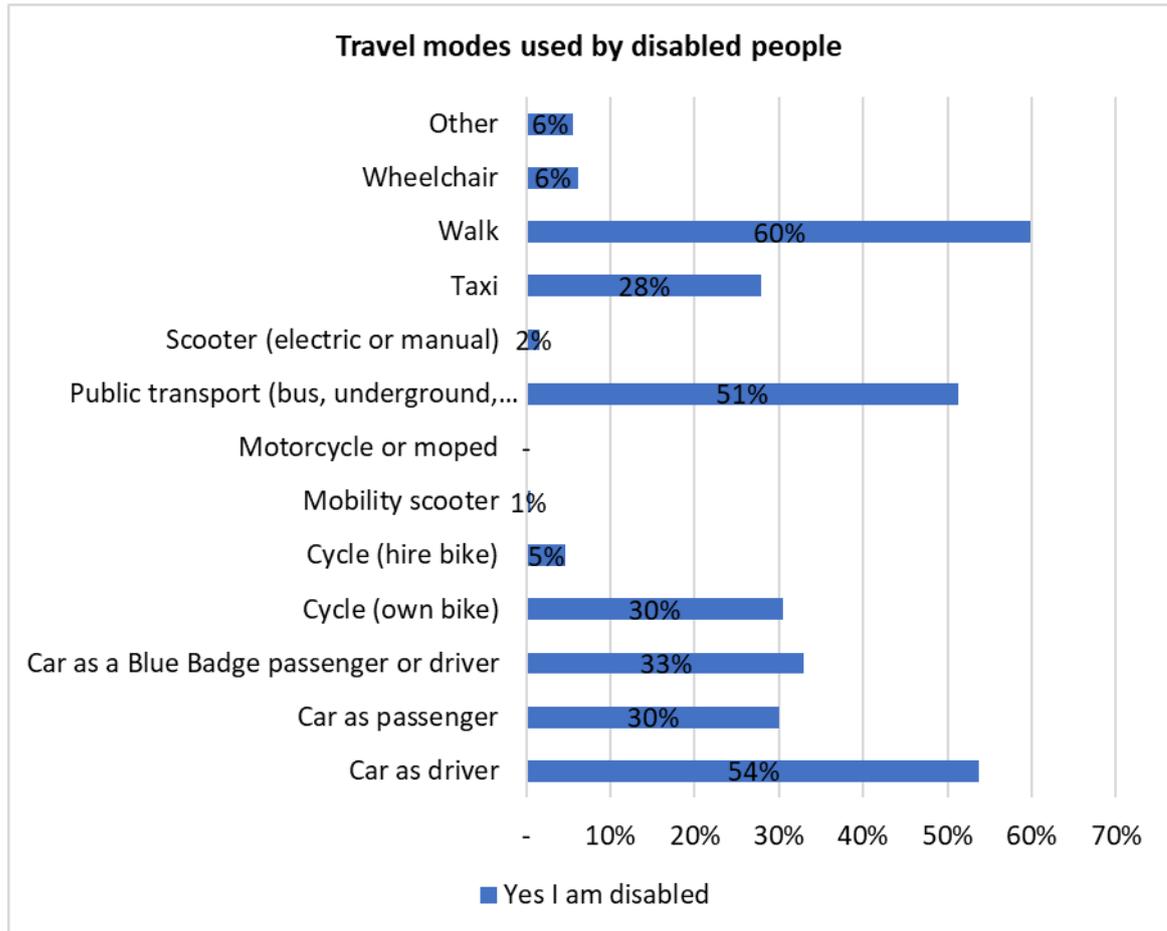
3.18 Respondents were invited to comment on the Council’s exemption policy for Blue Badge holders which was introduced in December 2021; analysis of responses to this question is included in the open question section below (paragraph 3.44 onward).

3.19 To help assess the impact of the introduction of the Blue Badge holder exemption policy during the trial, the travel patterns and car ownership responses from disabled people were analysed. Respondents were asked how they travelled in a typical week, this was filtered by

respondents who said they were disabled or had a long-term illness or impairment that affects their day-to-day activity. Of respondents that said they are disabled, 60% walk, 54% use the car as a driver, 51% use public transport, and 33% use the car as a Blue Badge driver or passenger (please note respondents could select all modes that they use hence the percentages sum to more than 100).

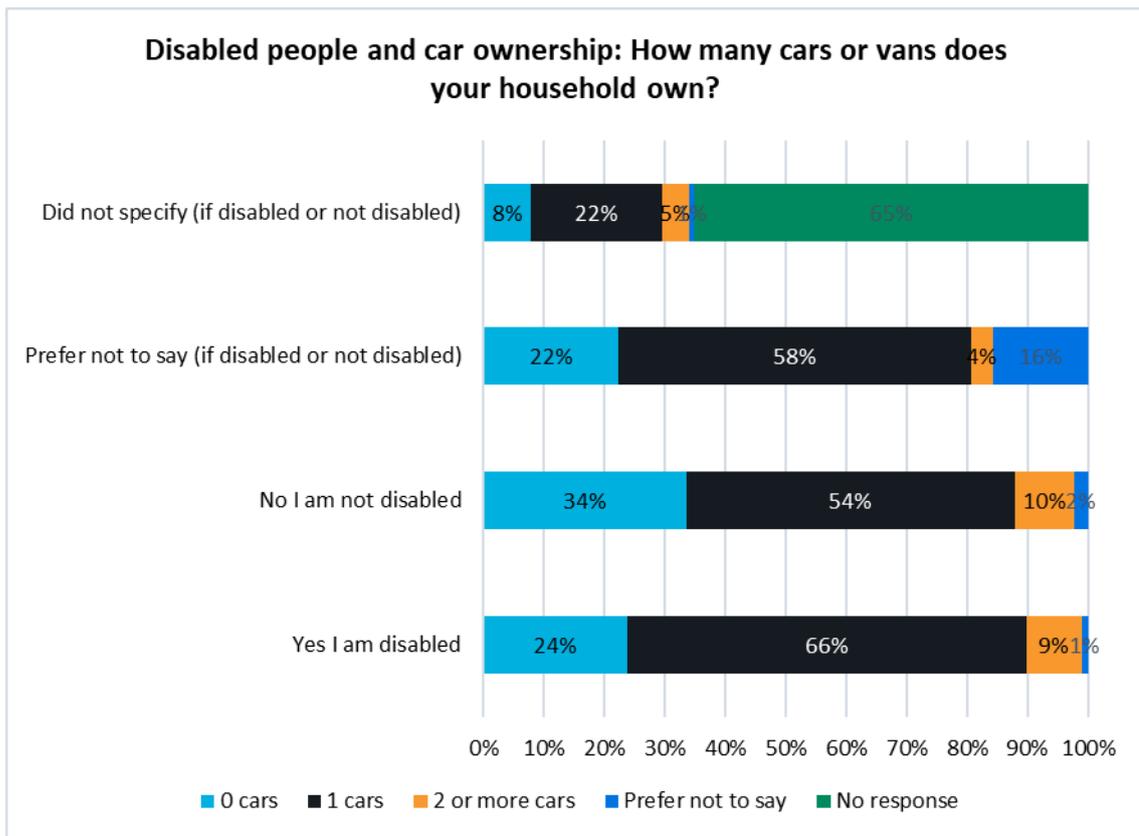
3.20 Respondents were asked how many cars they own; generally, the level of car ownership was higher among disabled respondents (74%) compared to non-disabled people (64%).

Figure 3.7: Modes used by disabled respondents



Number of respondents – 197

Figure 3.8: Car/van ownership among disabled respondents

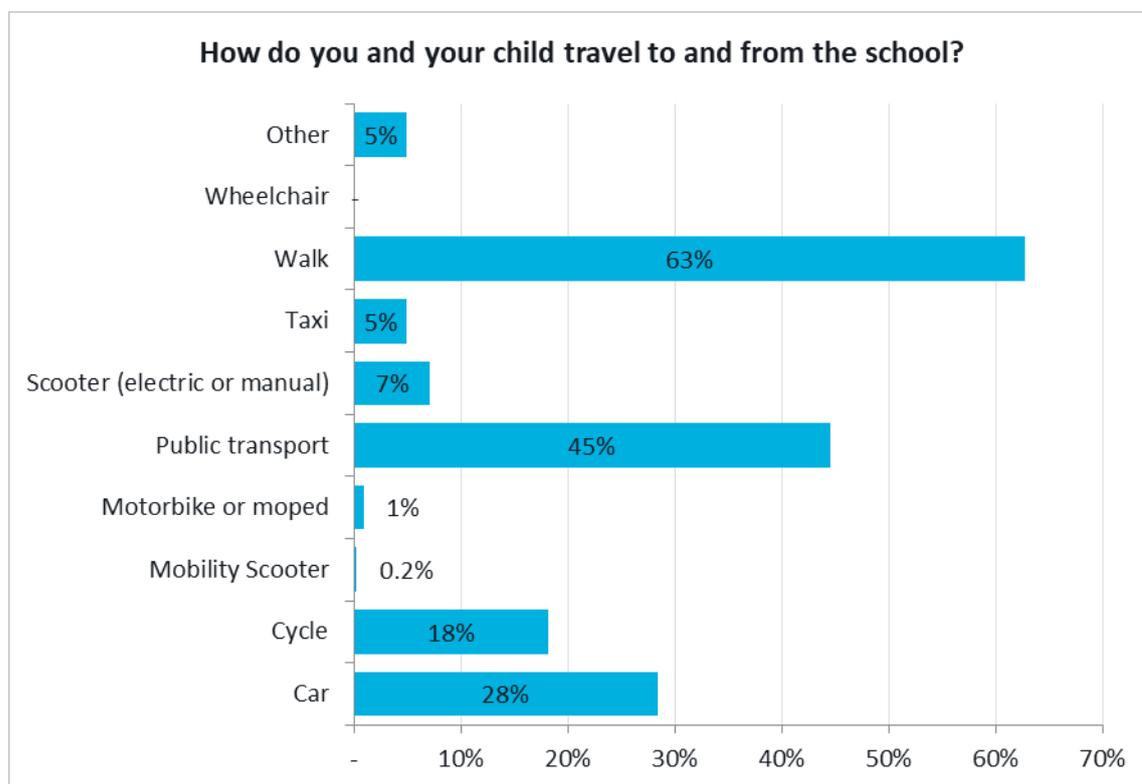


Number of respondents – 1,938

### School Children

- 3.21 45% (875 respondents) said they had children. Of these respondents who did have children, 63% (550 respondents) said they were school age children.
- 3.22 These respondents were asked how they and their child/children travel to and from school. Almost two thirds (63%) stated they walk to school, followed by 45% using public transport, 28% using the car and 18% cycling. Respondents could choose more than one mode of transport, therefore, percentages do not sum to 100.

Figure 3.9: Travel to and from school (Q18)



Number of respondents – 550

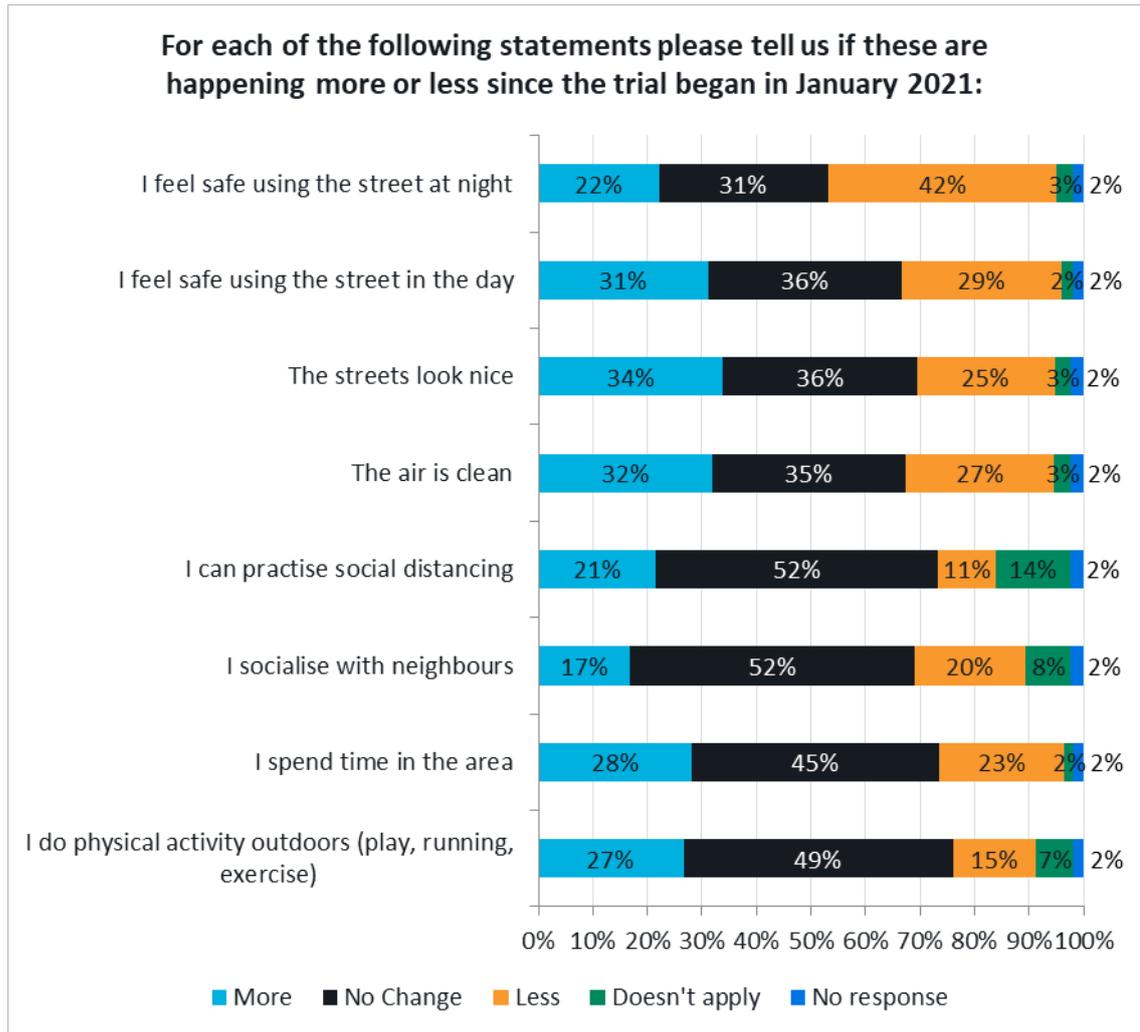
### The trial scheme

- 3.23 Respondents were presented with a series of statements and asked if they thought these were happening more or less since the trial began in January 2021 (Figures 3.10 to 3.29). Respondents could select if they thought no change had occurred, or if the statement did not apply to them. The statements were grouped into four questions by theme, addressing safety, driving patterns, active travel modes, and motor traffic respectively.

#### Safety and the area

- 3.24 34% of respondents stated that the streets look nicer, 32% said that the air is cleaner, and 31% that they feel safer using the streets in the day. In comparison, 25% said that the streets look less nice, 27% that the air is less clean and 29% that they feel less safe using streets in the day. 42% said they felt less safe at night-time, compared to 22% who said they felt safer. Over half of respondents said that there was ‘no change’ to two statements ‘I socialise with neighbours’ and ‘I can practice social distancing’ (Figure 3.10).

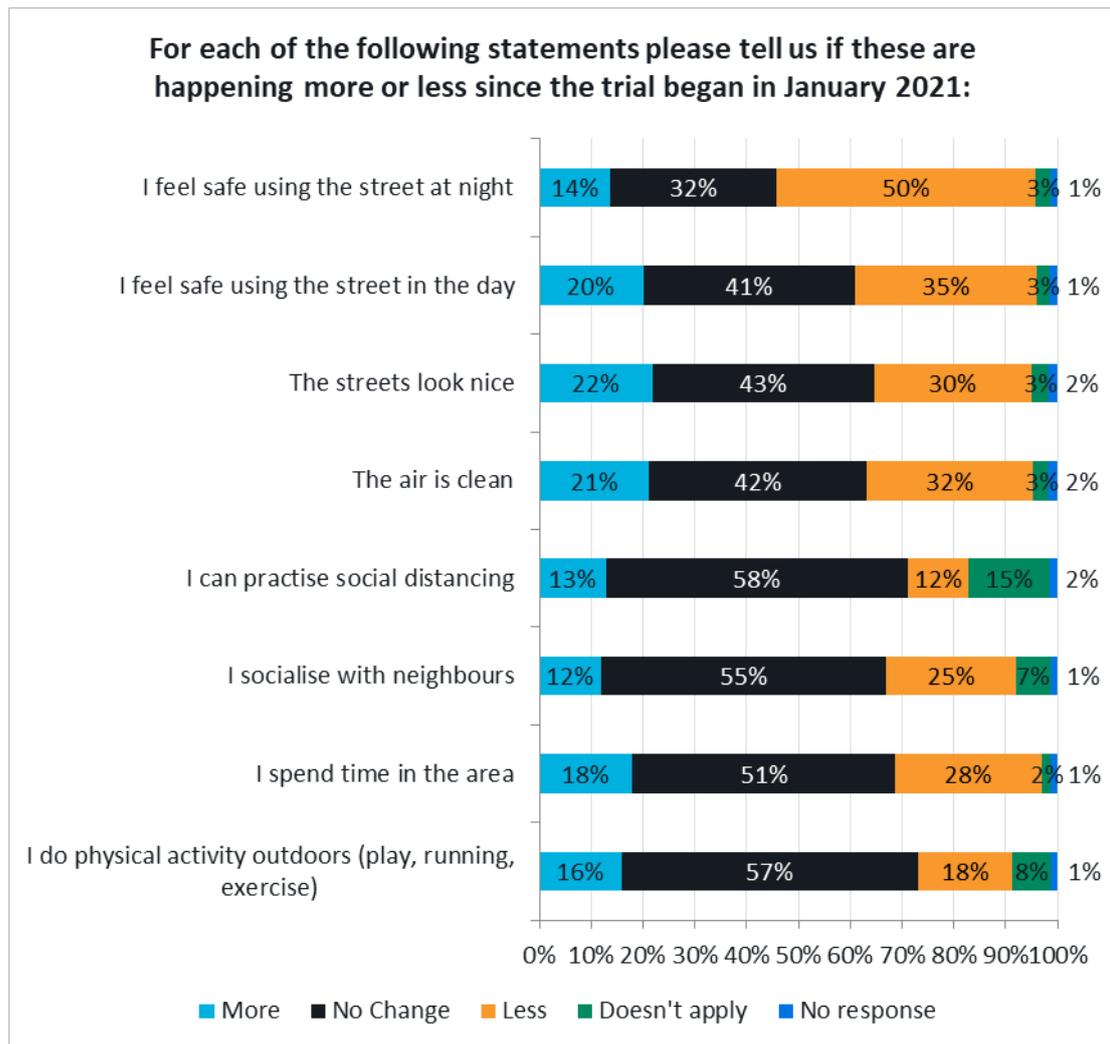
Figure 3.10: Safety and the area (Q1) – all responses



Number of respondents – 1,938

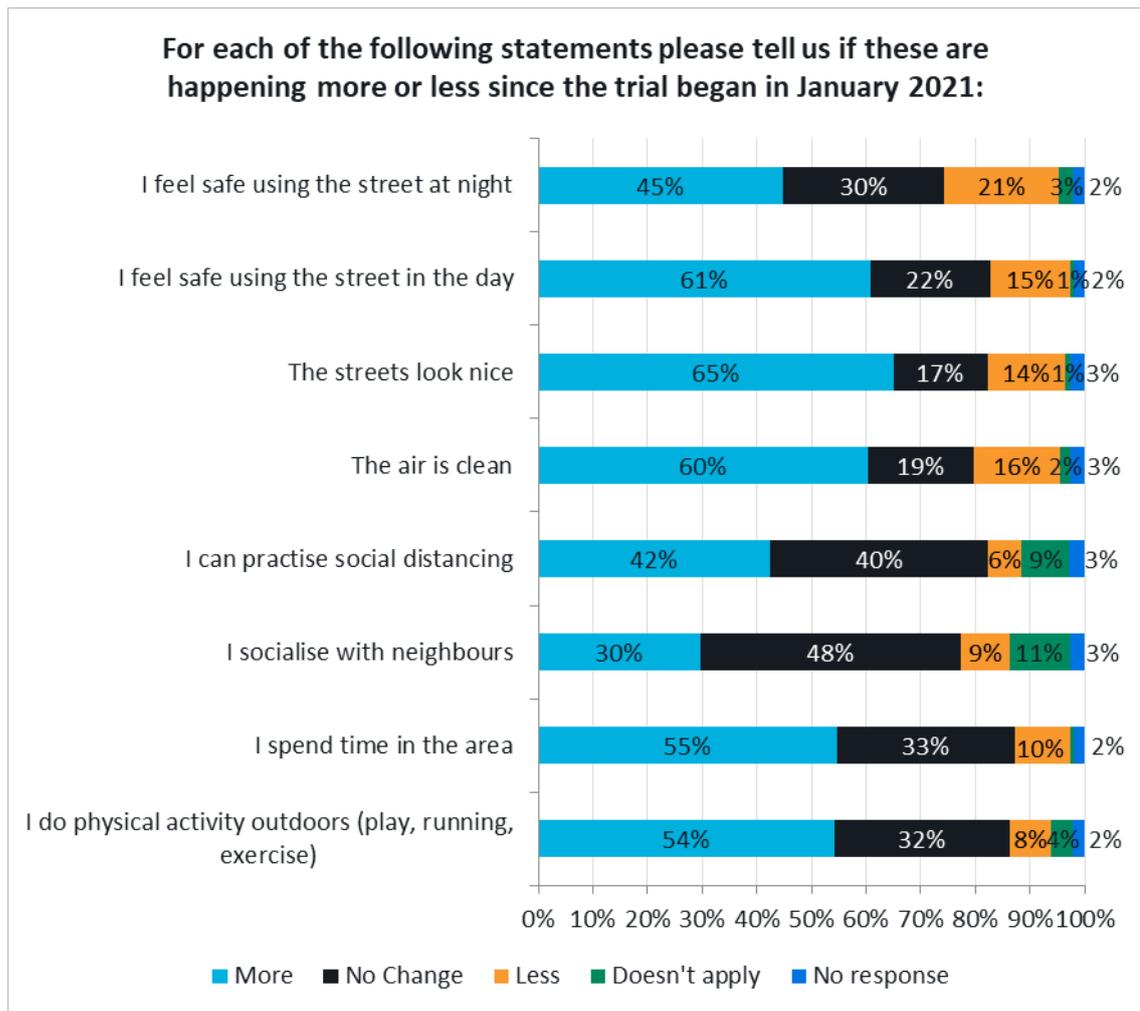
3.25 There were differences in opinion on the trial between respondents who own a car/van, and respondents who do not own a car/van. Respondents who own a motor vehicle felt less safe using the streets at night (50% vs. 21% of those who do not own a car or van) and during the day (35% vs. 15% of those who do not own a car or van). Respondents who do not own a motor vehicle thought that the streets looked nicer (65% vs. 22% of those who own a car or van), and that the air was cleaner (60% vs. 21% of those who own a car or van). Likewise, respondents without a car/van socialised more with neighbours, spent more time in the area and did more physical activity outdoors than those who own a car/van (Figures 3.11 and 3.12).

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



Number of respondents – 1,169 (NB 'no response' to car ownership has not been included)

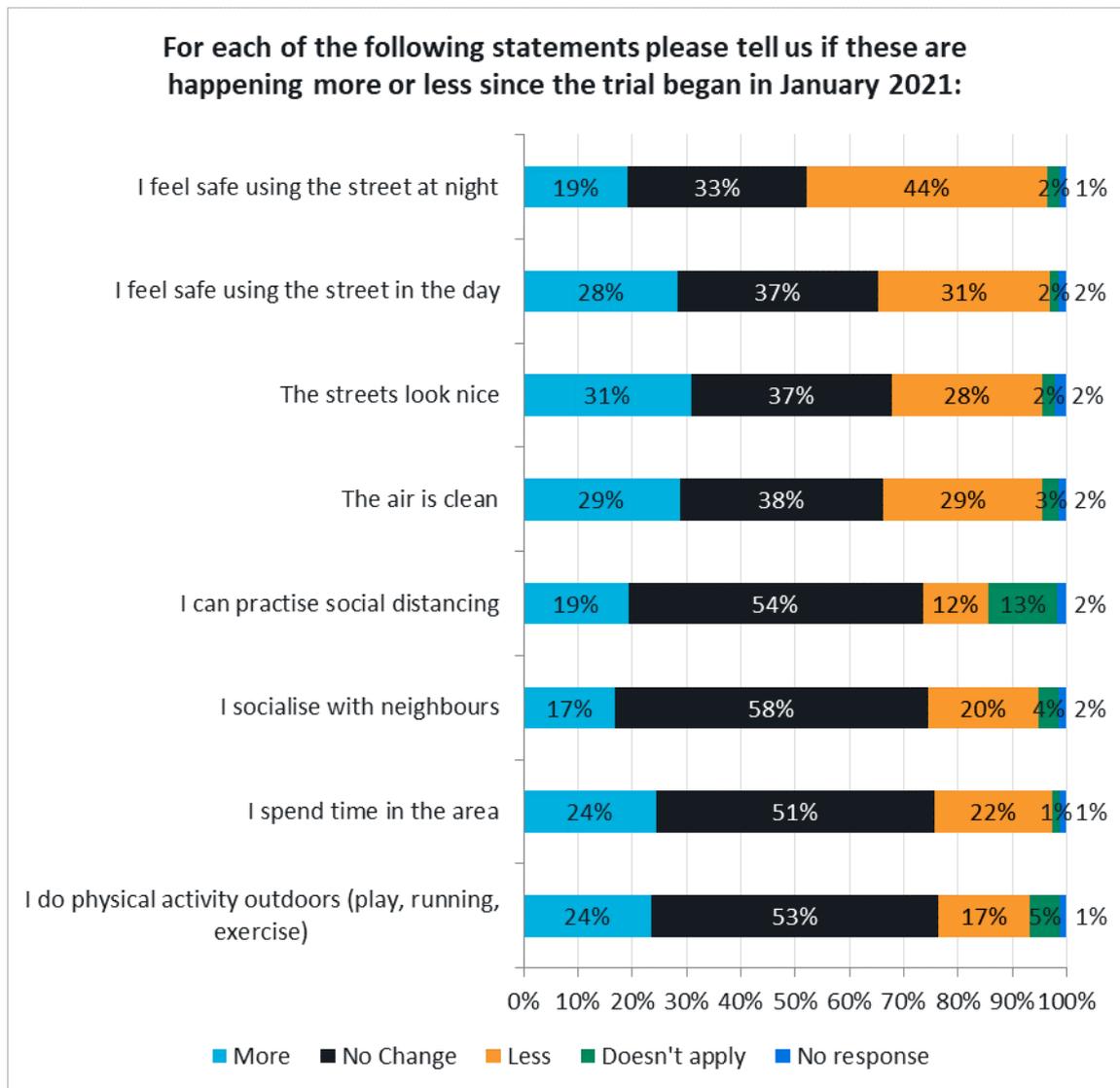
Figure 3.12: Safety and the area (Q1) - Responses from those who do not own a car/van



Number of respondents – 554 (NB ‘no response’ to car ownership has not been included)

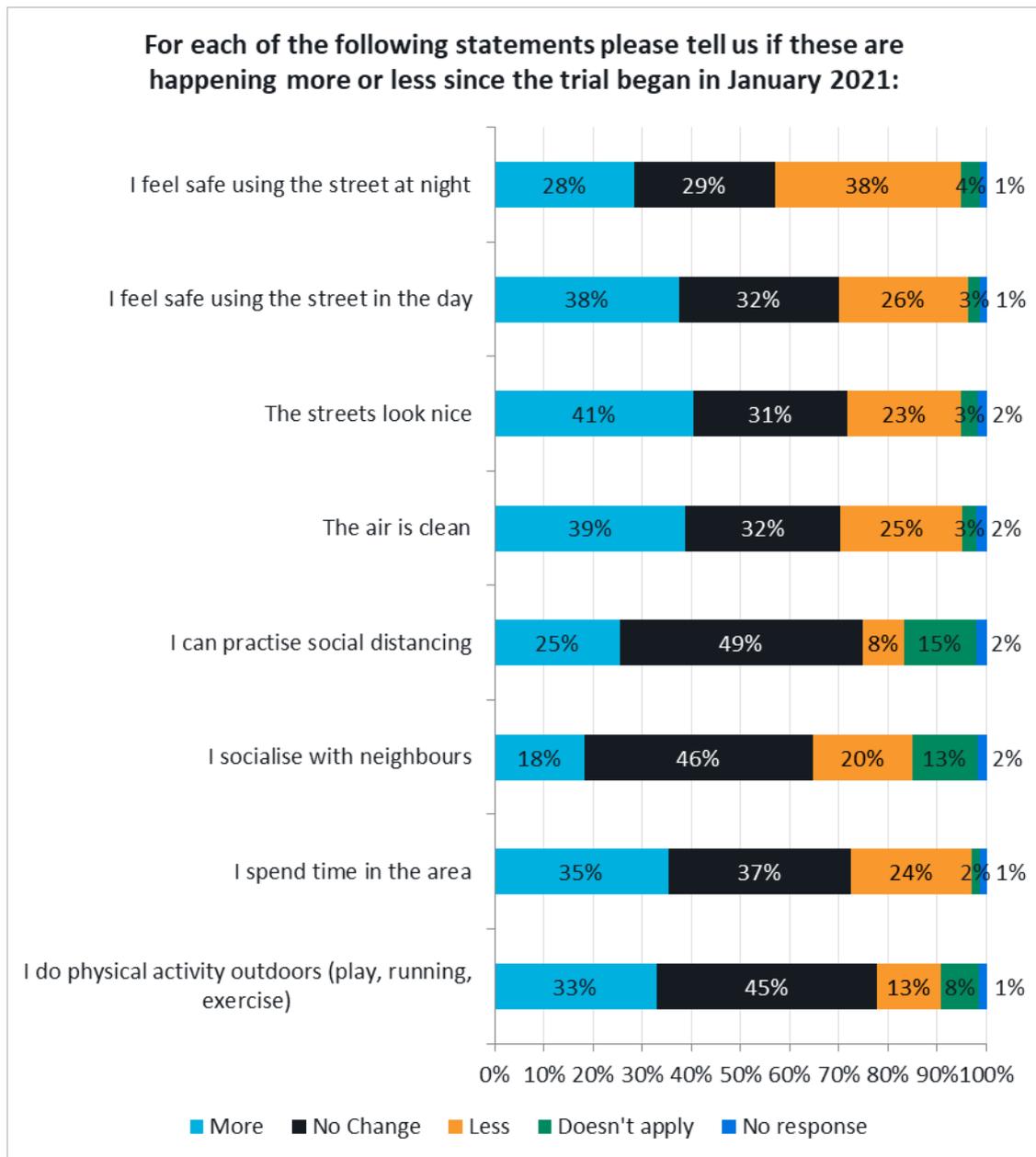
3.26 There were also some differences in opinion between respondents who live within the LTN (those in the LTN and on boundary roads) and those who live outside the LTN (all other respondents). Respondents living within and on the boundary roads of the LTN thought the streets felt less safe at night (44% vs. 38% of those outside the LTN) and less safe during the day (31% vs. 26% of those outside the LTN). More people outside the LTN thought the air was cleaner (39% vs. 29% of those inside the LTN) and that the streets looked nicer (41% vs. 31% of those inside the LTN). People living outside of the LTN thought they could socialise with neighbours more, spend more time in the area, and do more physical activity outdoors compared to those living inside the LTN. Generally, those living inside the LTN reported greater instances of ‘no change’ than those living outside the LTN (Figures 3.13 and 3.14).

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



Number of respondents – 956 (NB 'no response' to connection to the area has not been included)

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

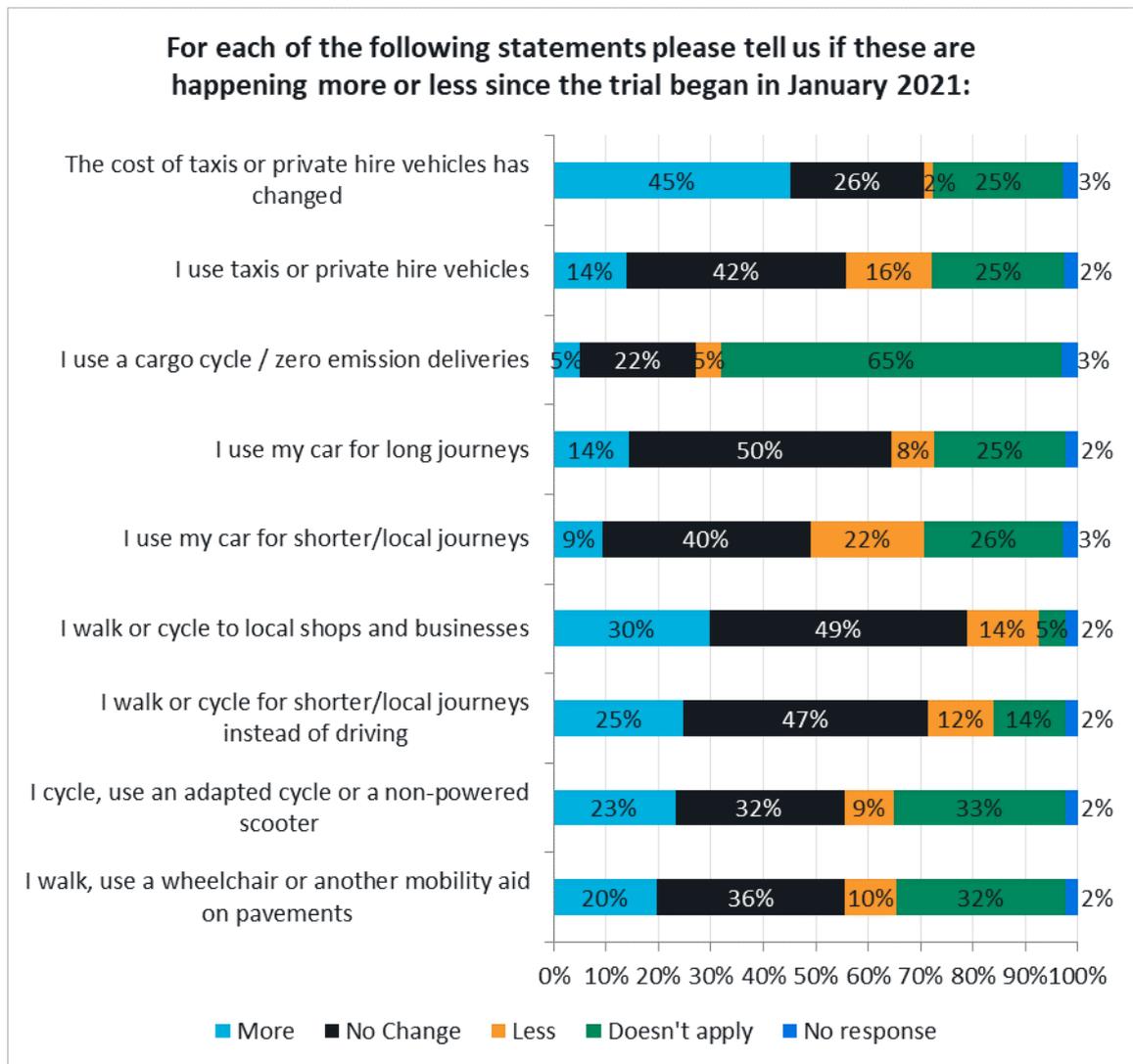


Number of respondents – 809 (NB 'no response' to connection to the area has not been included)

### Local travel patterns

3.27 30% of respondents said that they walk or cycle more to local shops and businesses, compared to 14% who have done this less and 49% how saw no change. 25% of respondents said they walk or cycle for local journeys more instead of using the car, while 20% said they walk, use wheelchairs or other mobility aid on pavements more frequently. 12% and 10% of respondents respectively did these things less. 45% said that the cost of taxis/private hire vehicles increased, while only 2% said it has decreased (Figure 3.15).

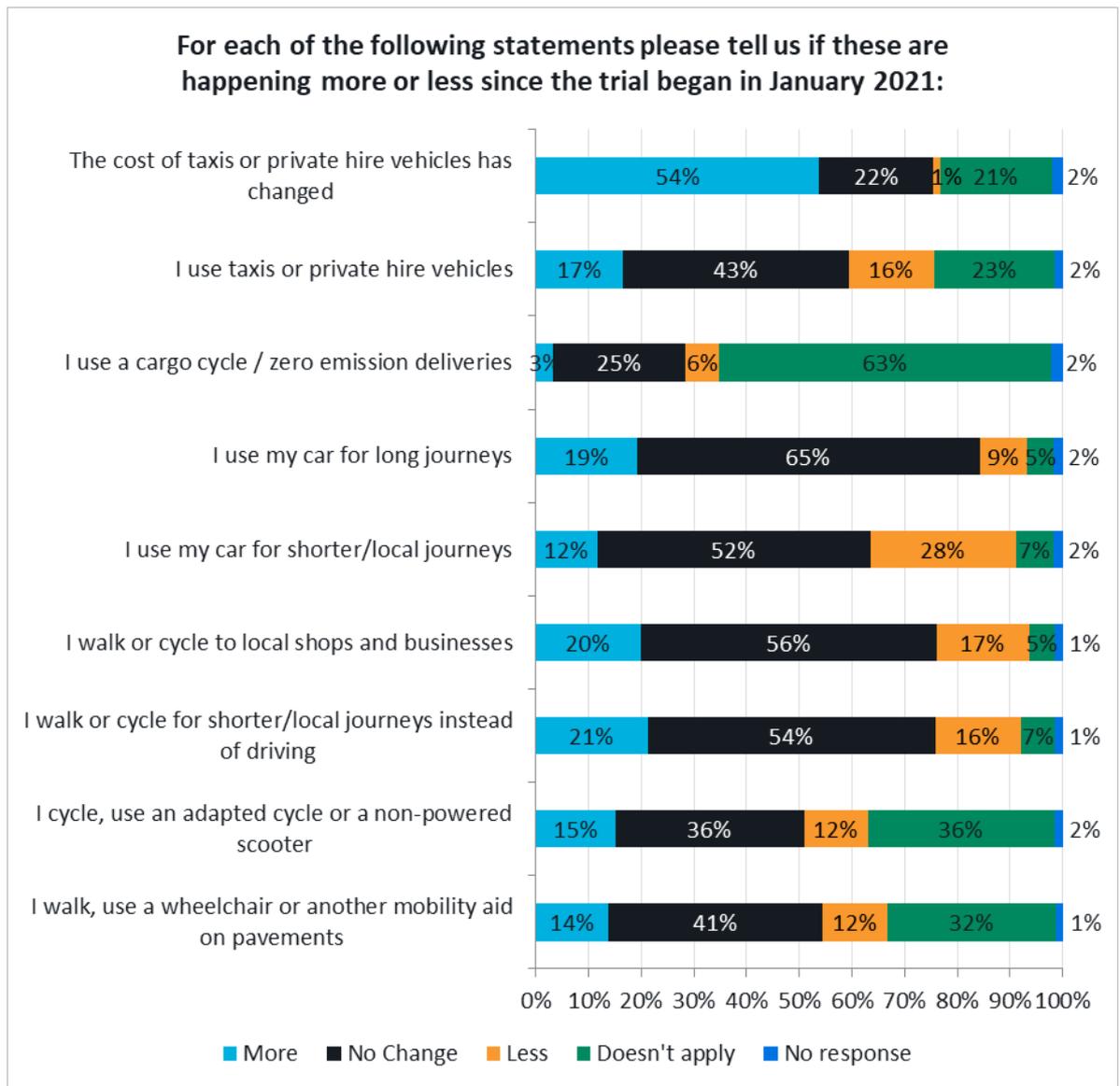
Figure 3.15: Local travel patterns (Q2) – all responses



Number of respondents – 1,938

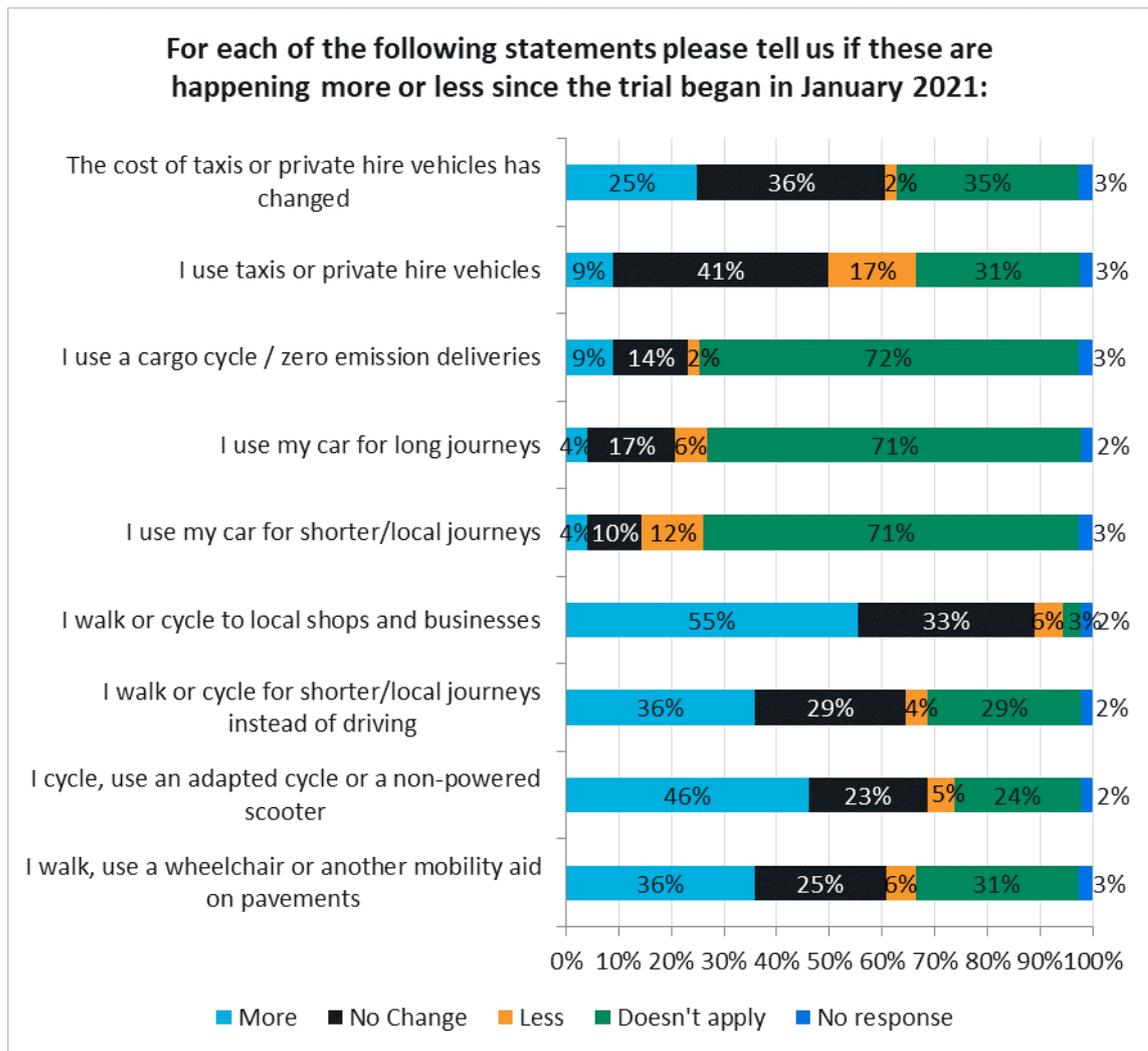
3.28 There were differences in travel patterns between respondents who own a car/van and those who do not. Respondents who do not have a motor vehicle said that they walk and cycle more to local shops and businesses (55% vs. 20% of those who have a car) and for local journeys instead of using the car (36% vs. 21% of those who have a car). Those who do not own a car/van also cycle, use an adapted cycle or non-powered scooter more often (46% vs. 15% of those who have a car) and use wheelchairs or mobility aid on pavements more frequently (36% vs. 14% of those who have a car). On the other hand, more car/van owners said that the cost of taxis and private hire vehicles has increased (54% vs. 25% of those who do not have a car). Those who own a car/van cited much higher percentages of 'no change' for the way they travelled around the area in general (Figure 3.16 and 3.17).

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



Number of respondents -1,169 (NB 'no response' to car ownership has not been included)

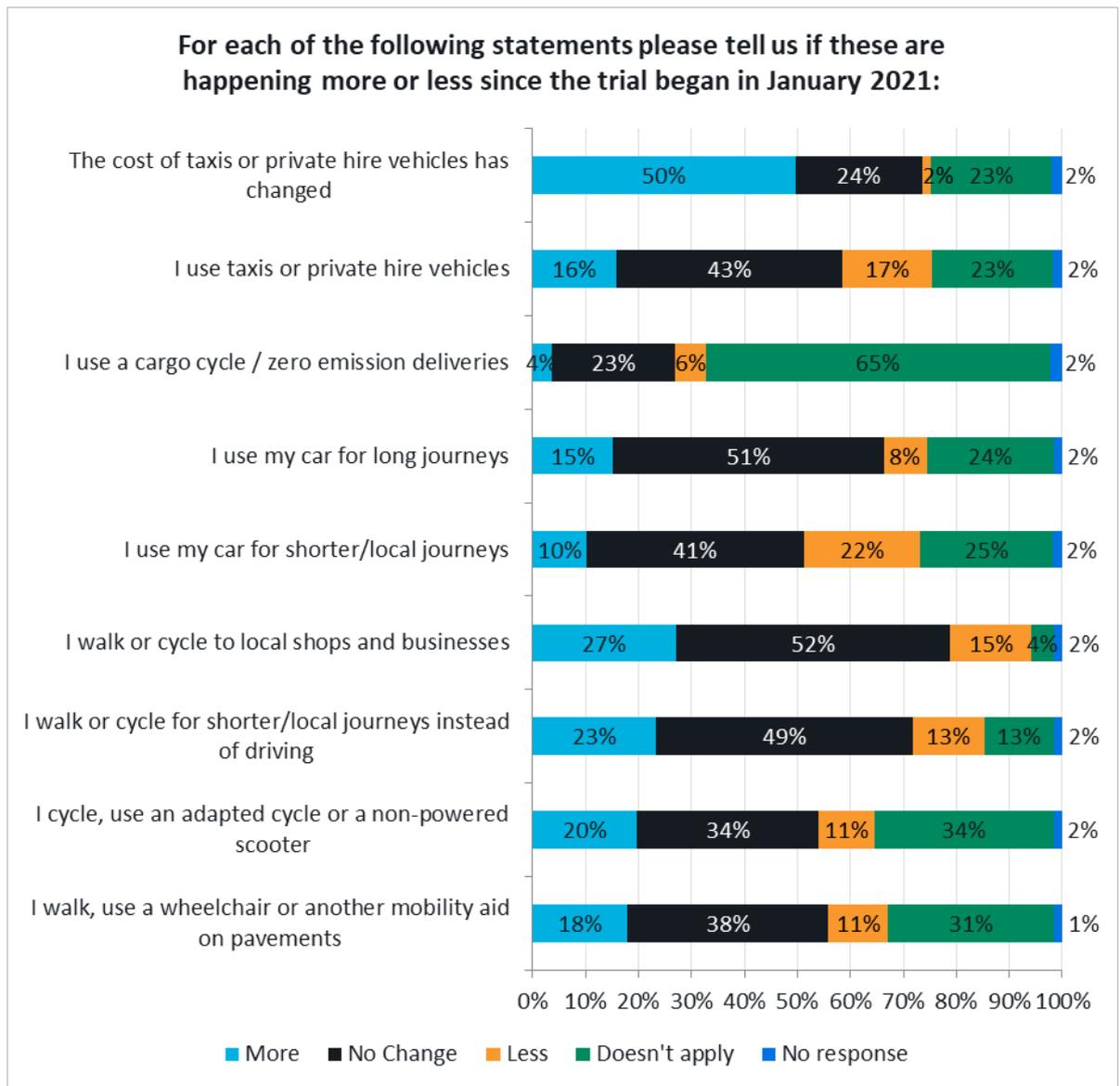
Figure 3.17: Local travel patterns (Q2) - Responses from those who do not own a car/van



Number of respondents – 554 (NB ‘no response’ to car ownership has not been included)

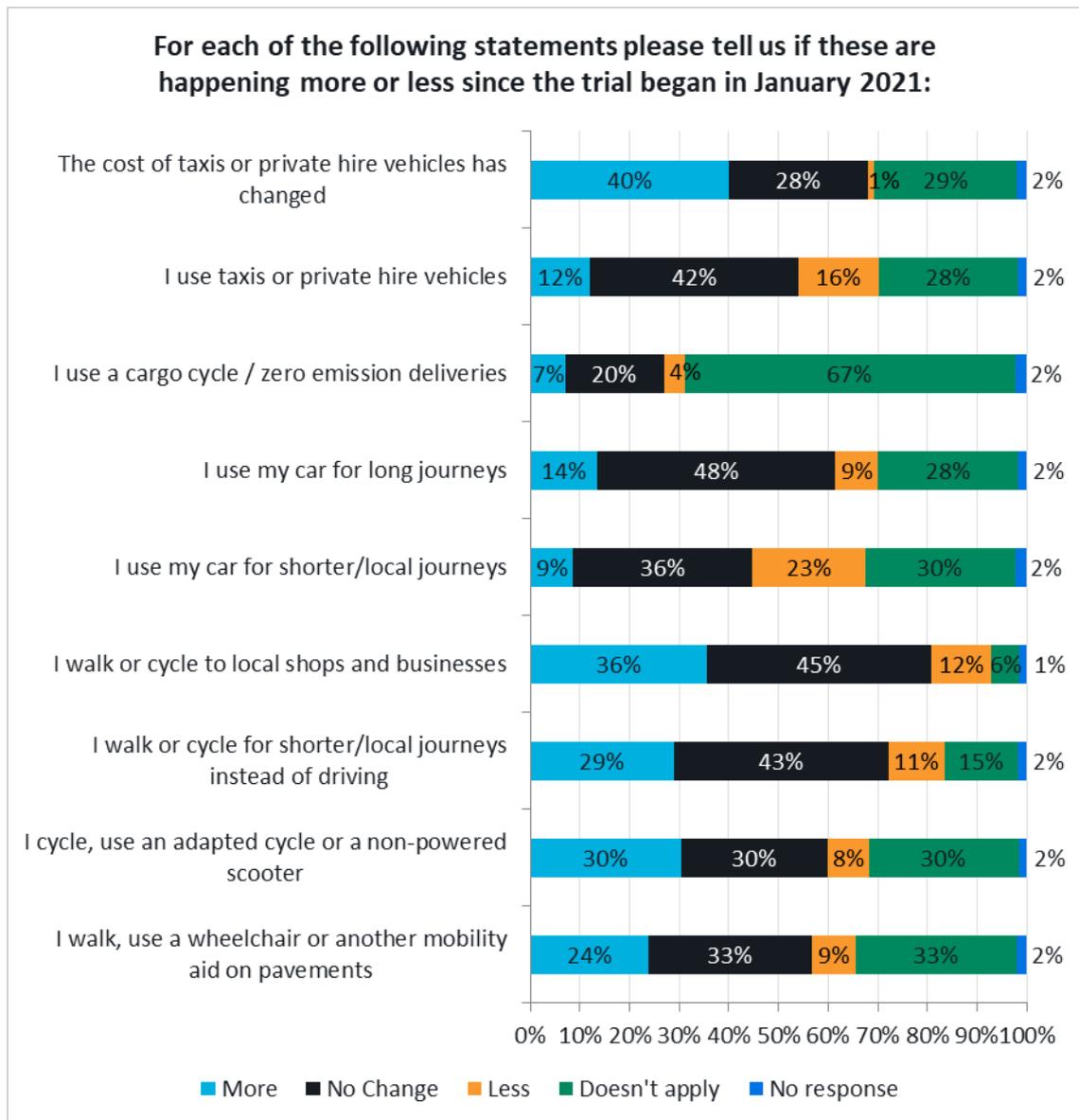
3.29 There were also differences in travel patterns between those who live within the LTN (and on boundary roads) and those who live outside of the LTN. Respondents living within and outside the LTN reported a similar reduction in their car use for local journeys (22% vs. 23% respectively). Respondents living outside the LTN reported making more local journeys by walking or cycling instead of driving since the start of the trial (29% vs. 23% of those who live inside the LTN). Respondents outside of the LTN tend to walk and cycle more to local shops (36% vs. 27% of those who live inside the LTN and on boundary roads). Both groups exhibit similar proportions of respondents citing ‘no change’ across the different statements (Figures 3.18 and 3.19).

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



Number of respondents – 956 (NB 'no response' to connection to the area has not been included)

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

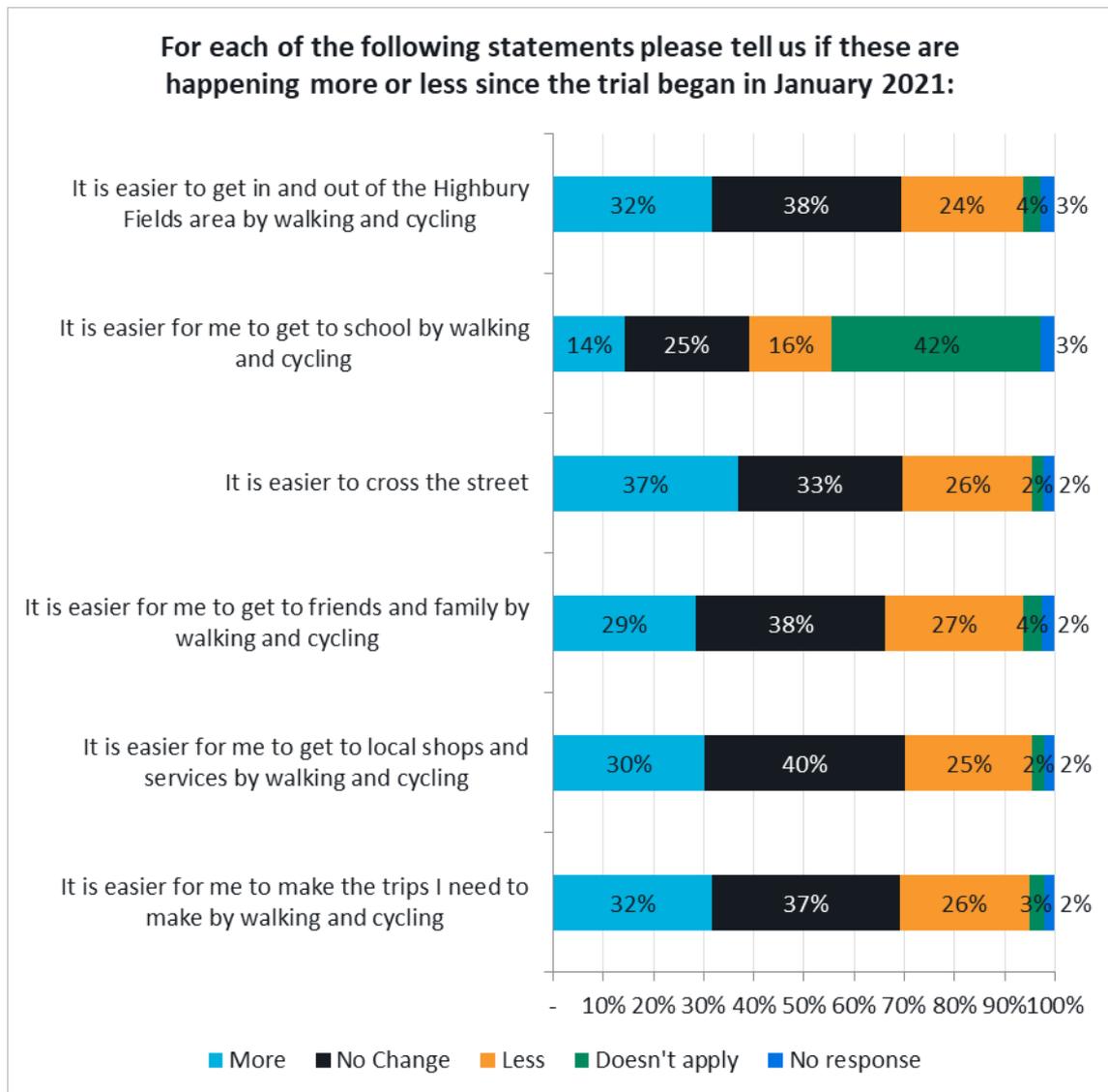


Number of respondents - 809 (NB 'no response' to connection to the area has not been included)

**Active modes**

3.30 37% of all respondents stated it is now easier to cross the street, while 26% said it was harder and 33% saw no change. 32% stated it is now easier to make trips they need to make by walking and cycling, while 26% said it was harder and 37% saw no change. 32% said it is easier to get in and out of the Highbury Fields area by walking and cycling, and a further 30% said that it is easier to get to local shops and services by walking and cycling. 24% and 25% respectively said it was now harder to do these things (Figure 3.20).

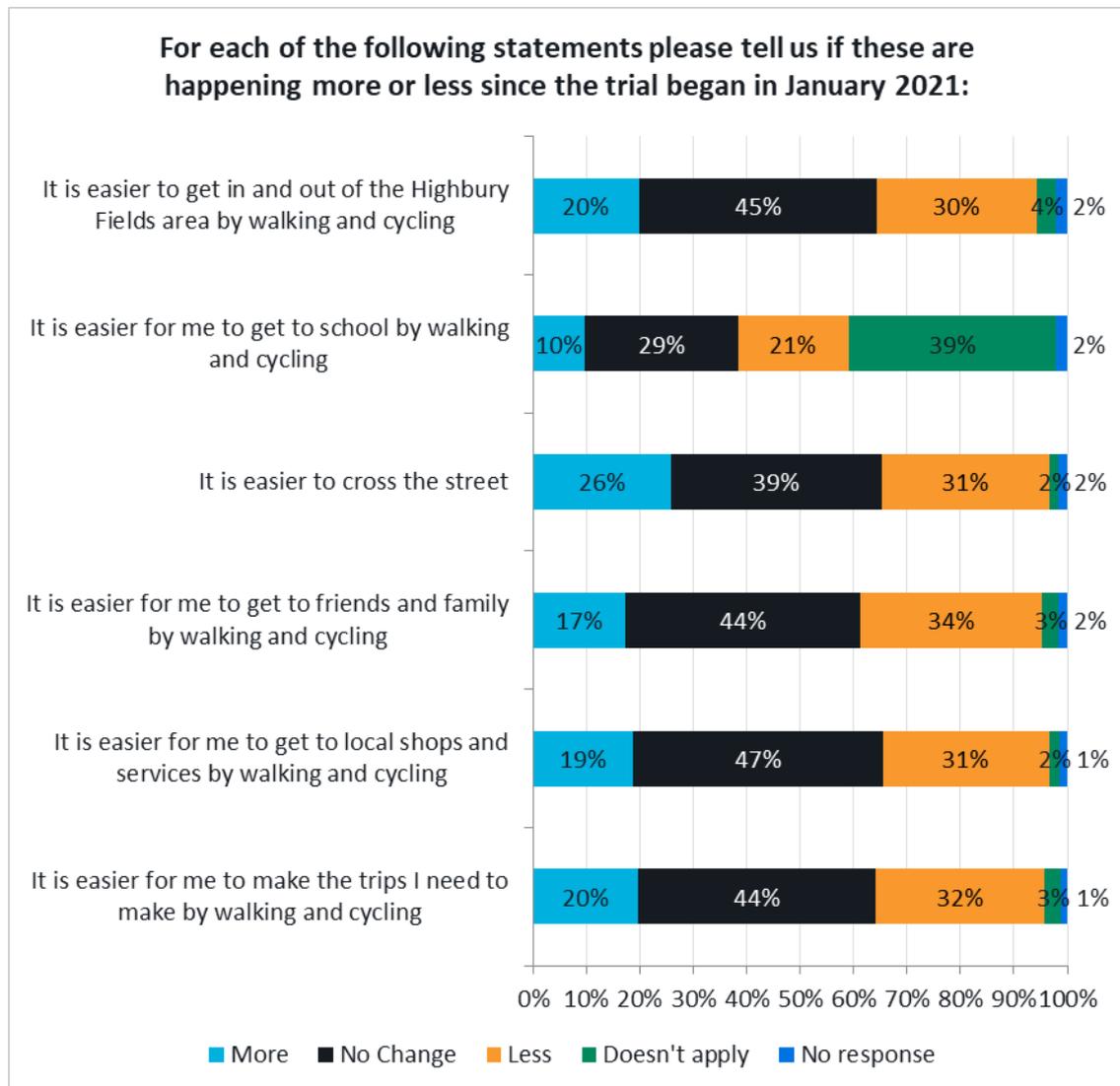
Figure 3.20: Active modes (Q3) – All responses



Number of respondents – 1,938

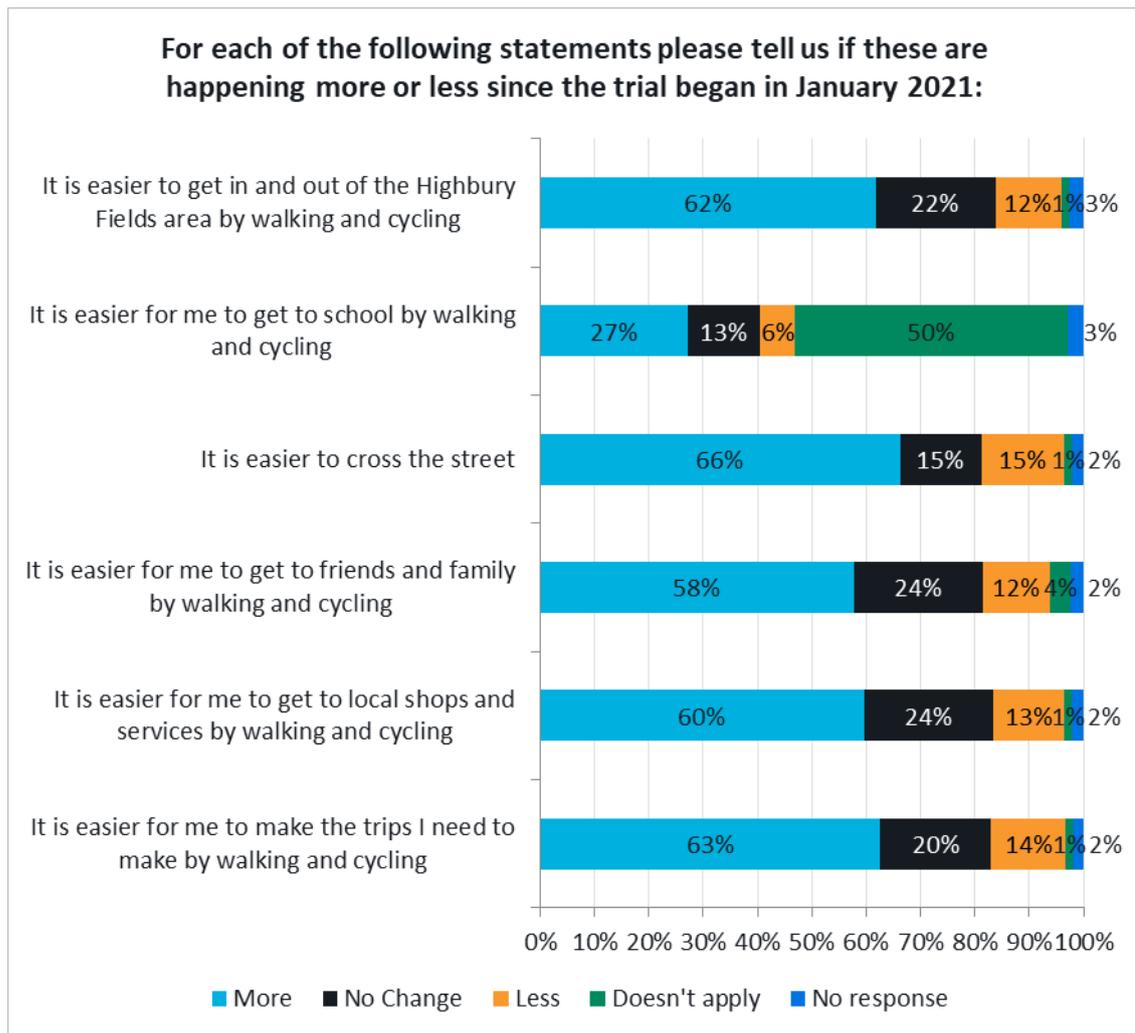
3.31 There were differences in opinion between respondents that own a car/van and those that do not. Respondents that do own a motor vehicle stated that it is now easier to cross the street (66% vs. 26% of those who do own a vehicle), easier to make necessary trips by walking and cycling (63% vs. 20% of those who do own a vehicle), to get in and out of the Highbury Fields area by walking and cycling (62% vs. 20% of those who do own a vehicle), and to get to local shops and services by walking and cycling (60% vs. 19% of those who do own a vehicle). Respondents that own a car/van exhibited higher levels of ‘no change’ responses than those without a car/van.

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



Number of respondents – 1,169 (NB 'no response' to car ownership has not been included)

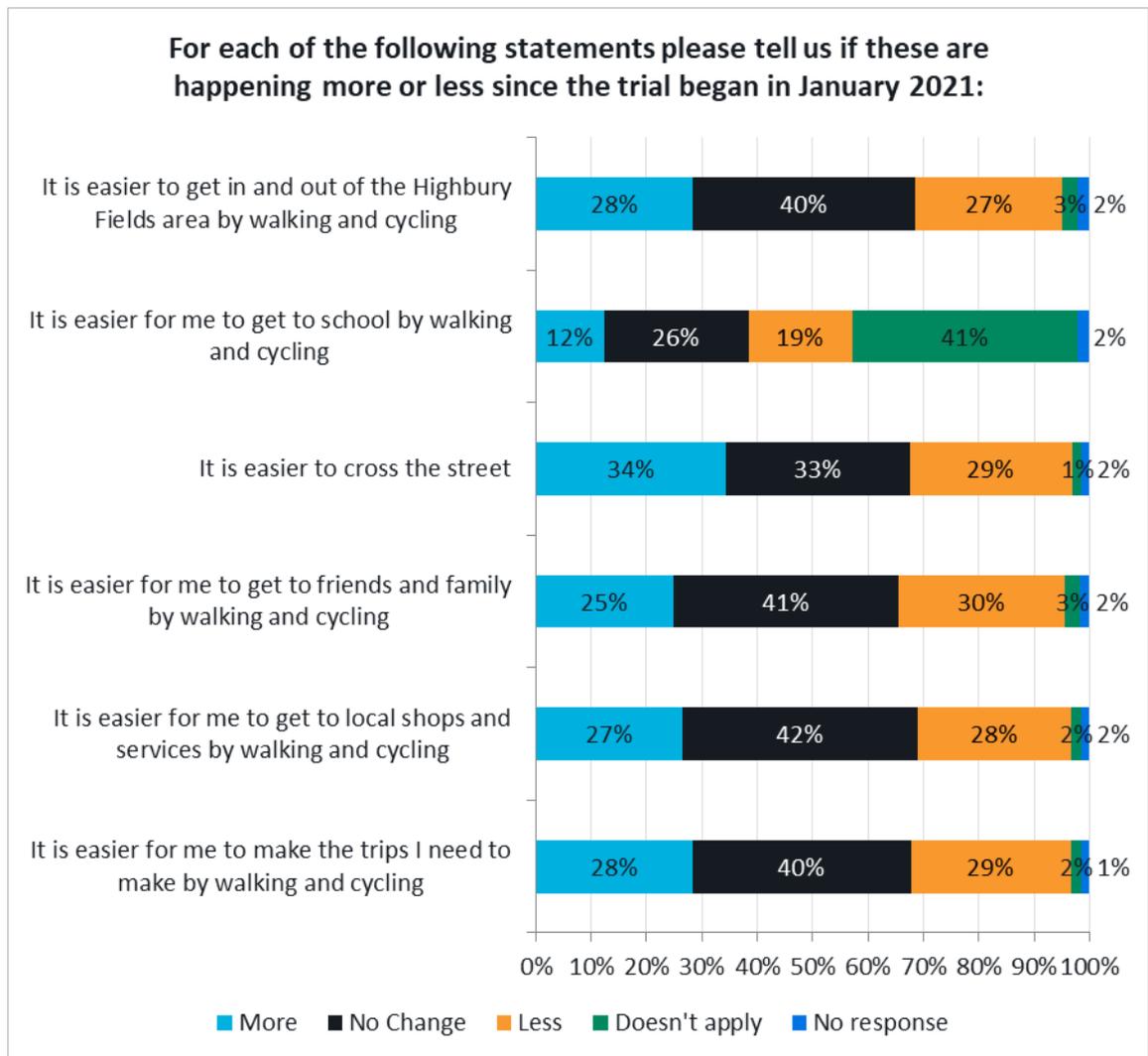
Figure 3.22: Active modes (Q3) - Responses from those who do not own a car/van



Number of respondents – 554 (NB ‘no response’ to car ownership has not been included)

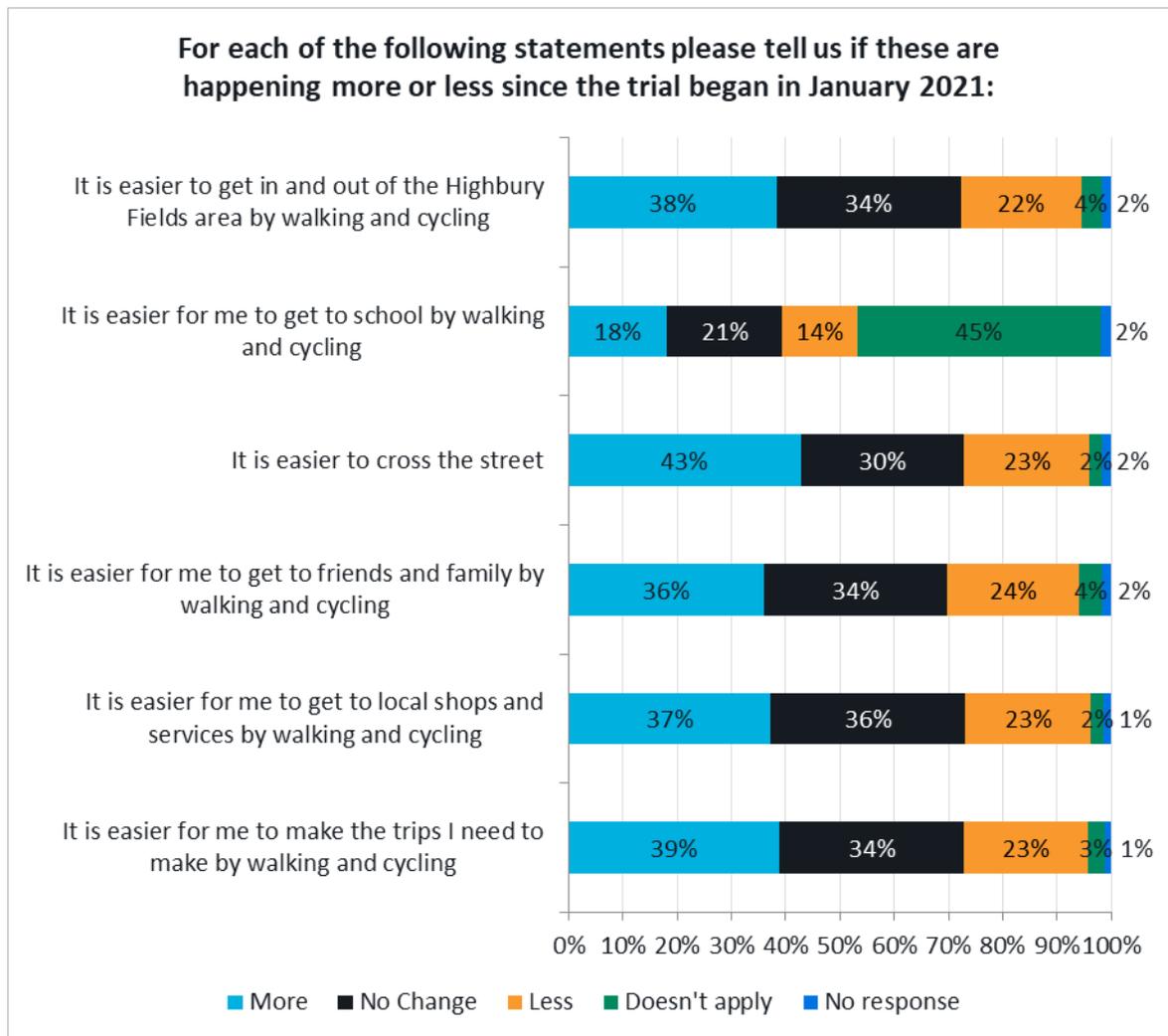
3.32 There were also differences in opinion between those living in the LTN (and on boundary roads) and those outside of the LTN. Respondents from outside the LTN stated it is now easier to cross the street (43% vs. 34% of those who live inside the LTN) and easier to make necessary trips by walking and cycling (39% vs. 28% of those who live inside the LTN), easier to get in and out of the Highbury Fields area by walking and cycling (38% vs. 28% of those who live inside the LTN), and easier to get to local shops and services by walking and cycling (37% vs. 27% of those who live inside the LTN) (Figures 3.23 and 3.24).

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



Number of respondents – 956 (NB 'no response' to connection to the area has not been included)

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

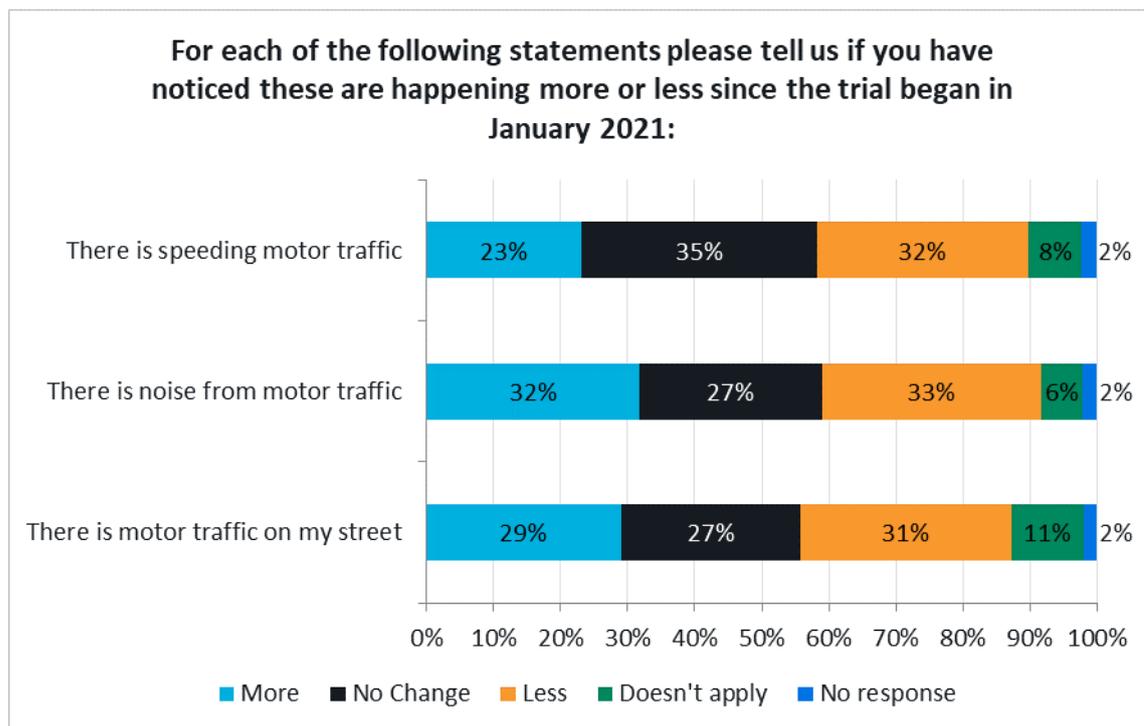


Number of respondents – 809 (NB 'no response' to connection to the area has not been included)

### Motor traffic

3.33 Across all respondents, 32% said there is less speeding motor traffic, whereas 23% felt there was more and 35% saw no change. 33% stated that there is less noise from motor traffic, whereas 32% felt there was more and 27% saw no change. 31% said there is less motor traffic on their street, whereas 29% felt there was more and 27% saw no change (Figure 3.25).

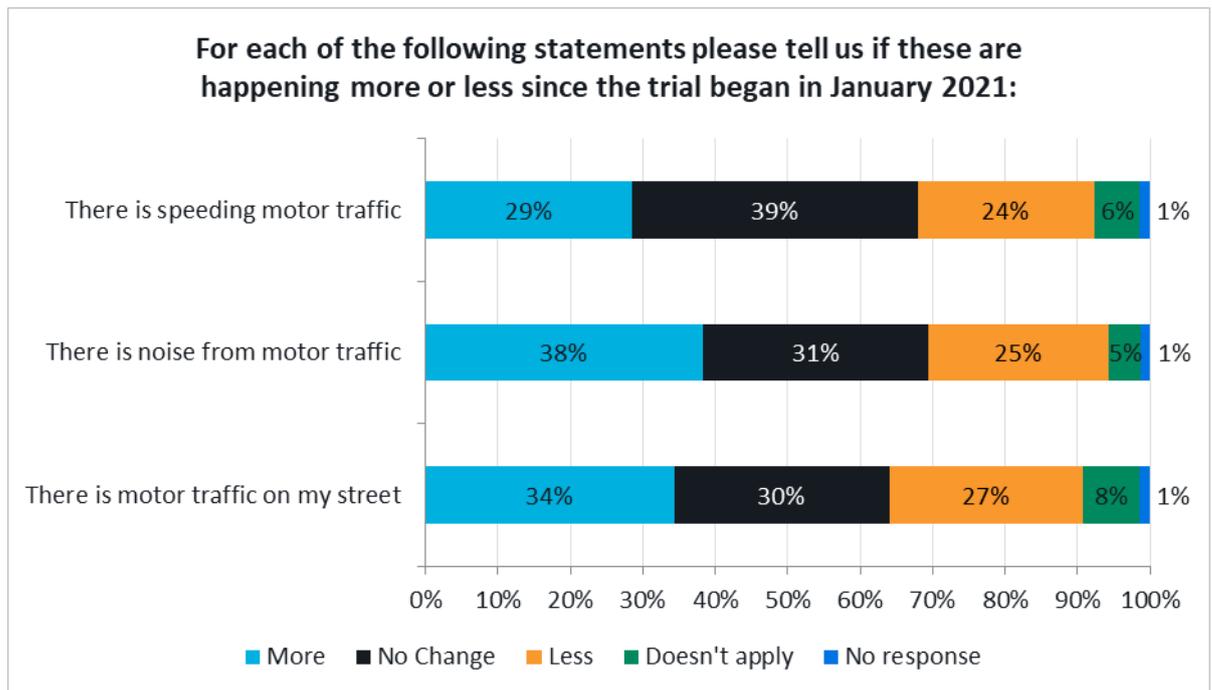
Figure 3.25: Motor traffic (Q4) – all responses



Number of respondents – 1,938

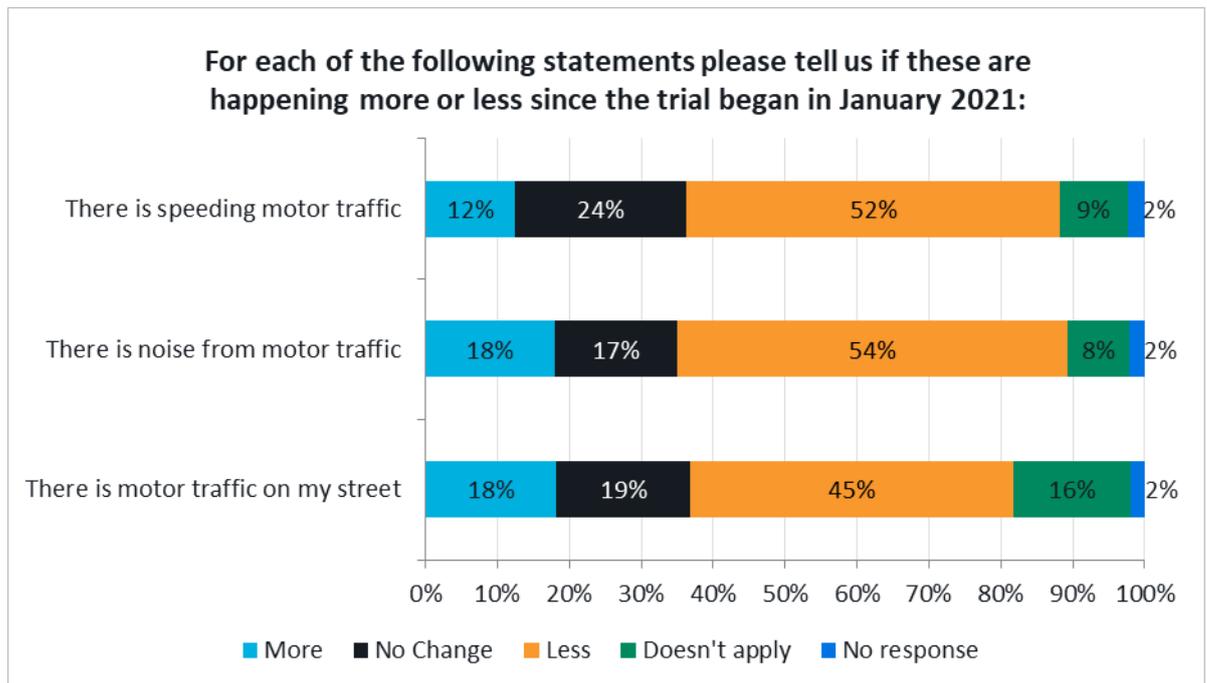
3.34 There were differences in opinion between respondents who own a car/van and those that do not. 54% of those who do not own a motor vehicle stated that noise from motor traffic is lower, compared to 25% of among car/van owners. 52% of those that do not own a motor vehicle said there is less speeding motor traffic compared to 24% among car/van owners. Among respondents who do not own a car/van, 45% said that there is less motor traffic on their street compared to 27% of car/van owners (Figure 3.26 and 3.27).

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



Number of respondents – 1,169 (NB 'no response' to car ownership has not been included)

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

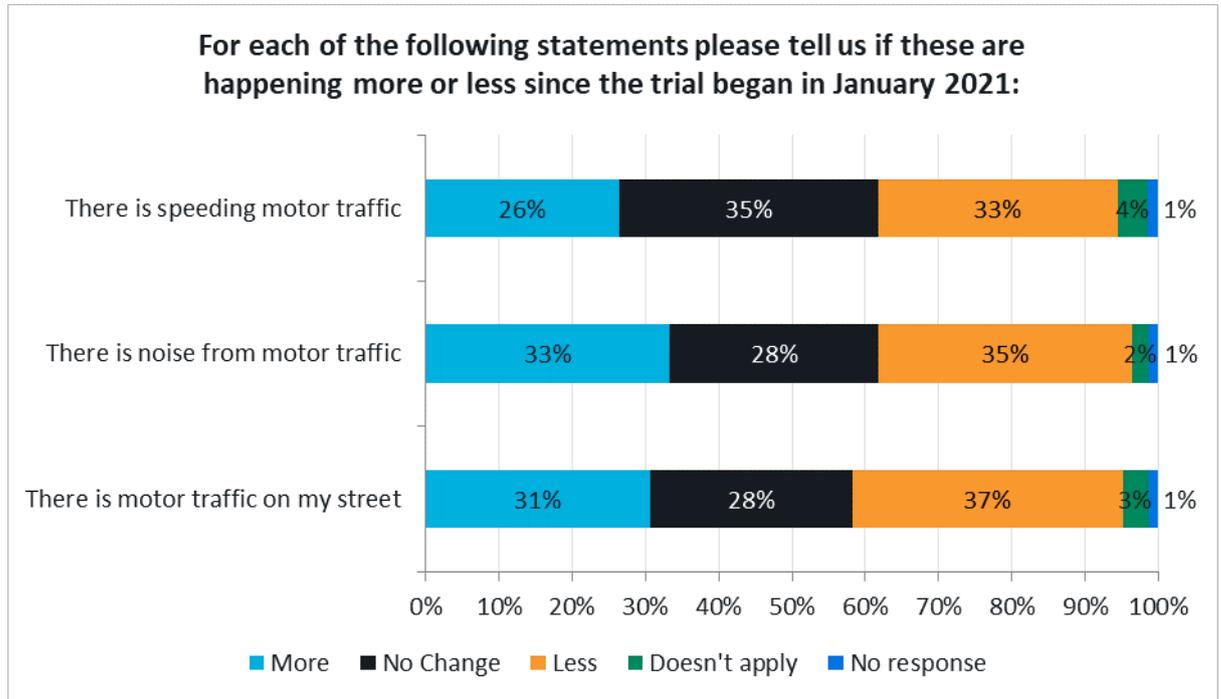


Number of respondents – 554 (NB 'no response' to car ownership has not been included)

3.35 There were differences in opinion between respondents who live in the LTN (and on boundary roads) and those that live outside of the LTN. Respondents from within the LTN stated that there was less motor traffic on their streets (37% vs. 27% of those who live outside the LTN). 33% of both those inside and outside the LTN felt that there was less speeding motor traffic

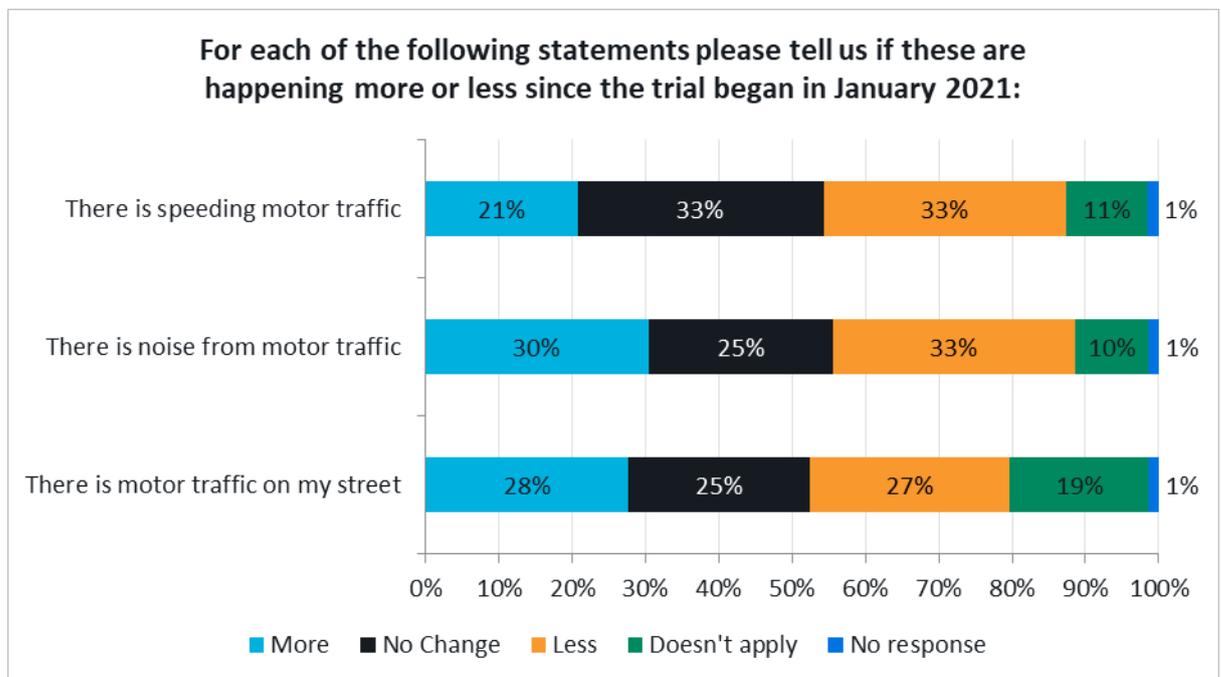
and 35% of those in the LTN felt there was less noise from traffic compared to 33% of those living outside the LTN. Similar proportions in both groups stated that there was 'no change' in all three categories (Figure 3.28 and 3.29).

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



Number of respondents – 956 (NB 'no response' to connection to the area has not been included)

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

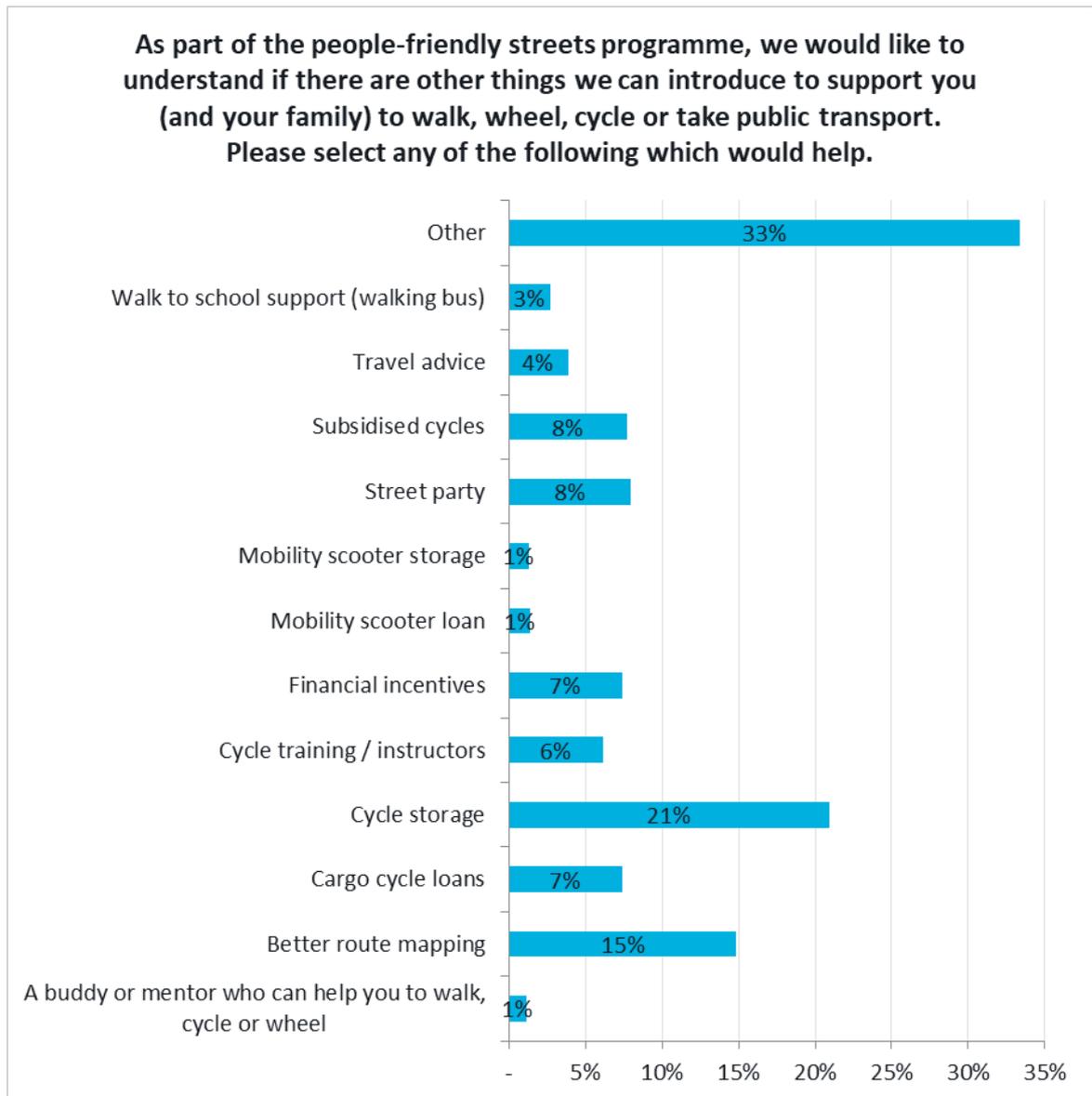


Number of respondents – 809 (NB 'no response' to connection to the area has not been included)

### The future of the trial

3.36 The survey asked respondents what changes could support them and their family to walk, wheel, cycle or take public transport. A third (33%) selected “Other” things; further analysis on this showed that the majority of responses covered issues around reducing the volume and speed of traffic, better provisions for cycling, improving access, and general suggestions to remove the scheme. Respondents also used this section to provide their overall opinion on the Highbury Fields trial itself. Just over a quarter (21%) stated cycle storage would encourage more active travel, followed by 15% stating better route mapping.

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

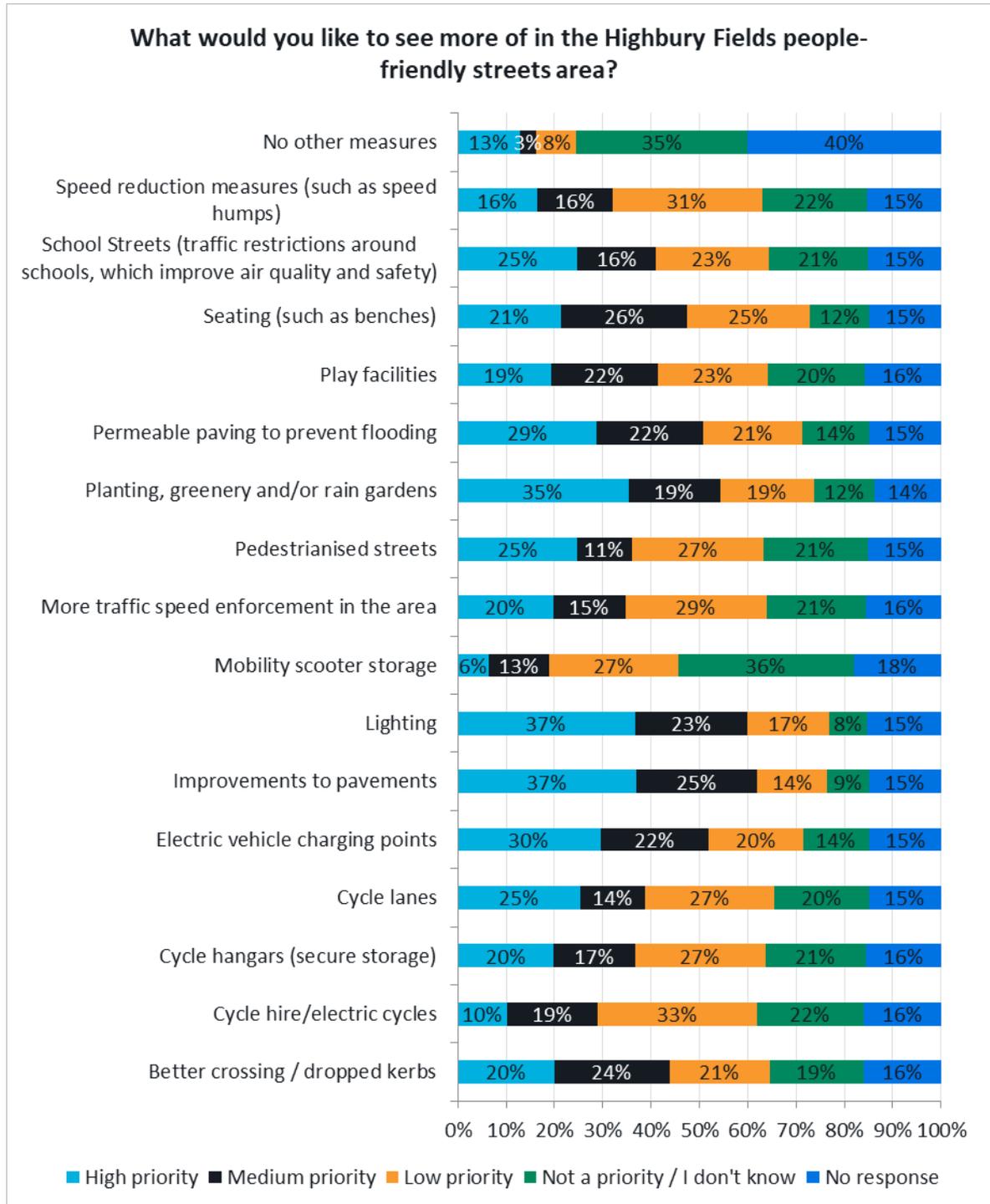


Number of respondents – 1,938

3.37 Respondents were also asked what they would like to see more of in the Highbury Fields LTN area. Respondents were asked to rate a series of potential improvements as high, medium, or low priority. They could also select that the improvements were ‘not a priority/ I don’t know’ or not respond to each statement.

3.38 Almost two fifths (37%) of respondents rated improvements to pavements as a high priority, the same percentage (37%) rated better lighting as a high priority, followed by planting greenery and/or rain gardens (35%), and electric vehicle charging points (30%).

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



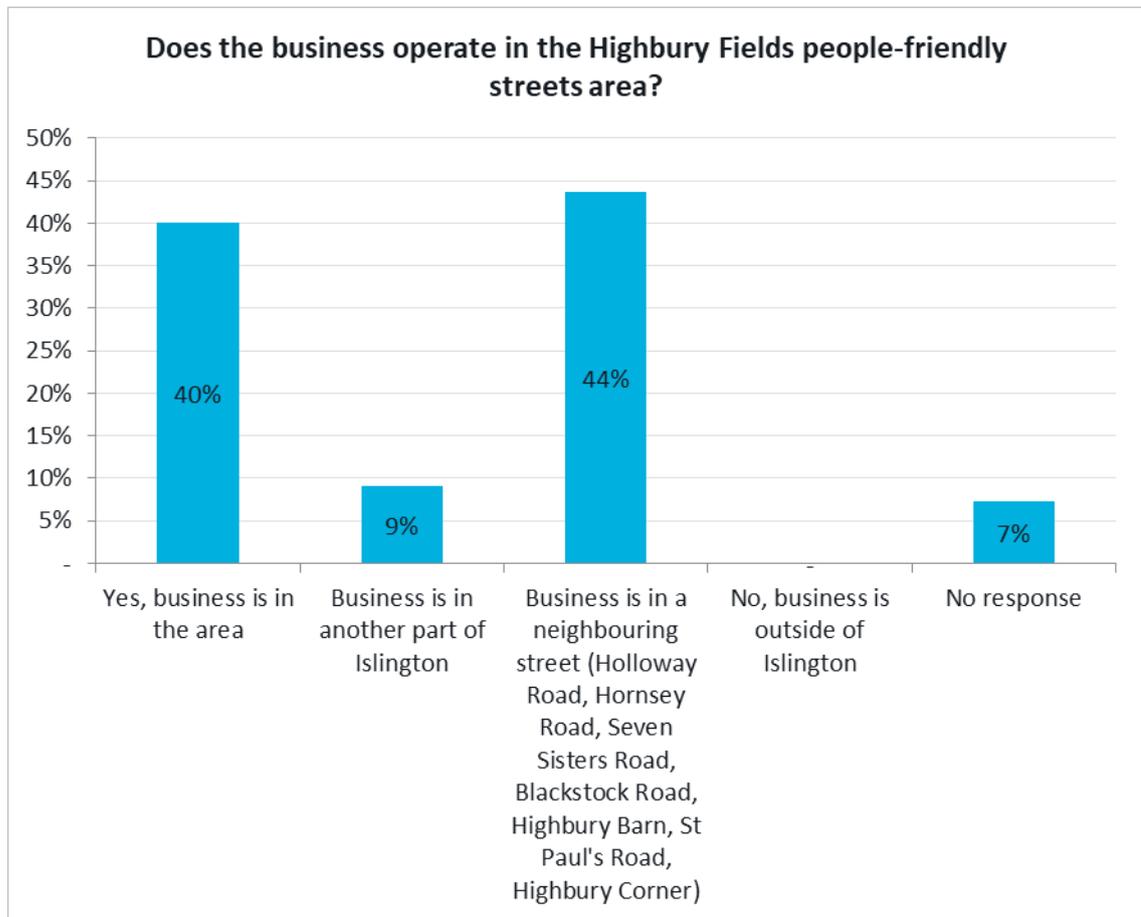
Number of respondents – 1,938

## Business responses

3.39 55 respondents (3%) stated they were answering the consultation on behalf of a business. There were two questions that followed, specifically for businesses.

3.40 The respondents were asked if their business operated in the Highbury Fields LTN area. Over two-fifths (44%) had business in a neighbouring street, followed 40% with a business in the area, and 9% each for respondents with a business in another part of Islington.

Figure 3.32: Business operation area (Q11)



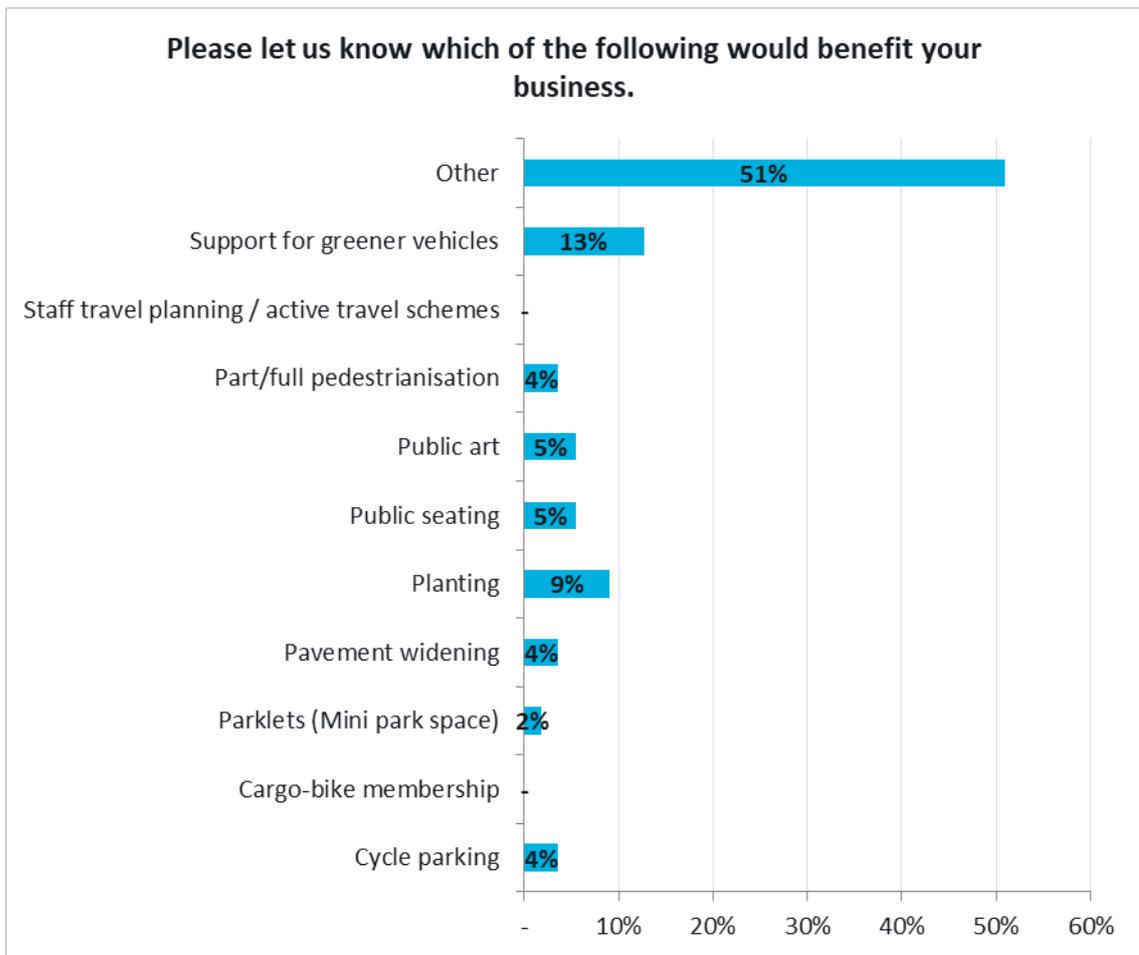
Number of respondents – 55

3.41 46 business respondents operated in the Highbury Fields LTN area or neighbouring street (84%). The survey asked which of several options would benefit their business in order to support local businesses to become cleaner, greener, and healthier. Respondents were able to select multiple options.

3.42 More than half (51%) of business respondents in the LTN or on a boundary road stated that “Other measures” would benefit their business, followed by 13% suggesting support for greener vehicles and 9% suggesting planting.

3.43 28 respondents (51%) said “Other measures” including requests for taxi access, deliveries and visitor access, as well as removing the measures.

Figure 3.33: Which measures would benefit your business (Q12)



Number of respondents – 46

## Open question analysis

- 3.44 Respondents were asked three open questions (free text response) in the consultation questionnaire:
- **Q7:** Is there anything else you would like to tell us about your experience of the Highbury Fields people-friendly streets trial?
  - **Q8:** As of 13 December 2021, Blue Badge holders have been exempt from the camera-enforced filters in the Highbury West and Highbury Fields LTNs. Please provide any feedback on how this has been working for you, or any feedback on the policy in general.
  - **Q9:** Are there issues in the Highbury Fields area with road danger or safety that you would like to tell us about? (All answers given here will be reviewed, but urgent issues should be reported to [HighburyLTN@islington.gov.uk](mailto:HighburyLTN@islington.gov.uk))
- 3.45 There were 1,938 respondents to the survey, 51 pieces of correspondence via email have been included in the open question analysis bringing this to a total of 1,989. 623 of the respondents to the questions 7 and 9 provided no response, while 1,253 did not respond to question 8.
- 3.46 Open question analysis works by assigning – or coding – the points made by each respondent to one or more codes within a code frame. Each code is a point raised by respondents in their response. This enables the same or very similar points to be raised by multiple individuals (and expressed by individuals in a variety of ways) to be categorised within the code frame. From this it is possible to count how many times the same or very similar points have been raised by respondents. Each response was coded to one or multiple codes, depending on the number of points raised by the respondent.
- 3.47 Codes were organised by theme, for example equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.

### Analysis of responses to Questions 7 and 9

- 3.48 Table 3.4 below presents the top twenty most raised codes from the full code frame in response to questions 7 and 9, plus the percentage of people who gave no response.
- 3.49 There were 623 (31%) no response submissions. These are omitted from the table below but are included in the full code frame output which can be found in Appendix D.

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

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	567	29%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	428	22%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	249	13%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	246	12%

Cycling	Concern that people cycle dangerously/speed	138	7%
Public Transport	Concern due to longer bus journey times due to increased congestion	125	6%
Accessibility	Concern that the LTN reduces access for residents and their visitors	122	6%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	112	6%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	108	5%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	101	5%
General	Suggest that the scheme is removed	93	5%
General	Support scheme, no further detail provided	85	4%
Private Vehicle Traffic	Concern that the LTN restricts road access	78	4%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	76	4%
Equalities	Concern about impact on disabled people	73	4%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	68	3%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	67	3%
Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	66	3%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	65	3%
Equalities	Concern about impact on younger people	62	3%

Number of respondents – 1,938

3.50 The most common concerns raised were:

- That the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads. 567 respondents raised this concern (29%).
- That the LTN reduces air quality/does not improve air quality. 428 respondents raised this (22%).
- Concern that the LTN has caused increased anti-social behaviour /crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets), 249 respondents raised this concern (13%).

3.51 The most common supportive comments were:

- General support for the scheme, as mentioned by 85 respondents (4%).
- Support the LTN due to reduction in through-traffic, raised by 52 respondents (3%).

3.52 93 respondents (5%) suggested the scheme should be removed.

**Responses from those who have or more car or van**

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

3.54 258 (22%) respondents did not provide a response, these are excluded from the table below but included in the full code frame output in Appendix D.

**Table 3.5: Top twenty open text responses to questions 7 and 9 from those who own one or more car/van.**

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	420	36%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	316	27%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	194	17%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	188	16%
Cycling	Concern that people cycle dangerously/speed	103	9%
Accessibility	Concern that the LTN reduces access for residents and their visitors	100	9%
Public Transport	Concern due to longer bus journey times due to increased congestion	90	8%

Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	88	8%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	71	6%
General	Suggest that the scheme is removed	70	6%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	68	6%
Equalities	Concern about impact on disabled people	62	5%
Private Vehicle Traffic	Concern that the LTN restricts road access	59	5%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	59	5%
Equalities	Concern about impact on younger people	51	4%
Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	49	4%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	48	4%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	47	4%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	45	4%
Walking	Concern that the LTN does not improve pedestrian safety / environment / pedestrian safety continues to be poor	45	4%

Number of respondents – 1,169

### Responses from those who live within the LTN and on the LTN boundary

- 3.55 In order to analyse further how the perceptions of those who live within the LTN and on the Highbury Fields boundary roads may differ, the table below shows the most common codes from respondents who live within the LTN and on the boundaries. 19% of respondents live on a boundary road of the Highbury Fields LTN and 31% of respondents live within the Highbury Fields LTN.
- 3.56 There were 199 (21%) no response submissions. These are omitted from the table below but included in the full code frame output in Appendix D.

**Table 3.6: Top twenty open text responses to questions 7 and 9 from those who live within the LTN and on boundary roads**

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	326	34%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	239	25%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	157	16%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	142	15%
Cycling	Concern that people cycle dangerously/speed	94	10%
Accessibility	Concern that the LTN reduces access for residents and their visitors	75	8%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	70	7%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	67	7%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	62	6%
Public Transport	Concern due to longer bus journey times due to increased congestion	57	6%
General	Suggest that the scheme is removed	48	5%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	47	5%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANPR cameras)	47	5%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	43	4%
Private Vehicle Traffic	Concern that the LTN restricts road access	43	4%

General	Support scheme, no further detail provided	40	4%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	40	4%
Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	40	4%
Equalities	Concern about impact on lower income groups	38	4%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	35	4%

Number of respondents – 956

### Analysis of responses to Question 8 (Blue Badge Exemption Policy)

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

- **Q8:** As of 13 December 2021 Blue Badge holders have been exempt from the camera-enforced filters in the Highbury West and Highbury Fields LTNs. Please provide any feedback on how this has been working for you, or any feedback on the policy in general.

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

3.59 There were 1253 (65%) no response submissions. These are omitted from the table below but are included in the full code frame output which can be found in Appendix D.

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

Theme	Code	Number	Percentage
Suggested Amendment	Suggest that an exemption wider than for Blue Badge Holders should apply to the LTN, i.e. for all local residents, taxis, delivery drivers, EVs	164	8%
General	Support for the Blue Badge Exemption Policy as is	129	7%
Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	38	2%
General	Support for Blue Badge Exemption but concern that it took a long time for policy to come into effect / should have been implemented earlier	35	2%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	34	2%
General	Oppose Blue Badge Exemption Policy	33	2%
Other	Opposition to LTNs, not specific to this scheme	30	2%
Equalities	Concern about fraudulent use of Blue Badges	28	1%
Equalities	Concern about impact on disabled/people with limited mobility who may not qualify for a Blue Badge	27	1%
Other	Comment unclear	27	1%

Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers / family members / helpers / support	25	1%
Other	Comment Out of Scope	22	1%
General	Concern it does not work operationally if Blue Badges are not registered to cars	20	1%
General	Concern that exemption has not been communicated well enough / minimal information provided to all residents	20	1%
Equalities	Concern about unequal impact on people based on geographic location of residence	19	1%
General	Concern policy doesn't provide enough for disabled people	19	1%
General	Concern that Blue Badge holders and residents unaware of Blue Badge exemption / exemption areas	17	1%
General	Concern over accidentally receiving a fine / fines are being issued incorrectly	15	1%
General	No noticeable difference recognised	10	1%
General	Concern that exemption only applies within a Blue Badge Holder's LTN limits accessibility	10	1%

Number of respondents – 1,938

# Appendices

## Appendix A – List of Businesses

Table A.1: Businesses visited in the Highbury area

Business		
Value 4 money	House of Hodge	Winkworth estate agents
RSPCA	Beam	Arsenal supermarket
Ludlow Thompson	Instinct	Riley furnishings
River lane	Eco solve dry cleaners	PIA off licence
Ethiopian delicatessen	Louis Farouk	
M.K. Supermarket	Art @ 111	
Al barka	Highbury vinters	
K Food Store	Nail art	
Laundrette	The sauce	
Dentist	Highbury natural	
La Princesse	The master	
Arsenal food & wine	Five boys	
LVC	Bourne's quality seafood	
Salt the radish	F. Godfrey	
Blighty	Highbury barber shop	
Gunners off licence	Pia's	
Arsenal cafe	Hot block estate agents	
PFC	Andrews dry cleaners	
International call centre	Wine and spirits	
Salem butchers	Pharmacy	
Al Bahdia	Rendezvous cafe	
Al Bahia	China's taste	
Nano	Hardware store	
Zorza salon	Lee's news	
Passion	Cleanways dry cleaners	
Black stock kitchen	Highbury barn	
Margaux	La Fromagerie	
Beer shop	De mario	
Carpets and flooring	Doma Sofia	
Whiteley's dry cleaners	Farang	
White brothers green grocers	Ink @ 48	
Finsbury Park audio	Frank's	
First choice hardware	David Andrews estate agents	
Sari cicek	Seasons and blossoms	
Buckenham key cutters	Instin	
Gozleme	Zebra	
Bookbar	Portico estate agents	

## Appendix B – Summary of comments and responses from online and on-street events

Table B.2: Comments raised at the online event.

Theme	Online event comments
Concern	Live on a boundary road and concern the scheme has had a major (negative) impact on day-to-day life. Feel trapped by the traffic and it's difficult to leave London.
Concern	Concern that findings have been reported in a biased way with negative impacts not given the same attention as positive impacts.
Concern	Concern that the scheme hasn't met the stated objectives and query about what it will take (findings or consultation feedback) for the scheme to be changed.
Query	Query about how the council will address congestion in the long term and the strategy for managing traffic as more LTNs are introduced in Islington and other boroughs.
Concern	Concern about the impact on the top end of Blackstock Road, large increase in traffic. Concern about traffic level on Rock Street.
Concern	Concern about congestion on roads outside the LTN including boundary roads. Increased noise and disruption to sleep for people living on Blackstock Road.
Concern	Concern the council is giving out mixed messages about car use, on the one hand implementing LTNs, on the other providing infrastructure such as electric vehicle charging points to facilitate use of electric cars.
Concern	Concern about errors in the interim data report published previously by the council and a desire for the council to tell residents about the errors in the report. Query about the council's processes for checking reports that have been outsourced to consultants.
Concern	Concern about the impact of the scheme on children and young people who are scared to walk on quieter streets (personal safety).
Concern	Concern about the data and figures presented in the council's reports, concern that the road danger to children is overplayed in comparison to the number of young people stabbed.
Concern	Concern about the cumulative effect of LTNs and if the Blue Badge exemption only applies to people within the LTN and concern disabled people living between the Highbury LTNs who rely on cars are disproportionately affected.
Concern	Concern about negative impact on local businesses and query about whether the council is talking to businesses to understand how they have been affected.
Support	Support for the scheme because it has enabled children to play in the streets.
Support	Support for the scheme because it has helped regain confidence cycling following a crash.
Support	Support for the scheme because car use has to be addressed and LTNs are a way of doing that.
Support	Support for the scheme because it has made streets within the LTN quieter e.g. easier to sleep at night without traffic going past.
Support	Support for the scheme voiced on behalf of children who can now walk independently within the LTN. Query about what the council is doing to gather the views (both positive and negative) of children.

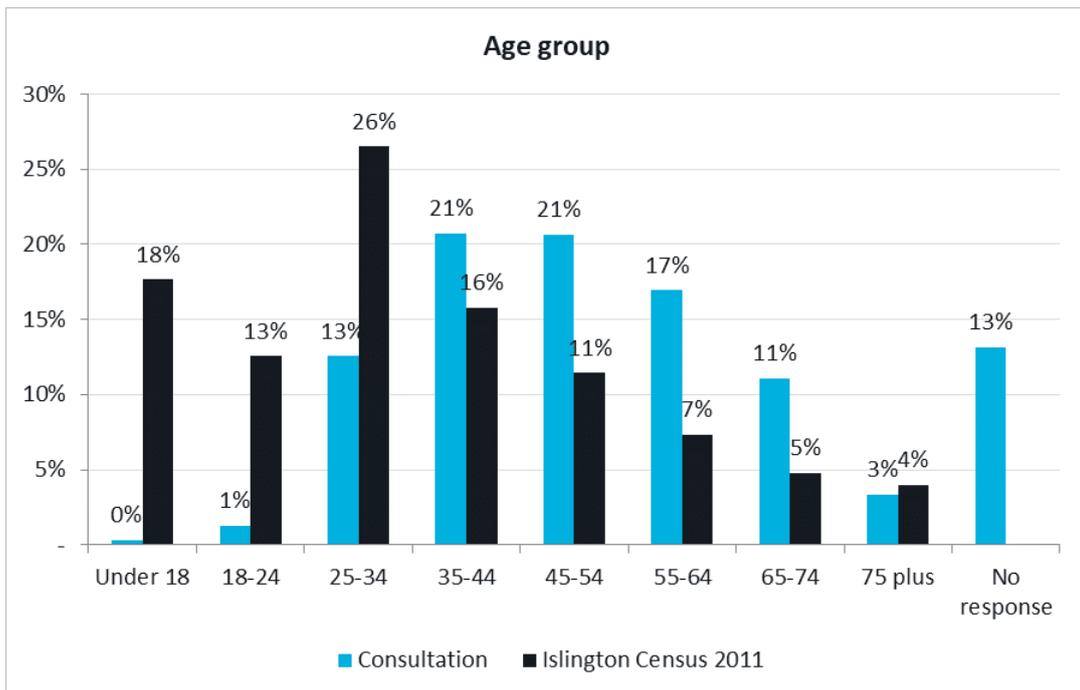
**Table B.3: Comments raised at the Highbury Terrace on-street event**

Theme	Highbury Terrace on-street event comments
Concern	Concern scheme is dividing communities
Concern and suggestion	Concern 1 hour drop in cannot be considered a consultation. Suggestion that paper consultation forms to be present
Concern	Concern that Covid is the reason for traffic increase and shouldn't be associated with PFS
Suggestion and Concern	Suggestion that local people to have access to the scheme e.g. resident exemptions. Concern the scheme discriminates against older people (not just the ones that are disabled) as it is harder for older people to get around
Suggest	Suggest the scheme operate differently on Arsenal match days
Support	Support of the scheme – it has improved the feel of the area
Concern	Concern Keep Highbury Moving are spreading false statements which are damaging and inaccurate information
Suggestion	Suggestion that hard data needs to be used to make decisions and not one loud minority voice as they do not speak for all
Concern	Concern their newsletter is spreading false information
Concern	Concern from resident that surveys are written in a biased way
Concern	Concern PFS has rerouted traffic from rich to poor areas e.g. Holloway Road
Concern	Concern resident can no longer reach elderly resident. The BBE doesn't help as the elderly resident doesn't drive
Concern	Concern local businesses are struggling
Concern	Concern that AQ wasn't a problem before, and it is now
Concern	Concern that the events advertised are hard to get to
Concern	Concern consultation is just a box ticking exercise
Query	Query how is the consultation taking account for local people?
Concern	Concern BBE is too limiting for people that live near/ just outside the area
Concern	Concern about emergency vehicles
Suggestion	Suggestion BBE policy should be all users across the borough
Support	Support scheme and ETO method as people can experience the scheme
Query	Query over how the engagement process informs the design
Concern	Concern driving instructor can no longer do his job and is losing custom
Concern and suggestion	Concern LTNs are too big in size, suggestion that they would be better if they were much smaller
Suggestion	Suggestion that timed gates would help
Support	Support from local disabled resident for the scheme and has found it really beneficial – have now got rid of their car as they can get around more easily.
Concern	Concern from resident of Highbury Grange who was frustrated about the scheme and the impact it has had on their ability to drive. They have an electric car and thought local residents should be able to drive through filter locations if it is just about stopping others using local streets as through roads.
Concern	Concern that the reduction in traffic on side roads had made them feel dangerous. Resident was also critical of the monitoring but was complementary about the most recent report. Resident didn't see the need to reduce traffic in London if cars were to

	become electric in the coming years. Suggested that the council hadn't thought of truly innovative solutions so just did the thing everyone else was doing that doesn't work.
Concern	Concern from a resident of or very near to Blackstock Road. Issues with the scheme including the increased traffic levels on Blackstock Road. Scheme was using a 'sledgehammer to crack a nut' and that it will be detrimental to local businesses. Poor approach due to main roads bearing all through traffic. Lack of motor traffic would lead to muggings on quiet streets
Support	Support from a representative of one of the local resident groups. Balanced view on the scheme but was supportive of the removal of through traffic.
Concern	Concern from all three as they were critical of the survey and particularly criticised the question construction/phrasing. Aside from that they were all positive

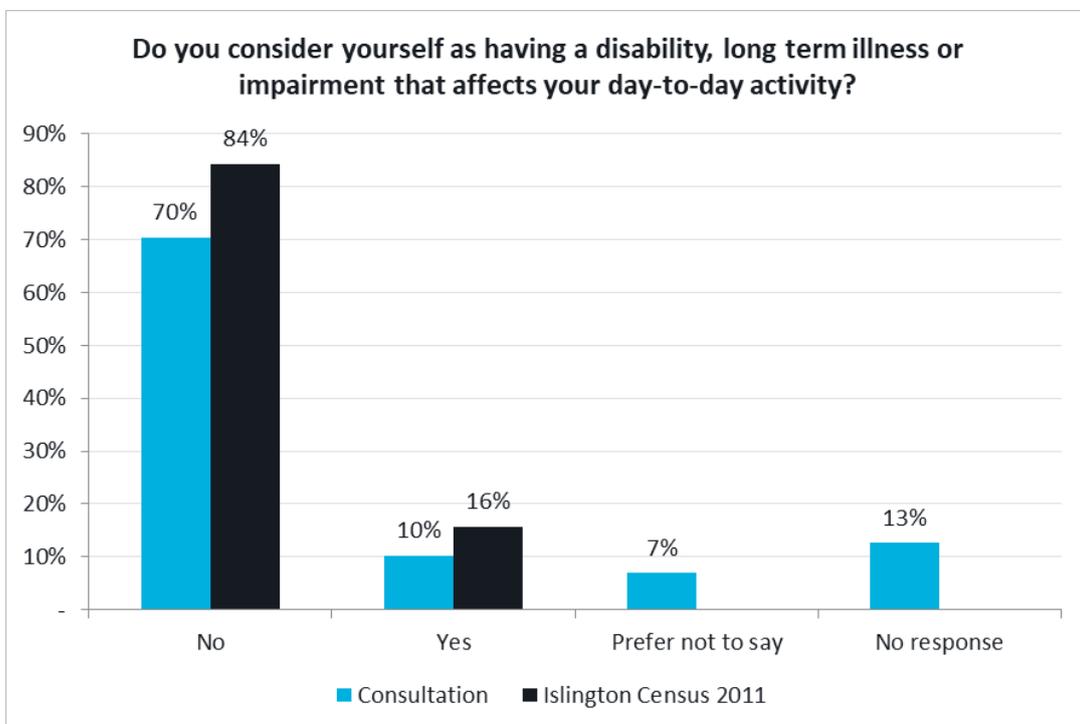
## Appendix C – Demographics

Figure C.1: Age group (Q24)



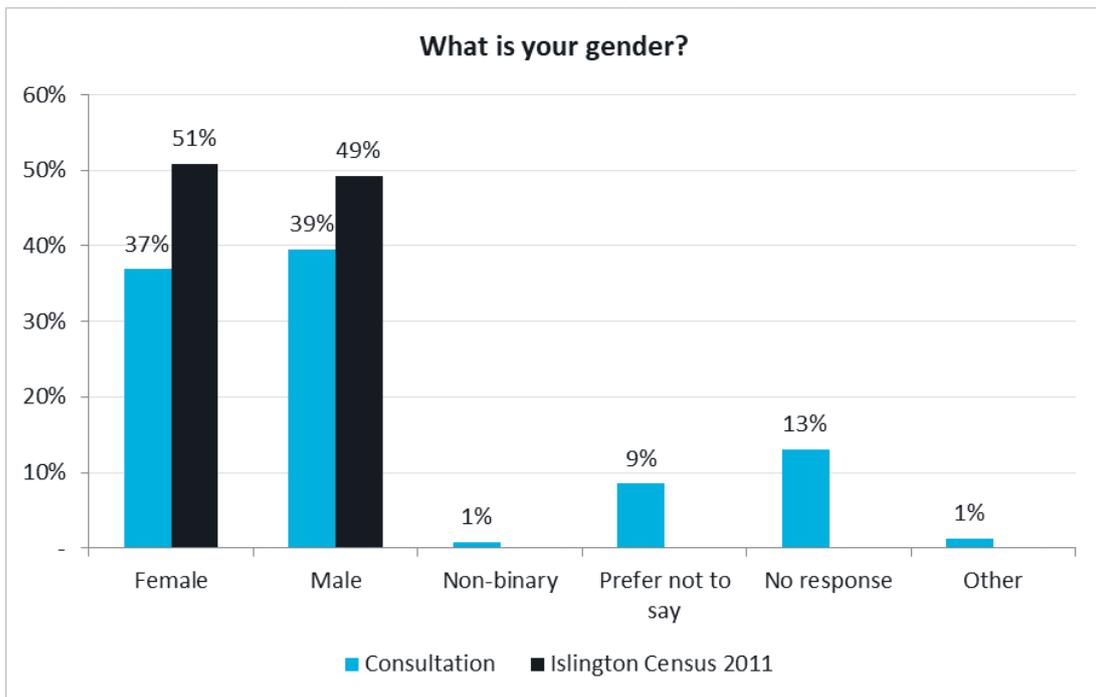
Number of respondents – 1,938

Figure C.2: Disability (Q25)



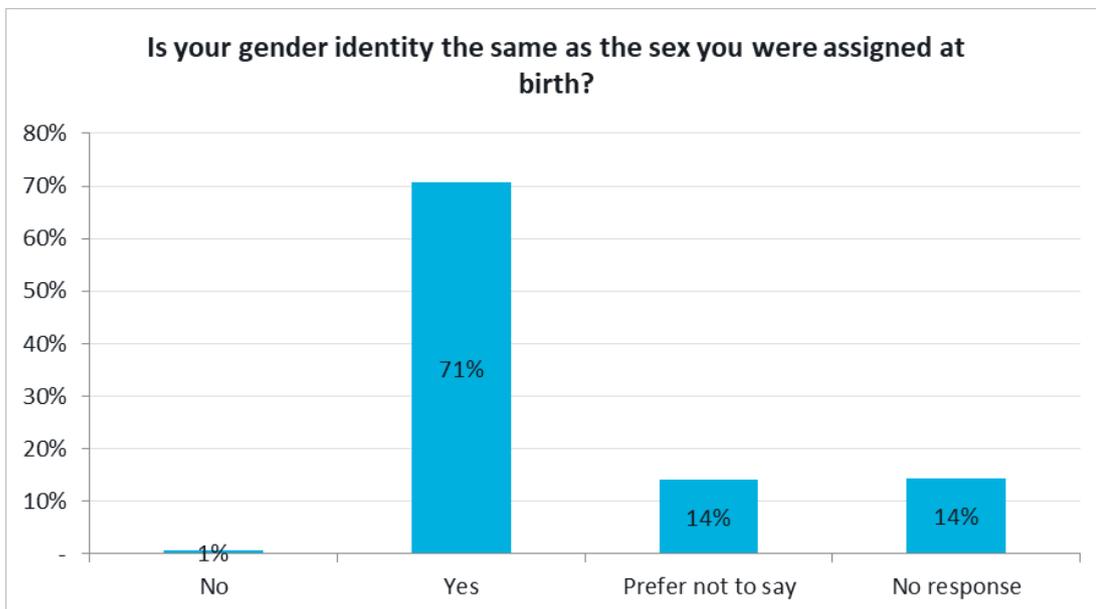
Number of respondents – 1,938

Figure C.3: Gender (Q26)



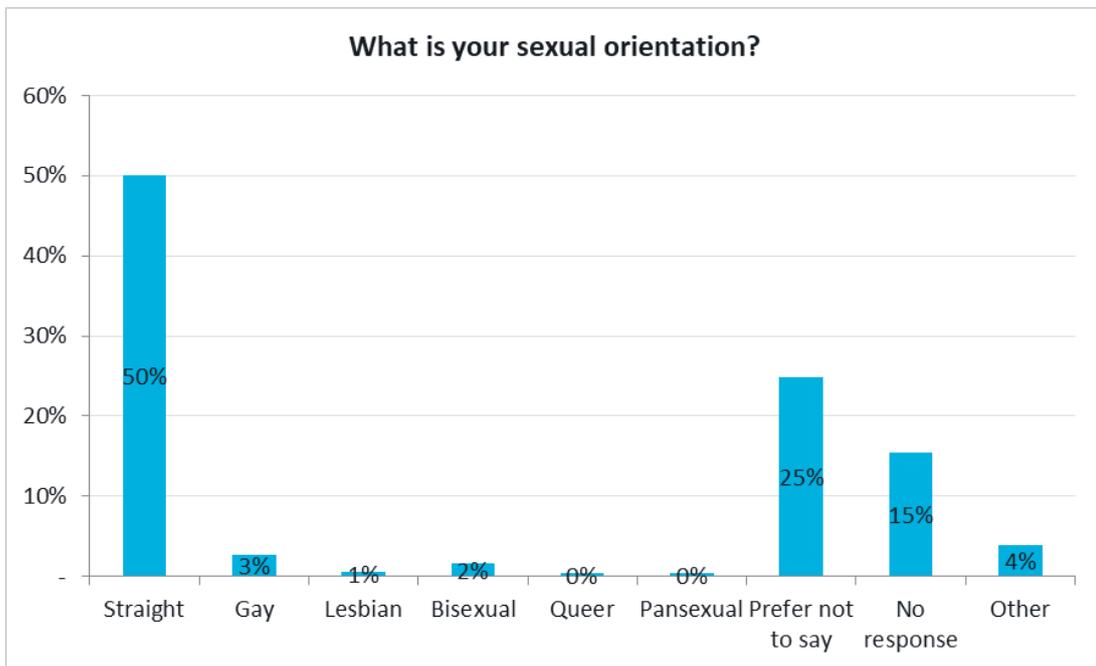
Number of respondents – 1,938

Figure C.4: Gender re-assignment (Q27)



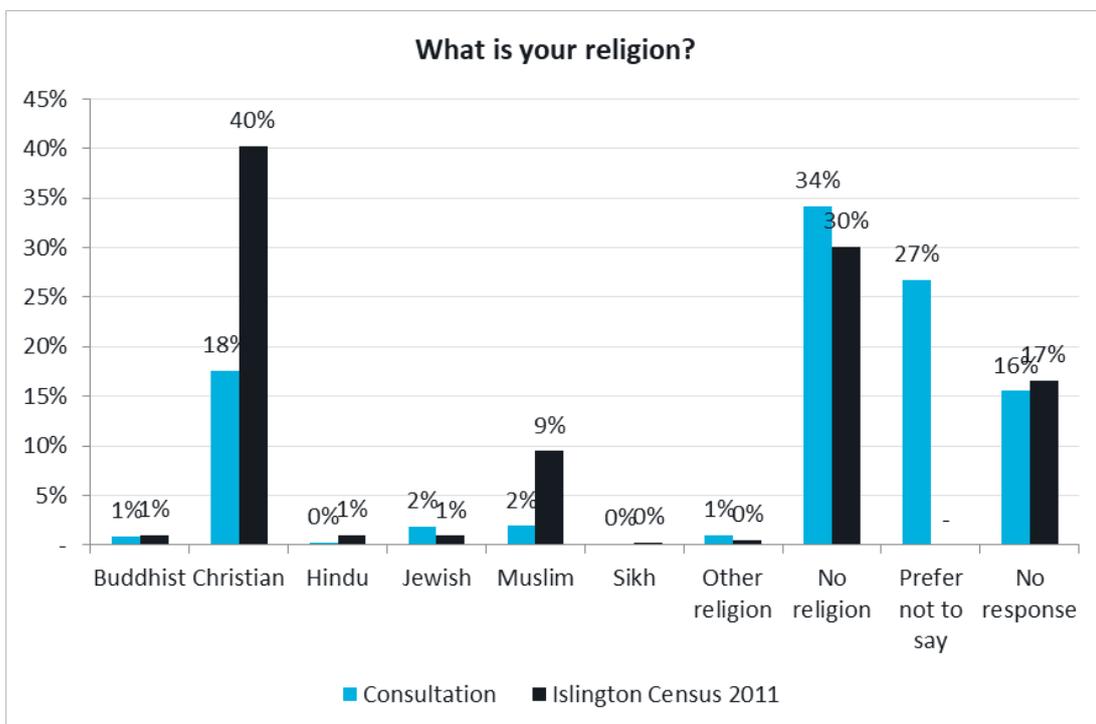
Number of respondents – 1,938

Figure C.5: Sexual orientation (Q28)



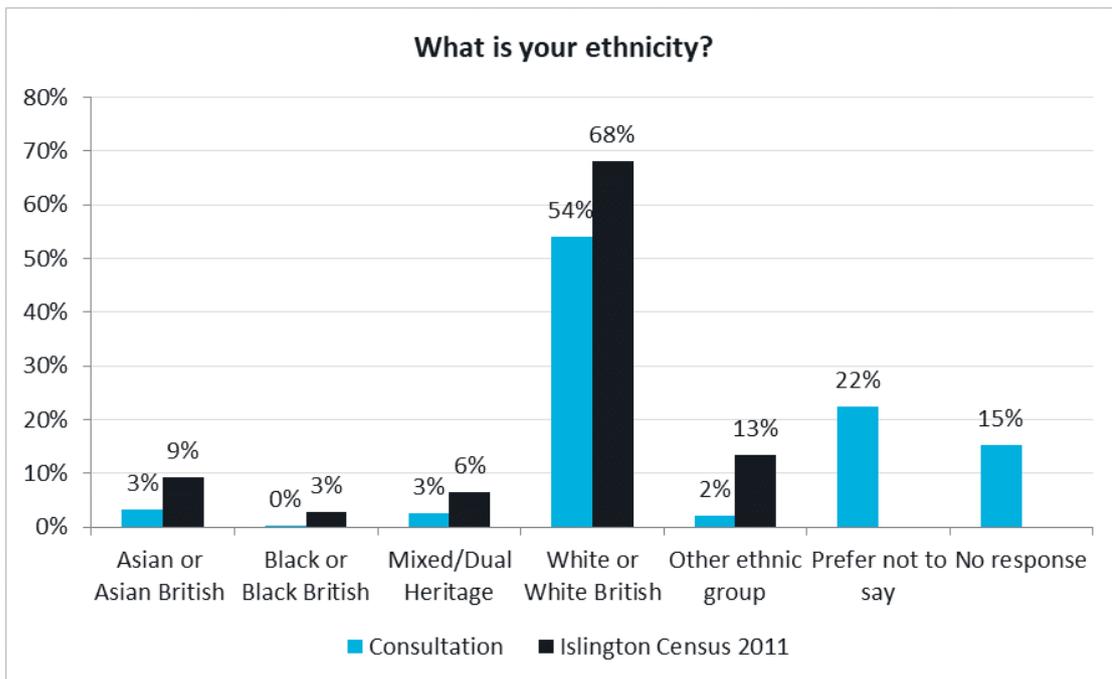
Number of respondents – 1,938

Figure C.6: Religion (Q29)



Number of respondents – 1,938

Figure C.7: Ethnicity (Q30)



Number of respondents – 1,938

## Appendix D – Full Code Frame Outputs

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

Theme	Code	Number	Percentage
Other	No response	622	31%
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	567	29%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	428	22%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	249	13%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	246	12%
Cycling	Concern that people cycle dangerously/speed	138	7%
Public Transport	Concern due to longer bus journey times due to increased congestion	125	6%
Accessibility	Concern that the LTN reduces access for residents and their visitors	122	6%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	112	6%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	108	5%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	101	5%
General	Suggest that the scheme is removed	93	5%
General	Support scheme, no further detail provided	85	4%
Private Vehicle Traffic	Concern that the LTN restricts road access	78	4%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	76	4%
Equalities	Concern about impact on disabled people	73	4%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	68	3%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	67	3%
Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	66	3%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	65	3%
Equalities	Concern about impact on younger people	62	3%

Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	62	3%
Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	58	3%
Equalities	Concern about impact on lower income groups	56	3%
Safety	Concern about speeding vehicles within the LTN	56	3%
Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	53	3%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	52	3%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	52	3%
Walking	Support due to encouraging / increased number of walking journeys	49	2%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	47	2%
Equalities	Concern about impact on women / particular sex	46	2%
Pollution	Concern that the LTN causes increased noise pollution	46	2%
Equalities	Concern about impact on older people	45	2%
Cycling	Support due to encouraging / increased number of cycling journeys	45	2%
Safety	Concern about road danger/safety issues at Highbury Corner/Island	44	2%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	43	2%
Equalities	Concern about unequal impact on people based on geographic location of residence	43	2%
Pollution	Support the LTN due to improved air quality	41	2%
Pollution	Support the LTN due to reduced noise pollution	40	2%
Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	38	2%
Cycling	Support due to improved cyclist safety	37	2%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	37	2%
Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	36	2%
Economy	Concern about reduced footfall / accessibility to local businesses	36	2%
Suggested Amendments	Suggest to improve signage for measures	36	2%

Safety	Concern that new restrictions create conflict/safety issue between different road users	34	2%
Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	33	2%
Accessibility	Concern that the LTN reduces access for emergency services	31	2%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	31	2%
Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	30	2%
Other	Comment Out of Scope of Highbury Fields LTN	29	1%
Safety	Concern that the LTN has reduced safety for children	29	1%
Economy	Concern about the impact on local businesses / economy, no further detail provided	29	1%
Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	25	1%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	24	1%
Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	24	1%
Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	24	1%
Suggested Amendments	Suggestion to use alternative measures to increase walking and cycle/reduce car usage instead of LTN	24	1%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	24	1%
General	Concern that the scheme is a money-making tool	23	1%
Safety	Support as the LTN has improved road safety, no further detail provided	23	1%
Safety	Concern about road danger/safety issues on Highbury Grove	22	1%
Local Environment	Support as the LTN has had a positive impact on the local environment	21	1%
Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	20	1%
Safety	Concern that the LTN causes road safety issues, no further detail provided	19	1%
Walking	Support due to improved pedestrian safety	18	1%
Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	18	1%
Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	18	1%

Safety	Concern about road danger/safety around Drayton Park	17	1%
Walking	Concern that the LTN will not encourage walking journeys	15	1%
Car Parking	Concern about reduced / restricted parking for residents	15	1%
Impact on Residents	Concern that the LTN(s) have divided communities	14	1%
Suggested Amendments	Suggest that disabled/blue badge holders should be exempt from restrictions	14	1%
Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	13	1%
Cycling	Concern that the LTN will not encourage cycling journeys	13	1%
General	Oppose scheme, no further detail provided	12	1%
Pollution	Concern that the LTN does not align with the climate change agenda	10	1%
Suggested Amendments	Suggest that the Council now focuses on resolving speed and volume of traffic	10	1%
General	Support scheme, but concerned support is being overshadowed by vocal opposition	9	0%
Suggested Amendments	Suggestion to only enforce LTN restrictions during set times	9	0%
Private Vehicle Traffic	Concern about congestion and road safety on Arsenal match days	8	0%
Safety	Concern about road danger/safety at the 'Hen and Chickens' St Pauls Road crossing	7	0%
Economy	Support the LTN due to increased footfall / accessibility to local businesses	7	0%
Suggested Amendments	Suggest to focus on enforcing speed limits instead of/in addition to LTN	7	0%
Consultation	Concern that the council has provided information that does not match personal experience	6	0%
General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	6	0%
Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	6	0%
Local Environment	Concern that the aesthetic of the LTN is poor	6	0%
Economy	Concern that the LTN causes longer journey times, impacting on businesses	6	0%
Other	Comment unclear	5	0%
Consultation	Concern that the consultation / proposals have not been widely communicated / public unaware of proposal	5	0%

Local Environment	Concern that not enough 'greening' has been done as part of PFS	5	0%
Pollution	Support the LTN as it aligns with the climate change agenda	5	0%
Impact on Residents	Support the LTN(s) creating a stronger feeling of community	4	0%
Safety	Concern about road danger/safety at Meglund Road	4	0%
Local Environment	Concern that the LTN has had a negative impact on the local environment	4	0%
Economy	Concern that LTN reduces footfall due to poor local environment	4	0%
Other	Response contains personal data	3	0%
Consultation	Concern than no direct response from the council was received from previous communication	3	0%
Consultation	Concern that people are not being listened to during consultation events	3	0%
Safety	Support as the LTN has reduced anti-social behaviour / crime / fear of crime	3	0%
Suggested Amendments	Suggest to make roads one-way instead of LTN	3	0%
Other	Duplicate Response	2	0%
Consultation	Concern that the consultation is not available to all (e.g. those without access to internet)	2	0%
Policy Context	Support the scheme as it is necessary to target congestion / through-traffic / safety issues	2	0%
Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	2	0%
Local Environment	Concern that the LTN limits access to green areas	2	0%
Car Parking	Concern that the parking situation is dangerous	2	0%
Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	2	0%
Other	Comment relates to another survey question	1	0%
General	Oppose scheme due to cumulative impact of nearby schemes	1	0%
Accessibility	Opposition to the use of ANPR cameras to enforce restrictions	1	0%
Local Environment	Support the LTN, but concern that the infrastructure has been vandalised	1	0%
Suggested Amendments	Suggest amendments, no further detail provided	1	0%
Suggested Amendments	Suggest to break up existing LTNs into smaller sections	1	0%
Suggested Amendments	Suggestion to further reduce available parking space	1	0%

Suggested Amendments	Suggestion to let motorcycles pass through filters	1	0%
Suggested Amendments	Suggest anti-idling campaign	1	0%

Number of respondents – 1,938

**Table D.2: All responses to questions 7 and 9 from those who own one or more car or van**

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	420	36%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	316	27%
Other	No response	258	22%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	194	17%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	188	16%
Cycling	Concern that people cycle dangerously/speed	103	9%
Accessibility	Concern that the LTN reduces access for residents and their visitors	100	9%
Public Transport	Concern due to longer bus journey times due to increased congestion	90	8%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	88	8%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	71	6%
General	Suggest that the scheme is removed	70	6%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	68	6%
Equalities	Concern about impact on disabled people	62	5%

Private Vehicle Traffic	Concern that the LTN restricts road access	59	5%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	59	5%
Equalities	Concern about impact on younger people	51	4%
Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	49	4%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	48	4%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	47	4%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	45	4%
Walking	Concern that the LTN does not improve pedestrian safety / environment / pedestrian safety continues to be poor	45	4%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	37	3%
Equalities	Concern about impact on older people	37	3%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	37	3%
Equalities	Concern about impact on lower income groups	37	3%
Equalities	Concern about impact on women / particular sex	36	3%
Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	35	3%
General	Support scheme, no further detail provided	34	3%
Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	33	3%
Safety	Concern about road danger/safety issues at Highbury Corner/Island	32	3%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	30	3%

Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	30	3%
Economy	Concern about reduced footfall / accessibility to local businesses	29	2%
Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	28	2%
Equalities	Concern about unequal impact on people based on geographic location of residence	28	2%
Safety	Concern about speeding vehicles within the LTN	28	2%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	28	2%
Pollution	Concern that the LTN causes increased noise pollution	26	2%
Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	24	2%
Safety	Concern that new restrictions create conflict/safety issue between different road users	24	2%
Economy	Concern about the impact on local businesses / economy, no further detail provided	24	2%
Suggested Amendments	Suggest to improve signage for measures	24	2%
Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	23	2%
Walking	Support due to encouraging / increased number of walking journeys	21	2%
Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	20	2%
General	Concern that the scheme is a money-making tool	19	2%
Safety	Concern that the LTN has reduced safety for children	19	2%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	19	2%

Accessibility	Concern that the LTN reduces access for emergency services	18	2%
Safety	Concern about road danger/safety issues on Highbury Grove	18	2%
Pollution	Support the LTN due to improved air quality	18	2%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	18	2%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	17	1%
Other	Comment Out of Scope of Highbury Fields LTN	16	1%
Cycling	Support due to encouraging / increased number of cycling journeys	16	1%
Pollution	Support the LTN due to reduced noise pollution	16	1%
Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	15	1%
Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	14	1%
Safety	Concern that the LTN causes road safety issues, no further detail provided	14	1%
Car Parking	Concern about reduced / restricted parking for residents	14	1%
Suggested Amendments	Suggestion to use alternative measures to increase walking and cycle/reduce car usage instead of LTN	14	1%
Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	14	1%
Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	13	1%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	12	1%
Impact on Residents	Concern that the LTN(s) have divided communities	11	1%
Safety	Concern about road danger/safety around Drayton Park	11	1%

Safety	Support as the LTN has improved road safety, no further detail provided	11	1%
Cycling	Support due to improved cyclist safety	11	1%
Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	11	1%
Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	10	1%
General	Oppose scheme, no further detail provided	10	1%
Suggested Amendments	Suggest that disabled/blue badge holders should be exempt from restrictions	10	1%
Local Environment	Support as the LTN has had a positive impact on the local environment	8	1%
Walking	Concern that the LTN will not encourage walking journeys	8	1%
Pollution	Concern that the LTN does not align with the climate change agenda	8	1%
Walking	Support due to improved pedestrian safety	7	1%
Cycling	Concern that the LTN will not encourage cycling journeys	7	1%
Suggested Amendments	Suggest that the Council now focuses on resolving speed and volume of traffic	7	1%
Private Vehicle Traffic	Concern about congestion and road safety on Arsenal match days	6	1%
General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	5	0%
Local Environment	Concern that the aesthetic of the LTN is poor	5	0%
Suggested Amendments	Suggestion to only enforce LTN restrictions during set times	5	0%
Other	Comment unclear	4	0%
Consultation	Concern that the council has provided information that does not match personal experience	4	0%

Safety	Concern about road danger/safety at Meglund Road	4	0%
Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	4	0%
Consultation	Concern than no direct response from the council was received from previous communication	3	0%
Local Environment	Concern that the LTN has had a negative impact on the local environment	3	0%
Local Environment	Concern that not enough 'greening' has been done as part of PFS	3	0%
Economy	Concern that the LTN causes longer journey times, impacting on businesses	3	0%
Economy	Support the LTN due to increased footfall / accessibility to local businesses	3	0%
Consultation	Concern that the consultation is not available to all (e.g. those without access to internet)	2	0%
General	Support scheme, but concerned support is being overshadowed by vocal opposition	2	0%
Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	2	0%
Safety	Concern about road danger/safety at the 'Hen and Chickens' St Pauls Road crossing	2	0%
Local Environment	Concern that the LTN limits access to green areas	2	0%
Car Parking	Concern that the parking situation is dangerous	2	0%
Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	2	0%
Suggested Amendments	Suggest to make roads one-way instead of LTN	2	0%
Other	Duplicate Response	1	0%
Consultation	Concern that the consultation / proposals have not been widely communicated / public unaware of proposal	1	0%
Consultation	Concern that people are not being listened to during consultation events	1	0%
Policy Context	Support the scheme as it is necessary to target congestion / through-traffic / safety issues	1	0%

Impact on Residents	Support the LTN(s) creating a stronger feeling of community	1	0%
Pollution	Support the LTN as it aligns with the climate change agenda	1	0%
Suggested Amendments	Suggest to focus on enforcing speed limits instead of/in addition to LTN	1	0%
Suggested Amendments	Suggest to break up existing LTNs into smaller sections	1	0%
Suggested Amendments	Suggestion to let motorcycles pass through filters	1	0%
Suggested Amendments	Suggest anti-idling campaign	1	0%

Number of respondents – 1,169

**Table D.3: All responses to questions 7 and 9 from those who live within Highbury Fields PFS Area or boundary road**

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	326	34%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	239	25%
Other	No response	199	21%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	157	16%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	142	15%
Cycling	Concern that people cycle dangerously/speed	94	10%
Accessibility	Concern that the LTN reduces access for residents and their visitors	75	8%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	70	7%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	67	7%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	62	6%

Public Transport	Concern due to longer bus journey times due to increased congestion	57	6%
General	Suggest that the scheme is removed	48	5%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	47	5%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	47	5%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	43	4%
Private Vehicle Traffic	Concern that the LTN restricts road access	43	4%
General	Support scheme, no further detail provided	40	4%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	40	4%
Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	40	4%
Equalities	Concern about impact on lower income groups	38	4%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	35	4%
Equalities	Concern about impact on disabled people	35	4%
Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	35	4%
Safety	Concern about road danger/safety issues at Highbury Corner/Island	34	4%
Equalities	Concern about impact on younger people	33	3%
Safety	Concern about speeding vehicles within the LTN	32	3%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	31	3%
Pollution	Support the LTN due to reduced noise pollution	31	3%

Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	28	3%
Equalities	Concern about impact on women / particular sex	28	3%
Pollution	Concern that the LTN causes increased noise pollution	28	3%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	27	3%
Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	26	3%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	26	3%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	26	3%
Equalities	Concern about unequal impact on people based on geographic location of residence	25	3%
Pollution	Support the LTN due to improved air quality	24	3%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	23	2%
Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	22	2%
Other	Comment Out of Scope of Highbury Fields LTN	20	2%
Equalities	Concern about impact on older people	20	2%
Safety	Concern that the LTN has reduced safety for children	20	2%
Suggested Amendments	Suggest to improve signage for measures	20	2%
Safety	Concern that new restrictions create conflict/safety issue between different road users	19	2%
Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	18	2%

Walking	Support due to encouraging / increased number of walking journeys	18	2%
Economy	Concern about the impact on local businesses / economy, no further detail provided	18	2%
Accessibility	Concern that the LTN reduces access for emergency services	17	2%
Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	16	2%
Safety	Support as the LTN has improved road safety, no further detail provided	16	2%
Cycling	Support due to improved cyclist safety	16	2%
Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	16	2%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	16	2%
Walking	Support due to improved pedestrian safety	15	2%
Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	15	2%
General	Concern that the scheme is a money-making tool	14	1%
Economy	Concern about reduced footfall / accessibility to local businesses	14	1%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	14	1%
Suggested Amendments	Suggestion to use alternative measures to increase walking and cycle/reduce car usage instead of LTN	14	1%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	13	1%
Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	13	1%
Safety	Concern about road danger/safety issues on Highbury Grove	13	1%
Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	13	1%

Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	12	1%
Safety	Concern that the LTN causes road safety issues, no further detail provided	11	1%
Safety	Concern about road danger/safety around Drayton Park	11	1%
Car Parking	Concern about reduced / restricted parking for residents	11	1%
Local Environment	Support as the LTN has had a positive impact on the local environment	9	1%
Cycling	Support due to encouraging / increased number of cycling journeys	9	1%
Cycling	Concern that the LTN will not encourage cycling journeys	8	1%
Pollution	Concern that the LTN does not align with the climate change agenda	8	1%
Walking	Concern that the LTN will not encourage walking journeys	7	1%
Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	7	1%
Impact on Residents	Concern that the LTN(s) have divided communities	6	1%
Safety	Concern about road danger/safety at the 'Hen and Chickens' St Pauls Road crossing	6	1%
Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	6	1%
Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	5	1%
General	Oppose scheme, no further detail provided	5	1%
Private Vehicle Traffic	Concern about congestion and road safety on Arsenal match days	5	1%
Economy	Concern that the LTN causes longer journey times, impacting on businesses	5	1%
Suggested Amendments	Suggest that disabled/blue badge holders should be exempt from restrictions	5	1%

General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	4	0%
Suggested Amendments	Suggest to focus on enforcing speed limits instead of/in addition to LTN	4	0%
Suggested Amendments	Suggest that the Council now focuses on resolving speed and volume of traffic	4	0%
Consultation	Concern that the council has provided information that does not match personal experience	3	0%
General	Support scheme, but concerned support is being overshadowed by vocal opposition	3	0%
Safety	Concern about road danger/safety at Meglund Road	3	0%
Safety	Support as the LTN has reduced anti-social behaviour / crime / fear of crime	3	0%
Local Environment	Concern that the aesthetic of the LTN is poor	3	0%
Economy	Support the LTN due to increased footfall / accessibility to local businesses	3	0%
Consultation	Concern that the consultation / proposals have not been widely communicated / public unaware of proposal	2	0%
Consultation	Concern that people are not being listened to during consultation events	2	0%
Impact on Residents	Support the LTN(s) creating a stronger feeling of community	2	0%
Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	2	0%
Pollution	Support the LTN as it aligns with the climate change agenda	2	0%
Suggested Amendments	Suggestion to only enforce LTN restrictions during set times	2	0%
Suggested Amendments	Suggest to make roads one-way instead of LTN	2	0%
Other	Duplicate Response	1	0%
Other	Comment unclear	1	0%
Consultation	Concern than no direct response from the council was received from previous communication	1	0%

Local Environment	Concern that the LTN has had a negative impact on the local environment	1	0%
Local Environment	Concern that not enough 'greening' has been done as part of PFS	1	0%
Car Parking	Concern that the parking situation is dangerous	1	0%
Suggested Amendments	Suggest to break up existing LTNs into smaller sections	1	0%
Suggested Amendments	Suggestion to let motorcycles pass through filters	1	0%
Suggested Amendments	Suggest anti-idling campaign	1	0%

Number of respondents – 956

**Table D.4: All responses to question 8**

Theme	Code	Number	Percentage
Other	No response	1253	65%
Suggested Amendment	Suggest that an exemption wider than for Blue Badge Holders should apply to the LTN, i.e. for all local residents, taxis, delivery drivers, EVs	164	8%
General	Support for the Blue Badge Exemption Policy as is	129	7%
Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	38	2%
General	Support for Blue Badge Exemption but concern that it took a long time for policy to come into effect / should have been implemented earlier	35	2%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	34	2%
General	Oppose Blue Badge Exemption Policy	33	2%
Other	Opposition to LTNs, not specific to this scheme	30	2%
Equalities	Concern about fraudulent use of Blue Badges	28	1%
Equalities	Concern about impact on disabled/people with limited mobility who may not qualify for a Blue Badge	27	1%
Other	Comment unclear	27	1%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers / family members / helpers / support	25	1%
Other	Comment Out of Scope	22	1%
General	Concern it does not work operationally if Blue Badges are not registered to cars	20	1%
General	Concern that exemption has not been communicated well enough / minimal information provided to all residents	20	1%

Equalities	Concern about unequal impact on people based on geographic location of residence	19	1%
General	Concern policy doesn't provide enough for disabled people	19	1%
General	Concern that Blue Badge holders and residents unaware of Blue Badge exemption / exemption areas	17	1%
General	Concern over accidentally receiving a fine / fines are being issued incorrectly	15	1%
General	No noticeable difference recognised	10	1%
General	Concern that exemption only within BBH's LTN limits accessibility	10	1%
General	Policy is not working / helping (unspecified reason)	8	0%
General	Concern regarding reduced safety of LTNs	8	0%
Other	Comment relates to another survey question	8	0%
General	Support Blue Badge Exemption Policy but against wider LTN scheme	6	0%
General	Concern the Blue Badge Exemption Policy leads to reduction in effectiveness of the LTN	6	0%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to more than one car	6	0%
Suggested Amendment	Suggest clearer signage regarding Blue Badge exemptions / presence of cameras	6	0%
Suggested Amendment	Suggest that Blue Badge use is monitored or enforced effectively	6	0%
Equalities	Concern the exemption does not include vulnerable people who don't qualify for a Blue Badge	5	0%
General	Concern about increased / heavy traffic	5	0%
Suggested Amendment	Suggest that Blue Badge holders have exemptions beyond LBI	5	0%
Suggested Amendment	Suggest exemptions are more limited/ access some filters only	4	0%
Other	Comment requests information from LBI	2	0%
Other	Duplicate Response	2	0%
Suggested Amendment	Suggest that bollards are put in place instead of camera-enforced filters	2	0%
Suggested Amendment	Suggest measures to make public transport more accessible	2	0%
Suggested Amendment	Suggest measures and incentives are introduced to support disabled people to take up active travel where possible	2	0%
Equalities	Concern that having no policy will have an impact on disabled people	1	0%
Equalities	Concern about impact on older people	1	0%
Equalities	Concern about impact on younger people	1	0%

Suggested Amendment	Suggest others be exempt from the camera-enforced filters at certain times of the day	1	0%
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Number of respondents – 1,938

## Control Information

### Prepared by

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

### Prepared for

---

London Borough of Islington  
Islington Town Hall  
Upper Street  
London N1 2UD

### Steer project/proposal number

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### Author/originator

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Alice Stewart-Cox

### Reviewer/approver

---

Simon Hollowood

### Other contributors

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### Distribution

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Client:

Steer:

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### Date

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