



People-Friendly Streets
Better places for everyone

Highbury Fields people-friendly streets trial pre-consultation and engagement report



ISLINGTON

For a more equal future



People-Friendly Streets
Better places for everyone

Highbury Fields people-friendly streets

Pre-consultation engagement summary

Commonplace feedback (May 2020 to March 2021) **233** responses received

Responses from

79%

Highbury Fields area residents

Respondents by Gender

45%



32%

21% preferred not to say

How do people travel?

70%



47%

Selected 'cycle'



31%



Selected car 'as driver'

26%



Selected 'tube'

30%



Selected 'train'

16%



What's the problem?

BEFORE
the trial started

AFTER
the trial started

39%



7%

Traffic rat running

35%



28%

Volume of traffic

22%



7%

Fast traffic

How could we make it better?

BEFORE
the trial started

AFTER
the trial started

34%



7%

Make the road access only

14%



3%

More space for walking

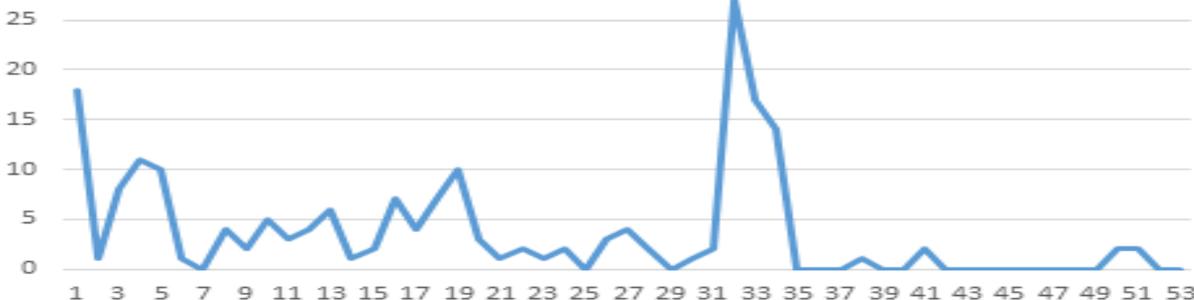
14%



3%

Road closure except for cycles and buses

209 emails received





People-Friendly Streets
Better places for everyone

Highbury Fields people-friendly streets

Pre-consultation engagement summary

Trial Feedback Survey (November 2020 to February 2022) **1704** responses received

Responses from

35%

Highbury Fields area residents

Age & Gender

<18

18-24

25-34

35-44

45-54

55-64

65-74

75+

43%

9% preferred not to say

40%

<18

18-24

25-34

35-44

45-54

55-64

65-74

75+

How do people travel?

76%



30%

dislike nothing

65%

Selected 'public transport'



23%

dislike nothing

59%

Selected 'car as driver'



15%

dislike nothing

47%

Selected 'cycle (own bike)'



26%

dislike nothing

28%



5%

dislike nothing

21%

Selected 'car as passenger'



15%

dislike nothing

What do you like about this trial?

22%



Reduces air pollution



21%

Reduces through traffic

19%



Makes the area more pleasant

15%



Safer to cross the road

Disability & car ownership



20%

80%

Car ownership* & support of the trial



71%

29%

*29% of Islington households own a car

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



54%

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



23%

67%

What do you dislike about this trial?



58%

Increases traffic on main roads



33%

Car trips are inconvenient

36%



Increases air pollution



31%

I wasn't asked for my views





People-Friendly Streets
Better places for everyone

Highbury Fields people-friendly streets

Summary consultation results

Consultation Questionnaire

February 2022 to March 2022

1938 responses received

Responses from

50%

Live within the Highbury Fields area

Local businesses

3%

Age & Gender

18-24
25-34
35-44
45-54
55-64
65-74
75+

37%



9% preferred not to say

39%



18-24
25-34
35-44
45-54
55-64
65-74
75+

How do people travel?

73%



63%



50%

Selected 'car as driver'



45%

Selected 'cycle (own bike)'



29%



26%

Selected 'car as passenger'



Since the trial began in 2020, people think **LESS**



33%

There is noise from motor traffic



31%

There is motor traffic on my street



32%

There is speeding motor traffic

Disability & car ownership



10% disabled

24%

75%



NO CHANGES



52%

I socialise with neighbours



49%

I do physical activity outdoors



49%

I walk/cycle to local businesses



45%

I spend time in the area

Car ownership*



61%

29%

*29% of Islington households own a car



21% of car owners walk and cycle more for shorter journeys instead of driving

MORE



37%

It is easier to cross the street



32%

The air is clean



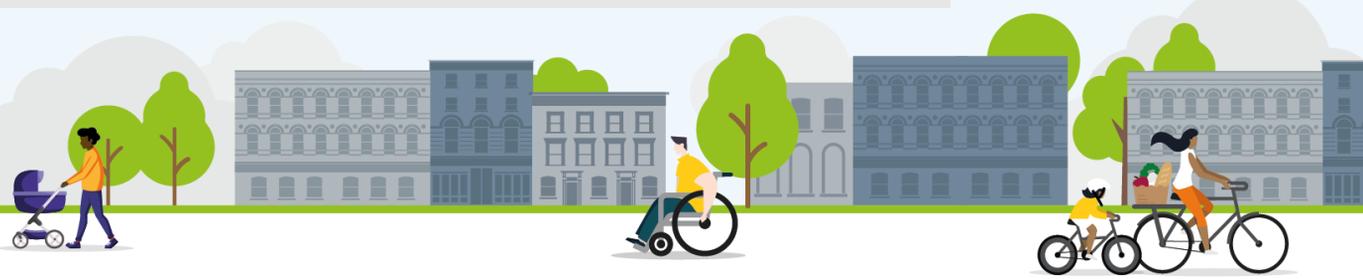
34%

The streets look nice

32%



It is easier to make trips by walking and cycling



Pre-consultation engagement report – Highbury Fields people-friendly streets low traffic neighbourhood

Date: 31 May 2022
Ward(s): Highbury

Contents

Pre-consultation engagement report –.....	0
Highbury Fields people-friendly streets low traffic neighbourhood	0
1. Summary	1
2. Introduction and background	2
3. Engagement prior to public consultation	3
a. Commonplace	3
b. Statutory consultees	8
c. Engagement with schools	9
d. Email correspondence	9
e. Trial feedback survey analysis	11
f. Formal objections	29
g. Meetings with specific groups	33
4. Conclusions to pre-consultation analysis.....	35
5. Public consultation analysis	36
6. Conclusions and who is underrepresented	38



1. Summary

- 1.1 This report sets out the results, findings and learnings from the engagement and consultation over the trial period for the Highbury Fields low traffic neighbourhood (LTN), implemented under the people-friendly streets (PFS) programme, which was agreed by the council's Executive on 18 June 2020 and further committed to on 14 October 2021. The traffic orders for the Highbury Fields scheme came into force in December 2020 and the scheme became operational in January 2021.
- 1.2 This report outlines the results from the engagement prior to public consultation which took place between 7 February and 14 March 2022. This report includes the results from the Commonplace engagement, the two formal 6-month objection periods to experimental traffic orders (ETOs), trial feedback survey responses, and general correspondence. The report also includes a short summary of the results from the public consultation; a full independent consultation report can be found as Appendix 8 to the delegated decision report. These reports together will inform future decision-making on the scheme.
- 1.3 1,371 Commonplace comments were submitted on the Highbury Fields area and on the boundary roads, 57 objections were received to the Highbury Fields traffic orders, there were 1,704 responses to the trial feedback survey and 209 emails were received during the trial.
- 1.4 Before the council implemented the trial, 39% of the comments submitted via Commonplace said that "traffic rat running" in the area was a problem, while 19% of respondents also felt it was unsafe for children. 35% of respondents cited "volume of traffic" and 27% said "fast traffic" were key challenges in Highbury Fields.
- 1.5 After the trial was implemented, the trial feedback survey indicates that 68% of participants said they liked something or things about the trial.
- 1.6 The consultation questionnaire responses are analysed in more detail in the independent consultation report found at Appendix 8 to the delegated decision report. Results from this analysis indicate that many participants said they felt that the air was cleaner (32% agreed, 27% disagreed) that the streets look nice (34% agreed, 25% disagreed) while 37% agreed 'it is easier to cross the street' (26% disagreed) and 32% said that it is easier to make the trips they need by walking and cycling (26% disagreed) while 32% said it is easier to get in and out of the Highbury Fields area by walking or cycling (24% disagreed). A total of 32% of respondents noted a decrease in speeding motor traffic, while 23% noted an increase speeding motor traffic.

1.7 The most commonly cited concerns include:

- Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads;
- Concern that the LTN reduces air quality / does not improve air quality; and
- 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)

2. Introduction and background

2.1. The Highbury Fields LTN is located in what is now the Highbury Ward in Islington (effective May 2022, at the time of implementation and until May 2022 this was Highbury East Ward). Data from the 2011 census shows that a total of 11,490 residents live in what was Highbury East Ward. Table 1 highlights the population profile of the area. Currently available data does not include demographics for the new wards, thus 2011 Census data for Highbury East ward was used.

	London	Islington	Highbury East
	Total: 8,173,941	Total: 206,125	Total: 11,490
Gender: Female	51%	51%	51%
Gender: Male	49%	49%	49%
Age: Under 16	20%	16%	17%
Age: 16-24	12%	14%	11%
Age: 25-44	36%	42%	43%
Age: 45-64	21%	19%	19%
Age: 65+	11%	9%	10%
Disabled	14%	16%	14%
Ethnic group: BME	40%	32%	23.5%
Ethnic group: White	60%	68%	76.5%
Religion or belief: Christian	49%	40%	40%
Religion or belief: Muslim	12%	9%	7%
Religion or belief: Other	10%	4%	4%
Religion or belief: No religion	21%	30%	34%
Religion not stated	8.5%	17%	15%

Table 1- demographics of London, Islington, and Highbury East ward
Source: 2011 Census data available at: <https://www.nomisweb.co.uk/>

- 2.2. The Highbury Fields LTN came into force on 11 December 2020 and the scheme became operational in January 2021 as the seventh LTN in the people-friendly streets programme as a trial under an Experimental Traffic Order (ETO) for a maximum duration of 18-months. Traffic filters were installed at Calabria Road/Highbury Place and, Highbury Corner/Highbury Place. At Ronalds Road and Horsell Road, the traffic filter was removed to allow suitable access for resident vehicles into Fieldway Crescent.
- 2.3. As part of the PFS programme the council committed to holding a public consultation once each LTN has been in place for at least twelve months, and to give full and proper regard to the outcome of that consultation when taking a decision on whether to keep, change or remove each scheme. The public consultation for Highbury Fields took place between 7 February and 14 March 2022.

3. Engagement prior to public consultation

a. Commonplace

- 3.1 Since the early stages of the first Covid-19 lockdown, residents from Islington's local communities and other stakeholders had the opportunity to suggest ways the council could help them to walk and cycle more safely and easily using the online engagement tool, Commonplace. This was set up on 29 May 2020 to enable residents and others to indicate locations and measures for the people-friendly streets programme to respond to the transport challenges that the Covid-19 pandemic posed. More detailed information can be found in the [Executive Report](#) (October 2021).
- 3.2 The Commonplace tool closed for comments in March 2021, but the comments made are taken into consideration as part of the development of PFS schemes and can still be viewed on the website at: <https://islingtonpeoplefriendlystreets.commonplace.is/> A total of 6,447 respondents across the borough left comments on the Commonplace site. For each point placed on the map, users were prompted to select from a list of problems or barriers which prevented them using active travel methods more frequently and to select prepopulated solutions.
- 3.3 The council received 233 responses via the Commonplace tool for the Highbury Fields area, between 29 May 2020 and 2 March 2021. The graphs below show the comments received before and after 23 November 2020, when the Highbury Fields LTN was first announced. From the total of 233 responses, 204 responses were made before 23 November 2020, prior to the scheme in Highbury Fields being advertised (blue bars on Figures 1 to 4), and 29 responses after the scheme was advertised on 23 November 2020, (black bars on Figures 1 to 4).
- 3.4 Respondents identifying a problem were asked to say what it was, either selecting from a list of options or selecting 'other' and describing the problem themselves in a free-text box. Figure 1 shows the number of comments posted for each listed problem on the Commonplace tool during the survey periods. The volume of traffic has been a historical issue, as 'volume of traffic' featured in 35% of comments received prior to the scheme being advertised. 'Traffic rat running' was also reported (39%), followed by 'fast traffic' (27%) and 'noisy motor traffic' (22%). After the scheme was advertised, 28% of respondents selected 'volume of traffic' as a problem, 7% listed 'traffic rat running', 7% reported 'fast traffic' and 14% 'noisy motor

traffic'. 55% of the 'what's the problem' comments after the scheme was advertised chose 'other'.

3.5 Commonplace respondents could also select 'other' to the 'what's the problem' question, which opened a free text box. Before the scheme was advertised 31% of 'before scheme' participants selected this option and the key themes were related to the Highbury Corner remodelling scheme, not enough green space, nowhere safe to park bikes, not safe for wheelchair access, blocking of roads, bad cycling, increased pollution. By contrast, after the scheme was advertised, 55% of 'post advertising' comments selected the same option, and most of the comments referred to the trial as being the problem. Other comments mentioned issues related to congestion, pollution, delays, and bad signage.

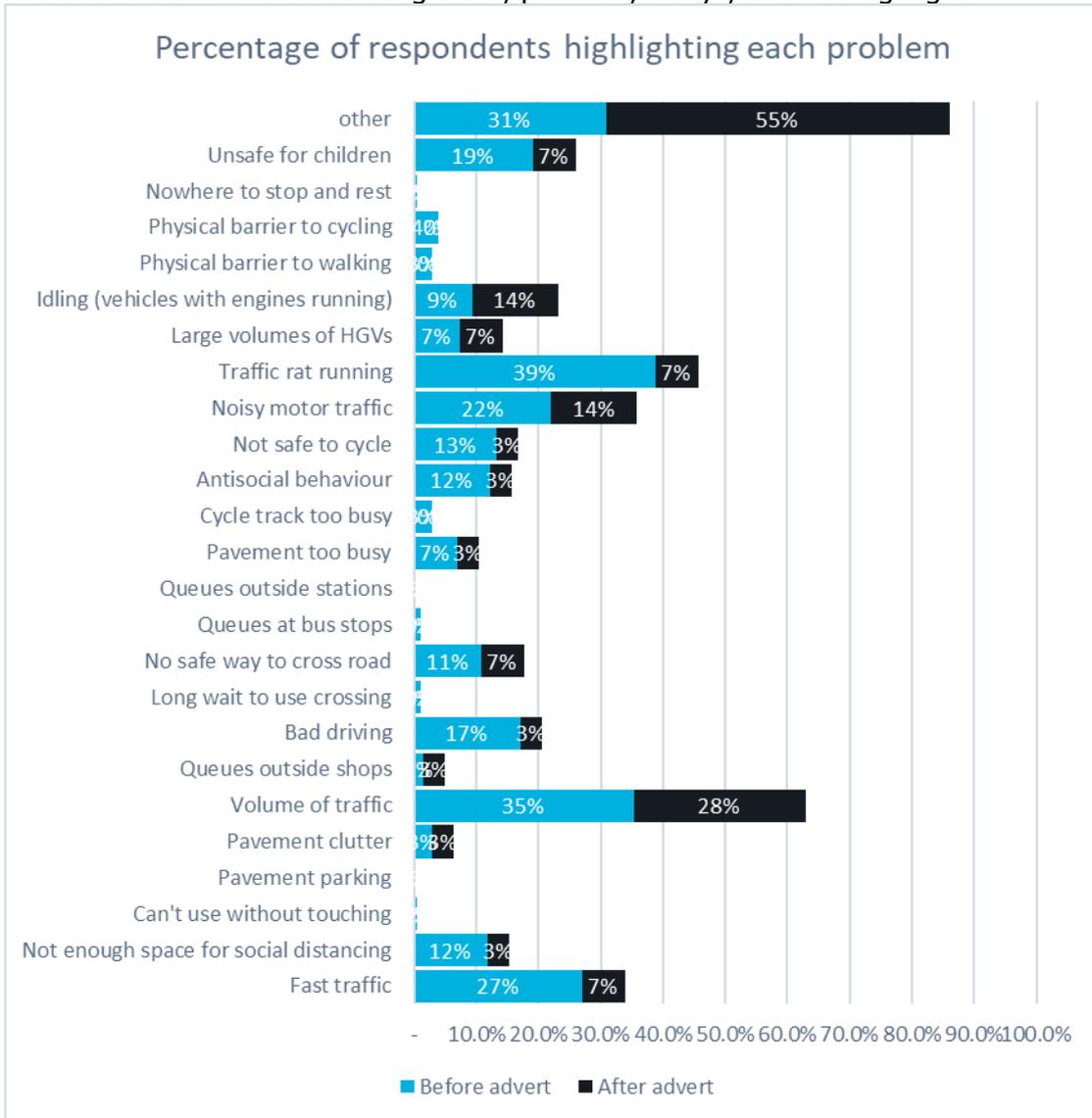


Figure 1: number of comments posted for each listed problem on Commonplace, question: 'What is the problem?' (before advert: n204; after advert: n29)

3.6 Figure 2 shows the results of the question: 'How could we make it better?' where the top three options in the Highbury Fields area were 'Make the road access only' and 'More space for walking' and 'Road closure except for cycles and buses' with 34%, 14% and 14% respectively before the scheme was advertised. By comparison, after the scheme was advertised 7% referred to 'Make the road access only' as a solution, 3% referred to both 'More

space for walking' and 'Road closure for cycles and buses' as a solution.

3.7 Before the scheme was advertised, 35% of 'before scheme' participants selected 'Other' to 'How could we make it better', which opened a free-text box. The key themes were relating to enforcing cycle lanes, street lighting, re-open the road, abandon the scheme, enforce traffic rules against cyclists. By contrast, after the scheme was advertised 66% of 'post advertising' comments selected the same option, and most comments mentioned removing the trials as a solution and re-open the roads and adjust the road signage.

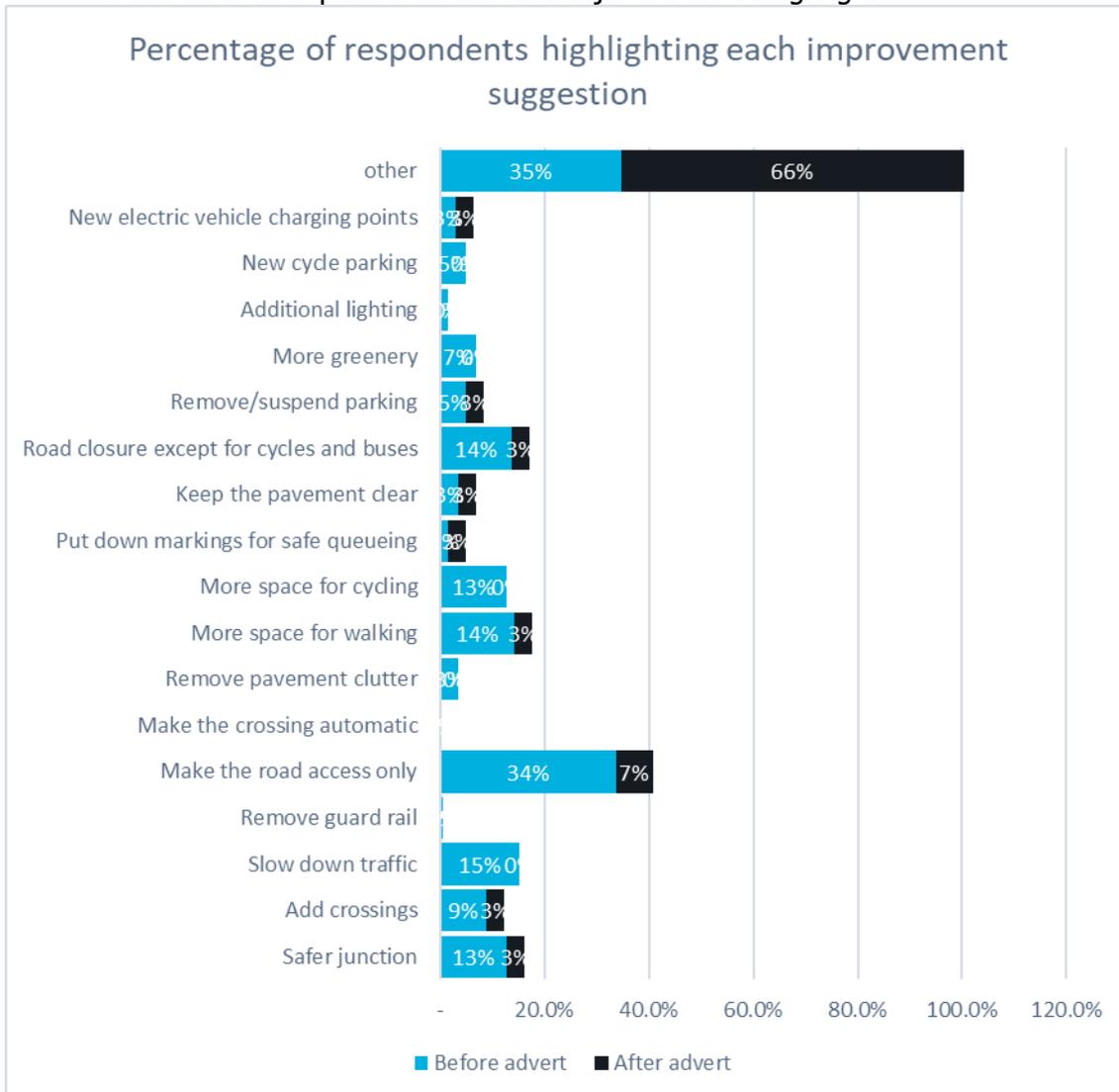


Figure 2: 'How could we make it better?' (before advert: n204; after advert: n29)

3.8 Figure 3 shows that the 87% of respondents prior to implementation would support changes they had suggested via the Commonplace tool being made long-term, while only 2% would support temporary solutions.

3.9 After the trial was implemented 66% of respondents said that they would support the changes being permanent while 28% said that they would not support this. It must be noted that this question relates to the changes people are suggesting in their comments, and therefore do not necessarily refer to the trial measures. Therefore, no firm conclusions can be drawn out of this data, in terms of a decision on the trial measures.

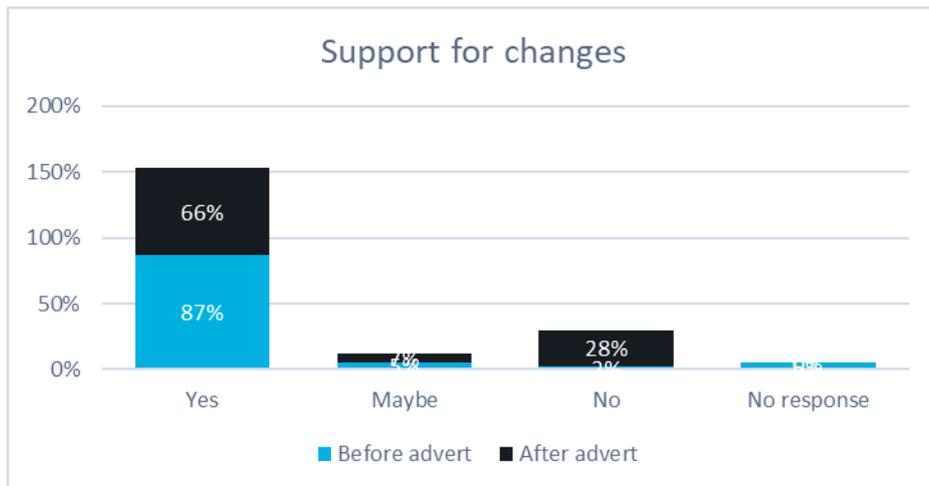


Figure 3: 'Would you support these changes (suggested by respondents) being made long-term?' (before advert: n204; after advert: n29)

3.10 Most of the survey respondents live in Highbury Fields (79% in total who responded prior to the scheme being advertised, and 72% after advertisement) followed by people who work in the area, at 15% prior to advertisement, and 14% after (see Figure 4)

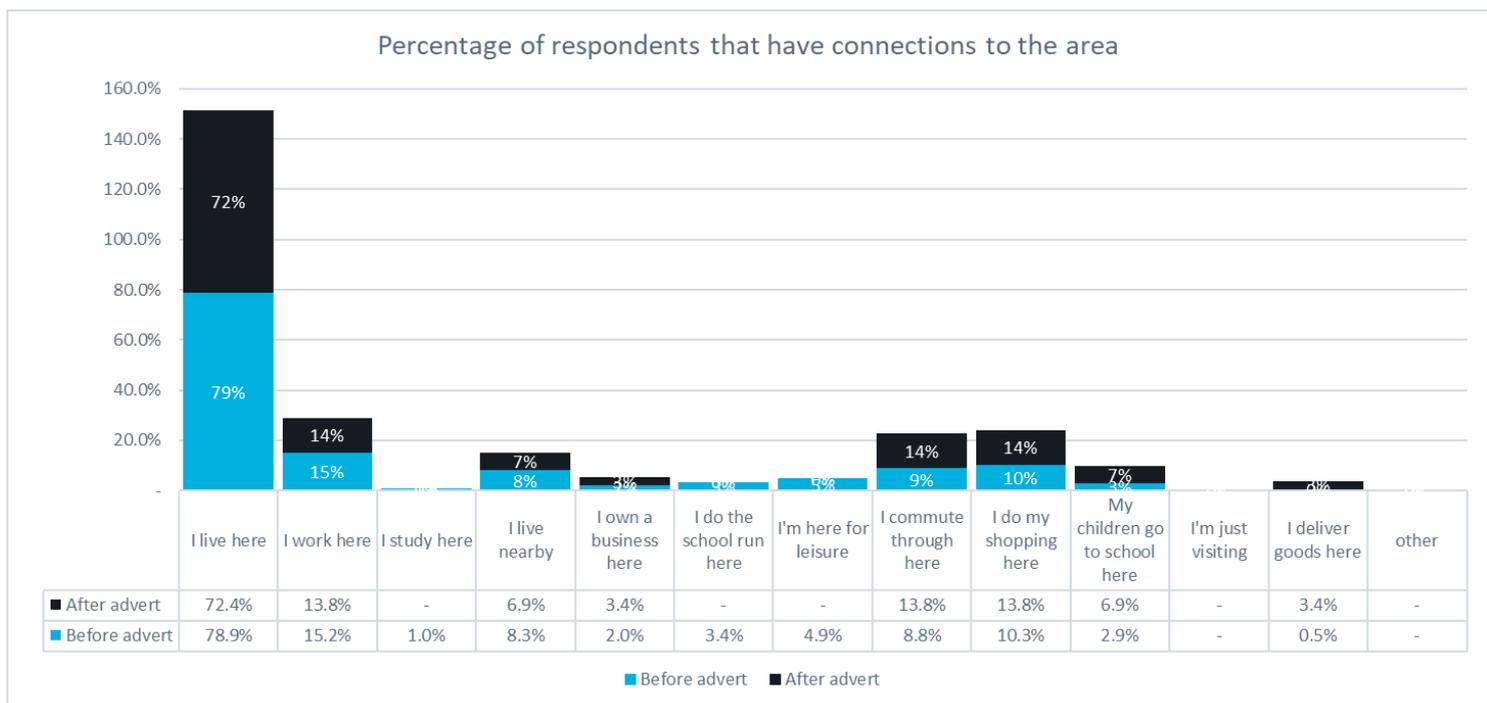


Figure 4: 'What is your connection to the area?' (before advert:n204; after advert: n29)

3.11 Figure 5 displays how people travel in Highbury Fields. Respondents who posted comments mainly walk (70% before the scheme was advertised and 45% after) and cycle (47% and 38%, respectively). More respondents used the bus after the scheme was advertised at an increase from 31% before and 45% after.

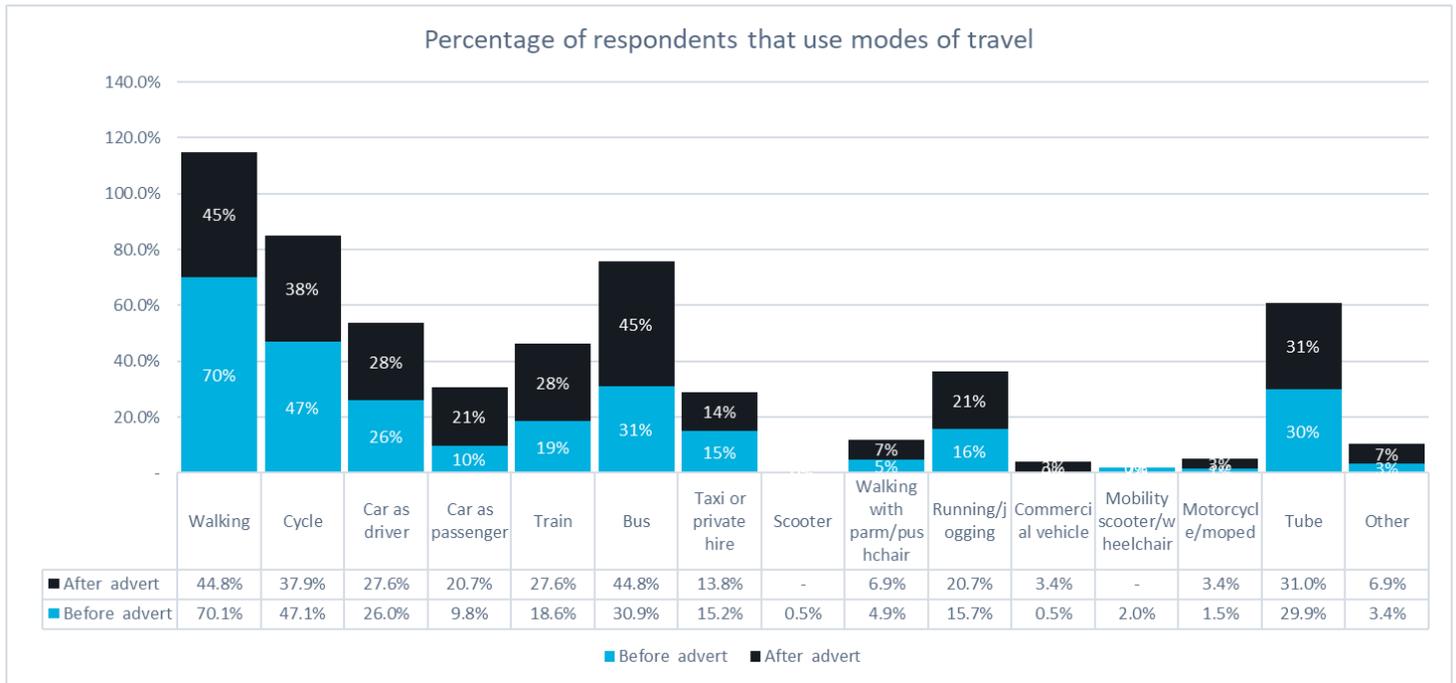


Figure 5: 'How do you usually travel in the areas?' (before advert: n204; after advert: n29)

3.12 As figure 6 shows, the transport modes selected by people who posted comments prior to the scheme being advertised are relatively consistent regardless of their connection to the area. People reported travelling more by walking, cycling and public transport rather than by car, especially those who work or do their shopping in the area. Walking is the most selected transport mode across the groups, as the proportion of respondents who walk for those who live in Highbury Fields is 86%, 87% work in the area, and 100% for those who shop and whose children go to school. Respondents who work and whose children go to school in the area report using cars more than people who live or do their shopping in the area. Multiple travel modes could be selected by each respondent, so percentages will not sum to 100%.

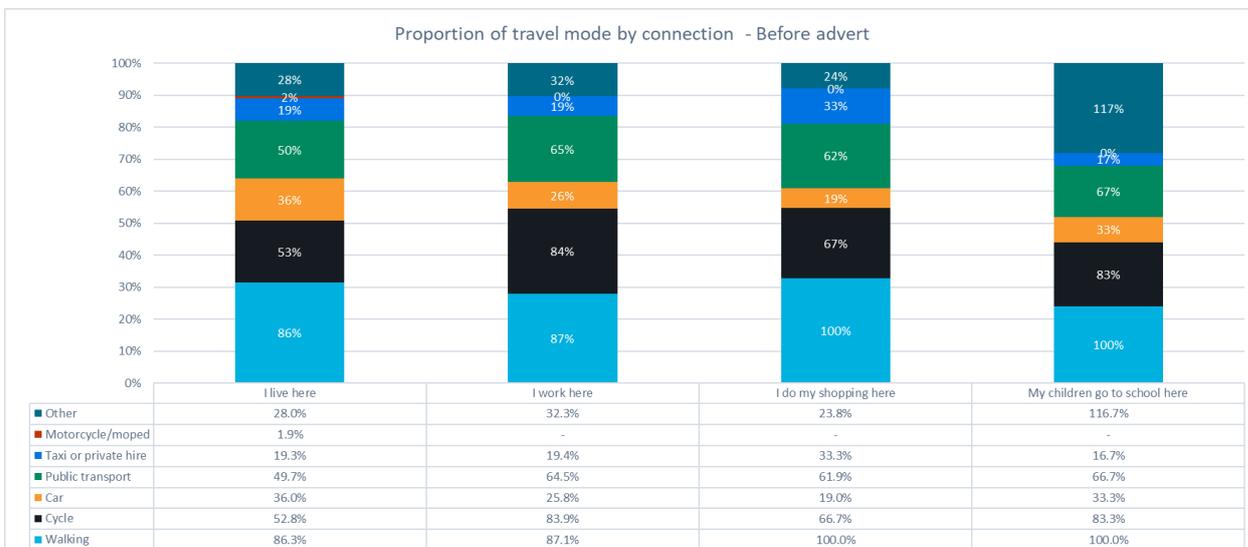


Figure 6: 'What is your connection to the area? And 'How do you usually travel in the areas?' - Before scheme was implemented (n: 204)

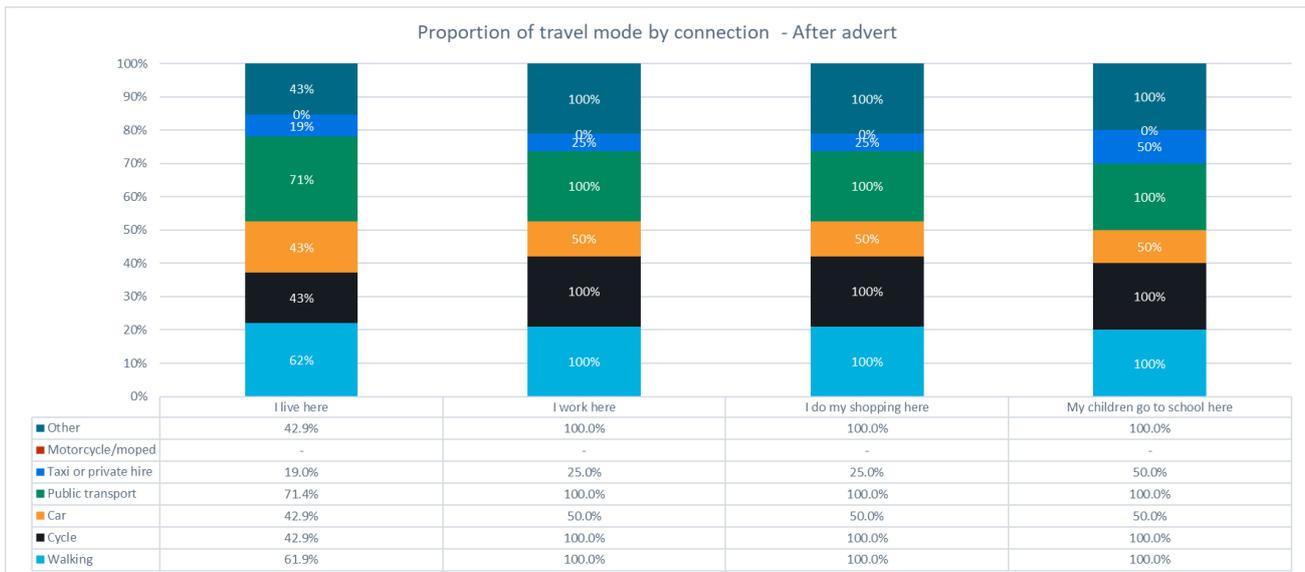


Figure 7: 'What is your connection to the area? And 'How do you usually travel in the areas?' After scheme was advertised (n:29)

- 3.13 The proportion of car users who posted comments after the scheme was advertised significantly increased compared with the before-scheme comments, as shown by a comparison of Figures 6 and 7. It should be noted that only four respondents after the scheme was advertised indicated they worked in the area and did their shopping in the area, and only two said that their children go to school in the area.
- 3.14 Commonplace comments for the Highbury Fields area show that traffic issues were reported spontaneously by local people prior to the scheme being advertised. The top three issues reported were the volume of traffic, traffic rat running and fast traffic. Some comments proposed solutions such as make the road access only or access to only cyclists and buses. From the comments, active travel and public transport were the most common transport modes amongst residents.
- 3.15 Analysis of the demographics on Commonplace show that 9% of the comments came from people aged 25-34, 25% from people aged 35-44, 9% from 45-54, 15% from 55-64, and 65-74 years old, 16%. Younger people (Under 24, 1% with 3 comments) were underrepresented in the Commonplace feedback.
- 3.16 Respondents were asked to state their gender, 45% of respondents said they were men, 32% said they were women, and 21% did not respond.

b. Statutory consultees

- 3.17 The pre-implementation consultation with statutory consultees took place during November 2020 and November 2021 and involved the following statutory stakeholders: London Ambulance Service, London Fire Brigade, the Metropolitan Police Service, the Islington Clinical Commissioning Group, the NHS Blood and Transplant service, the Road Haulage Association, the Freight Transport Association, TfL Network Management and TfL Buses. No objections were received from any of the above consultees. The London Fire Brigade (LFB) requested to

be notified when the proposed emergency diversion route is activated. The council continues to monitor and review the scheme with the emergency services.

c. Non statutory consultees

- 3.18 In addition to the above statutory consultees, officers from Islington council's people-friendly streets team and local economies team carried out two phases of engagement with businesses in Highbury. Phase 1 (8 December 2021) saw 93 businesses visited on Blackstock Road, Highbury Park, Highbury Barn, Gillespie Road, Aubert Park, Drayton Park and Hornsey Road. Phase 2 (22 February 2022) saw officers engage with a further 136 businesses located at Highbury and Islington, and on Holloway Road. The council continues to correspond with local businesses over email and phone discussing the impact of the traffic calming measures on day-to-day operations since November 2021.

c. Engagement with schools

- 3.19 Officers and consultants attended events at two schools in the area to encourage filling out consultation surveys as part of School Streets engagement:
- Gillespie Primary School- Monday 4 October 2021
 - Ambler Primary School- Monday 10 January 2022

d. Email correspondence

- 3.20 The total amount of individuals who sent correspondence regarding the Highbury Fields LTN over the period of advertisement, implementation and pre consultation amounts to 169 individual correspondents and 209 emails. 67% of the correspondence received was categorised as negative, 20% as positive, 12% as mixed, and 1% as other topic.
- 3.21 Those emails were received through the PFS email address set up for correspondence relating to the programme (peoplefriendlystreets@islington.gov.uk). It must be noted that the email address was set up to answer queries and provide information to people who had questions about the programme; the council did not directly invite feedback through this email address. Therefore, email correspondence in isolation should not be understood as a quantifiable measure of the support for or against the scheme.
- 3.22 However, the correspondence received by email provides valuable feedback from residents and visitors of the Highbury Fields LTN, and the key themes are considered in this section.
- 3.23 Figure 8 highlights the volume of correspondence received and the trends over time. Week 0 shows all emails concerning Highbury Fields which were received prior to the scheme being advertised. Week 53 represents the point at which the scheme had been in place for approximately 12 months. The graph shows a relatively high volume of correspondence after the scheme was first advertised with 26 emails received in the first week of the scheme. In June 2021 (weeks 31-33) correspondence increased sharply when the objection period for the initial ETO ended.

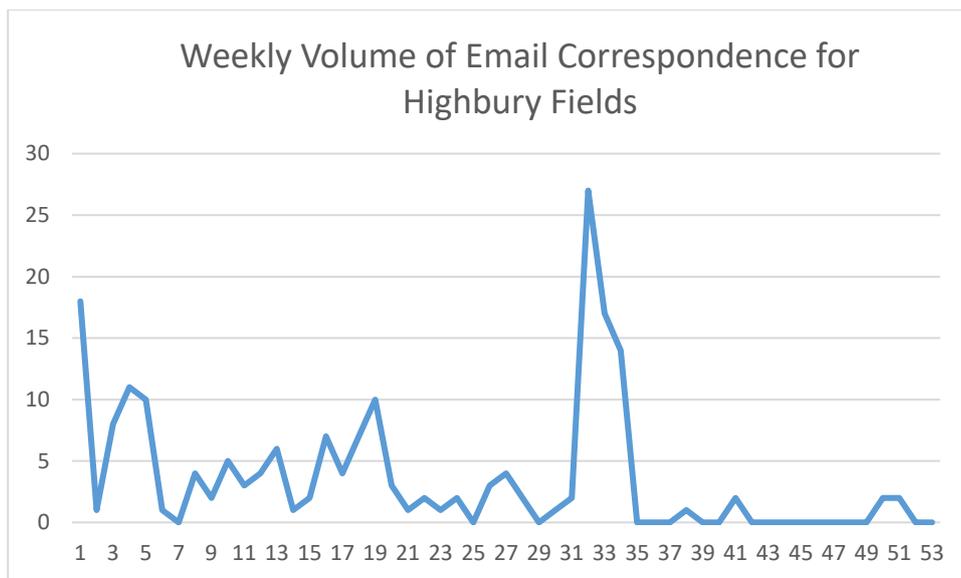


Figure 8: Volume of weekly correspondence received concerning the Highbury Fields trial

3.24 Throughout the scheme, correspondents have questioned the need for the LTN/ traffic filters in the area, given that traffic levels are lower than other parts of the borough. Other regular topics raised were desire for automatic number plate recognition (ANPR) exemptions for residents, Blue Badge exemptions and the removal of street parking bays.

3.25 List of negative themes (in no order)

- Traffic/rat running in Highbury West was not a concern for residents
- Inconvenient car journeys (longer/more indirect)
- Lack of consultation prior to the trial starting
- Leaflet/other council communications materials were unclear
- Trial has made access for disabled individuals difficult, querying Blue Badge exemptions
- Filters and signage are not clear
- Concerns around dangerous behaviour of some cyclists and complaints that the scheme favours cyclists at the expense of motor vehicles/ pedestrians
- Mopeds mounting the pavement to avoid traffic filters
- Concerns around traffic reassignment/increase in traffic and/or pollution on boundary roads

3.26 List of positive themes (in no order)

- Traffic filters have reduced noise and volume of traffic, with positive impact on observable pollution levels
- Local streets are more pleasant/calmer for residents
- Calls for more cycling infrastructure
- Calls for expanding the scheme
- Calls for further public realm improvements such as greening, planting trees and widening pavements

e. Trial feedback survey analysis

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

3.28 The Highbury Fields trial feedback survey was open between November 2020 and February 2022, closing at the start of the public consultation. 1,704 people responded to the survey. Figure 9 shows the number of responses received each month. June had the highest number of responses with 621.

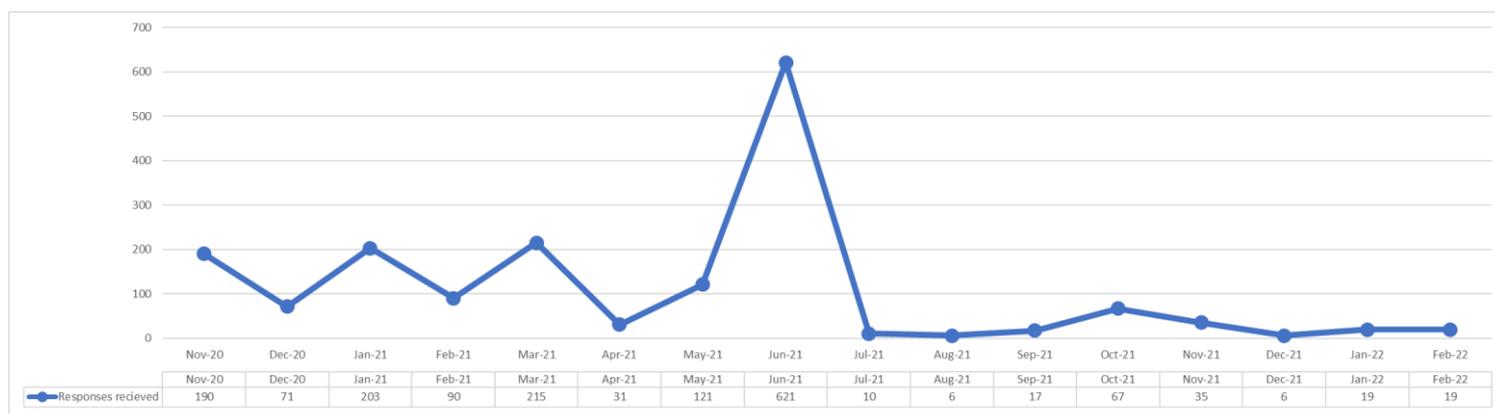


Figure 9: Trial feedback survey trend over time (n: 1,704)

3.29 Respondents who live *near* the Highbury Fields's people-friendly streets area were the largest group in the survey responses (36%), followed closely by respondents who live *in* the Highbury Fields area with 35%, and 14% for those who live in another part of Islington. However, when looking at responses about respondents' connection to the area, 71% stated that they were a resident, followed by 8% who work in Islington and 8% who own a property in Islington, as show in Figure 10.

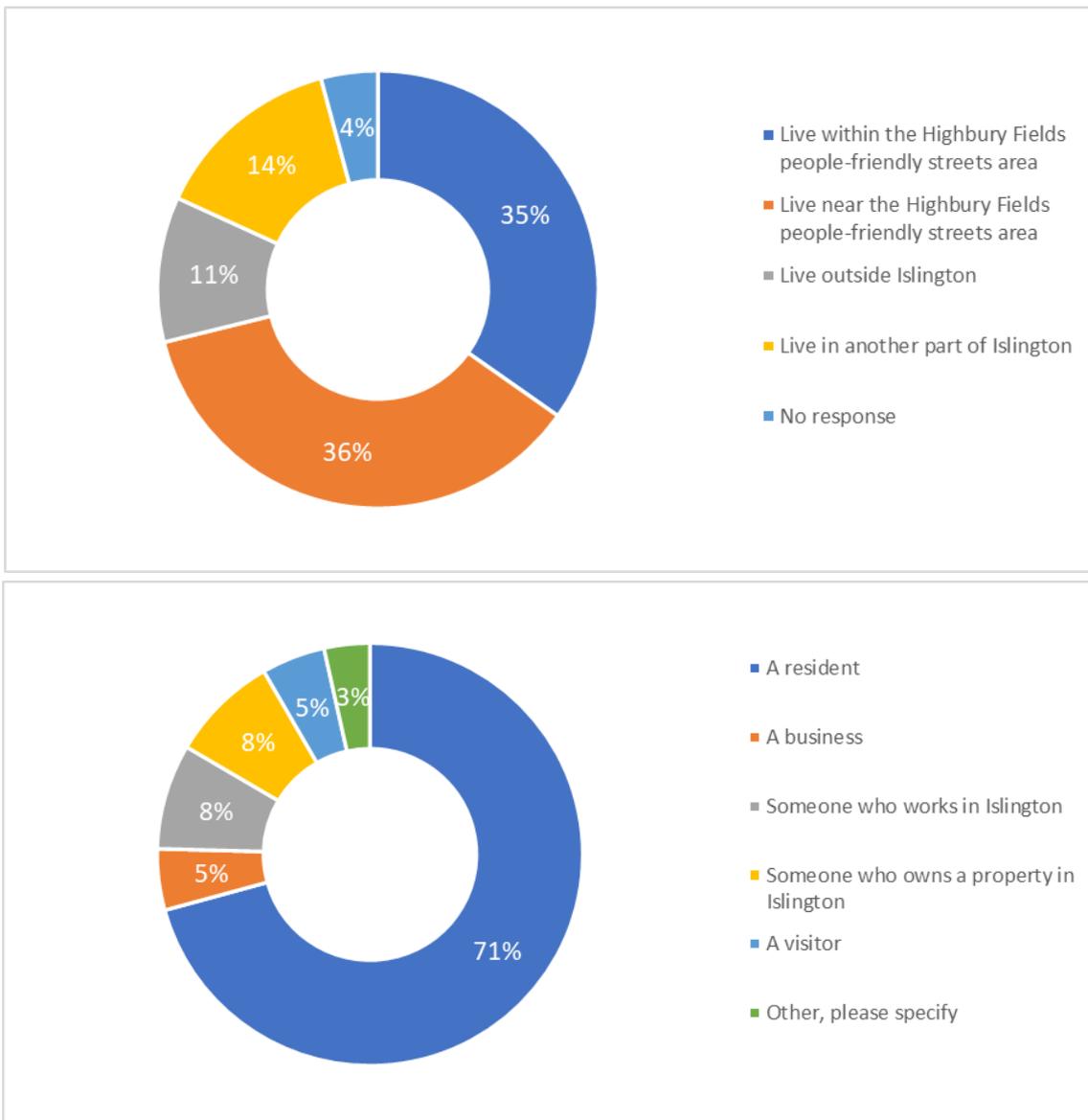


Figure 10: Who responded and their relation to the area (n: 1,704)

3.30 As Figure 11 shows, respondents' transport modes are fairly consistent regardless of their connection to the area, except for respondents who live outside Islington. Individuals were able to select more than one mode of transport and as such the sum of the percentages is not 100%. The proportion of respondents who live in Highbury Fields and walk is 80%, this proportion is 83% for people who live near Highbury Fields and 71% for people who live in another part of Islington, while only 55% of respondents who live outside of Islington selected walking as a transport mode. The proportion of respondents who are car users is 82% for those living in Highbury Fields, 79% for those living near Highbury Fields, 83% for those living in another part of Islington, and 72% for those living outside of Islington, suggesting that the trial feedback survey has mostly attracted a smaller proportion of car users from outside the area.

3.31 Figure 11 also shows that across all categories, between 42% and 58% of respondents reported that they cycled. The survey however did not ask respondents how frequently they used each mode. It should be noted that a significant number of survey respondents

indicated that they cycled (between 42% and 58%). Considering the survey related to a transport project which aims to improve walking and cycling conditions in the Highbury area, individuals who cycle may be more likely to respond to the survey and this mode of travel could have impacted responses.

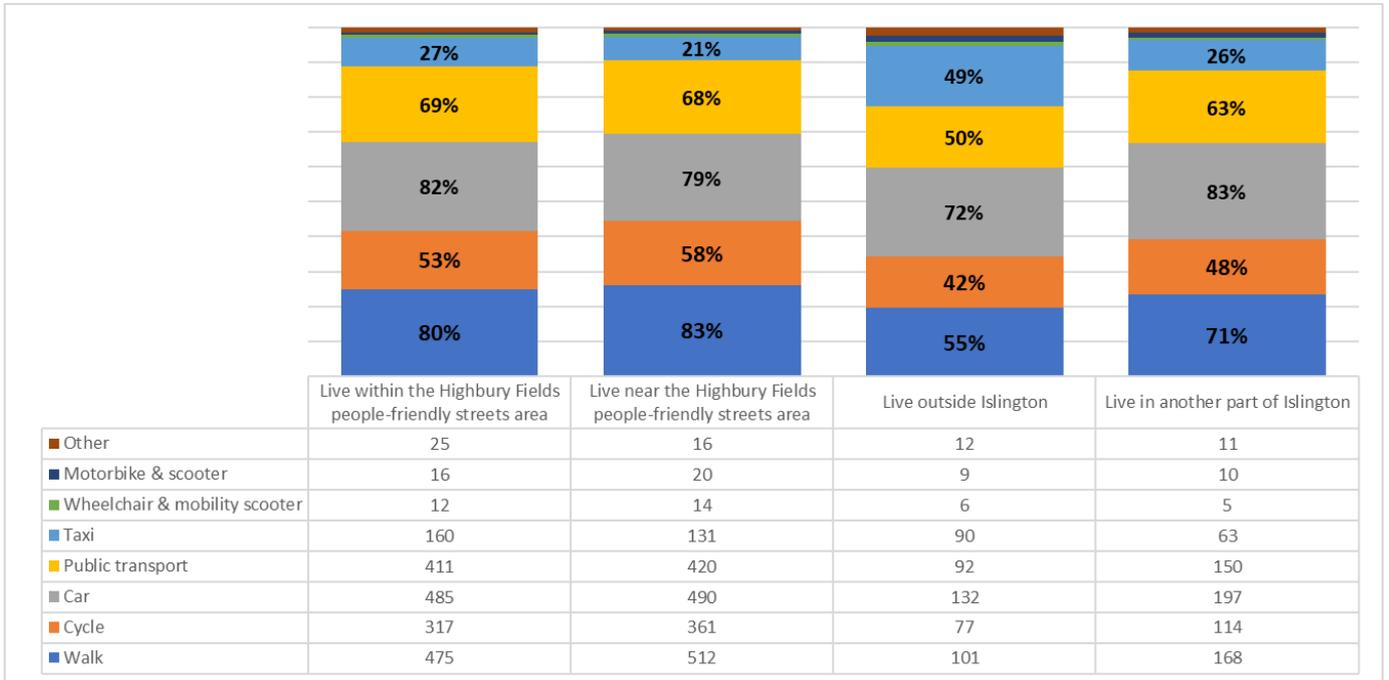


Figure 11: Who responded and modes of transport (n: 1,704)

3.32 Figure 12 shows that 73% of respondents are car owners, and 26% of respondents reported not owing a car. Given that 71% of the households in Islington are without access to a car, this indicates an over-representation of car owners in the trial feedback survey responses.

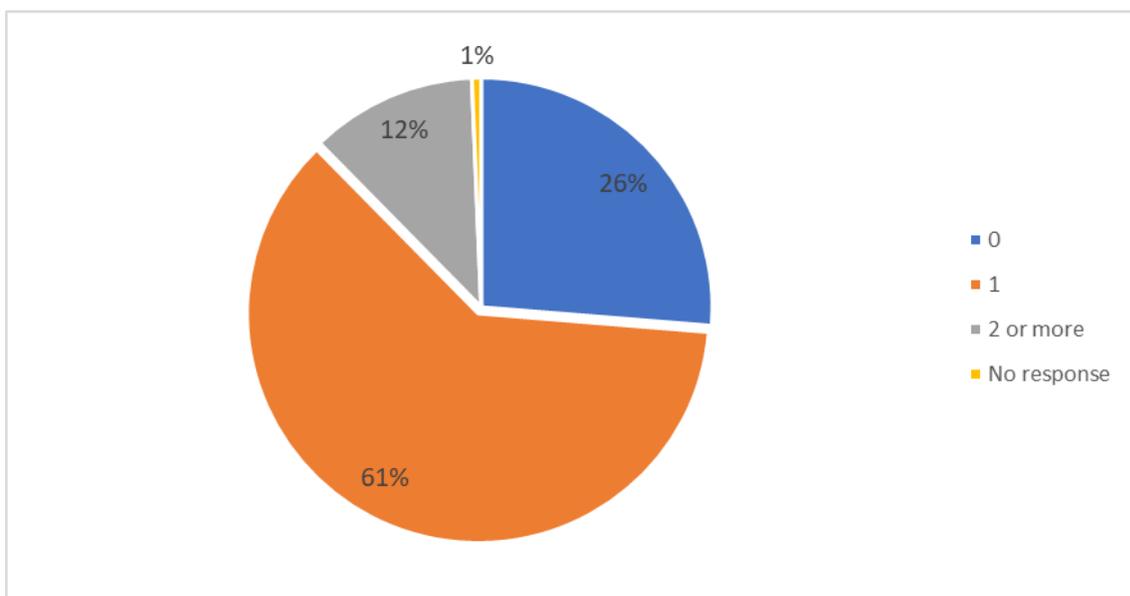


Figure 12: Car ownership (n: 1,704)

3.33 Respondents were asked which traffic filter they were providing feedback on. 84% of respondents gave feedback on all the filters. Highbury Corner/ Highbury Place traffic filter was the most commented-on individual filter with 15%, followed by Calabria Road/ Highbury Place traffic filter with 12%, all are shown in Figure 13. (All filters, or a combination of individual filters could be selected, so percentages will not sum to 100%).

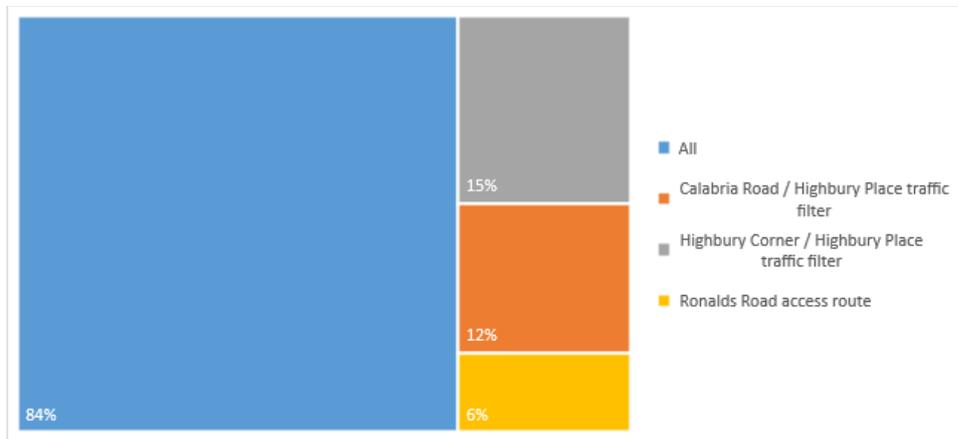


Figure 13: 'Which traffic filters are you commenting on?' (n: 1,704)

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

- 41% had concerns about danger from traffic in the area, 48% disagreed
- 51% had concerns about traffic congestion in the area, 39% disagreed
- 52% had concerns about air pollution from traffic in the area, 36% disagreed
- 60% wanted to see less carbon emissions from traffic, 21% disagreed
- 53% thought streets should be safer for children, parents and carers walking and wheeling to school, 27% disagreed
- 47% thought that action should be taken to improve people's health by making it easier for people to walk, wheel and cycle more, 34% disagreed
- 37% thought the trial makes it safer and easier to travel in the area by walking, wheeling or cycling, 56% disagreed
- 72% thought the trial makes it more difficult to drive, 15% disagreed

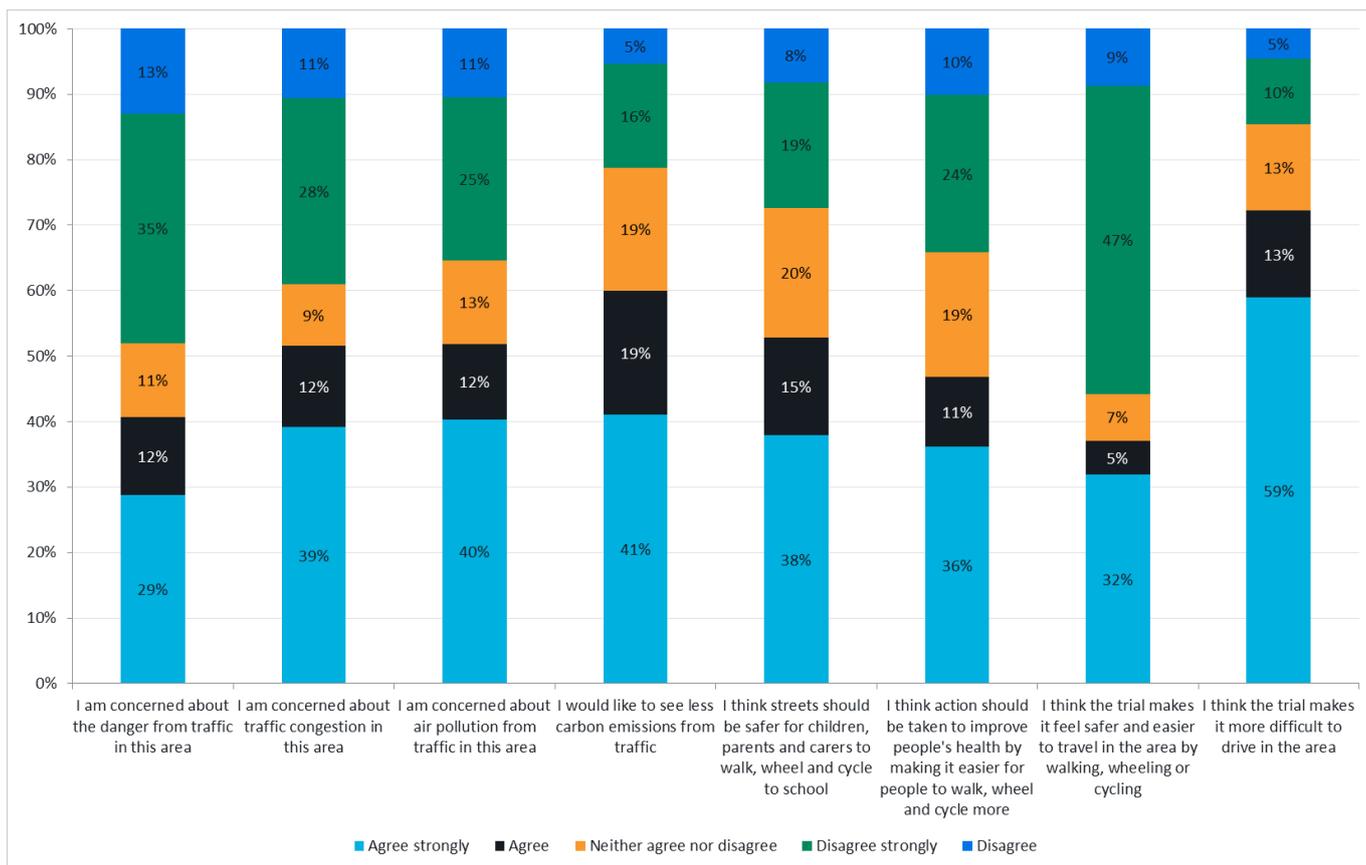


Figure 14: How much people agree or disagree with the statements about the Highbury Fields people-friendly streets (PFS) area (n: 1,704)

3.35 Figure 15 shows that 68% of respondents liked something or things about the trial, while 26% said there was nothing they liked about the trial. On the other hand, 87% of respondents disliked something or things about the trial, while just 4% said there is nothing they dislike about the trial.

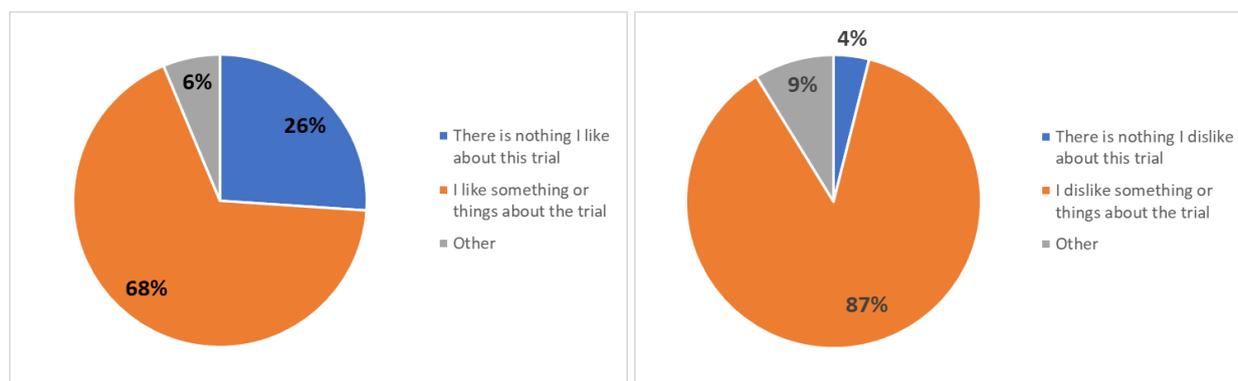


Figure 15: Do people like the Highbury Fields trial? (n: 1,704)

3.36 Figures 16 and 17 show what people liked and disliked the most about the trial when selecting one or more of the listed options. The options respondents selected the most as 'like' were that the trial reduces air pollution (22%), reduces through traffic (21%) and makes the area more pleasant (19%). On the other hand, what most people dislike about the trial were the increase in traffic on the main roads (58%), the trial increase air pollution (36%) and that the trial makes car trips more inconvenient for me or my visitors (33%) and that people weren't asked their view before the trial started (31%).

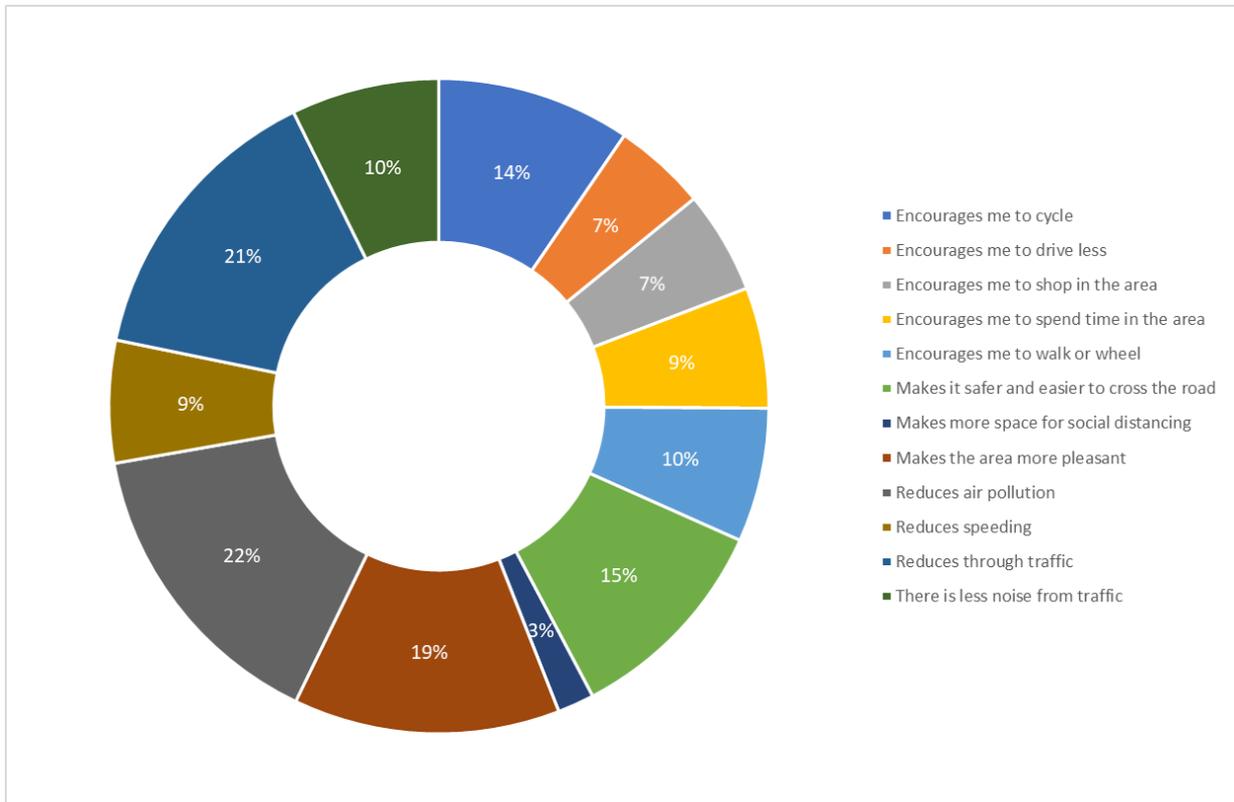


Figure 16: What do people like about the Highbury Fields trial (n: 1,704)

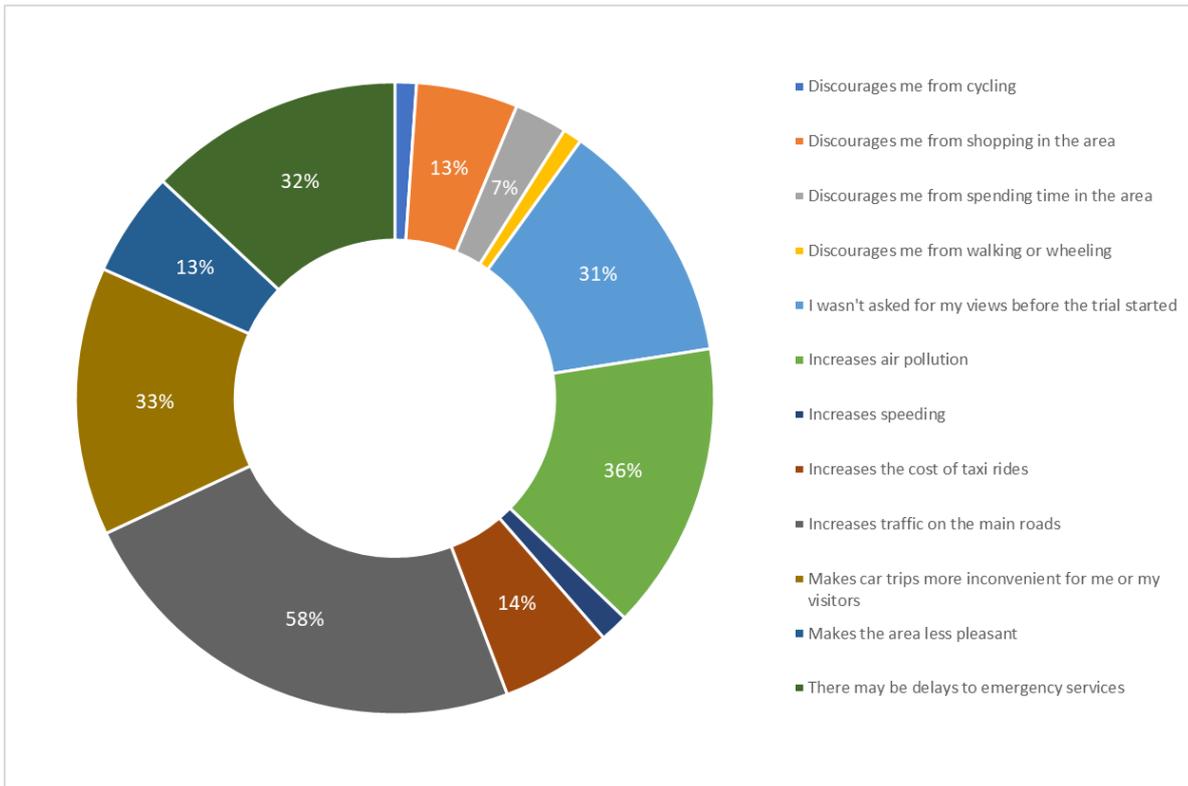
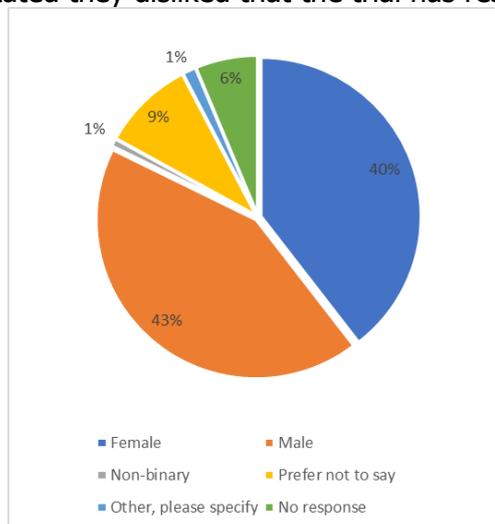


Figure 17: What do people dislike about the Highbury Fields trial (n: 1,704)

3.37 40% (674) of people responding to the trial feedback survey were female and 43% (728) were male, with 9% (159) of respondents preferring not to say. Figures 18 and 19 compare responses to 'like' and 'dislike' depending on gender. Respondents were able to select multiple likes or dislikes and as such the total percentage does not sum to 100%. 54% of women and 50% of men responded that there was nothing they liked about the trial. 23% of women and 24% of men reported they liked that trial reduces air pollution and 19% of women and 22% of men stating the trial makes the area more pleasant. 59% of women and 53% of men that they disliked the increase of traffic on main roads. 33% of women and 35% of men stated they disliked that the trial has resulted in an increase in pollution.



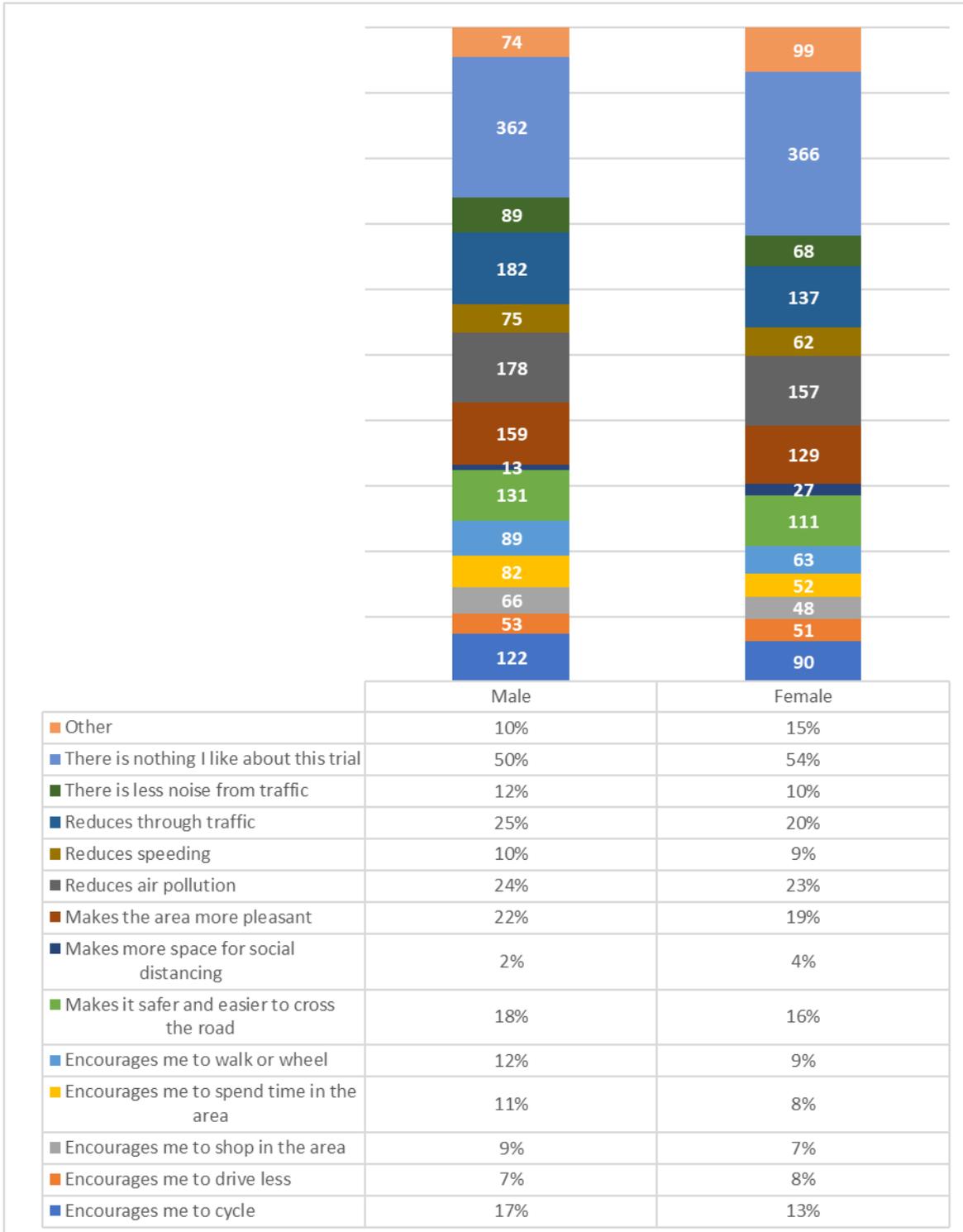


Figure 18: Gender cross-referenced with what people like about the Highbury Fields trial (n: 1,704)

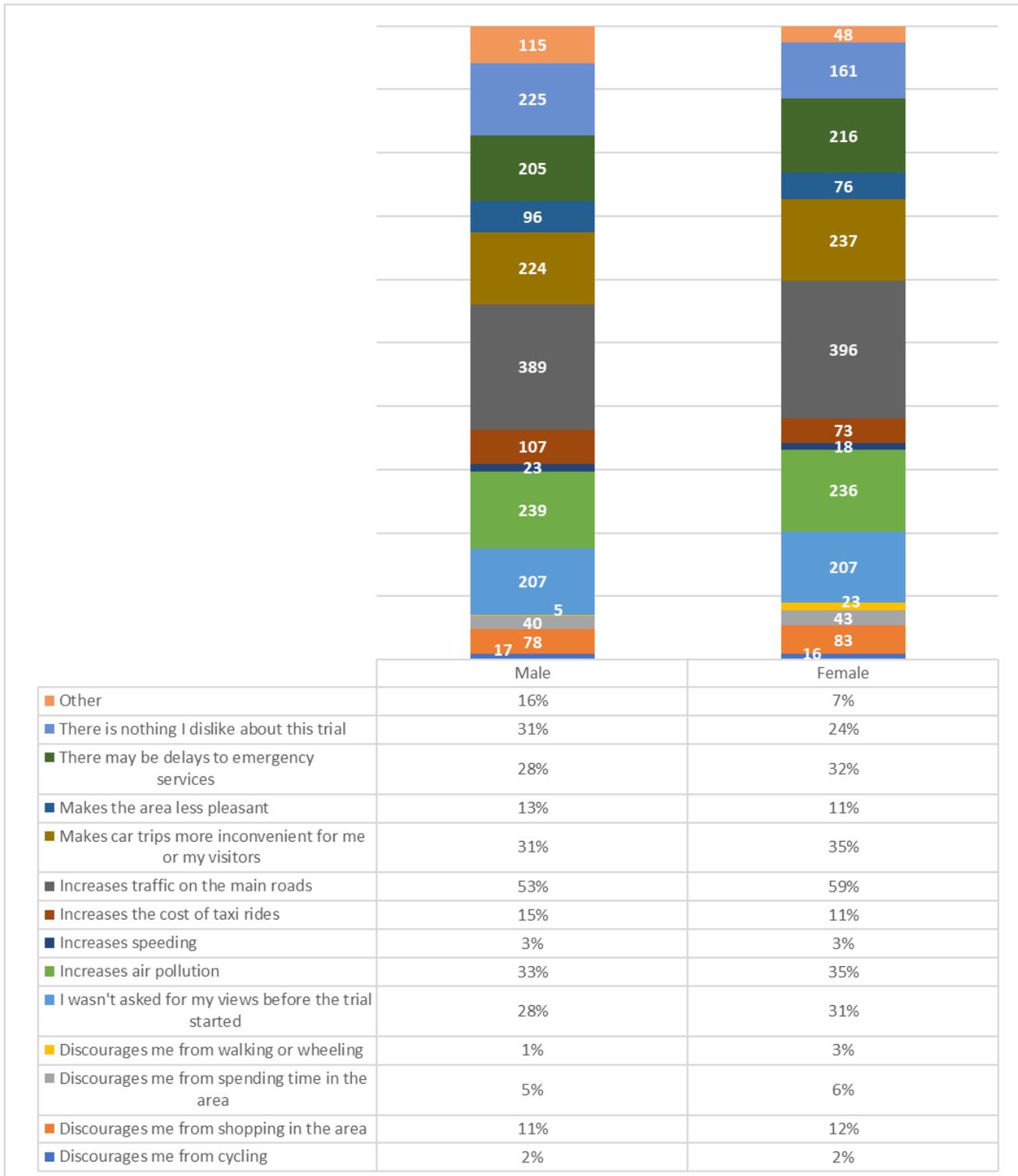


Figure 19: Gender cross-referenced with what people dislike about the Highbury Fields trial (n: 1,704)

3.38 Figure 20 shows how female and male respondents travel in the Highbury Fields area. Respondents were able to select more than one option, so the total response does not sum to 100%. Walking is the most popular mode of transport (81% of female respondents and 76% of male respondents), followed by public transport with 65% and 68%, respectively, then by 'car as driver' with 56% and 59% respectively.

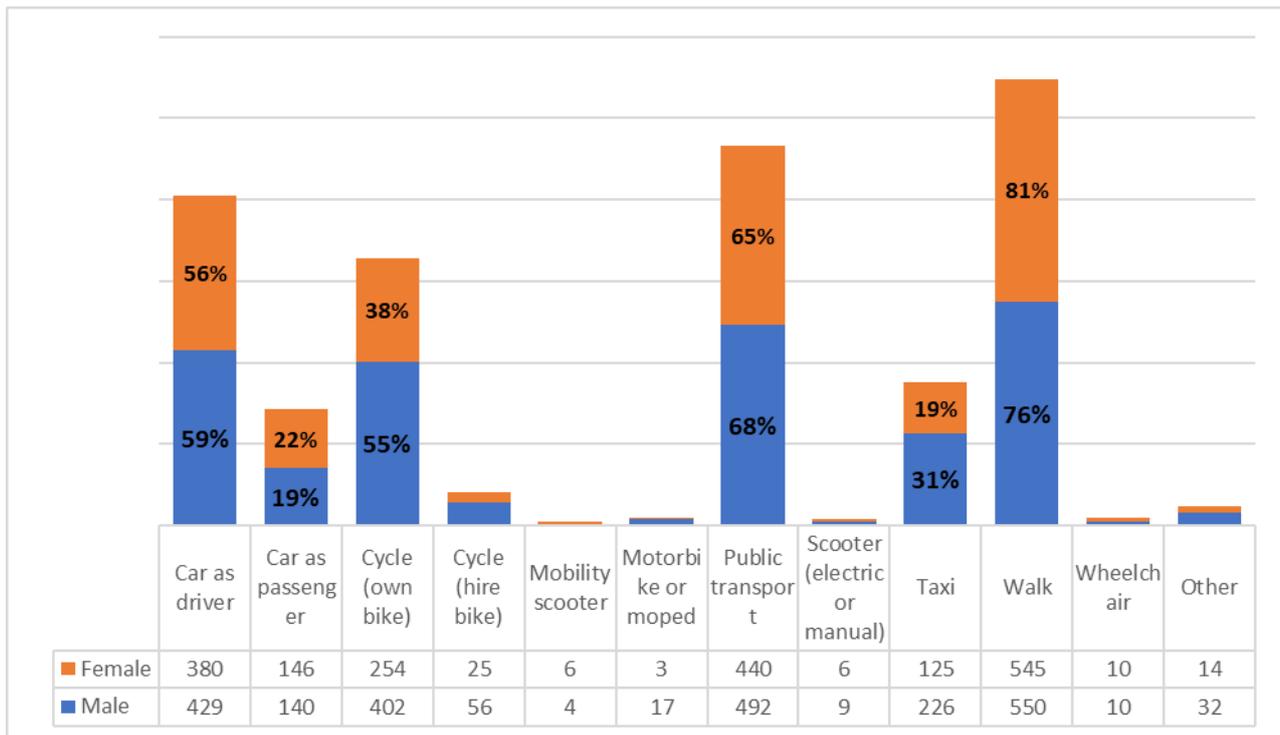


Figure 20: How do female and male respondents travel? (n: 1,402)

3.39 Figure 21 shows the relation between gender, age and disability, where the largest age group of women who responded the survey were around the age 35-44 (25%), while the largest group for men was age 45-54 (27%). From the disabled respondents, the largest age group of disabled men who responded were 55-64 (28%) and disabled women were also 55-64 (32%).

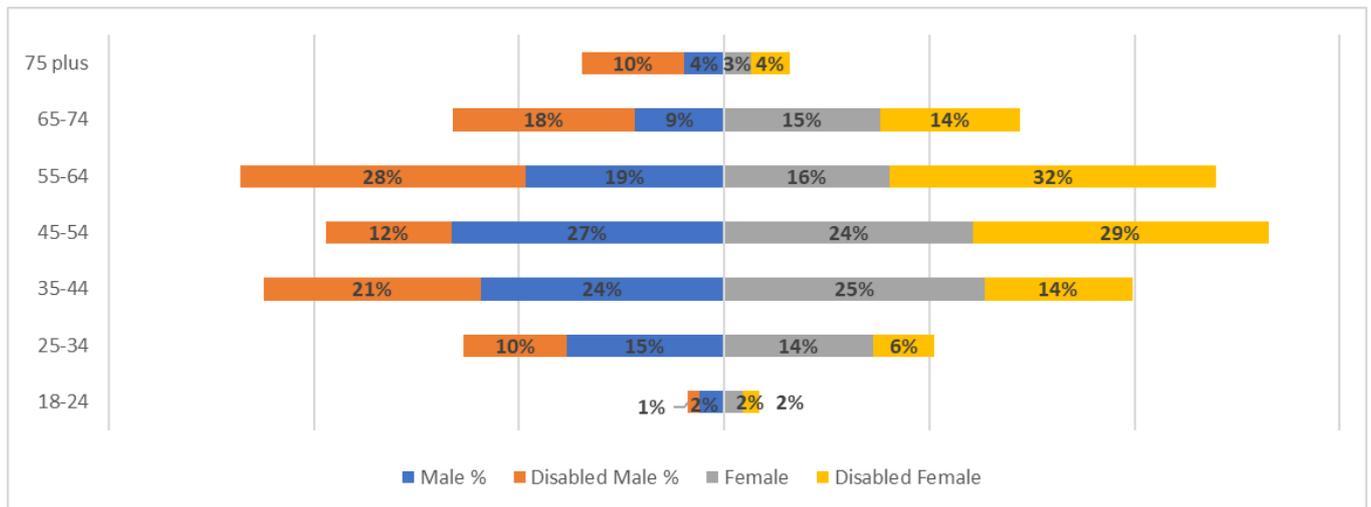


Figure 21: Gender, age and disability (n: 1,704)

3.40 Figure 22 shows that 16% of the respondents to the trial feedback survey stated that they have a disability, long term illness or impairment that affects their day-to-day activity. This is consistent with the proportion of disabled people in Highbury East ward (see table 1),

albeit the trial feedback survey includes respondents from outside the ward. 80% of disabled respondents are car owners.

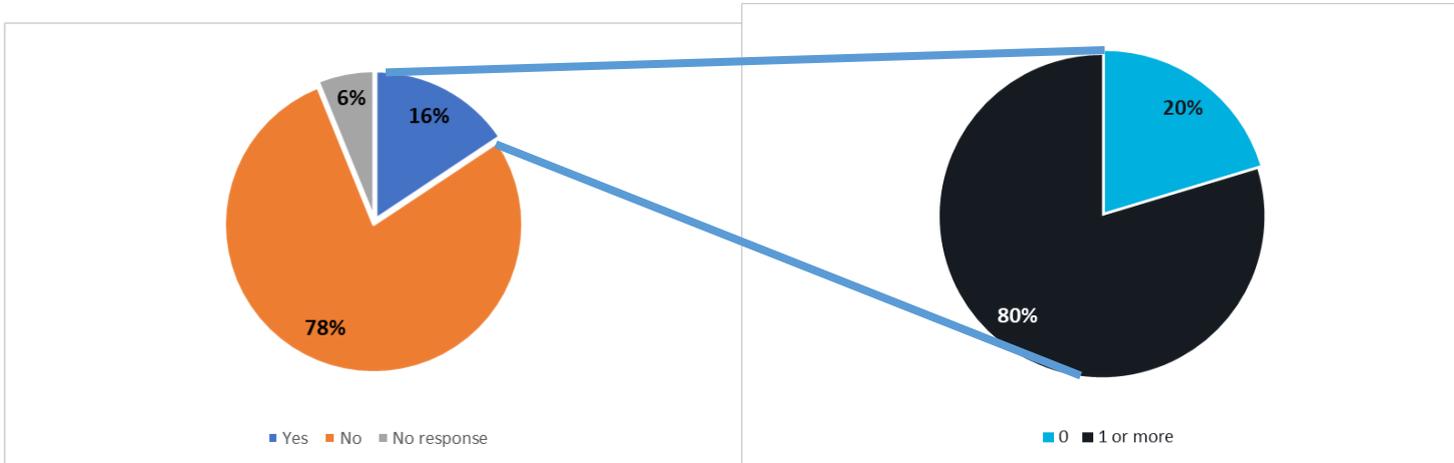


Figure 22: Disability and car ownership (n: 1,704)

3.41 Figure 23 shows how disabled and non-disabled respondents' travel. Almost two-thirds of disabled people who responded are car drivers (67%), while 29% travel as car passengers. 58% said they regularly walk, and 56% use public transport. 11% of disabled people who responded use a wheelchair. By comparison, non-disabled respondents said they usually walk (81%) and cycle (51% own a cycle, 7% use cycle hires), followed by public transport (68%), and car as drivers (57%). Multiple options could be selected, so percentages do not sum to 100%.

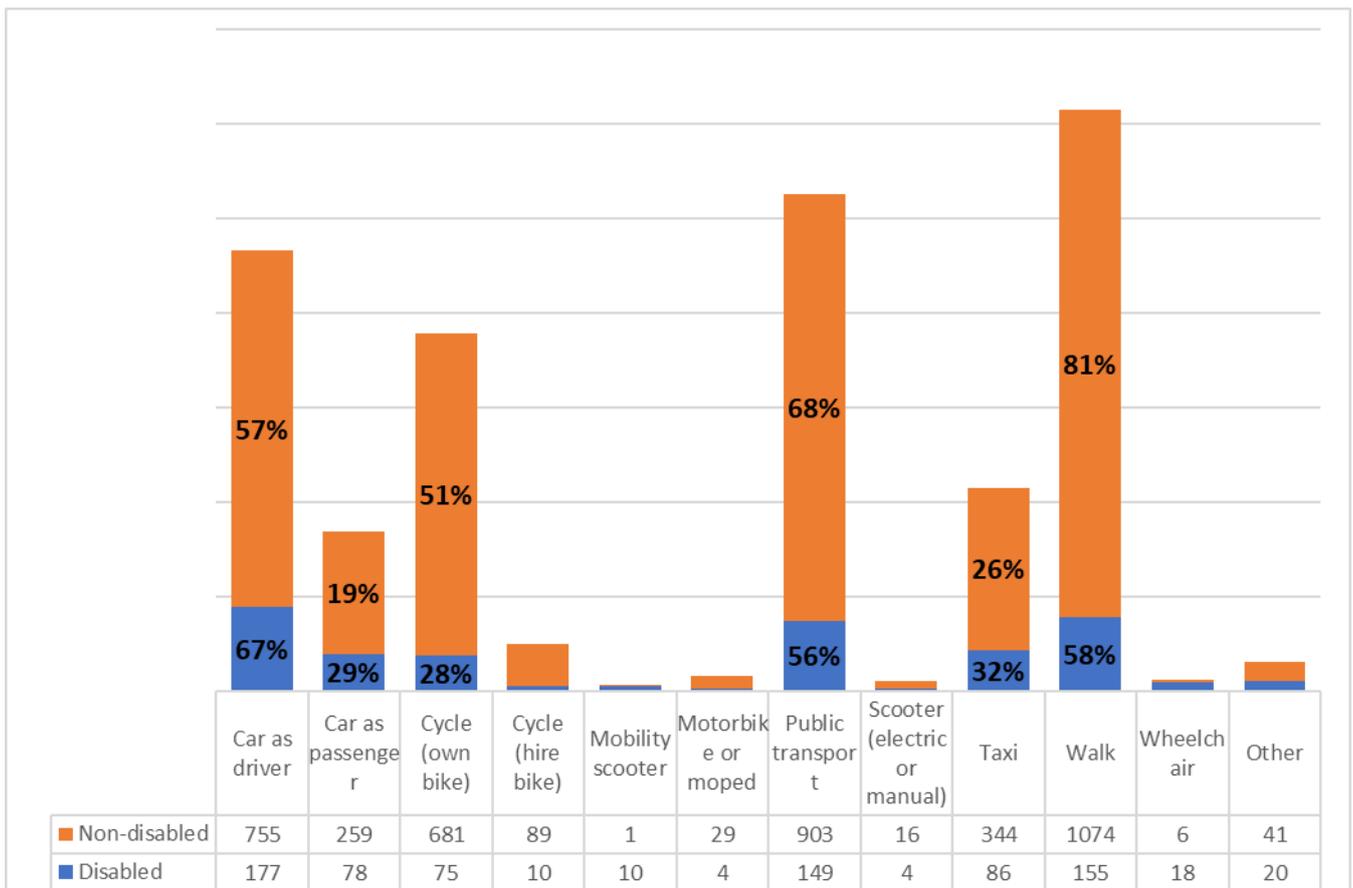


Figure 23: How disabled/non-disabled people travel (n: 1,600)

3.42 Figure 24 shows what disabled respondents like and dislike about the trial. Most said there is nothing they like about this trial (70%), followed by 18% selecting that there were 'other' things they liked and 13% said they like the trial because it reduces air pollution. However, 67% stated that there is increased traffic on the main roads. 41% were concerned that the trial increases air pollution and expressed concerns there may be delays to emergency services.

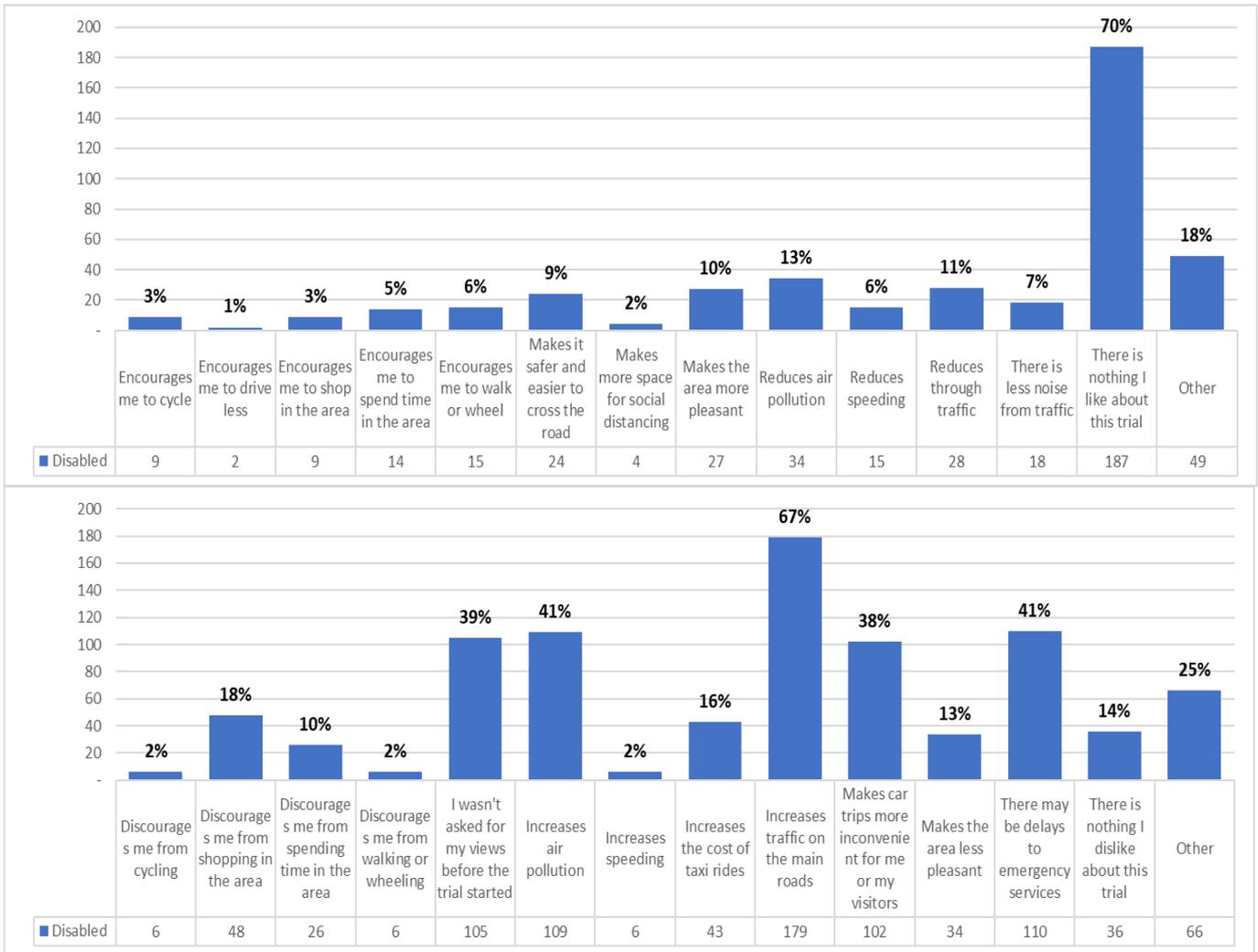


Figure 24: What do disabled people like/dislike about the trial (n: 266)

3.43 Most of the respondents who support or like the trial use active modes such as walking (30%) and cycling (own cycle 23% and hire cycle 3%) and public transport (23%) as travel modes. People who dislike the trial are mostly car users (as a driver 23%, as passenger 8%, taxi 11%), but also people who walk (22%) and use public transport (20%), as shown in Figure 25.

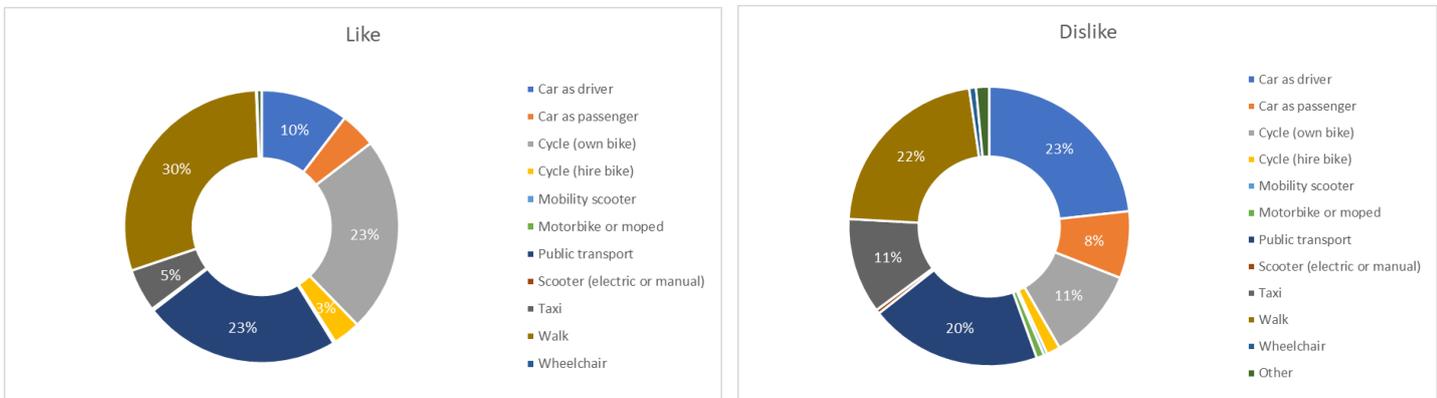


Figure 25: People who like/dislike the trial and how they travel (n: 1,704)

3.44 Figure 26 shows the influence of car ownership in relation to appreciation of the trial. Amongst non-car owners, 54% dislike nothing about the trial, and 23% like nothing about the trial. By contrast 14% of car owners dislike nothing about the trial, and 67% like nothing about the trial.

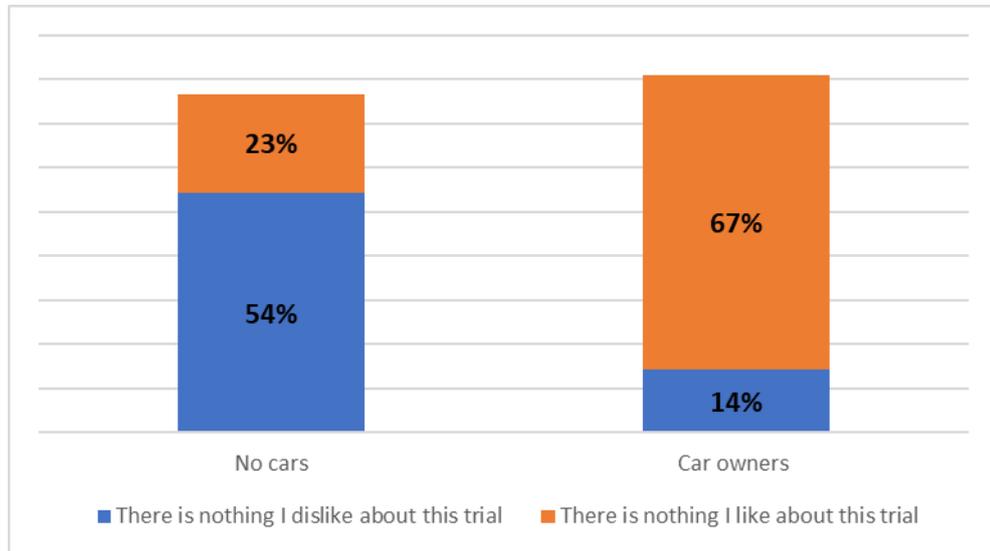


Figure 26: Car ownership and support of the trial (n: 1,704)

3.45 Figure 27 shows the correlation between how people travel and what they dislike about the trial. 34% of those who stated the trial made car trips more inconvenient for themselves and their visitors were car and/or motorcycle users. 33% of those who stated that they disliked that they weren't asked their views before the trial started, that there may be delays to emergency services and that the trial discourages them from shopping and spending time in the area. Those that cycle provided 26% of the response to the statement that there was nothing they disliked about this trial and 30% of the response to this statement was provided by those that walk.

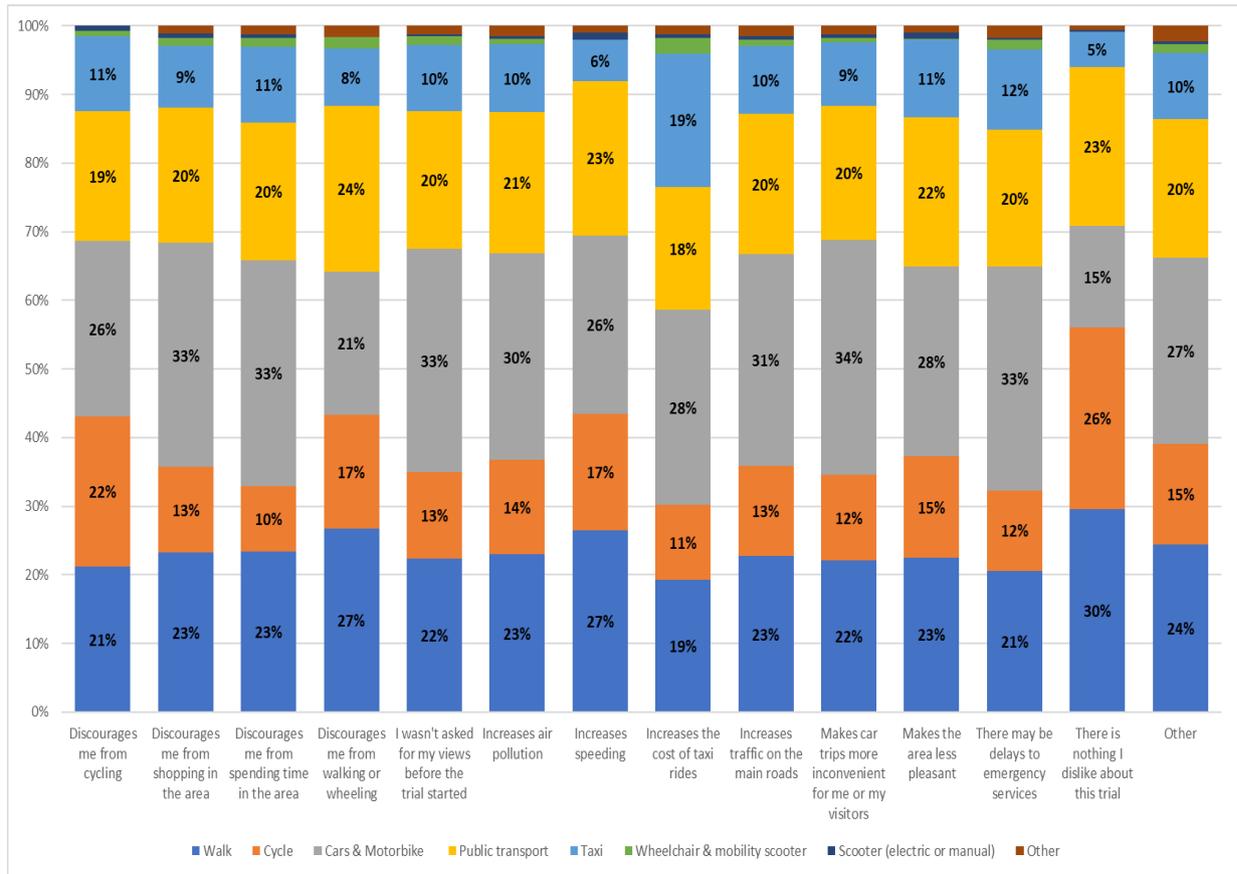


Figure 27: How people travel and what they dislike about the trial (n: 1,704)

3.46 Figure 28 shows the correlation between how people travel and what they like about the trial. 31% of respondents who stated they liked that the trial encourages them to cycle and encourages them to spend time in the area were cycle users. 30% of those who stated the trial makes it safer and easier to cross the road were walkers and 30% of those that stated that the trial encourages them to wheel, or walk were those who use walking modes. 32% of those who responded that there is nothing they like about this trial were car and/or motorcycle users.

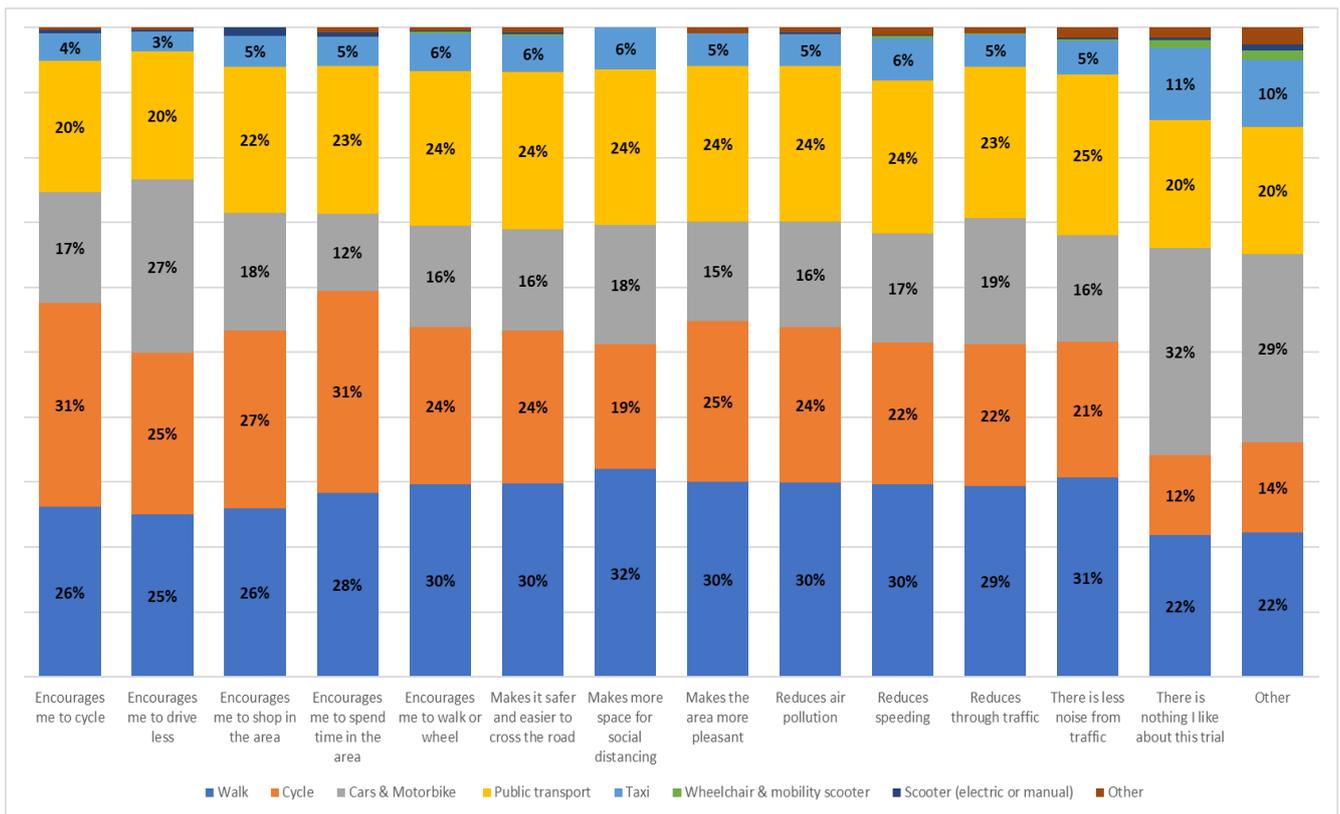
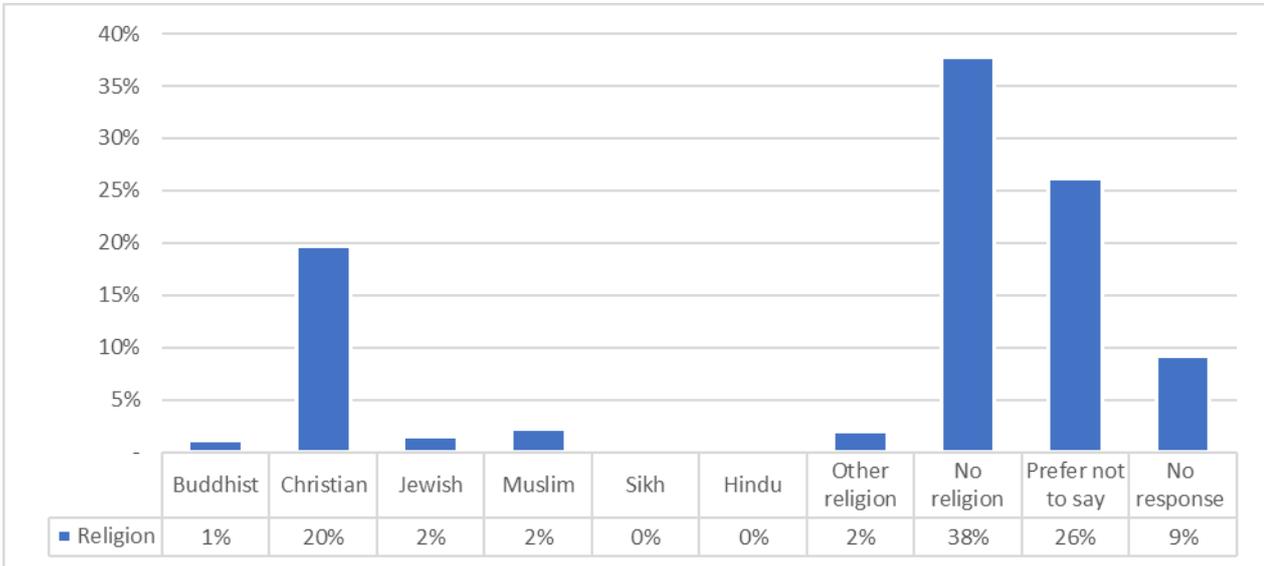
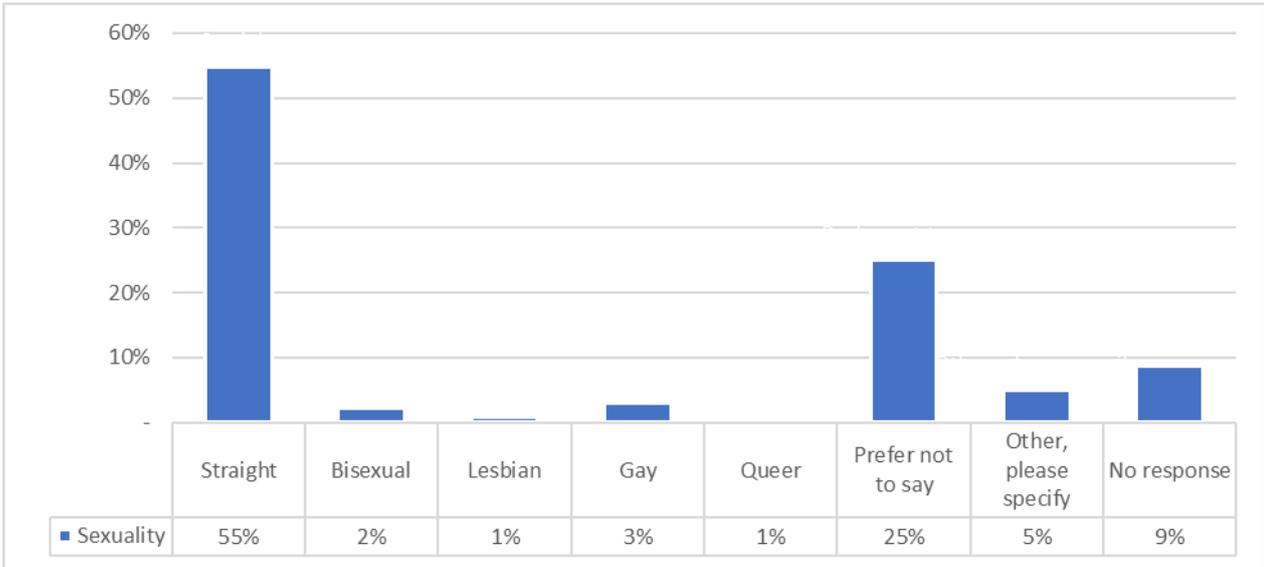


Figure 28: How people travel and what they like about the trial (n: 1,704)

3.47 Figure 29 shows demographics of respondents including sexual orientation, race and religion where the participation of member of the BAME community was lower than 10%, and the LGBTQ+ communities was 10%. This percentage is below Highbury’s BAME population which, based on the 2011 Census 2011, was 7% in Highbury East Ward. In relation to Religion, the majority of respondents stated No Religion (38%), preferred not to say (26%) or stated they were Christian (20%). For comparison, the 2011 Census data for the Highbury East ward was 40% Christian, 44% no religion and 7% Muslim.



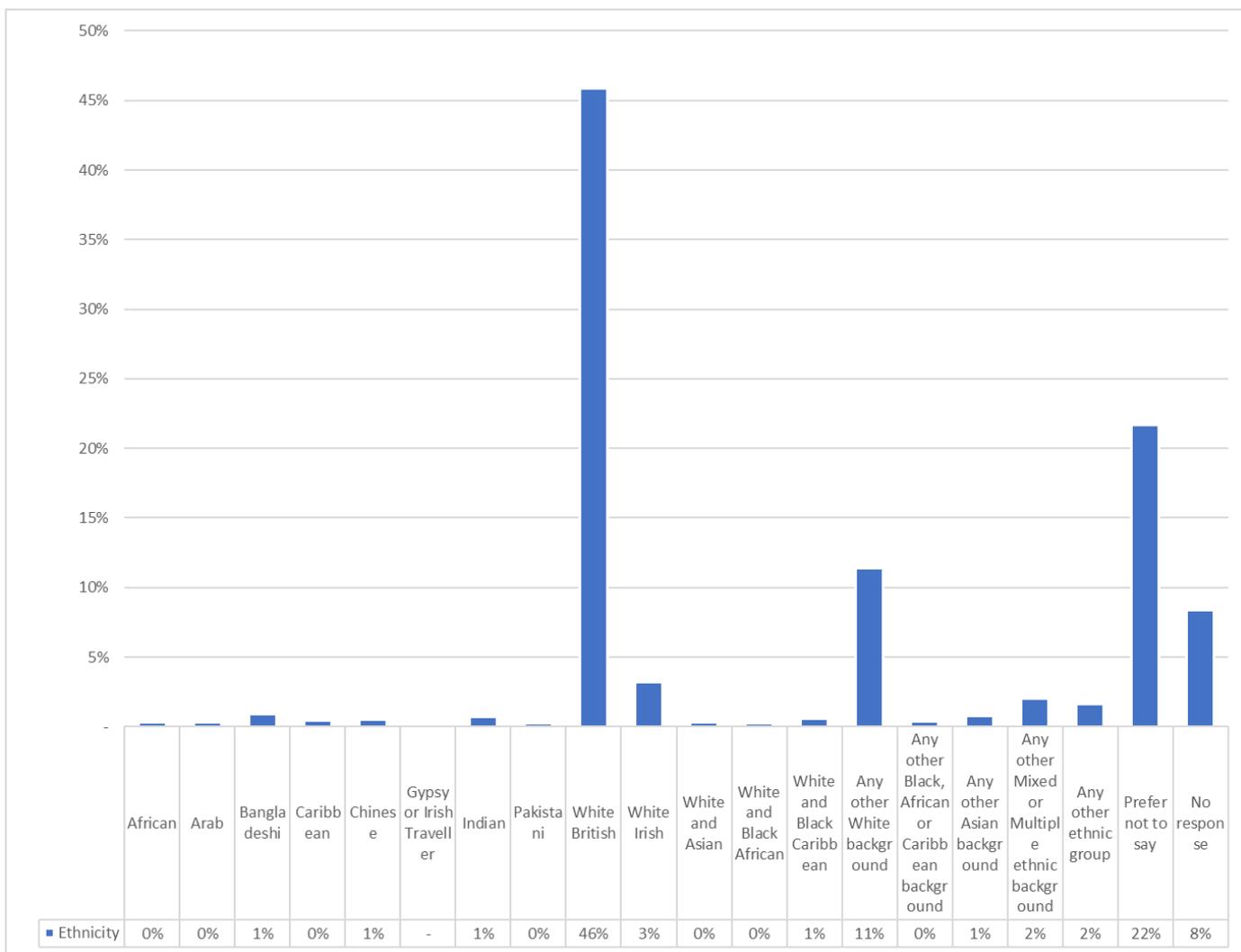


Figure 29: Sexual orientation, religion and ethnic background of respondents (n: 1,704)

3.48 The free-text responses to the trial feedback survey have also been analysed. There were four questions where respondents could provide a free-text response:

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

3.49 The figures show that 1,371 surveys' free text box were completed of which 62% were categorised as negative. A total of 14% contained positive feedback, a further 10% of individuals provided mixed feedback, 9% unclear and 4% of responses relating to another topic other than either Highbury Fields LTN.

3.50 A more detailed analysis of everyone's feedback was carried out, and the main themes from each response were coded. The top 10 most common responses were negative comments. The table below highlights the top 10 negative comments and the top 5 positive comments.

Theme	Positive/ Negative	Percentage of respondents
Increases traffic and pollution	Negative	43.5%
Other negative comments	Negative	22.4%
Car trips inconvenient for vehicles	Negative	15.3%
Need for ANPR exemption for residents	Negative	11.6%
Access for disabled/elderly/vulnerable more difficult	Negative	11.2%
Wasn't asked views before the trial	Negative	9.9%
LTN was badly planned/ill thought out/ waste of money	Negative	8.4%
Scheme increases concerns of danger from traffic	Negative	8.2%
Scheme increases concerns regarding crime and safety	Negative	7.6%
There may be delays for emergency services	Negative	6.1%
Other positive comments	Positive	16.8%
Reduces through traffic/ air pollution	Positive	3.5%
Makes area more pleasant	Positive	2.3%
Improved cycle safety	Positive	1.4%
Reduced traffic danger	Positive	0.9%

f. Formal objections

- 3.51 The public can make a formal objection to a traffic order. There is an initial six-month statutory objection period as part of the Experimental Traffic Order (ETO) process; the feedback must be considered when deciding whether to make a trial scheme permanent.
- 3.52 The Highbury West LTN was implemented through an Experimental Traffic Order (ETO) that was made on 3 December and came into force on 11 December 2020, with the scheme going live on 11 January 2021. These orders were withdrawn and replaced with a new set of orders in December 2021 to allow exemptions for Blue Badge holders. The new orders were advertised on 3 December 2021 and came into force on 10 December 2022, opening a new objection period.
- 3.53 Any formal objection to specific a ETO must be submitted in writing, stating the ground(s) on which it is made.
- 3.54 The council received 332 template objections which did not relate specifically to the traffic orders for any specific LTN or scheme, but to the people-friendly streets programme in general. The themes are listed below:
- There are real anxiety and safety concerns about walking around these deserted LTNs for women, children and young people
 - Congestion and pollution has risen on main roads due to idling gridlocked vehicles
 - There is no signs of traffic evaporation after almost 4 months
 - The new cycle lanes are not being used as envisaged

- Residents and businesses, who are suffering have not been properly consulted
- The Council is required to revise its consultation plans so that all residents of a LTN scheme must be consulted
- There is a clear and distinct lack of thought and planning
- The exceptional needs of the elderly, vulnerable and disabled have not been considered or addressed and in doing so the Council is guilty of direct discrimination
- There are Issues for emergency service access - neither LAS or the Met Police have keys to lockable bollards
- Section 122 of the RTRA 1984 refers to the duty of local authorities "to secure the expeditious, convenient and safe movement of vehicular and other traffic" "not to cause unnecessary congestion and pollution" which the LTN scheme fails to provide, and the Authority are therefore in breach of this regulation and failing in its duty of care
- Data held on the Council's Commonplace website is not fit for purpose - anyone Nationally can register: the Head of Sales and Marketing is Labour Councillor Peter Mason (biased and not independent)
- Islington already has one of the lowest pollution and car ownership levels
- 81% of Islington residents' trips are made by walking, cycling or using public transport and yet the Council is unfairly persecuting its residents
- Islington have implemented the most Safe School Streets
- Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted
- Petition signed by over 7,000 people opposing the LTNs has been disregarded
- Valid concerns put forward by resident representatives to the Council Leader have not been addressed and have been dismissed
- LTNs are not realising the benefits envisioned
- It would appear that Islington Council are disregarding Government advice: "The Transport Secretary has admitted too many cycle lanes are being left "unused" with traffic "backed up" as a result of his green transport revolution. The Government is not anti-car, explaining: "No one should be in doubt about our support for motorists." We are not prepared to tolerate hastily introduced schemes which will create sweeping changes to communities without consultation, and ones where the benefits to cycling and walking do not outweigh the dis-benefits for other road users."
- A judgement was recently made in favour of Nobu Group against Hackney Council for denying access to all but ULEV to certain roads. In that judgement it was stated and confirmed that "Councils do not have the power to close roads, their duty is to repair and maintain only"
- Air quality will not improve if road mileage increases, that is what LTNs are doing, displacing traffic and increasing mileage
- Particulate emissions within LTNs will have dropped but their source had been diverted and added to areas where emissions and pedestrians are densest and now impacting greater numbers of people
- Neighbourhood shops are risk of closure from loss of business
- Our human rights laws protect us all from arbitrary and excessive action by public officials that "intrude into our lives" and the Council have failed to address factors that ought to have been taken into account

- Councillors of the LBI are neglecting their duties to such a degree as to amount to an abuse of the public's trust in the office that they hold. They are therefore guilty of a wilful dereliction of duty

3.55 In addition to the template objections, 47 formal objections were received for the Highbury Fields LTN. In addition to those relating specifically to Highbury Fields, 890 formal objections were received that related jointly to both Highbury Fields and Highbury West LTNs. Objections were received during both ETO objection periods and outside the two objection periods as set out below.

- Objection period 1 was between 11 December 2020 and 11 June 2021
 - 42 formal objections were received during this period for Highbury Fields
 - 578 formal objections were received during this period which relate to both Highbury West & Highbury Fields
 - 287 formal objections were received to both Highbury Fields and West from businesses in the area
- Objection period 2 was between 10 December 2021 and 10 June 2022
 - 3 formal objections were received during this period for Highbury Fields
 - 10 formal objections were received during this period which relate to both Highbury West & Highbury Fields
- The period between the two objections periods (outside objection periods) was between 12 June 2021 and 9 December 2021
 - 2 formal objections were received during this period for Highbury Fields
 - 19 formal objections were received during this period which relate to both Highbury West & Highbury Fields

3.56 The themes from these objections are summarised below. The full list of objection themes and officers' responses is available in Appendix 11 of the delegated decision report.

Theme of objection	Number of objections mentioning theme for Highbury Fields LTN	Percentage of objections mentioning theme for the Highbury Fields LTN	Number of objections mentioning theme for Highbury LTNs (non-specific West or Fields)	Percentage of objections mentioning theme for Highbury LTNs (non-specific West or Fields)
Increase in traffic/pollution on main roads/increase in pollution (cars forced to take a longer journey on congested main roads)	43	91%	558	63%
LTN worsens air quality	18	38%	197	22%
Islington council are not representing all of their residents, including the elderly, those with young children, those with				

disabled children and disabled people not just the able bodied	17	36%	418	47%
Allow for wider exemptions	16	34%	119	13%
Concern about effect on emergency services	12	26%	123	14%
No consultation or due notice	11	23%	455	51%
Negative effect on vulnerable/disabled, less independence	9	19%	59	7%
Poor effect on businesses, less passing trade	7	15%	418	47%
Highbury Corner causing congestion in the area	7	15%	56	6%
Scheme not thought through/justifiable	7	15%	48	5%
Unsafe for women travelling alone, forced to use public transport, walk on quieter streets and cabs can't drop to your door	6	13%	46	5%
Concern about impact on buses e.g. increased journey time	5	11%	123	14%
Concerns for cyclist safety	4	9%	33	4%
Impact of the LTN on Highbury Corner	4	9%	36	4%
Changes need to fully take account of the needs and opinions of local people	3	6%	39	4%
Poor safety in the area	3	6%	67	8%
Creating an increase of Anxiety, stress & depression levels- effect on mental health	3	6%	74	8%
Disturbance from traffic increase (affecting quality of life)	2	4%	59	7%
LTNs are not delivering the benefits envisaged	2	4%	23	3%
Many trips in Islington are already made by walking, cycling or using	1	2%	26	3%

public transport and yet the Council is unfairly persecuting residents				
LTNs do not provide a reduction in car use or ownership or lower air pollution for the majority	1	2%	10	1%
Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted	1	2%	7	1%
Islington already has one of the lowest pollution and car ownership levels	1	2%	19	2%
Section 122 of the RTRA 1984 refers to the duty of local authorities "to secure the expeditious, convenient and safe movement of vehicular and other traffic" which the LTN scheme fails to provide and the Authority are therefore failing in its duty of care	1	2%	14	2%
Concern over how government funding is being used	1	2%	22	2%

g. Meetings with specific groups

- 3.57 In addition to the above statutory consultees, Department for Transport guidelines recommend that when implementing schemes by ETO, authorities engage with specific groups who are likely to be directly impacted by the proposals. In this case disability groups have been identified as those most likely to be directly affected by the Blue Badge exemption policy. This engagement also aligns with the council's commitment to fairness.
- 3.58 At the start of the people-friendly streets programme and in the Resident Impact Assessment attached to the original Highbury Fields experimental traffic orders (the RIA was signed on 16 November 2020 and is the document used to evidence the council's public sector equality duty), the council committed to engage with disabled groups. This engagement was intended to gain a greater understanding of the impacts on disabled people who rely on motor vehicle transport and are therefore more likely to be impacted by different travel routes and a possible increase in journey time. This engagement took the form of several officer meetings with disability groups and groups representing people who have complex mobility needs. Groups met include Disability Action in Islington, the Carers' Forum, Islington Parents' Forum, London Travel Watch, Transport for All, Keeping Safe sub-group, Power and Control. Officers have

also had email exchanges with Horizon on cycle schemes, low traffic neighbourhoods and pavement obstructions.

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

- 3.65 In October 2021 the council's Executive decision on PFS introduced the Blue Badge exemption policy. In line with this decision, the changes to the Highbury Fields LTN were introduced after considerations which include: a response to feedback provided from these groups; an analysis of the feedback provided by disabled residents to the trial feedback surveys for each scheme; and a journey time analysis carried out by independent consultants. This feedback and analysis are summarised in more detail in the Resident Impact Assessment (RIA) produced alongside the October 2021 Executive Report on people-friendly streets (see pages 7-10 of this RIA for more details).
- 3.66 The exemption allows Blue Badge holders to register a single motor vehicle for their personal use which is registered to their own address within (or on the boundary of) the low traffic neighbourhood in which they live. A permit will be provided for this vehicle, which allows the Blue Badge holder to drive, or be driven, through designated camera-enforced filters of the LTN in which they reside.
- 3.67 In response to the recent and historic engagement with disabled groups and individuals the council will also be implementing an 'exceptional circumstance dispensation' which will involve a case-by-case consideration for individuals requesting exemption beyond the standard home LTN approach. The council recognises the need for this and will continue engaging with disabled groups and representatives on further developing this engagement route. There will also be a separate route to obtain an exemption to drive through a designated filter in an LTN in which the applicant does not live, through an exceptional circumstance dispensation. Details around the application processes and exact criteria will follow in due course.
- 3.68 With regards to the need for exemptions for disabled taxi users and disabled people who may not have Blue Badges, the council acknowledges that the implementation of this policy does not benefit those users and is limited. The justification and rationale for the exclusion of taxis is explained in more detail in the Equalities Impact Assessment (EqIA) Appendix 7 to the May 2022 delegated decision report for the Highbury West and Highbury Fields LTN.
- 3.69 The council will continue to engage directly with groups representing disabled people and disabled individuals as part of the wider people-friendly streets programme.

4. Conclusions to pre-consultation analysis

- 4.1 The Commonplace engagement feedback, trial feedback surveys, correspondence and objections received highlight these key points:
- Car owners are over-represented in the feedback and engagement as are people who cycle.
 - Many respondents were concerned that the scheme pushes traffic onto the main roads (with related concerns about air quality on main roads and the impact on car and bus journey times).
 - Before the scheme was implemented the most commonly reported concerns were about volume of traffic, through-traffic on minor roads and traffic speeds. After the scheme was implemented, complaints of through-traffic and traffic speeds substantially reduced.

- The majority of respondents reported that they live within the scheme area or nearby.
- Demographic analysis shows that underrepresented groups include young people (16 – 24 years old), older people (+65 years old) and people from ethnic minorities.
- There were concerns that the trial made car journeys longer and more difficult and that this has a disproportionate impact on disabled people who may be more likely to rely on a car to get around.
- Support for the trial tends to be higher among people who do not own cars.

5. Public consultation analysis

- 5.1 On 18 June 2020 a decision by the council's executive committed to undertake a formal consultation around 12 months after the implementation of each trial scheme. This 12-month period gave time for people to experience the changes and allowed the council to do more monitoring to understand how the changes affected local traffic.
- 5.2 In August 2021 the council commissioned consultants, Steer, to support with the public consultation, providing additional resources and independent analysis of the consultation results.
- 5.3 The Highbury Fields consultation ran from 7 February to 14 March 2022, during which a number of events were held and included an online questionnaire available via the Islington website. Paper copies of the questionnaire were also made available at Islington Town Hall reception desk as well as consultation events and could be requested by post.
- 5.4 The Highbury Fields consultation was run at the same time as the Highbury West consultation. Separate consultation surveys were available and so data collected is unique to each LTN, however, the consultation events held were for both Highbury Fields and West LTN areas.
- 5.5 The council used various ways to promote the consultation. Approximately 25,000 leaflets were hand delivered during the week of 14 February and others were distributed to pedestrians in the Highbury Fields area towards the end of the consultation in February and March 2022.
- 5.6 During the consultation, officers and councillors attended events organised at the following locations and dates:
- 9 February 2022 - a focus group session with members of Elizabeth House Community Centre
 - 22 February 2022 - targeted businesses door knocking
 - 23 February 2022 - targeted street intercept
 - 26 February 2022 - online 'town hall' Q&A event open to all residents
 - 1 March 2022 - an advertised drop in at the junction with Highbury Crescent and Highbury Terrace
 - 3 March 2022 - a drop in session with parents/carers at Finsbury Park Mosque
 - 10 March 2022 - school leafletting at Ambler Primary School and Gillespie Primary School
- 5.7 The consultation information was shared on social media platforms including Next door, Twitter, Facebook, and by press release. An email informing people of the consultation was sent to 2,733 Commonplace subscribers.

- 5.8 Appendix 8 of the delegated decision report is the consultation report produced by Steer which summarises the consultation feedback received via the consultation questionnaire and some of the engagement activities during the consultation. These events include the online Town Hall (26 February 2022) the advertised drop-in session (1 March 2022).
- 5.9 It is worth noting that certain people attended multiple consultation events – so the number of people attending those events should not be added and conflated as a total number of event participants.
- 5.10 Businesses were visited on 22 February 2022 by Steer and two Islington officers. The feedback from the business visits was mixed with some businesses unaware of the trial measures that had been in place for 12 months. Others were aware of the measures but did not think they had an impact on trading while others commented that customers/patrons had complained it was more difficult to access the premises due to having to take a longer or more convoluted route and that they were losing business because of this. Businesses were told about the consultation feedback survey and that they could fill in the survey on behalf of a business. Where relevant, businesses were advised that they could take advantage of initiatives including cycle/cargo bike hire, package hubs etc.
- 5.11 Steer analysed postcode data of those who had responded to the consultation questionnaire to identify streets and locations which had relatively low response rates to the questionnaire. The locations targeted were:
- Fieldway Crescent
 - Highbury Crescent
 - Highbury Place
 - Renwell Road
 - Ronalds Road
 - Arvon Road
- 5.12 In addition to the targeted streets mentioned in 5.11, on 23 February 2022 Steer also intercepted people on busier streets with higher areas of pedestrian footfall in the Highbury area to give out leaflets due to a lack of footfall on the targeted streets.
- 5.13 The key feedback from the leaflet distribution exercise was that residents did not like the format of the consultation questionnaire because they did not feel as though it would allow them to express their views. Some residents expressed support for the scheme but disagreed with the way it was delivered.
- 5.14 The online Town Hall style event was held on 26 February 2022. 63 people registered for the event and 47 attended. Council officers presented the monitoring data which had been collected during the trial with a large majority of the meeting dedicated to a Q&A facilitated by Steer. The main themes raised at the event are included in Steer's consultation report.
- 5.15 An advertised in-person event that was held at the junction of Highbury Crescent and Highbury Terrace on 1st March 2022 from 16:30-17:30pm. The event was attended by 30-40 people. The key feedback from the event is included in Steer's consultation report, which can be found at Appendix 8 of the delegated decision report.
- 5.16 Considering all feedback from the consultation events, the key findings are:

- Attendees at the online event expressed concerns over the impact on local businesses.
- Attendees at the online event expressed concern that the Highbury LTNs were increasing congestion in the surrounding areas.
- Attendees at the online event expressed support that the LTNs has enabled children to play out safely in the streets.
- Attendees at both the online and in-person events were concerned about the findings presented and suggested that they were biased. Attendees also voiced concerns over the lack of consultation prior to the trial scheme.
- Attendees at the in-person events expressed concern that the Highbury LTNs had caused division in their local communities.
- Attendees at the in-person events suggested that the Blue Badge exemption should be extended to all residents within the LTNs.

5.17 The consultation questionnaire was filled out by 1,938 respondents, the detailed findings are included in Steer's report in Appendix 8 of the delegated decision report.

6. Conclusions and who is underrepresented

- 6.1. The council has received a considerable volume of both positive and negative feedback about the Highbury Fields PFS trial through a variety of different engagement activities aimed at hearing from as many residents as possible. 209 emails, 47 formal objections to Highbury Fields and 890 formal objections which relate jointly to Highbury West and Fields (of which 290 were business objections), 1,704 trial feedback survey responses, 1,938 consultation questionnaire responses and 233 Commonplace comments were received.
- 6.2. The key things people have told us they like about the trial are:
- Reduces through traffic/ air pollution
 - Makes area more pleasant
 - Improved cycle safety
 - Reduced traffic danger
 - General support for the scheme
- 6.3. The key things people have told us they dislike about the trial are:
- Increases traffic and pollution
 - Other negative comments
 - Car trips inconvenient for vehicles
 - Need for ANPR exemption for residents
 - Lack of consultation before the trial started
 - Concern that the LTN increases vehicle traffic on unsuitable nearby roads/boundary roads.
 - Concern that the LTN reduces or does not improve air quality
 - 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)
- 6.4. The consultation and engagement feedback have highlighted that certain groups were underrepresented in the surveys and engagement activities. Young people and those under 24 years old had a low response rate to Commonplace (1% of comments), trial feedback surveys

(2% of surveys) and consultation questionnaire (1%), when they make up 18% of the Highbury East ward population.

- 6.5. Other under-represented groups were BAME or Minority Ethnic groups. The ward that was formerly Highbury East has a 23.5% Minority Ethnic population (versus a 76.5% wide 'White' group) but this is not reflected in the responses to consultation. For instance, the trial feedback survey analysis shows that less than 3% of respondents identified as belonging to Black, Asian and Minority Ethnic groups. Similarly, only 3% of respondents to the consultation questionnaire identified as belonging to Black, Asian, Minority Ethnic groups.

- 6.6. The proportion of motor vehicle users amongst respondents to all engagement channels is disproportionately high compared to the 71% of Islington households do not have access to a private car.