

# St Mary's Church people friendly streets trial – Public Consultation and Engagement Analysis

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Report  
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# 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 St Mary's Church low traffic neighbourhood (LTN) trial. This trial involved the introduction of an LTN within the St Mary's Church ward beginning in February 2022. The trial area sits between the following main roads, with Highbury Corner at the northern tip of the area:
- Upper Street
  - Canonbury Road
  - Essex Road
- 1.2 Traffic cameras and planters were installed to reduce traffic and road danger and create more space for people walking, cycling and using mobility aids, while still allowing emergency vehicles to pass through.
- 1.3 The consultation period was between Wednesday 29<sup>th</sup> March and Thursday 27<sup>th</sup> April 2023. 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 301 responses.
- 1.4 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.
- 1.5 This report will feed into Islington Council's decision report which will bring together monitoring data, consideration of objections and correspondence received over the trial period.



## 2 Consultation engagement events

### Engagement activities

2.1 During the St Mary's Church consultation period engagement events were undertaken by Steer in conjunction with LBI officers. These included:

- Business visits to boost survey participation.
- An online town hall Q&A event open to all residents.
- Residents' door knocking in areas with a low response rate to the consultation.

#### Business visits

2.2 Businesses within the LTN area and on the boundary roads were visited by Steer staff to remind or inform them about the ongoing consultation. The business visits took place on 4<sup>th</sup> April 2023 from 9:30-5:30pm. All streets within the LTN were visited during the day.

Table 2.1: Business visits notes

Streets	Summary of comments from businesses	Number of businesses which made each comment
<b>Cross Street (7 businesses commented)</b>	Deliveries are received daily.	2
	Experience difficulties loading.	1
	Customers use car to collect trade materials.	1
	'No right turn' sign outside the showroom prevents the canopy from being able to fully open, so in the Summer the sunlight comes through, and the showroom becomes very warm.	1
	Decrease in passing trade.	2
	Cross street is difficult to access for customers.	2
	Expensive or lack of parking prevents customers visiting shops.	2
	Tradesmen have difficulty travelling in their vans, with added fuel cost and time.	1
	Decline in traffic on the street.	1
	Suggestion to have traffic calming measures (speed bumps) instead.	1
	Traffic has moved onto other roads.	2
	Access is difficult for people with mobility issues.	1
	Free parking on Saturdays after 1pm has been good for business – suggest extending this to Sunday.	1

	Signage isn't clear enough and leads to drivers receiving fines.	1
	Traffic wardens in the area are vigilant.	1
<b>Shillingford Street (1 business commented)</b>	Deliveries outside the shop cause road blockages (usually takes half an hour to unload).	1
	Customers travel by car.	1
<b>Upper Street (1 business commented)</b>	Require cars for viewings and have cars parked on Halton Road.	1
	Added time to viewings, especially between 3pm and 5pm, due to detours.	1
	Traffic funnelled onto Essex Rd / Upper St.	1
	Suggest business exemptions for those within a close radius of Cross Street.	1

### Online town hall

- 2.3 An online Q&A event was held on Wednesday 13<sup>th</sup> April from 6-7pm; 8 people registered for the event and 3 people attended. LBI officers presented the scheme monitoring data which had been collected during the St Mary's Church trial with the remainder of the meeting dedicated to a Q&A facilitated by Steer. Given the small number of attendees to the online session, the full comments made are shown below in Table 2.2 and have separated into themes.

Table 2.2: Comments at online event

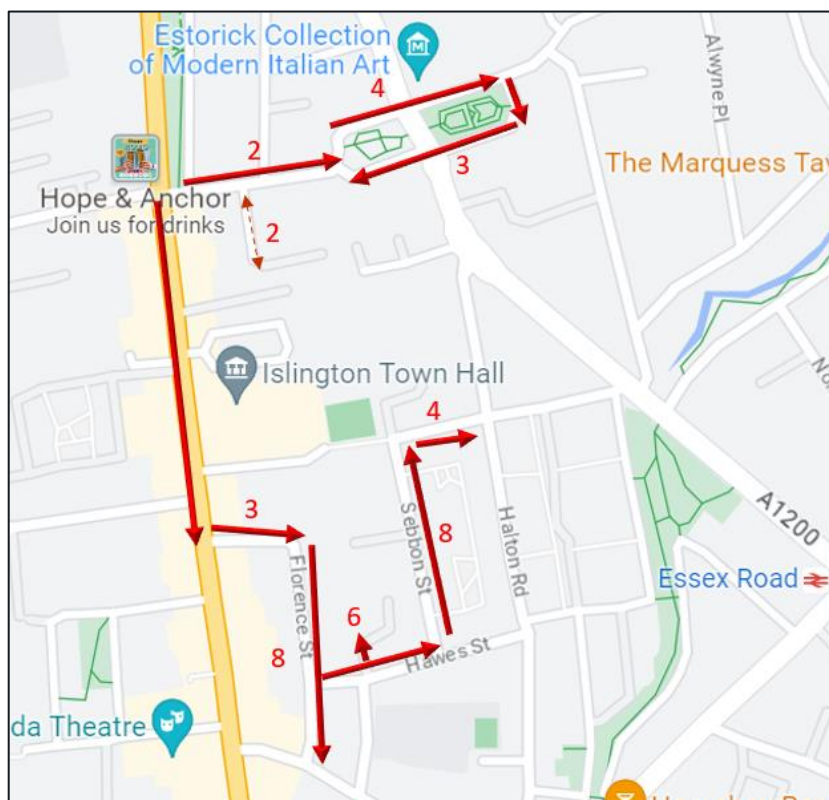
Theme	Comments from the online town hall event
<b>Consultation</b>	<ul style="list-style-type: none"> <li>Concern that council are not listening to responses in consultation.</li> </ul>
<b>Traffic on boundary roads</b>	<ul style="list-style-type: none"> <li>Traffic on boundary roads anecdotally seems to have increased. Levels of pollution have increased because traffic is blocked on boundary roads.</li> <li>Buses in Islington have been delayed by traffic on the boundary roads.</li> <li>Things have got worse for pedestrians and cyclists because of this congestion and pollution.</li> </ul>
<b>Cross Street</b>	<ul style="list-style-type: none"> <li>Cross Street is a failure not a success, it should be possible for people to drive along this street.</li> </ul>
<b>Parking/ idling vehicles</b>	<ul style="list-style-type: none"> <li>People who come from Upper Street onto Florence Street, where there are mostly single-yellow lines, use it as temporary parking and sit there idling. Suggestion to turn into residents' parking or double yellow lines.</li> <li>Problem with commercial vehicles idling outside homes on Florence Street.</li> </ul>
<b>Blue Badge Holders/ Accessibility</b>	<ul style="list-style-type: none"> <li>It's great the council has listened to Blue Badge holders, but it ignores the substantial proportion of older or disabled people who don't have cars, for whom the only way to get around is by taxi.</li> <li>The restrictions add mileage and cost to cab journeys, discriminating against people who don't use cars.</li> <li>Query if the council considered an exemption for black cabs.</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Seen a reduction in the volume of traffic.</li> <li>Have noticed we still have traffic that comes in from Upper Street via the petrol station, comes into Cross Street via Florence Street, realises</li> </ul>

	they can't get through and then turns around, so more traffic on Cross Street as a result, suggestion this could be improved by signage.
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### Resident door knocking

- 2.4 Once the consultation survey had been open for two weeks, Steer analysed the respondent postcode data to identify streets and locations within the LTN area which had relatively few responses to the survey. This indicated locations for officers and Steer to check residents' awareness of the consultation and provide information about how to complete the survey.
- 2.5 The streets which were targeted were Canonbury Lane, Canonbury Square, Spencer Place, Sebbon Street, Richmond Grove Hawes Street, Tressel Close and Florence Street. Figure 2.1 below shows the route taken and approximate number of people spoken to in each section.

Figure 2.1: Resident door knocking route



- 2.6 Table 2.3 below sets out an overview of the themes discussed during engagement.

Table 2.3: Overview of resident visit discussions

Theme	Summary of comments from residents during door knocking	Frequency (approximation)
<b>Traffic</b>	<ul style="list-style-type: none"> <li>• Some residents expressed concern that schemes in Islington and surrounding wards have created more traffic on main roads, thereby making travel by car or bus longer, or more inconvenient</li> </ul>	10
<b>Access (residents)</b>	<ul style="list-style-type: none"> <li>• Residents expressed concern that filtering from St. Mary's Church (and other LTN schemes) have resulted in</li> </ul>	5

	<p>longer routes to reach main roads, and therefore increased car journey times.</p> <ul style="list-style-type: none"> <li>Residents suggested detailed amendments to traffic filtering systems, to permit resident exemptions for access through the filters.</li> <li>Residents requested resident-exemption from local traffic filters.</li> </ul>	
<b>Access (for non-residents)</b>	<ul style="list-style-type: none"> <li>Residents cited LTN filtering and restrictions as discouraging visitors/tradespeople from coming to the area.</li> <li>Concerns were raised regarding the negative impact of a lack of through traffic on businesses.</li> </ul>	3
<b>Parking</b>	<ul style="list-style-type: none"> <li>Residents across the area expressed concern regarding an overall lack of parking provision for residents.</li> <li>A few residents on Florence Street raised concerns that the current locations of paid/business parking would be better utilised as resident parking (and vice versa).</li> <li>Residents on Florence Street also raised concerns about the road effectively becoming an 'overflow' car park for garage customers, with some concerns about associated anti-social behaviour.</li> </ul>	5
<b>Consultation process</b>	<ul style="list-style-type: none"> <li>Residents expressed concern that their streets had disproportionately benefitted from the scheme and were concerned that other streets would be receiving negative impacts (e.g., increased traffic, reduced air quality) as a result.</li> <li>Residents expressed concerns about the nature of the consultation survey, noting that it appeared 'formulaic'.</li> </ul>	4
<b>Other</b>	<ul style="list-style-type: none"> <li>Concerns were raised about illegal moped driving on pavements and through filters</li> </ul>	2
<b>Positive interest</b>	<ul style="list-style-type: none"> <li>Several residents were positive about the overall scheme or expressed support for some elements of the scheme.</li> <li>In particular, these residents were pleased with an overall reduction in traffic on roads; noting that it felt quieter, safer for children, or less polluted.</li> </ul>	7

## 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. The questionnaire was prepared by the council and included questions 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 or have access to a car or van (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 The council received 301 responses to the consultation. One was submitted via a paper survey and all others were submitted online. In addition, four pieces of correspondence were submitted via email and identified as consultation responses – these have been included in the open question analysis.
- 3.5 Respondents were asked if they were filling out the consultation on behalf of a business. Of the 301 responses to this question, 22 were filled out on behalf of a business, 262 were public responses and 17 had no response so have been assumed to be public responses. It should be noted that a further question asking respondents on their connection to the area is shown in Table 3.2 and respondents have answered differently when selecting if they own a business in the area to this question.

**Table 3.1: Respondent type**

	Number	Percentage
Public	279	93%
Business	22	7%
<b>Total</b>	<b>301</b>	<b>100%</b>

### Demographics

- 3.6 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.

3.7 The graphs in Appendix C show the results of the consultation for each of these demographics in comparison to borough-wide demographic data from the 2021 Census. In summary:

- The age group which provided the most responses is 35-44 years (24%). The second most popular age category was 55-64 years (20%), closely followed by 45-54 years (19%). In each of these categories, the proportion of respondents exceeds the proportion of Islington residents in these ranges (Census, 2021).
- 9% of respondents stated that they are a disabled person, which is lower than the 16% of Islington residents who are disabled (Census, 2021). 73% of respondents stated that they are not disabled.
- 44% of respondents stated that they are male, 34% stated that they are female, 10% preferred not to say, 1% are non-binary and 1% selected 'Other'. These proportions do not add to 100% as some respondents did not answer. Both male and female representation in the survey is lower than the borough's averages of 48% and 52% respectively (Census, 2021).
- 74% of respondents stated that their gender identity is the same as the sex they were assigned at birth. 16% preferred not to say and 11% gave no response.
- Half (53%) of respondents identify as straight, 2% identify as bisexual and 4% identify as gay. A quarter of respondents preferred not to say.
- 38% of respondents stated that they have no religion. 17% of respondents are Christian, which is lower than the 38% of Islington residents who are Christian (Census, 2021). There are smaller proportions of other religions amongst respondents; 3% are Muslim, 2% are Jewish, 2% are Buddhist and 1% are Hindu. It is important to note that Census data is not available for several religions.
- The most common ethnicity amongst respondents is 'White British' (42%), followed by 'Any other White background' (14%). All other ethnicities are represented in smaller proportions and are under-represented compared to Islington borough.

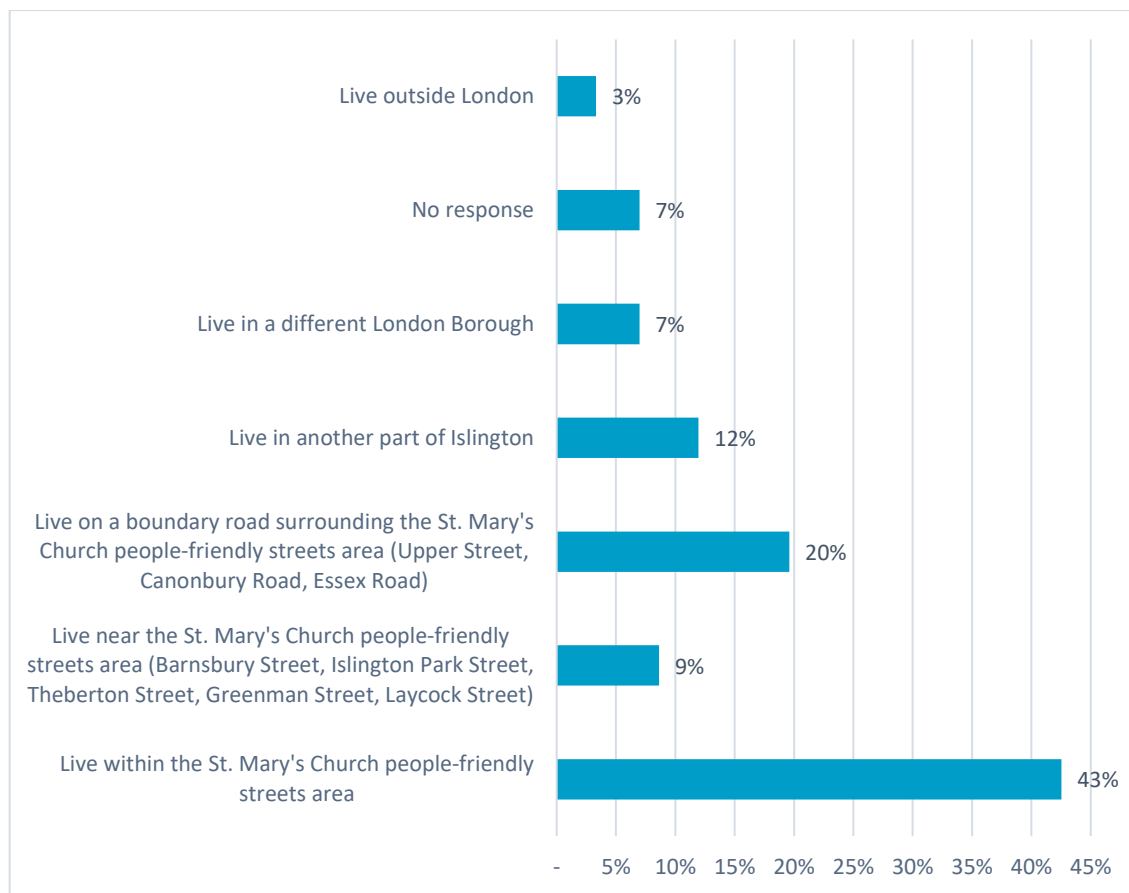
3.8 When considering the above it should be noted that not all respondents to this survey live in Islington, as set out in the 'connection to the area' section below. We have included this comparison of the demographics of respondents with the demographics of the whole borough as an indication of how 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 demographic characteristics.

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

3.9 Respondents were asked where they live in relation to the St Mary's Church trial scheme area. 43% of respondents stated they live within the area, while 9% stated that they live near the area. This was followed by 20% living on a boundary road (including Upper Street, Canonbury Road and Essex Road). (Figure 3.1).

3.10 7% (21) of respondents live in a different London borough with the greatest proportion of these living in Hackney (29% of the 21 respondents).

**Figure 3.1: Where do you live in relation to the St Mary's Church PFS area? (Q19)**



Number of respondents = 301

3.11 Respondents were asked their connection to the St Mary's Church people-friendly streets area. Respondents could tick all that apply for this question and so the total number is higher than the total number of respondents.

**Table 3.2: Connection to the area**

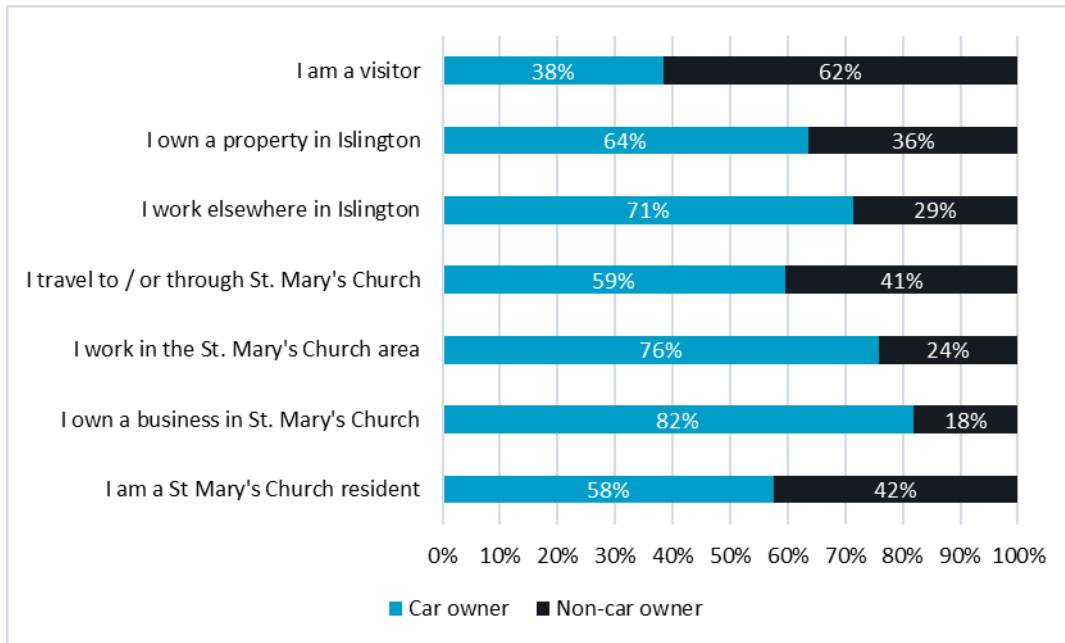
Connection to area (tick all that apply):	Number	Percentage
I am a St Mary's Church resident	142	36%
I own a business in St Mary's Church	11	3%
I work in the St Mary's Church area	33	8%
I travel to / or through St Mary's Church	83	21%
I work elsewhere in Islington	16	4%
I own a property in Islington	90	23%
I am a visitor	15	4%
<b>Total</b>	<b>390</b>	<b>100%</b>

3.12 To understand how car or van ownership impacted responses to the survey, respondents' connection to the area was cross tabulated with car ownership levels.

3.13 42% of respondents who are a St Mary's Church resident do not have a car or van, with 58% of these respondents having one or more car or van. 41% of those who travel to / or through St Mary's Church do not have a car, with 59% of these respondents having one or more car or van.

3.14 Respondents who stated they are a St Mary’s Church resident have higher car ownership levels (58%) than the borough average of 33% of Islington households with access to a car or a van (Census 2021).

**Figure 3.2: Connection to the area and car ownership**

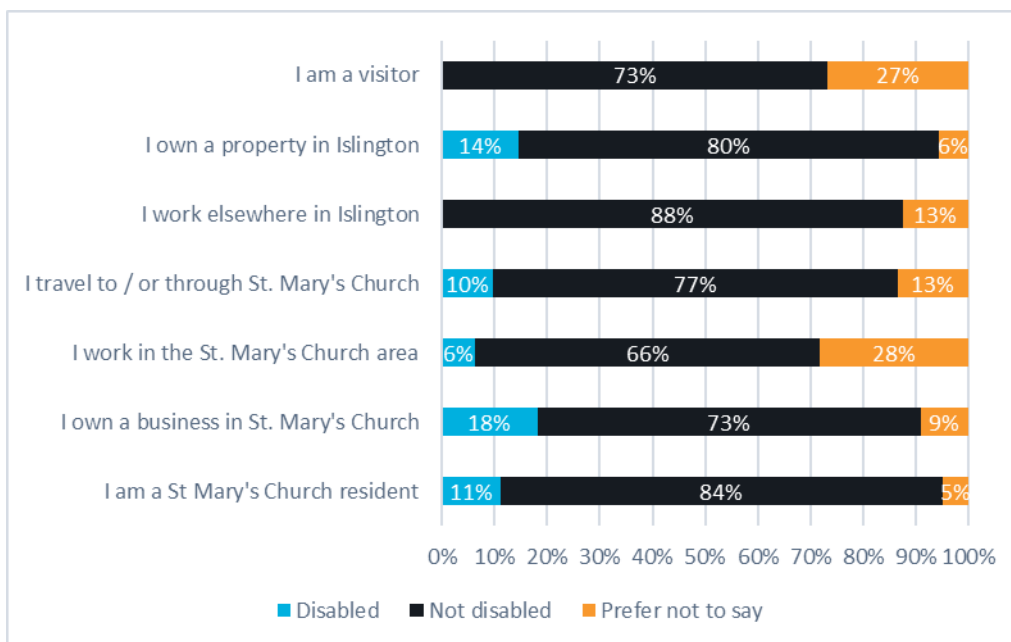


Number of respondents = *I am a visitor* (13); *I own a property in Islington* (88); *I work elsewhere in Islington* (14); *I travel to / or through St. Mary's Church* (79); *I work in the St. Mary's Church area* (29); *I own a business in St. Mary's Church* (11); *I am a St Mary's Church resident* (137). (N.B. 'no response' has not been included).



- 3.15 Figure 3.3 shows that 11% of the respondents who are a St Mary's Church resident said they are disabled, and 10% of those who travel to / or through St Mary's Church said they are disabled. 18% of respondents who own a business in St. Mary's Church and 14% of respondents who are property owners in Islington stated that they are disabled.

**Figure 3.3: Connection to the area and disability**

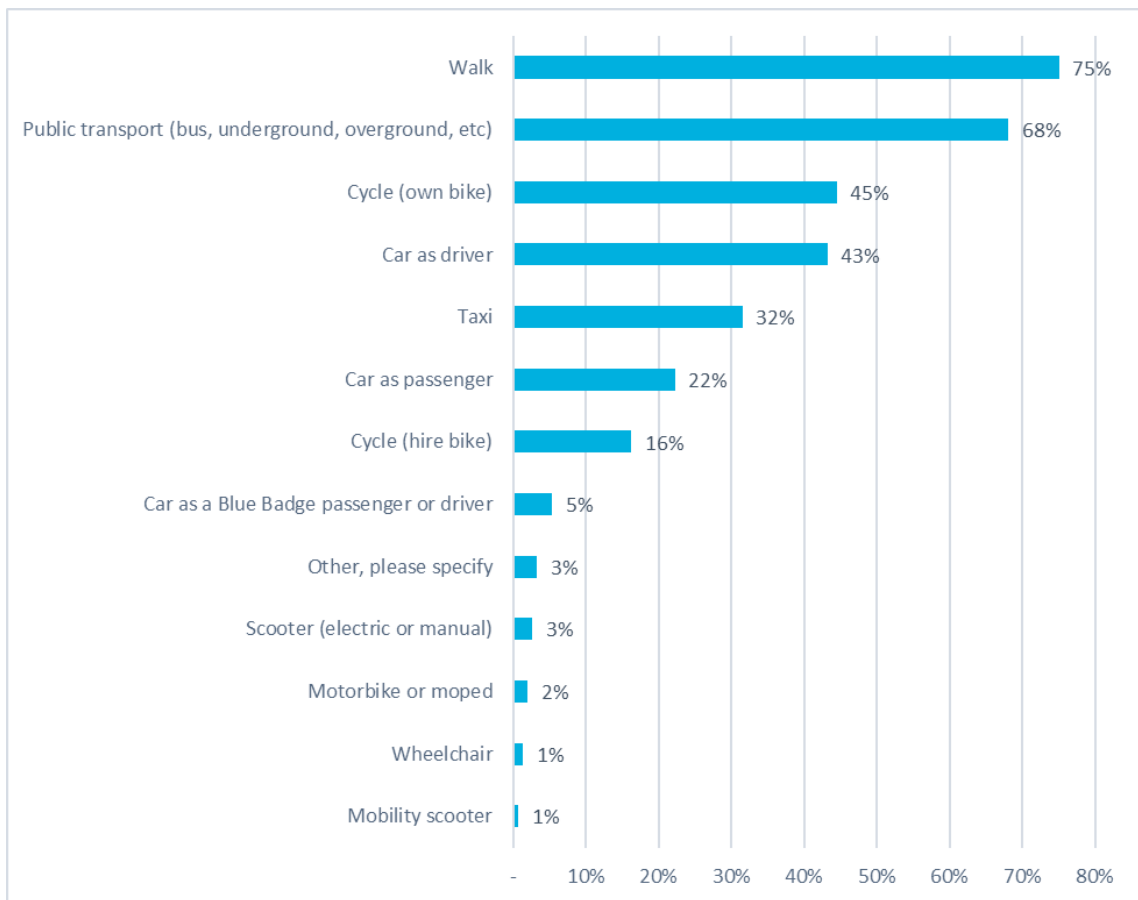


Number of respondents = *I am a visitor* (15); *I own a property in Islington* (90); *I work elsewhere in Islington* (16); *I travel to / or through St. Mary's Church* (82); *I work in the St. Mary's Church area* (32); *I own a business in St. Mary's Church* (11); *I am a St Mary's Church resident* (142). (N.B. 'no response' has not been included).

### Travel patterns

- 3.16 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 and so the total number is higher than the total number of respondents, and percentages sum to greater than 100%.
- 3.17 Figure 3.4 shows that three quarters (75%) of respondents walk, 68% use public transport, 45% cycle (own bike), 43% travel by car as a driver, and nearly a third (32%) use a taxi.
- 3.18 For this question, ten respondents stated that they used 'other' methods to travel and were then asked to specify their 'other'. Out of the ten respondents, four provided responses that were already specified in the question, followed by one who did not specify any particular mode in their response. Three respondents provided answers not related to the question while a further two respondents said that they use commercial vehicles (e.g., vans).

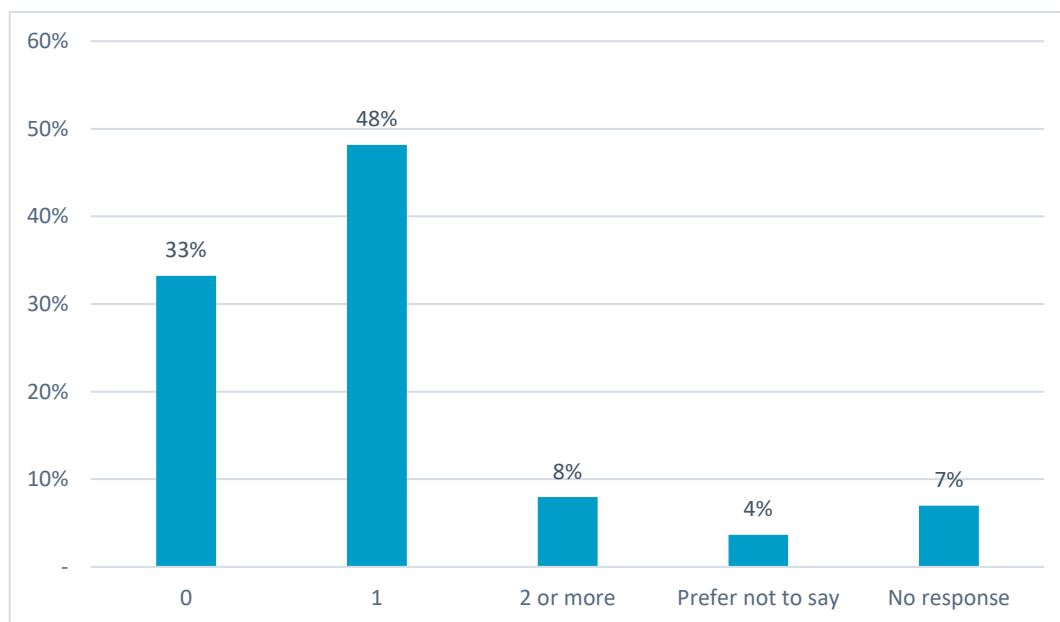
**Figure 3.4: How do you travel? (Q13)**



Number of respondents = 301 (NB respondents could select more than one option)

3.19 Respondents were asked how many cars or vans their household owns. Figure 3.5 illustrates that a third of respondents (33%) are from households which do not own a car or van, whereas 56% of respondents stated that they are from households which own 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 67% of households in Islington do not own a motor vehicle, and only 33% own one or more (Census, 2021)

**Figure 3.5: How many cars or vans does your household own? (Q14)**



Number of respondents = 301

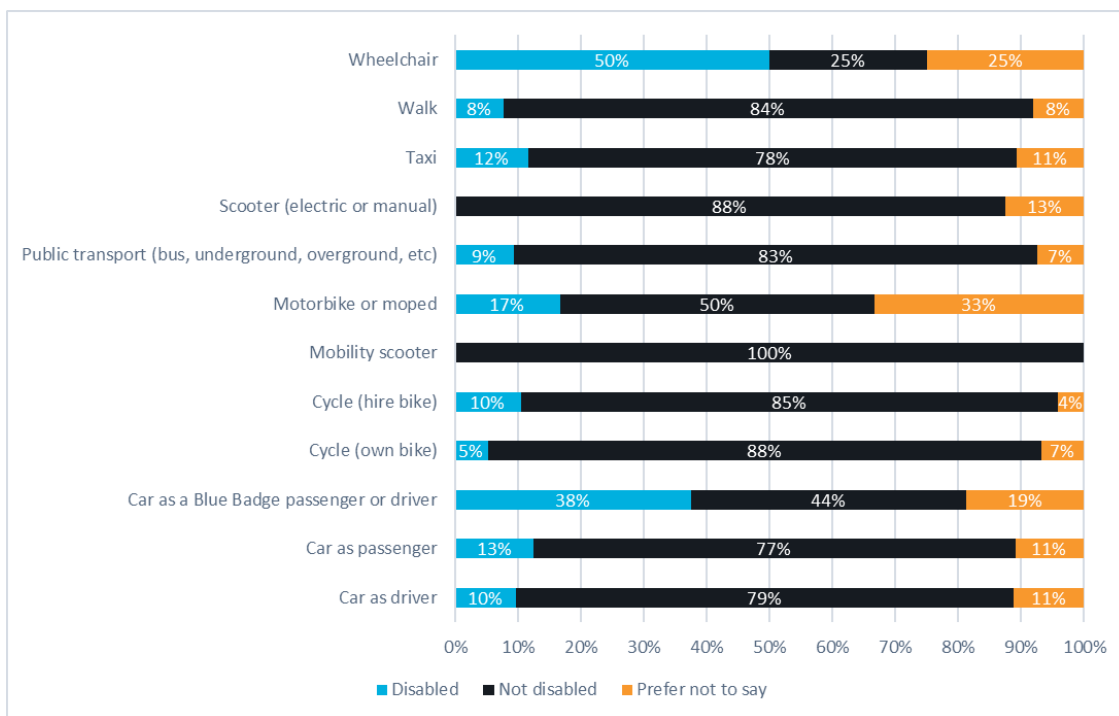
**Travel patterns and car ownership among disabled residents**

3.20 Respondents were invited to comment on the Council’s exemption policy for Blue Badge holders which was introduced in December 2021, ahead of the implementation of the St. Mary’s Church scheme – the first LTN to have Blue Badge exemptions implemented from the outset. The analysis of responses to this question is included in Paragraph 0.

3.21 To help assess the impact of the Blue Badge holder exemption policy on 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 are disabled or have a long-term illness or impairment that affects their day-to-day activity.

3.22 Figure 3.6 shows that half of respondents who are disabled (50%) use a wheelchair. Over a third (38%) of disabled respondents use a car as a Blue Badge passenger or driver. 13% of disabled respondents travel by car as a passenger and 12% travel by taxi.

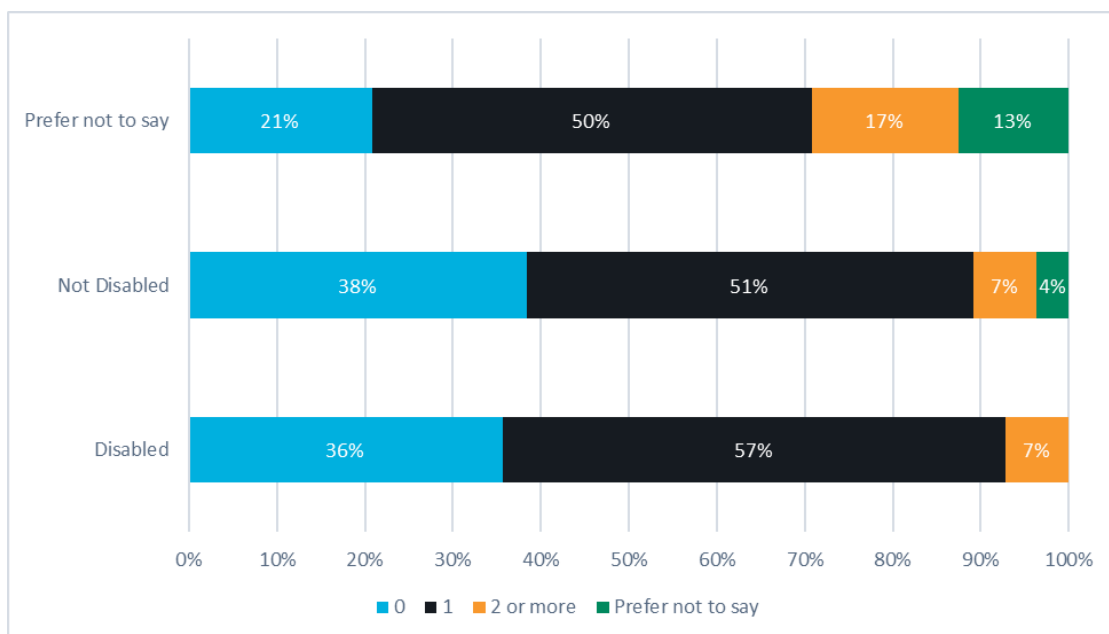
**Figure 3.6: Modes used by disabled respondents**



Number of respondents = *Wheelchair* (4); *Walk* (223); *Taxi* (94);  *Scooter (electric or manual)* (8); *Public transport (bus, underground, overground, etc)* (203); *Motorbike or moped* (6); *Mobility scooter* (1); *Cycle (hire bike)* (48); *Cycle (own bike)* (134); *Car as a Blue Badge passenger or driver* (16); *Car as passenger* (64); *Car as driver* (125).

3.23 Figure 3.7 shows that 36% of disabled respondents do not own a car, and over half (57%) own one car. Generally, the level of car ownership is higher among disabled respondents (64%) compared to non-disabled respondents (58%).

**Figure 3.7: Car/van ownership among disabled respondents**



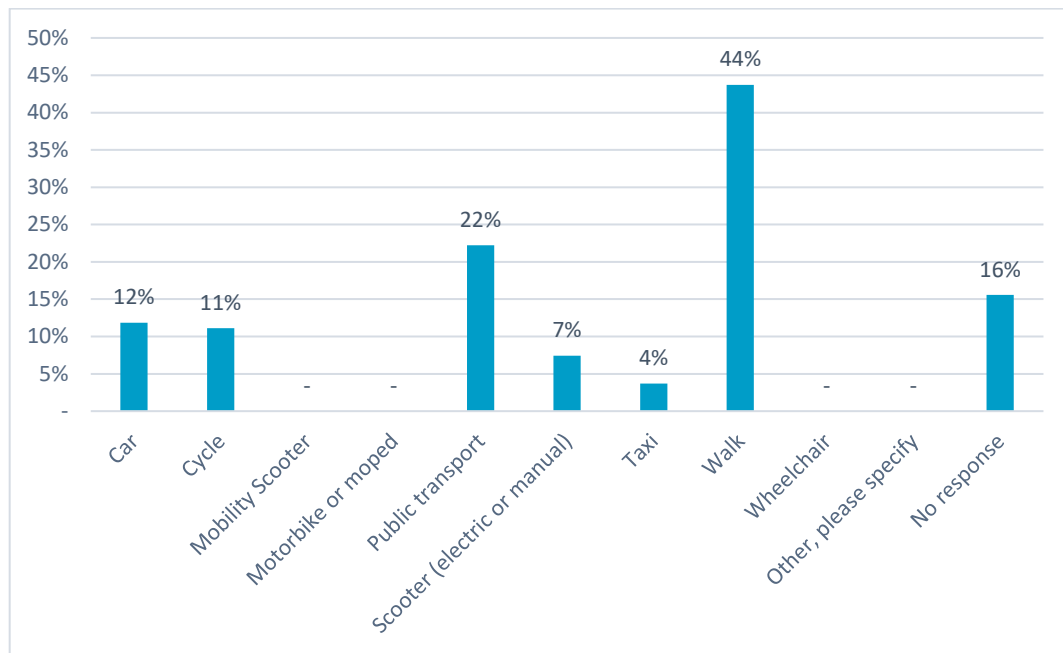
Number of respondents = *Disabled* (28); *Not disabled* (221); *Prefer not to say* (24).

### School Children

3.24 Respondents were asked if they have children and there is a near even split between yes and no (46% and 42% respectively). If they selected yes, they were asked if their children were school-aged. Out of the 137 respondents who answered this question, 83 have school-aged children (61%).

3.25 The survey asked the modes of transport by which their children travel to school, which is presented in Figure 3.8. The most popular mode among respondents to this question is walking (44%). Nearly a quarter (22%) use public transport. Similar proportions of respondents travel by car and cycle (12% and 11% respectively). Respondents could choose more than one mode of transport, therefore, percentages do not sum to 100.

**Figure 3.8: Travel to and from school (Q18)**



Number of respondents = 135

## The trial scheme

- 3.26 Respondents were presented with a series of statements and asked if they thought these were happening more or less since the trial began in February 2022 (Figures 3.9 to 3.28). 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.
- 3.27 For the purposes of analysis, respondents have been categorised into either living within the LTN and boundary roads or, living outside the LTN, depending on their answer to Q19.

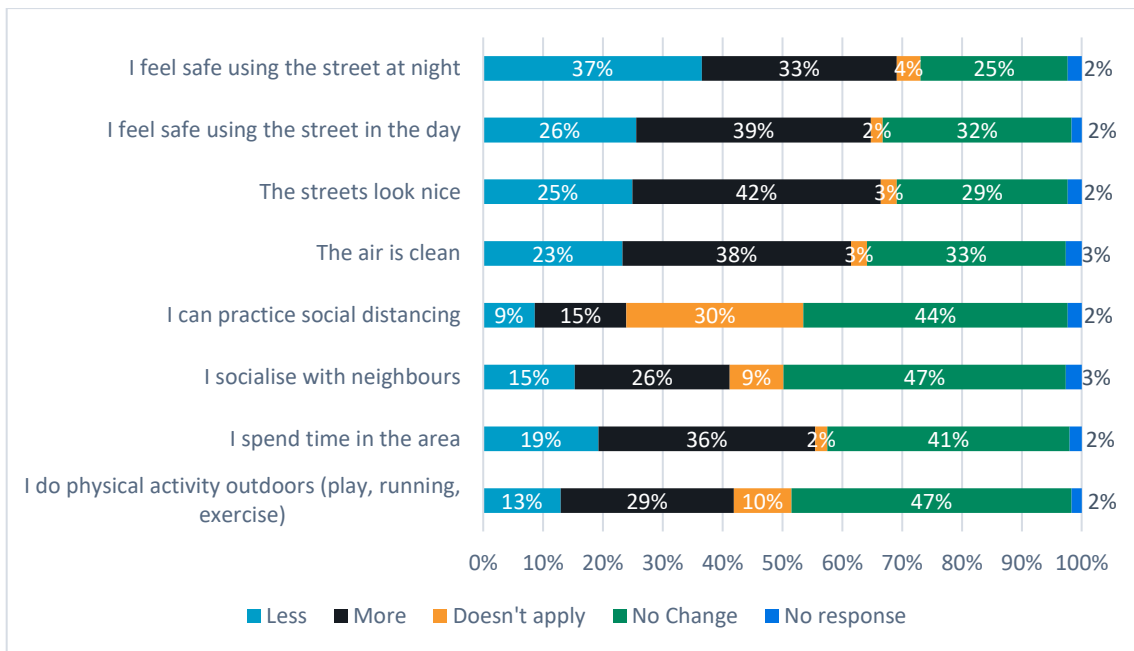
### Safety and the area

- 3.28 Figure 3.9 illustrates how all respondents feel about safety since the trial began. Over a third (33%) feel safer using the street at night while a similar proportion (37%) feel less safe. 39% feel safer using the street during the day compared to 26% who feel less safe. 42% of respondents feel that the street looks nicer and 38% feel that the air is cleaner. Nearly half of respondents (47%) have not experienced any change in both socialising with neighbours and doing physical activity.
- 3.29 Figure 3.10 – 3.13 show how different types of respondents feel about safety and the area depending on whether they own a car and where they live in relation to the area.

In summary:

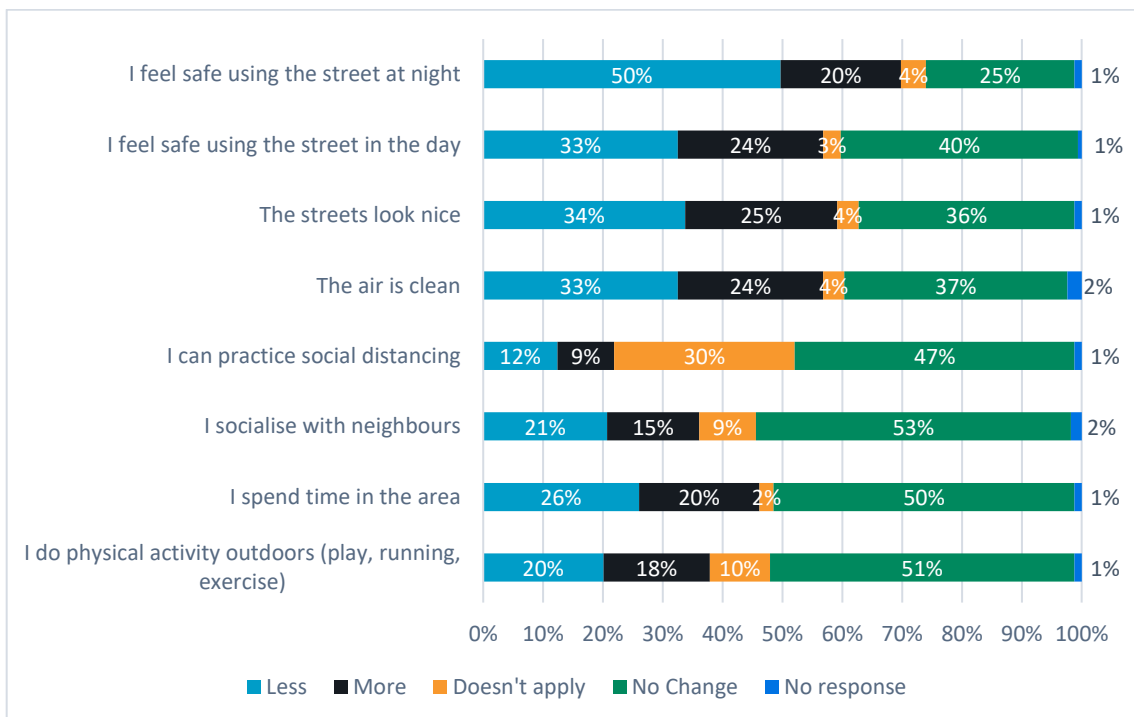
- Two thirds of non-car owners think that that the streets look nicer, and the air is cleaner (70% and 66% respectively) compared to 25% and 24% respectively for car owners.
- Nearly two thirds of non-car owners (65%) spend more time in the area, compared to just a fifth of car owners (20%).
- Nearly half (46%) of respondents who live outside of the LTN feel less safe using the street at night, while 41% of respondents who live within the LTN feel safer using the street at night.
- Half of respondents (50%) who live within the LTN responded that the air is cleaner, compared to 30% who live outside the LTN.
- A greater proportion of respondents who live within the LTN and boundary roads do more physical activity outdoors since the trial began, compared to those who live outside of the LTN.

**Figure 3.9: All responses (Q1)**



Number of respondents = 301

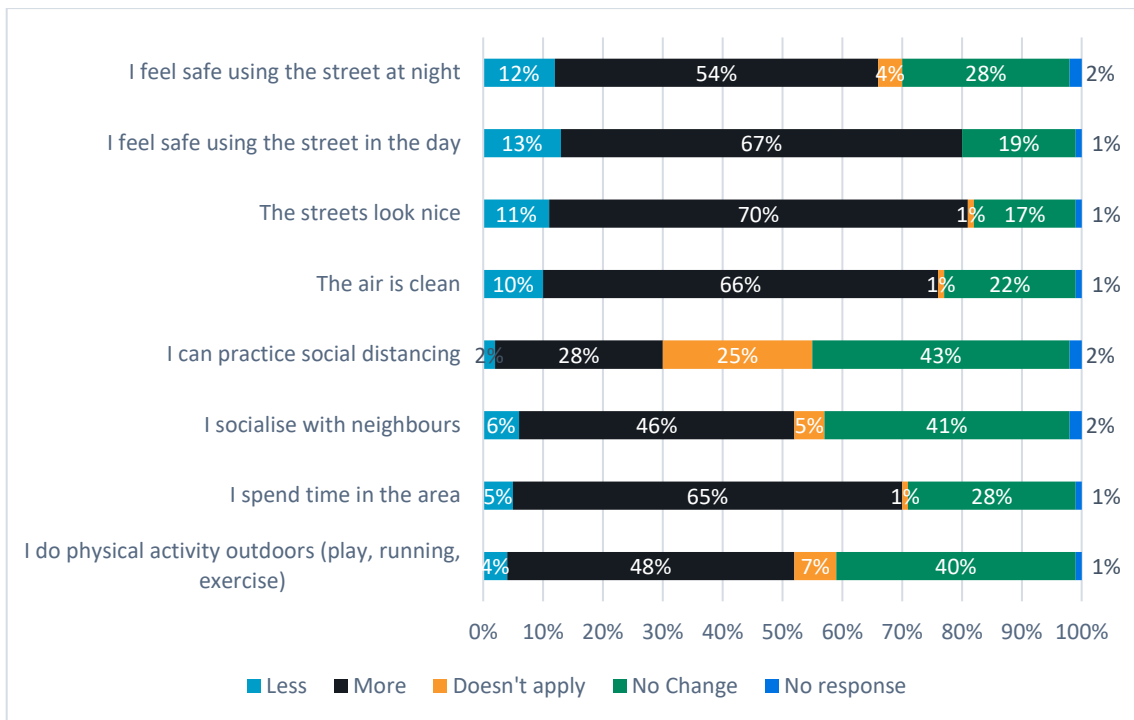
**Figure 3.10: Responses from those who own a car or van (Q1)**



Number of respondents = 301

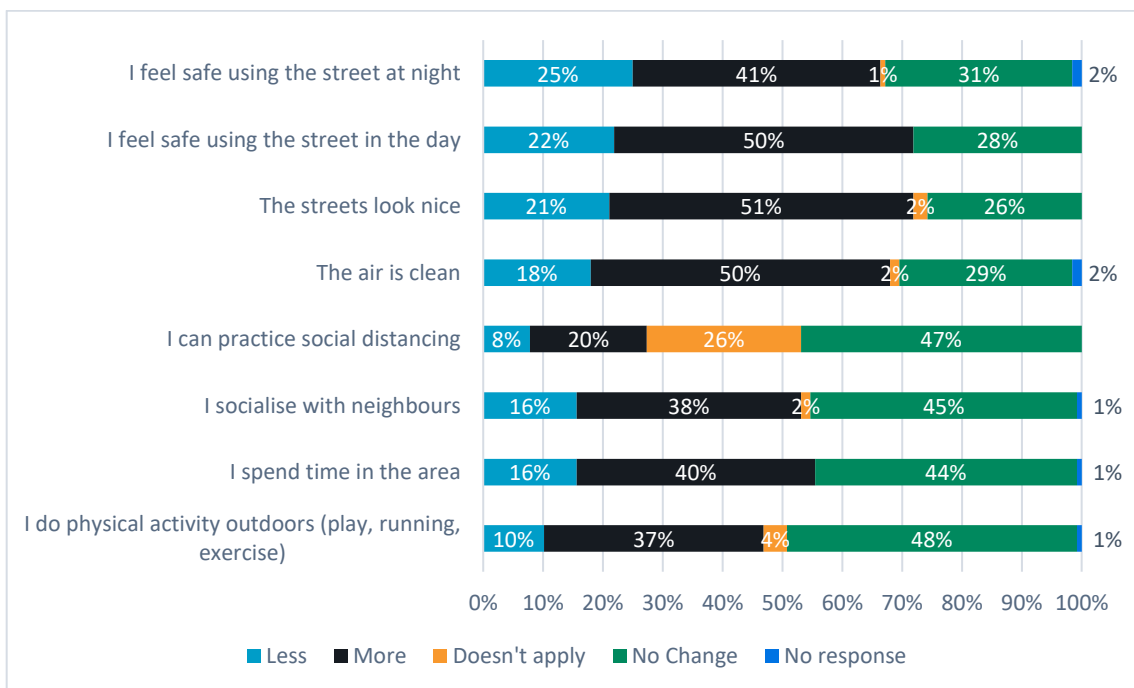


**Figure 3.11: Responses from those who do not have own a car/van (Q1)**



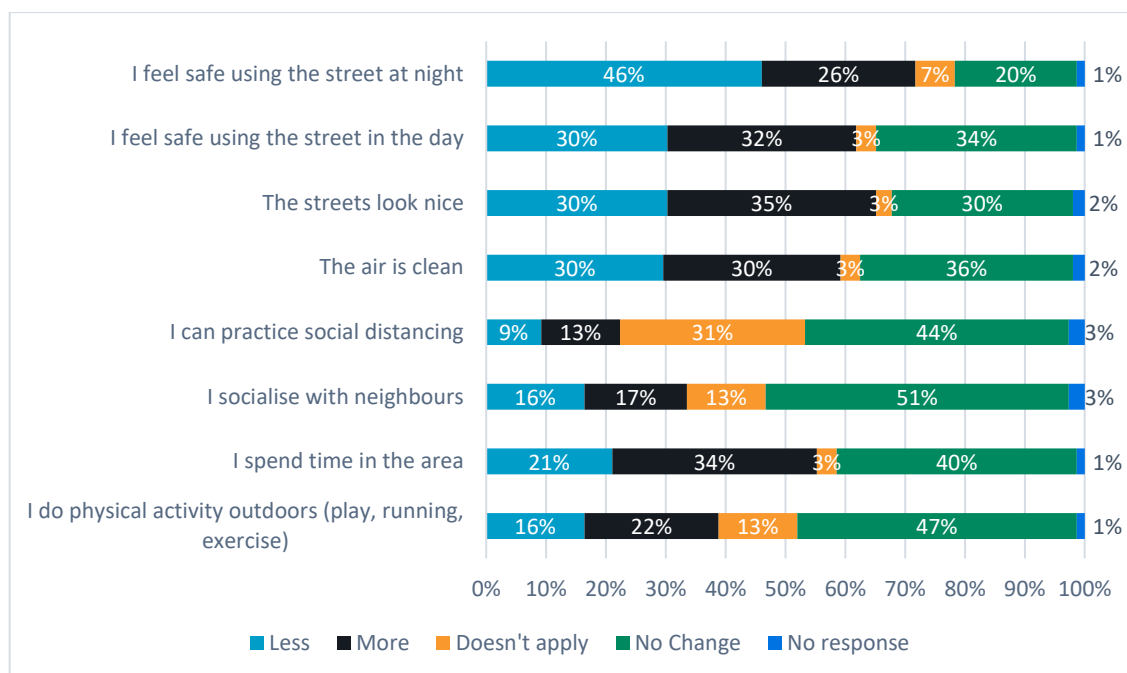
Number of respondents = 301

**Figure 3.12: Responses from those who live within the LTN and on the boundary roads (Q1)**



Number of respondents = 301

**Figure 3.13: Responses from those who live outside the LTN (Q1)**



Number of respondents = 301

### Local travel patterns

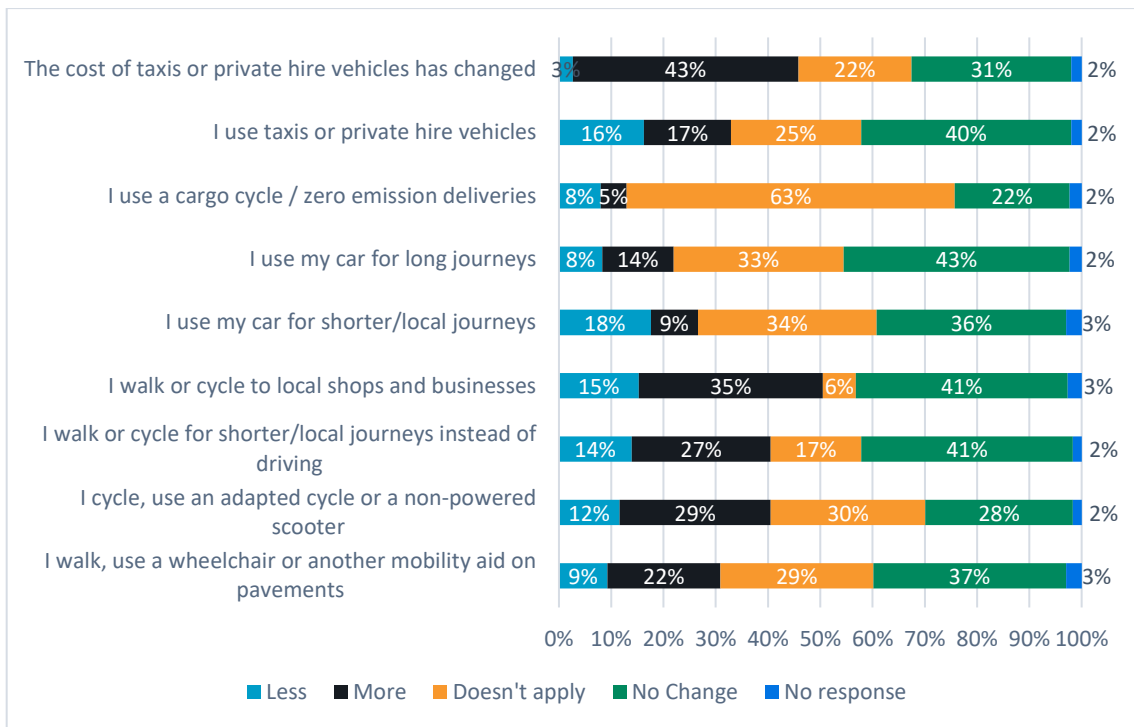
3.30 Figure 3.14 shows that nearly half of respondents (43%) feel that the cost of taxis or private hire vehicles (PHVs) has increased, while only 3% have experienced a decrease. Nearly a fifth of respondents (18%) use their car less for shorter/local journeys, and over a third (35%) walk or cycle more to local shops and businesses. 22% of respondents walk, use a wheelchair or another mobility aid on pavements more since the trial began. 43% of respondents who use their car for long journeys reported experiencing no change in this category.

3.31 Figures 3.15 – 3.18 show how different types of respondents feel about local travel depending on whether they own a car and where they live in relation to the area.

3.32 In summary:

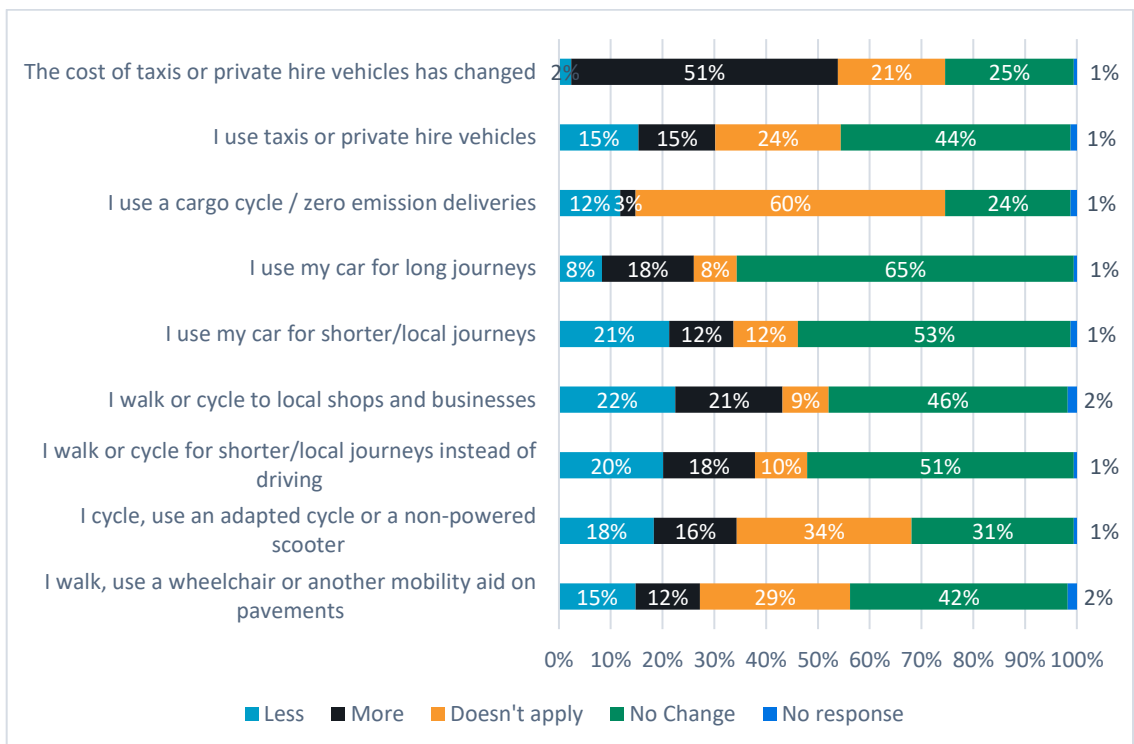
- 61% of non-car owners walk or cycle to local shops and businesses more, whilst only 3% do this less since the trial began
- Over half (53%) of car owners have not changed how much they use their car for shorter/local journeys since before the trial began.
- A similar proportion of car owners and non-car owners (15% and 16% respectively) use taxis and PHVs more.
- A greater proportion of respondents who live within the LTN use taxis or PHVs more compared to those who live outside of the LTN (18% vs. 14% respectively).
- Nearly a quarter (22%) of respondents who live within the LTN and boundary roads use their car less for short/local journeys compared to 15% who live outside the LTN.

**Figure 3.14: All responses (Q2)**



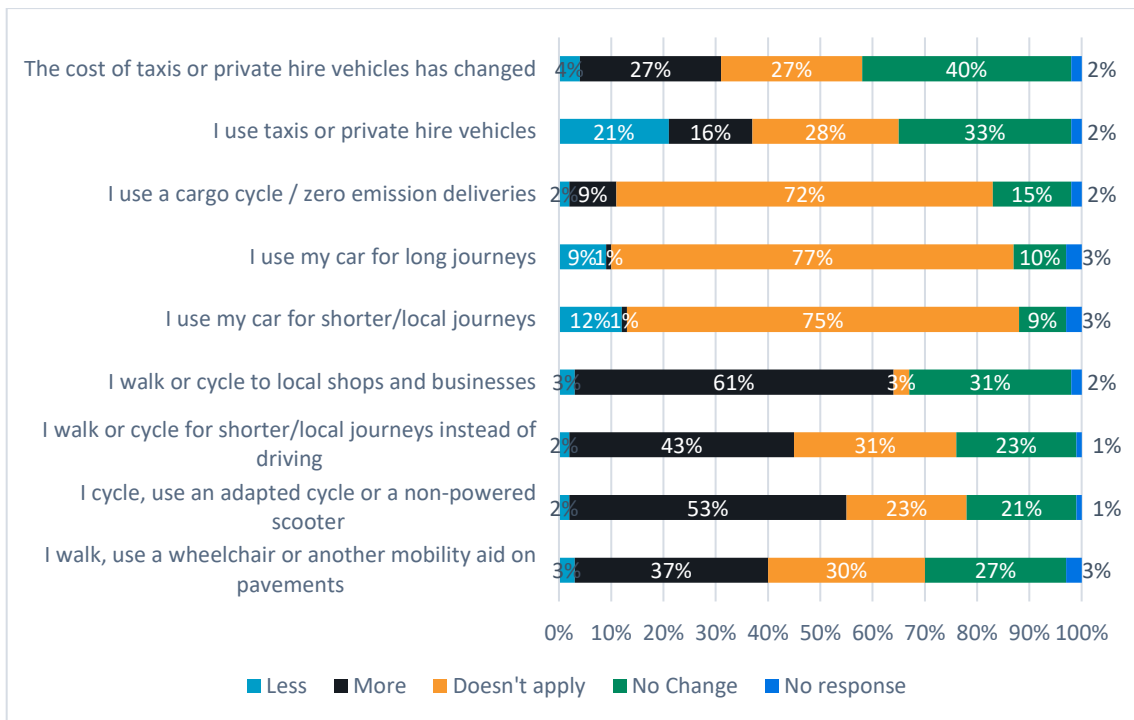
Number of respondents = 301

**Figure 3.15: Responses from those who own a car/van (Q2)**



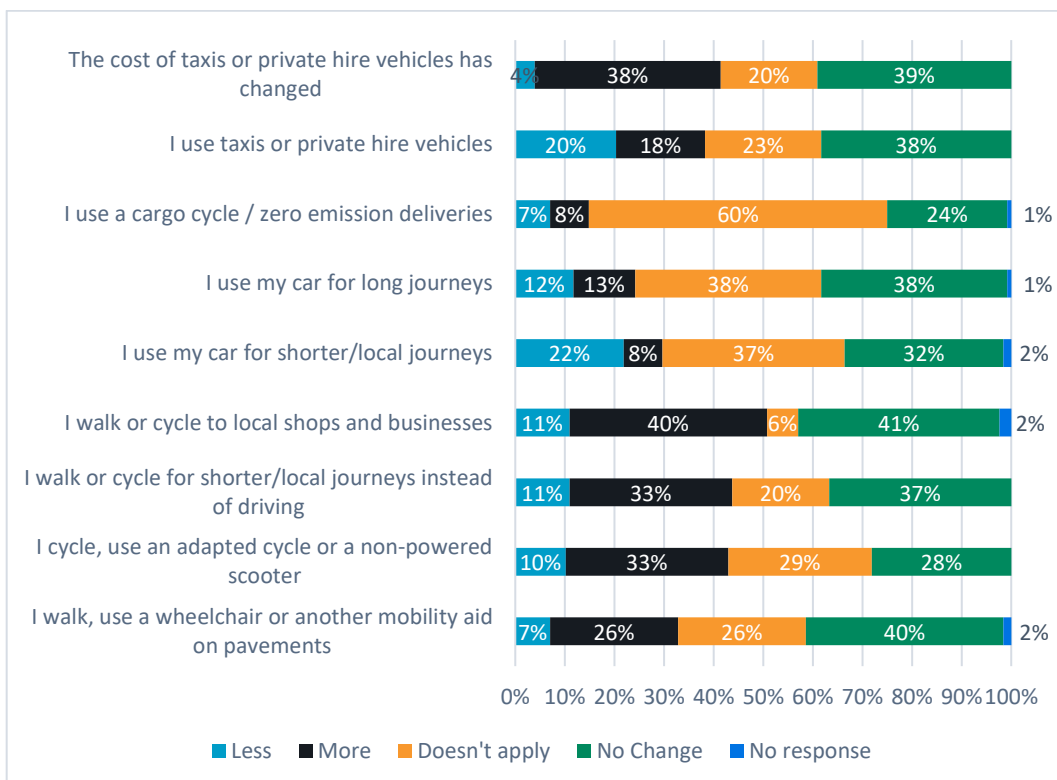
Number of respondents = 301

**Figure 3.16: Responses from those who do not own a car/van (Q2)**



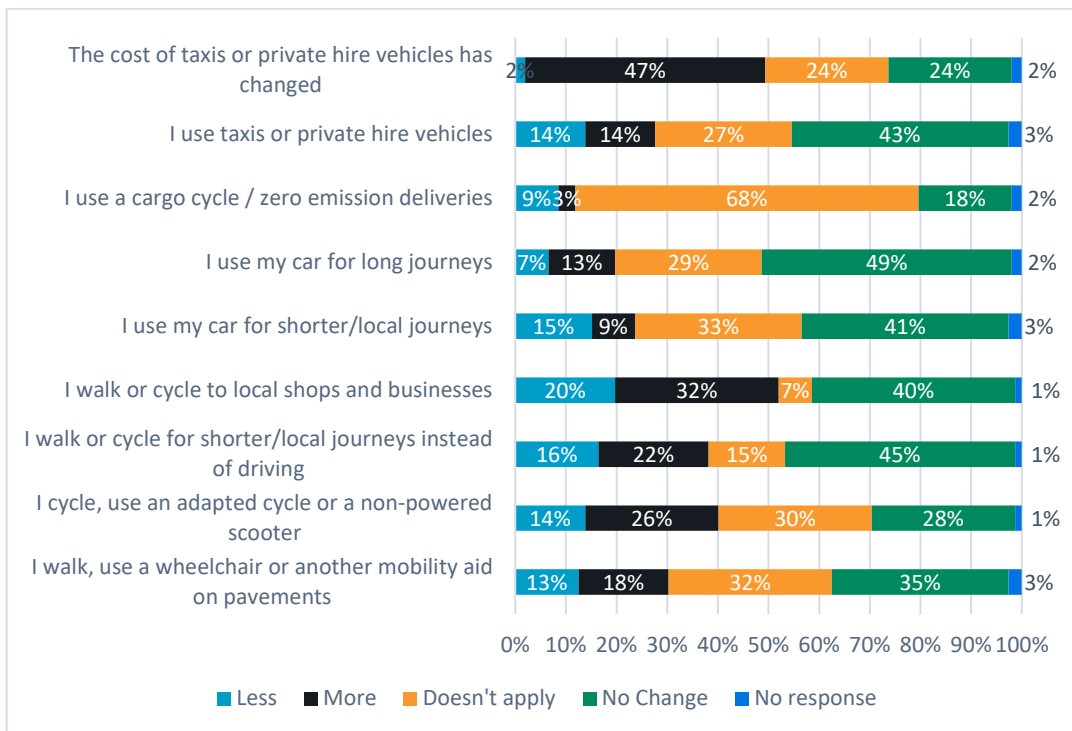
Number of respondents = 301

**Figure 3.17: Responses from those who live within the LTN and on the boundary roads (Q2)**



Number of respondents = 301

**Figure 3.18: Responses from those who live outside the LTN (Q2)**



Number of respondents = 301

**Active modes**

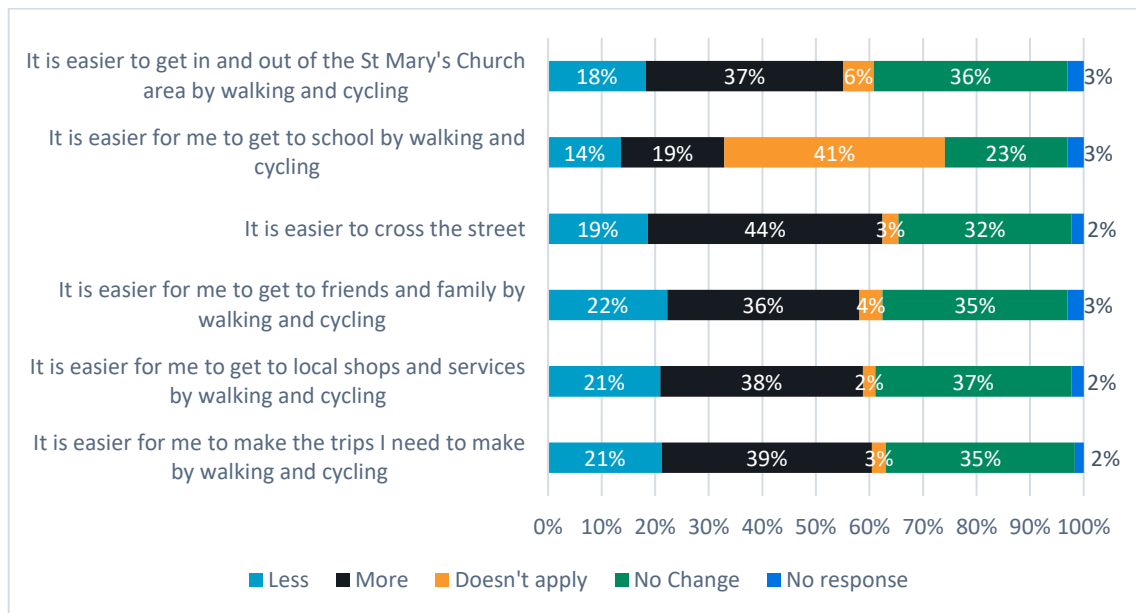
3.33 Figure 3.19 illustrates that nearly half (44%) of all respondents are finding it easier to cross the street since the trial began. Just over a fifth of respondents believe that it is less easy to walk and cycle to friends and family, local shops and services, and make their necessary trips (22%, 21% and 21% respectively). 19% of respondents believe that it is easier to get to school by walking and cycling, compared to a range of 36-44% of respondents who find it easier to get to all other places as per the statements in the question.

3.34 Figures 3.22 – 3.23 show how respondents feel about active modes depending on whether they own a car and where they live in relation to the area.

3.35 In summary:

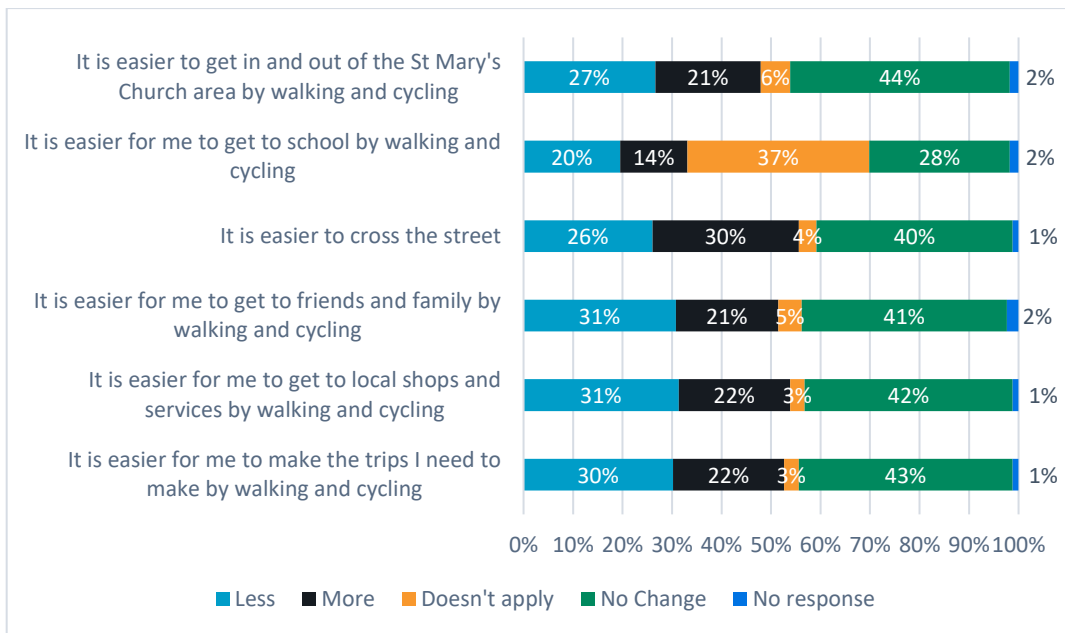
- A greater proportion of respondents who do not own a car find it easier to cross the street and easier to make necessary trips by walking and cycling, compared to respondents who are car owners.
- Two thirds (66%) of non-car owners find it easier to get to local shops and services by walking and cycling, compared to 22% of car owners.
- 59% of respondents who live within the LTN and boundary roads find it easier to cross the street, compared to 32% who live outside the LTN.
- A smaller proportion of respondents who live outside the LTN find it easier to get to school by walking and cycling (13%), compared to respondents who live within the LTN (27%).

**Figure 3.19: All responses (Q3)**



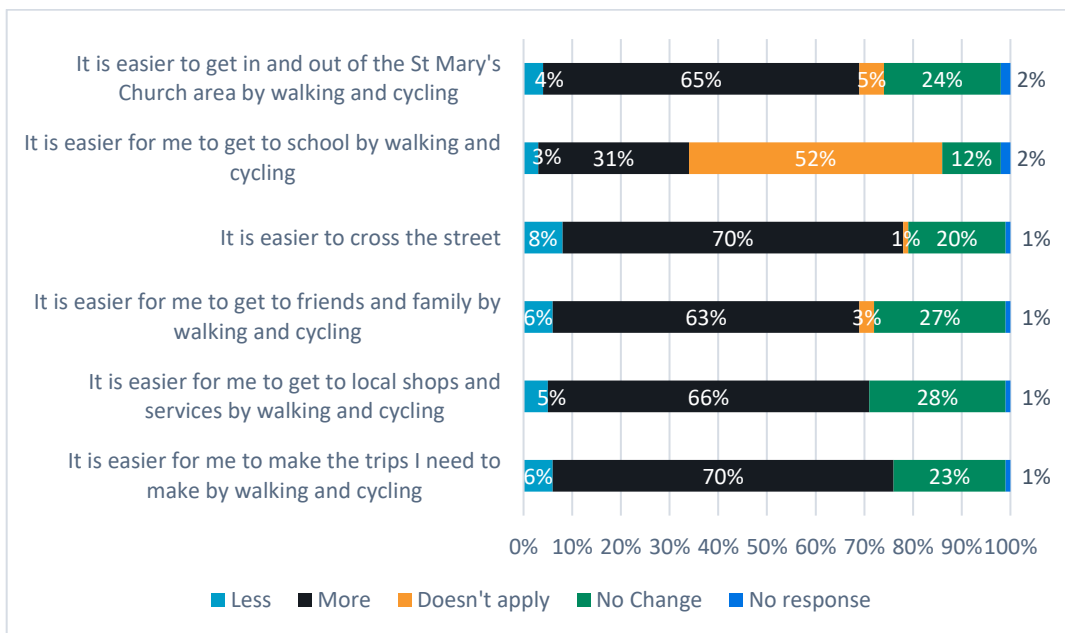
Number of respondents = 301

**Figure 3.20: Responses from those who own a car/van (Q3)**



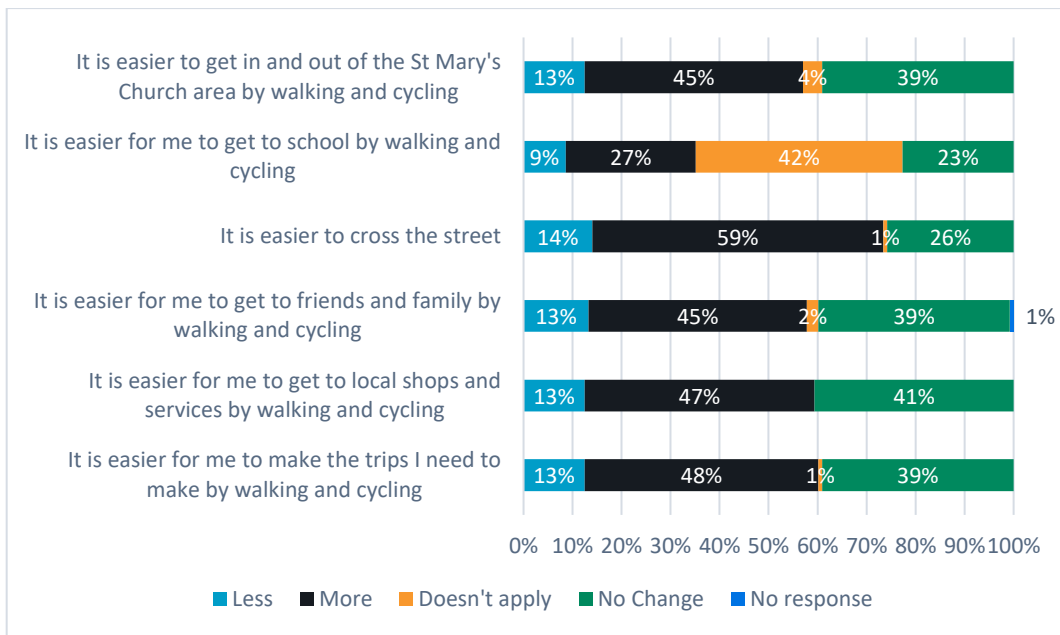
Number of respondents = 301

**Figure 3.21: Responses from those who do not own a car/van (Q3)**



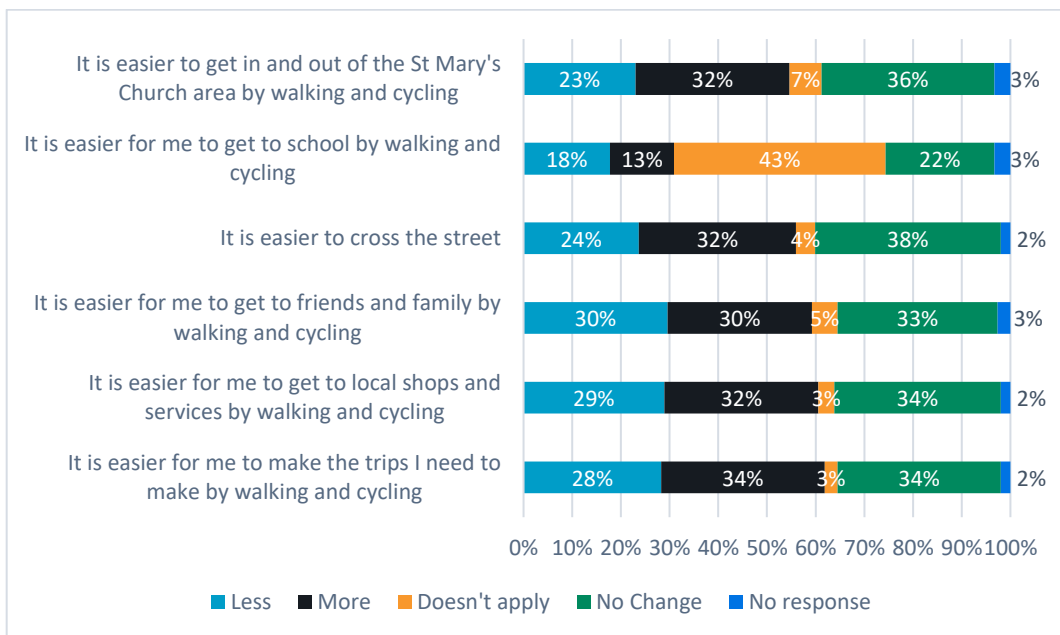
Number of respondents = 301

**Figure 3.22: Responses from those who live within the LTN and on the boundary roads (Q3)**



Number of respondents = 301

**Figure 3.23: Responses from those who live outside the LTN (Q3)**



Number of respondents = 301



### Motor traffic

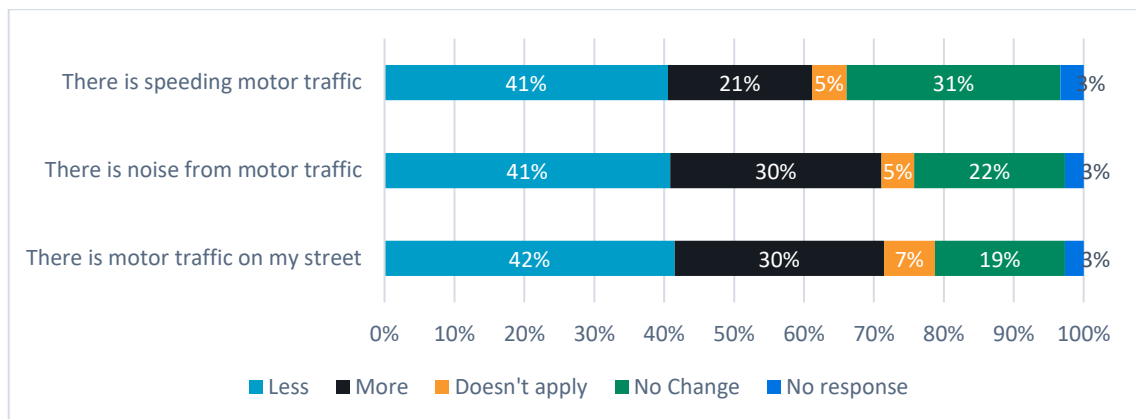
3.36 Figure 3.24 illustrates that two fifths of respondents feel that there is less speeding, noise and motor traffic since the trial began (41%, 41% and 42% respectively). Almost a third (31%) of respondents have not experienced any change regarding speeding motor traffic.

3.37 Figures 3.25 – 3.28 show how different types of respondents feel about motor traffic depending on whether they own a car and where they live in relation to the St. Mary's Church LTN area.

3.38 In summary:

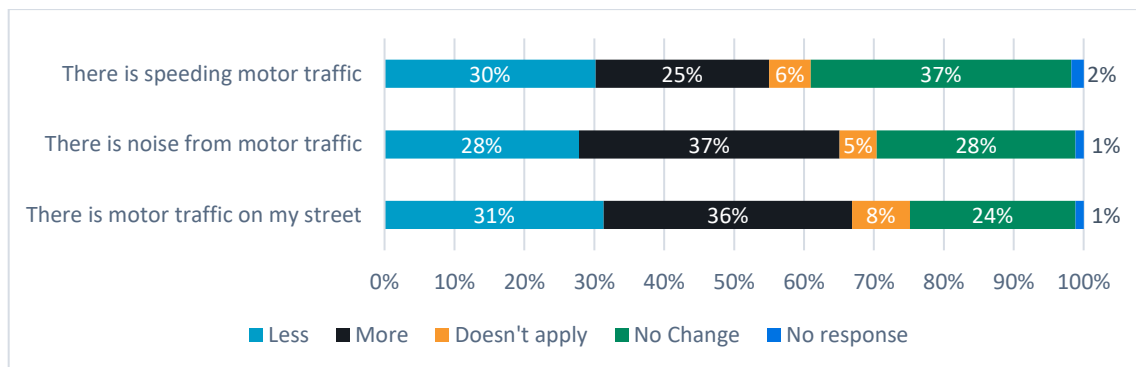
- A greater proportion of respondents who do not own cars say there is less speeding, noise and motor traffic on their street, compared to car owners (25% vs. 16%, 37% vs. 18%, and 36% vs. 20% respectively)
- Over a third of car owners think that there is more noise from motor traffic and more motor traffic on their street (37% and 36% respectively), compared to 18% and 20% of non-car owners respectively.
- A greater proportion of respondents who live within the LTN and boundary roads experience less speeding, noise and motor traffic on their street, compared to respondents who live outside the LTN.
- Over a third of residents outside the LTN think that there is more noise from motor traffic and more motor traffic on their street (37% and 36% respectively).

**Figure 3.24: All responses (Q4)**



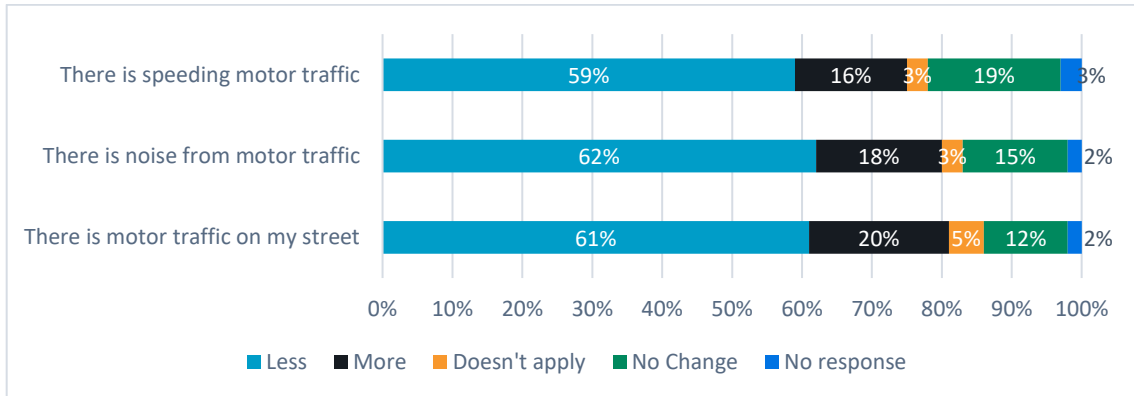
Number of respondents = 301

**Figure 3.25: Responses from those who own a car/van (Q4)**



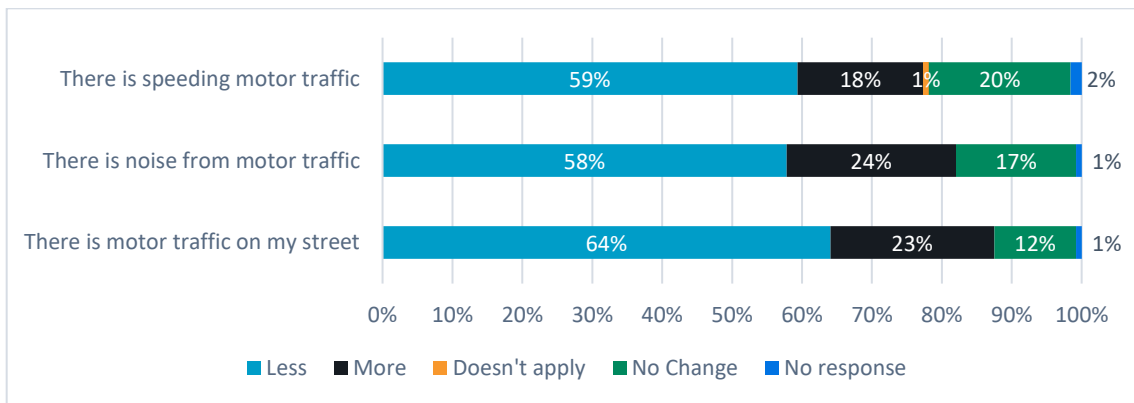
Number of respondents = 301

**Figure 3.26: Responses from those who do not own a car/van (Q4)**



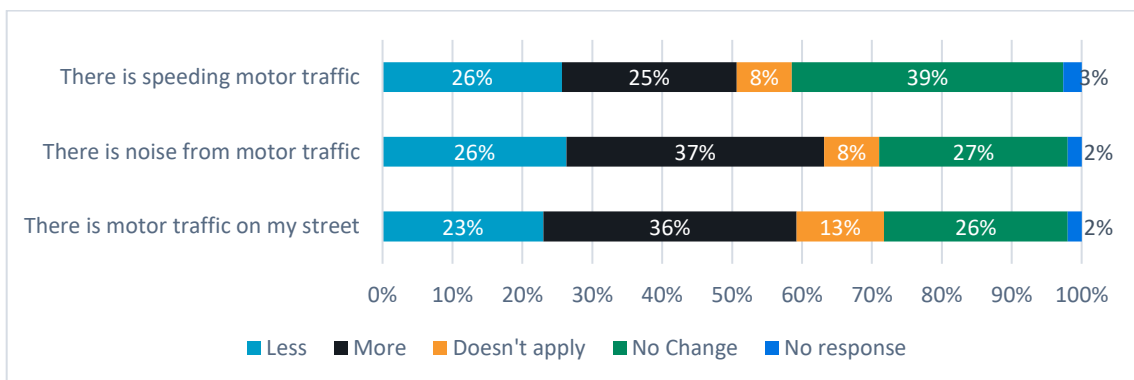
Number of respondents = 301

**Figure 3.27: Responses from those who live within the LTN and on the boundary roads (Q4)**



Number of respondents = 301

**Figure 3.28: Responses from those who live outside the LTN (Q4)**

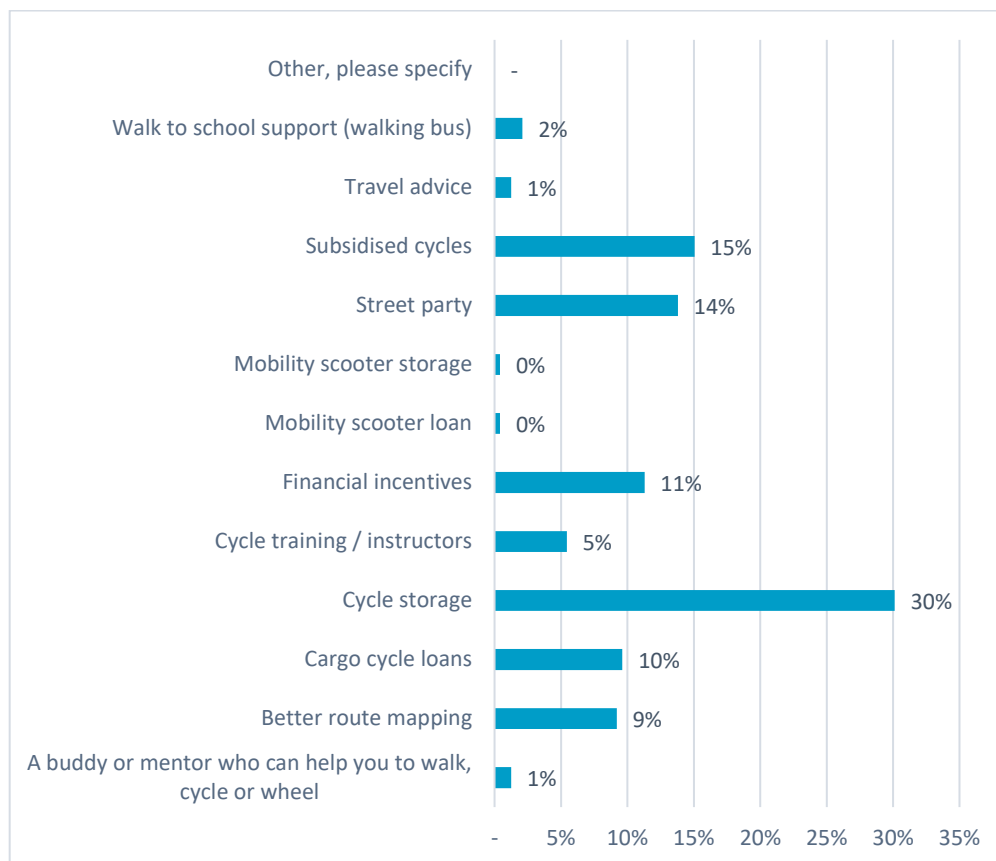


Number of respondents = 301

## The future of the trial

3.39 The survey asked respondents what changes could support them and their family to walk, wheel, cycle or take public transport. Figure 3.29 shows that nearly a third of respondents (30%) believe that cycle storage facilities would support them to choose active travel. The second most popular measure is subsidised cycles (15%), closely followed by street party (14%).

**Figure 3.29: Other measures that would support more walking, wheeling, cycling or use of public transport (Q5)**



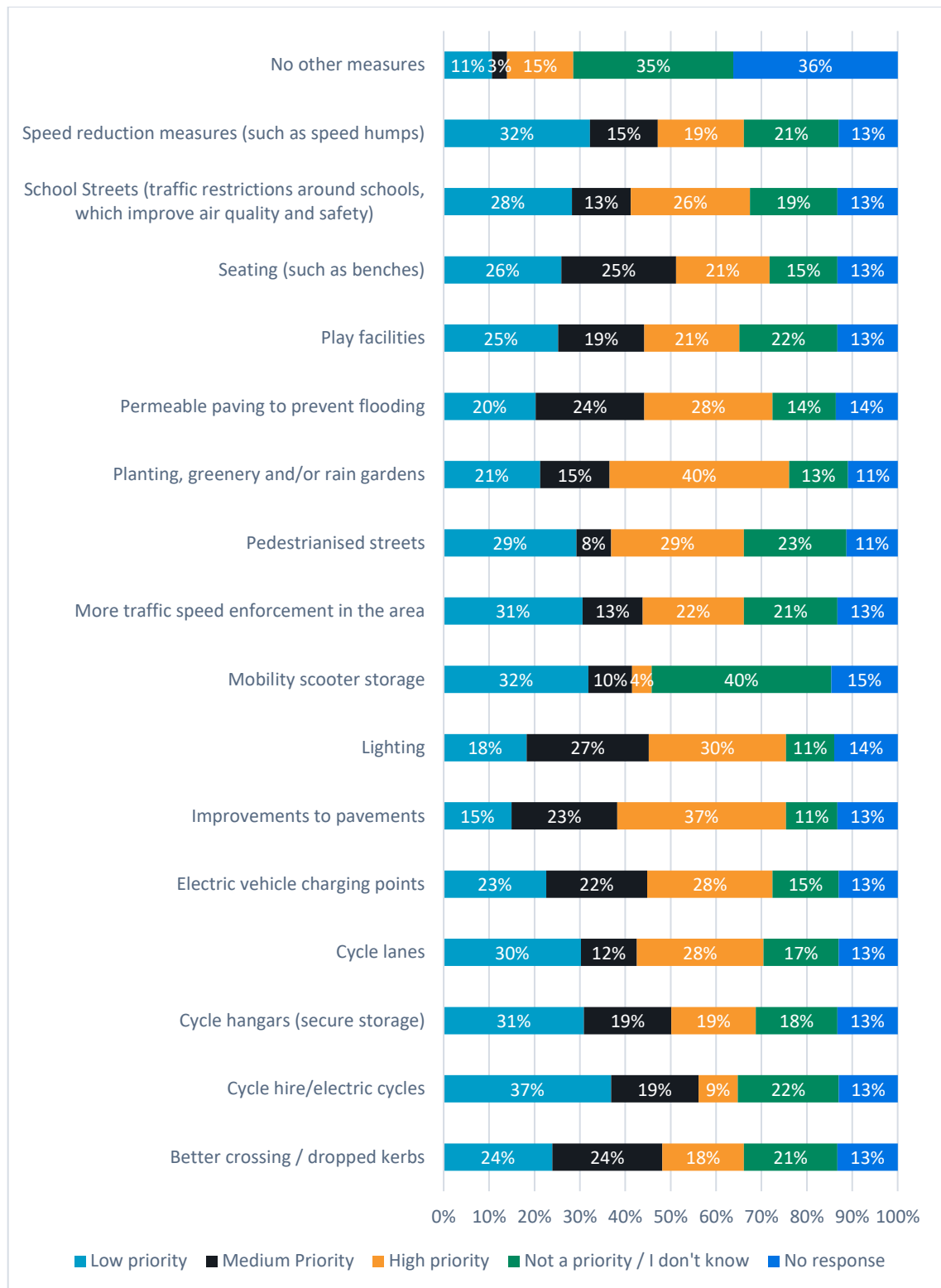
Number of respondents = 239

3.40 Respondents were also asked what they would like to see more of in the St. Mary's Church LTN area. Respondents were asked to rate a series of potential public realm and traffic 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.

3.41 Figure 3.30 highlights that planting, greenery and/or rain gardens (40%) and improvements to pavements (37%) are high priority improvements that respondents would most like to see. Lighting is seen as high priority by nearly a third (30%) of respondents.

3.42 Cycle hire/electric cycles were selected as low priority by the greatest proportion of respondents (37%). Mobility scooter storage is seen as the lowest priority improvement option, with 72% of respondents selecting 'low priority' or 'not a priority/I don't know'.

**Figure 3.30: What respondents would like to see more of in the area (Q6)**



Number of respondents = 301

## Business responses

- 3.43 22 respondents stated they were answering the consultation on behalf of a business. There were two questions that followed, specifically for businesses.
- 3.44 Respondents were asked if their business operates in the St Mary's Church LTN area. 16 respondents stated that their business is in the area. One respondent stated that their business is in a neighbouring street and another respondent stated that their business is in another part of Islington. 283 respondents did not answer this question.
- 3.45 If their business was in the St Mary's people-friendly streets area, respondents were presented with several measures that could support them to become cleaner, greener, and healthier. From these, they were asked to select which measures might benefit their business. The measures which were selected are presented in Table 3.3.

**Table 3.3: Measures which would benefit businesses in the St Mary's Church area (Q12)**

Measure	% of respondents	Number of respondents
Cycle parking	27%	3
Parklets (mini park space)	27%	3
Staff travel planning / active travel schemes	27%	3
Support for greener vehicles	18%	2

Number of respondents = 11

- 3.46 The following measures were presented but not selected by any respondents:
- Cargo-bike membership
  - Pavement widening
  - Planting
  - Public seating
  - Public art
  - Part/full pedestrianisation

## Open question analysis

- 3.47 Respondents were asked three open questions (allowing them to provide a free-text response) in the consultation questionnaire:
- **Q7:** Is there anything else you would like to tell us about your experience of the St Mary's Church people-friendly streets trial?
  - **Q8:** From the outset of the trial Blue Badge holders have been exempted from the camera-enforced filters in the St Mary's Church LTN. 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 St. Mary's Church area with road danger or safety that you would like to tell us about?
- 3.48 There were 301 respondents to the survey, one of which was a paper response, all others were via the online survey. In addition to 301 survey responses, four pieces of written email correspondence have been included in the open question analysis bringing this to a total of 305. These four pieces of written correspondence have been included in the open question analysis for Question 7.
- 3.49 The free text questions in the survey were not mandatory and so not all survey respondents provided a response for these questions:
- 85 of the survey respondents provided no response to Question 7
  - 209 of the respondents provided no response to Question 8.
  - 167 of the respondents provided no response to Question 9.
- 3.50 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.
- 3.51 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 Question 7

- 3.52 Table 3.4 below presents the top twenty most raised codes from the full code frame in response to Question 7.
- 3.53 The 85 (28%) no response submissions are omitted from the table below but are included in the full code frame output which can be found in Appendix B.

**Table 3.4: Top twenty comments in the open text responses for Question 7 from all respondents**

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern about congestion/ increase in traffic	59	19%
General	Support scheme (general)	55	18%
Pollution	Concern that the LTN has increased air pollution levels/ impacted residents/impacted health of children and vulnerable people	53	17%
Private Vehicle Traffic	Concern the LTN has displaced traffic elsewhere/impacts other areas	39	13%
Private Vehicle Traffic	Concern about longer car journey times	27	9%
Pollution	Support for scheme reducing noise pollution levels	25	8%
Impact on Residents	Concern that the LTN has negatively impacted residents (general)	21	7%
General	Dislike for the scheme/ LTN is unnecessary/inconvenient	17	6%
Safety	Concern that LTN has reduced safety in the area (general)	16	5%
Safety	Support for LTN in improving health and safety of the area	16	5%
Scheme Amendments	Suggest residents and businesses have full accessibility/ exemption	16	5%
Accessibility	Concern that the LTN has made it harder to drive/get around in the area	14	5%
Economy	Concern about negative impact on local businesses/economy	12	4%
Scheme Amendments	Access to more of Cross Street from Upper Street and Essex Road	12	4%
General	Oppose scheme (general)	11	4%
Walking	Support for LTN improving/encouraging walking	11	4%
Accessibility	Concern about accessibility for residents and businesses	10	3%
Pollution	Concern that the LTN has increased noise pollution levels	10	3%
Scheme Amendments	Suggest wider LTN exemptions e.g. taxis/electric vehicles/ all blue badge holders	10	3%
Pollution	Support for LTN creating cleaner air/ reducing air pollution	9	3%

3.54 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.

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

3.55 15 respondents (10%) who have one or more cars did not provide a response, these are excluded from the table below but included in the full code frame output in Appendix B.



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

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern about congestion/ increase in traffic	15	10%
Pollution	Concern that the LTN has increased air pollution levels/ impacted residents/impacted health of children and vulnerable people	14	10%
Private Vehicle Traffic	Concern the LTN has displaced traffic elsewhere/impacts other areas	9	6%
General	Support scheme (general)	8	6%
Private Vehicle Traffic	Concern about longer car journey times	8	6%
General	Dislike for the scheme/ LTN is unnecessary/inconvenient	5	3%
Scheme Amendments	Suggest wider LTN exemptions e.g. taxis/electric vehicles/ all blue badge holders	5	3%
Impact on Residents	Concern that the scheme has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	4	3%
Pollution	Support for scheme reducing noise pollution levels	4	3%
Scheme Amendments	Suggest residents and businesses have full accessibility/ exemption	4	3%
Impact on Residents	Concern that the LTN has negatively impacted residents (general)	3	2%
Equalities	Concern about impact on disabled people/ people with mobility issues and those who rely on motor vehicles/public transport	3	2%
Economy	Concern about negative impact on local businesses/economy	3	2%
Safety	Concern that LTN has reduced safety in the area (general)	3	2%
General	Oppose scheme (general)	2	1%
Policy Context	Concern the statistics used for justification are misleading	2	1%
Impact on Residents	Concern that LTN has made parking inaccessible even with permits	2	1%
Impact on Residents	Concern that LTN has created an isolating environment	2	1%
Private Vehicle Traffic	Concern about reckless driving by motor traffic/scooters/mopeds including road rage	2	1%
Accessibility	Concern that the LTN has made it harder to drive/get around in the area	2	1%

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

3.56 In order to analyse further how the perceptions of those who live within the LTN and on the St Mary's Church LTN boundary roads may differ, the table below shows the most common codes from respondents who live within the LTN and on the boundaries. 20% of respondents live on a boundary road of the St Mary's Church LTN and 43% of respondents live within the St Mary's Church LTN. Five respondents (4%) who live within the LTN provided no response to

this question; these are omitted from the table below but included in the full code frame output in Appendix B.

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

Theme	Code	Number	Percentage
General	Support scheme (general)	17	13%
Private Vehicle Traffic	Concern about congestion/ increase in traffic	11	9%
Pollution	Concern that the LTN has increased air pollution levels/ impacted residents/impacted health of children and vulnerable people	11	9%
Pollution	Support for scheme reducing noise pollution levels	11	9%
Private Vehicle Traffic	Concern about longer car journey times	8	6%
General	Dislike for the scheme/ LTN is unnecessary/inconvenient	5	4%
Impact on Residents	Concern that the scheme has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	5	4%
Private Vehicle Traffic	Concern the LTN has displaced traffic elsewhere/impacts other areas	5	4%
Pollution	Support for LTN creating cleaner air/ reducing air pollution	5	4%
Safety	Support for LTN in improving health and safety of the area	5	4%
Impact on Residents	Concern that the LTN has negatively impacted residents (general)	4	3%
Walking	Support for LTN in improving safety for children/people crossing	4	3%
Equalities	Concern about impact on disabled people/ people with mobility issues and those who rely on motor vehicles/public transport	3	2%
Equalities	Support for LTN creating a positive impact on families/children	3	2%
Safety	Concern that antisocial behaviour/theft/crime has increased as a result of LTN e.g. stolen bikes	3	2%
Scheme Amendments	Access to more of Cross Street from Upper Street and Essex Road	3	2%
General	Oppose scheme (general)	2	2%
Impact on Residents	Concern that LTN has created an isolating environment	2	2%
Impact on Residents	Support for LTN improving wellbeing/mental health/ quality of life	2	2%
Impact on Residents	Support for LTN improving the neighbourhood that is people-friendly	2	2%

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

3.57 Question 8 received 92 responses. The survey asked respondents the following:

- **Q8:** *From the outset of the trial Blue Badge holders have been exempt from the camera-enforced filters in the St Mary's Church LTN. 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 this question. There were 209 (69%) no response submissions to this question. These are omitted from the table below but are included in the full code frame output which can be found in Appendix B.

**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 just Blue Badge holders should apply to the LTN, i.e. for all local residents, taxis, delivery vehicles, parking permit holders, EVs, tradesmen	28	9%
General	Support for the Blue Badge Exemption Policy as is (no further detail given)	12	4%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	10	3%
Equalities	Concern about impact on disabled/people with limited mobility who may not qualify for a Blue Badge	9	3%
General	Concern that Blue Badge holders and residents are unaware of Blue Badge exemption / exemption areas	6	2%
Other	Response is out of scope	5	2%
Equalities	Concern about fraudulent use of Blue Badges / avoidance of camera-enforced filters	5	2%
General	Concern that process to apply for a Blue Badge is lengthy / not efficient	4	1%
Other	Comment unclear	3	1%
General	Policy is not working / helping (unspecified reason)	3	1%
General	Concern policy doesn't provide enough an exemption for all disabled people	3	1%
General	Concern about increased / heavy traffic	3	1%
Other	Opposition to LTNs, not specific to this scheme	2	1%
General	No noticeable difference recognised	2	1%
General	Concern that exemption has not been communicated / minimal information provided to all residents	2	1%
General	Concern about pedestrian and cyclist safety	2	1%
General	Concern that exemption only within Blue Badge holder's home LTN is too limited	2	1%
General	Concern that carers are excluded from the exemption	2	1%
Equalities	Concern about unequal impact on people based on geographic location of residence	2	1%

Equalities	Concern the exemption does not include other vulnerable people who don't qualify for a Blue Badge	2	1%
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### Analysis of responses to Question 9

3.59 Question 9 received 133 responses. The survey asked respondents the following:

- **Q9:** *Are there issues in the St Mary's Church area with road danger or safety that you would like to tell us about?*

3.60 Table 3.8 below presents the top twenty most raised codes from the full code frame in response to Question 9, plus the percentage of people who gave no response.

3.61 There were 167 (55%) no response submissions to this question. These are omitted from the table below but are included in the full code frame output which can be found in B.

**Table 3.8: Top twenty comments in the open text responses for Question 9**

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that LTN increases traffic/ ineffectual in reducing traffic	20	7%
Safety	Concern the LTN has caused an increase in aggressive driving and e-bike/moped/motorbikes using pavements endangering pedestrians.	18	6%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	16	5%
Safety	Concern about speeding vehicles within the LTN and on boundary roads	16	5%
Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	15	5%
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)	14	5%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	12	4%
Safety	Concern that road users are endangering pedestrians to bypass barriers and avoid cameras	11	4%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	9	3%
General	Oppose scheme (no further detail provided)	8	3%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion/detours	7	2%
Pollution	Concern that the LTN causes increased noise pollution	7	2%
Other	Comment out of scope	6	2%
Other	Comment relates to another survey question	5	2%
Safety	Concern that the LTN causes road safety issues (no further detail provided)	5	2%
Suggested Amendments	Suggest stricter enforcement of speeding/ anti-social cycling	5	2%

Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	4	1%
Safety	Concern that new restrictions create conflict/safety issue between different road users	4	1%
Safety	Concerns of increased risk of collisions	4	1%
Safety	Support as the LTN has improved road safety (no further detail given)	4	1%

### Responses from those who have one or more car or van

- 3.62 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 3.8) 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 who do not travel by car/van.
- 3.63 27 respondents (19%) who own one or more car did not provide a response to this question, these are excluded from the table below but included in the full code frame output in Appendix B.

**Table 3.9: Top twenty open text responses to Question 9 from those who own one or more car/van**

Theme	Code	Number	Percentage
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	6	4%
Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	5	3%
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)	5	3%
Private Vehicle Traffic	Concern that LTN increases traffic/ ineffectual in reducing traffic	4	3%
Safety	Concern that new restrictions create conflict/safety issue between different road users	3	2%
Safety	Concern the LTN has caused an increase in aggressive driving and e-bike/moped/motorbikes using pavements endangering pedestrians.	3	2%
Other	Comment out of scope	2	1%
Other	Comment relates to another survey question	2	1%
Equalities	Concern about impact on younger people/children/toddlers	2	1%
Impact on residents	Concern that the measure has a negative financial impact on local residents (e.g. less value in exchange for paying council tax, more fuel, higher taxi fares, impact on house prices)	2	1%
Safety	Concern that new restrictions are difficult for road users to navigate	2	1%
Safety	Concerns of increased risk of collisions	2	1%

Private Vehicle Traffic	Concern that the LTN restricts road access	2	1%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion/detours	2	1%
Suggested Amendments	Suggest improving lighting within LTN	2	1%
General	Oppose scheme (no further detail provided)	1	1%
Policy Context	Concern that the LTN is a form of virtue signalling/ unwarranted bureaucracy	1	1%
Equalities	Concern about darkness of the Dagmar Passage and the impact this has on women travelling, particularly at night	1	1%
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)	1	1%
Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	1	1%

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

- 3.64 In order to analyse further how the perceptions of those who live within the St. Mary's Church LTN and on the boundary roads may differ, the table below shows the most common codes from respondents who live within the LTN and on the boundaries. 43% of all respondents live on a boundary road of the St Mary's Church LTN and 20% of respondents live within the St Mary's Church LTN.
- 3.65 22 respondents (17%) living within the boundary provided no response to this question. These are omitted from the table below but included in the full code frame output in Appendix B.

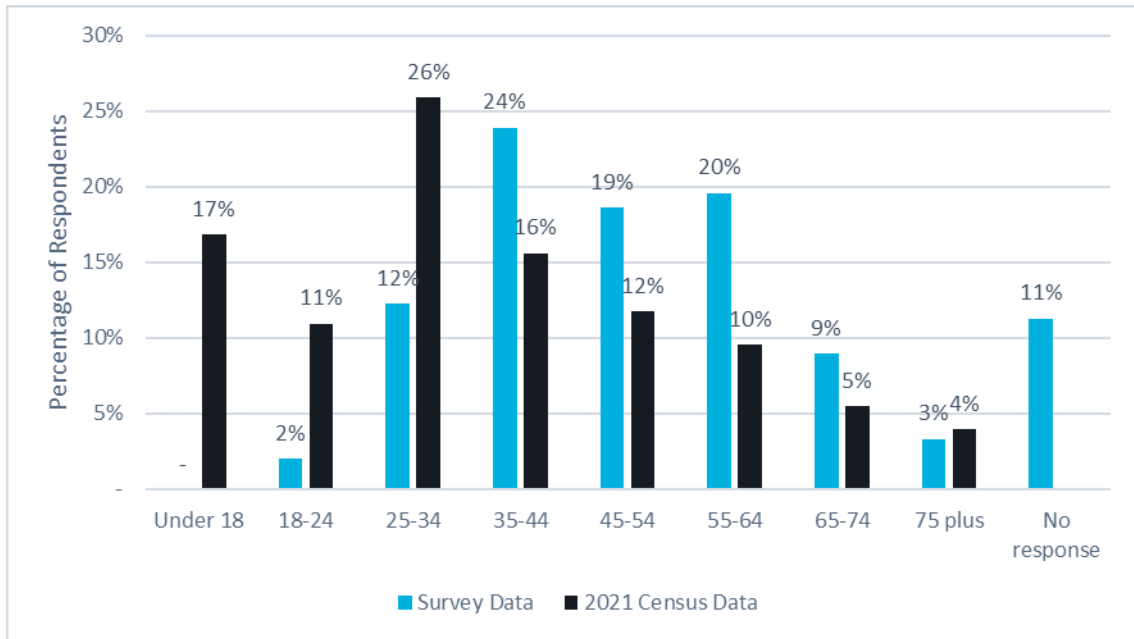
**Table 3.10: Top twenty open text responses to Question 9 from those who live within the LTN and on boundary roads**

Theme	Code	Number	Percentage
Other	Comment out of scope	5	4%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	5	4%
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)	5	4%
Safety	Concern that road users are endangering pedestrians to bypass barriers and avoid cameras	5	4%
Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	4	3%
Safety	Concern the LTN has caused an increase in aggressive driving and e-bike/moped/motorbikes using pavements endangering pedestrians.	4	3%
Safety	Concern that new restrictions create conflict/safety issue between different road users	3	2%
Private Vehicle Traffic	Concern vehicles attempt to avoid detection on cameras	3	2%

Other	Comment relates to another survey question	2	2%
Equalities	Concern about impact on younger people/children/toddlers	2	2%
Impact on residents	Concern that the measure has a negative financial impact on local residents (e.g. less value in exchange for paying council tax, more fuel, higher taxi fares, impact on house prices)	2	2%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	2	2%
Safety	Support as the LTN has improved road safety (no further detail given)	2	2%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion/detours	2	2%
Private Vehicle Traffic	Concern that LTN increases traffic/ ineffectual in reducing traffic	2	2%
Pollution	Concern that the LTN causes increased noise pollution	2	2%
Suggested Amendments	Suggest improving lighting within LTN	2	2%
Other	Comment requests information from LBI	1	1%
General	Support the scheme as it is necessary to improve safety/ target congestion / through-traffic	1	1%
Policy Context	Concern that the LTN is a form of virtue signalling/ unwarranted bureaucracy	1	1%

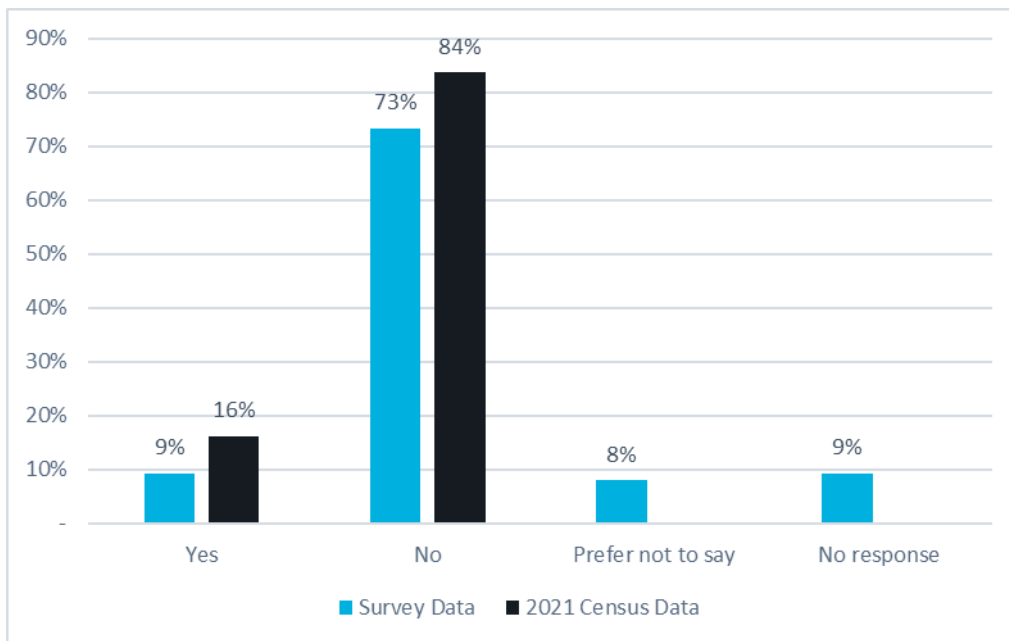
## Appendix A – Demographics

Figure A.1: Age group (Q24)



Number of respondents = 301

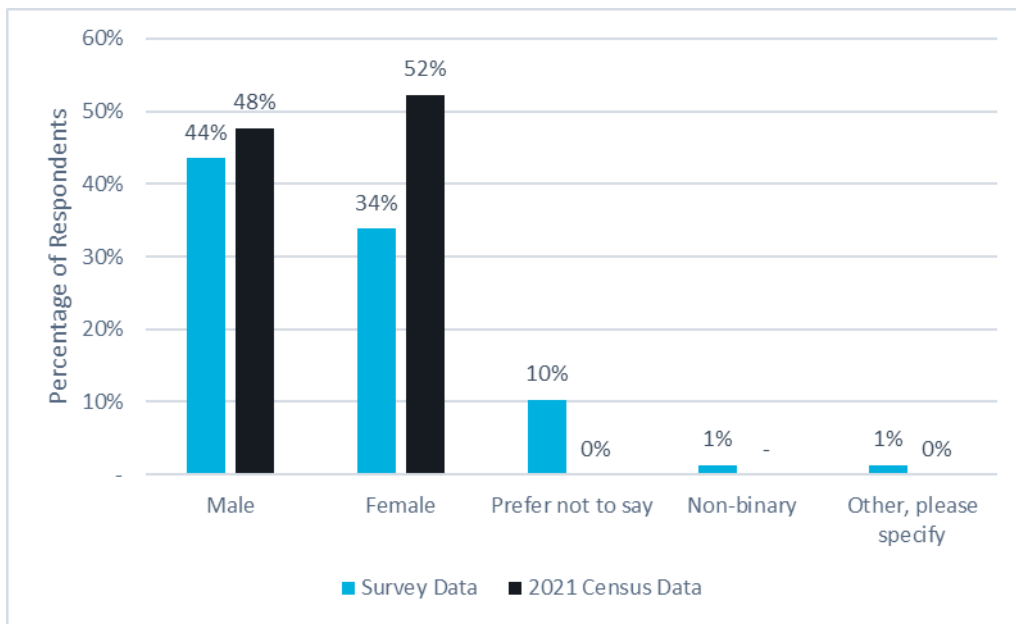
Figure A.2: Disability (Q25)



Number of respondents = 301

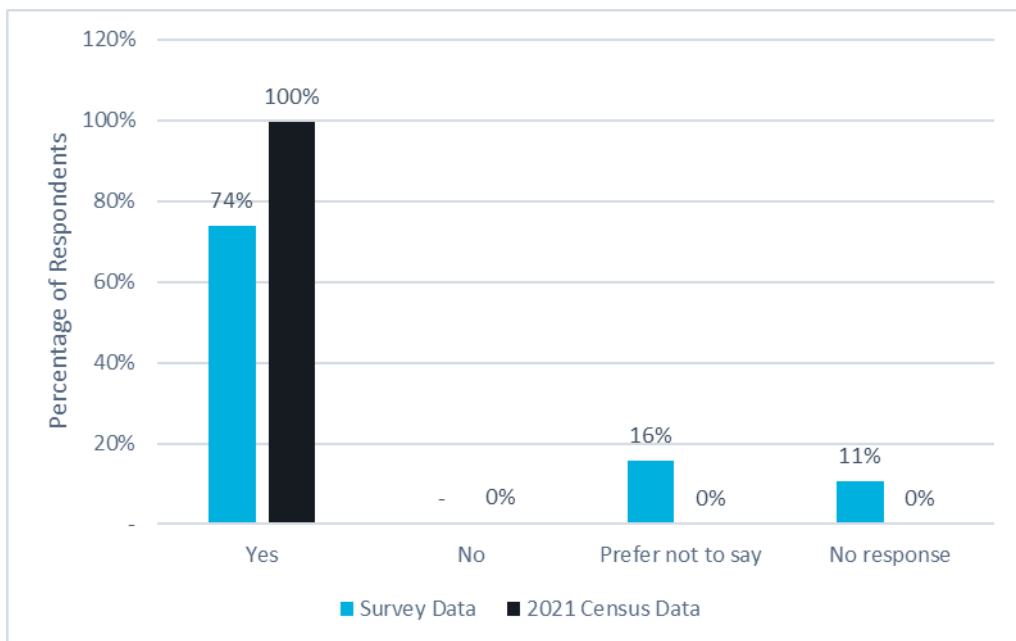


**Figure A.3: Gender (Q26)**



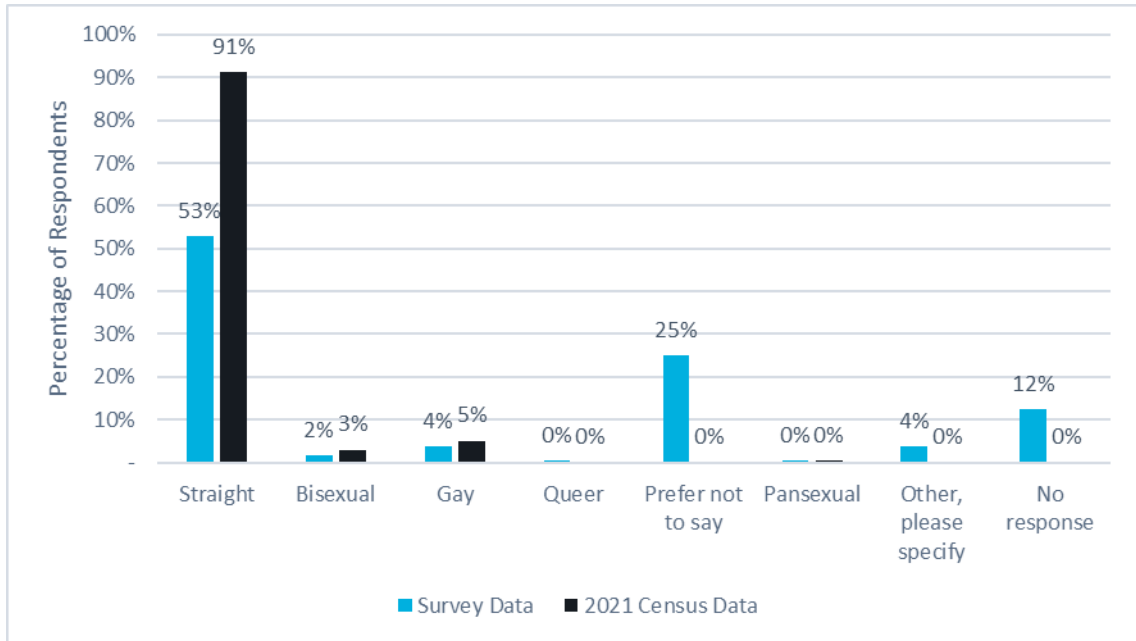
Number of respondents = 301

**Figure A.4: Gender re-assignment (Q27)**



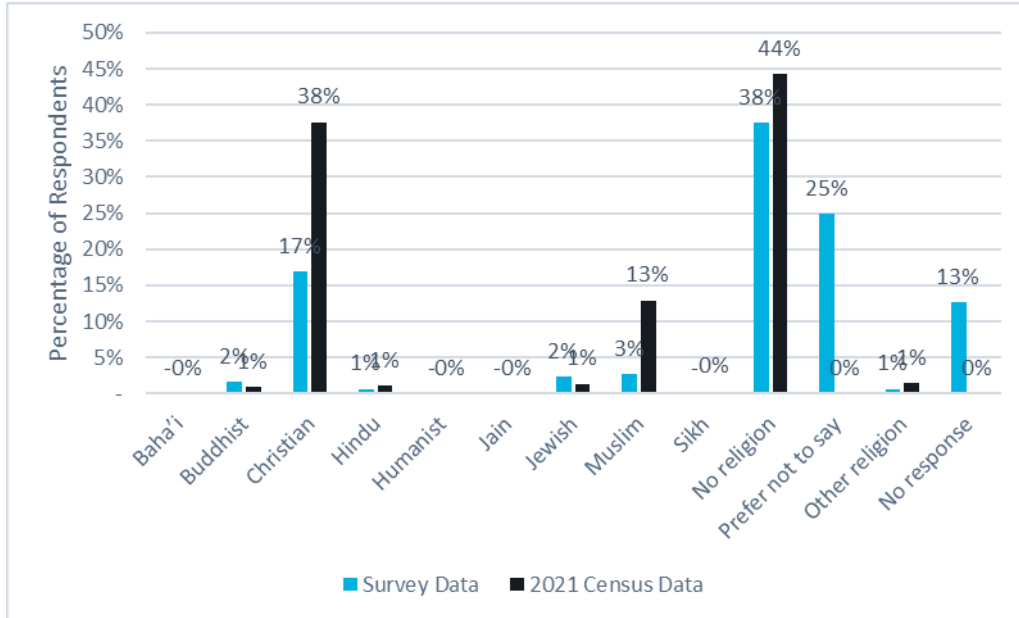
Number of respondents = 301

Figure A.5: Sexual orientation (Q28)



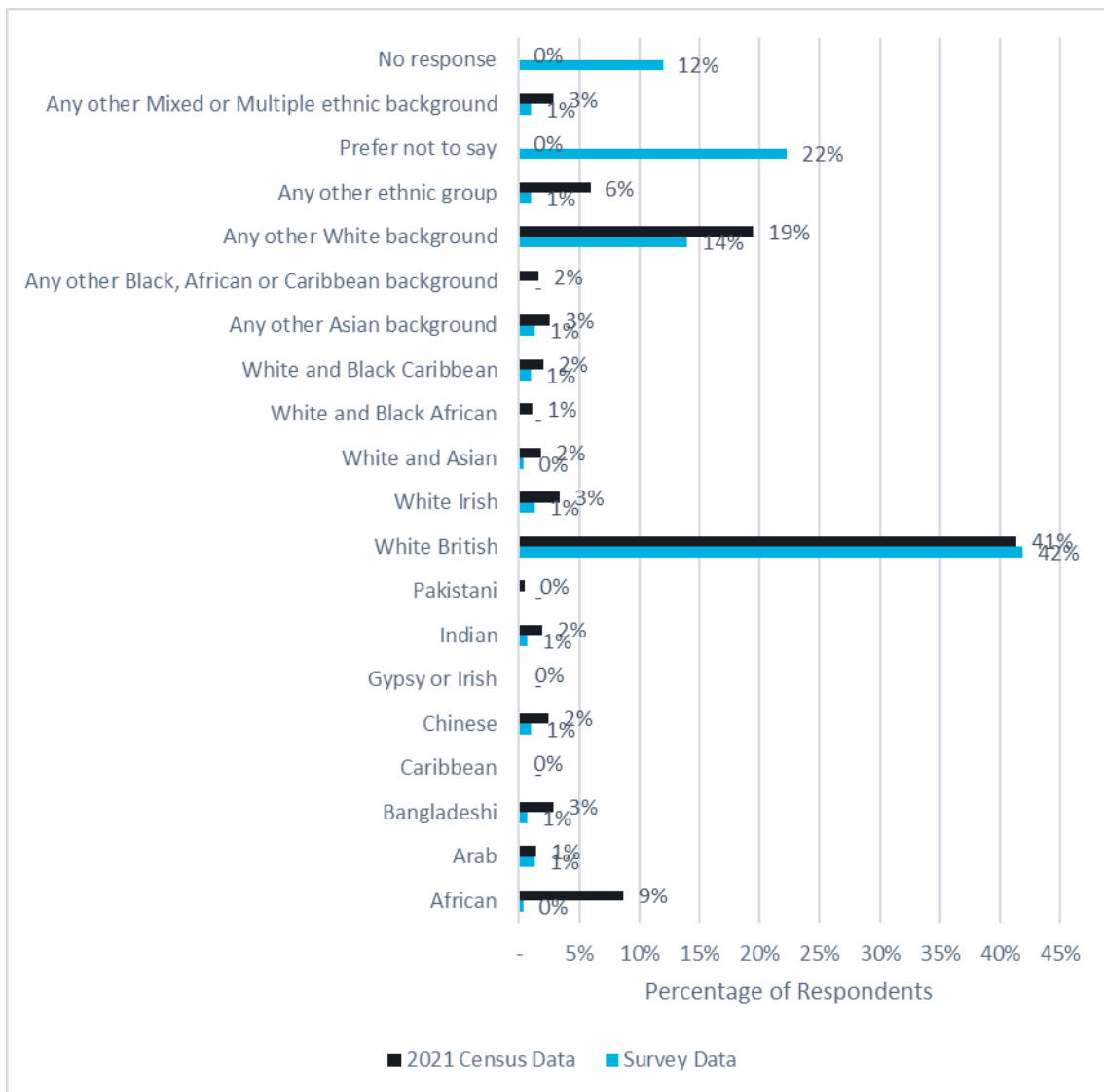
Number of respondents = 301

Figure A.6: Religion (Q29)



Number of respondents = 301

Figure A.7: Ethnicity (Q30)



Number of respondents = 301

## Appendix B – full code frame outputs

### Q7: Is there anything else you would like to tell us about your experience of the St Mary's Church people-friendly streets trial?

All respondents including those who provided no response

Code ID	Theme	Code	Number	Percentage
O01	Other	No response	85	28%
PVT03	Private Vehicle Traffic	Concern about congestion/ increase in traffic	59	19%
G05	General	Support scheme (general)	55	18%
P01	Pollution	Concern that the LTN has increased air pollution levels/ impacted residents/impacted health of children and vulnerable people	53	17%
PVT05	Private Vehicle Traffic	Concern the LTN has displaced traffic elsewhere/impacts other areas	39	13%
PVT02	Private Vehicle Traffic	Concern about longer car journey times	27	9%
P03	Pollution	Support for scheme reducing noise pollution levels	25	8%
IR06	Impact on Residents	Concern that the LTN has negatively impacted residents (general)	21	7%
G02	General	Dislike for the scheme/ LTN is unnecessary/inconvenient	17	6%
S02	Safety	Concern that LTN has reduced safety in the area (general)	16	5%
S03	Safety	Support for LTN in improving health and safety of the area	16	5%
SA16	Scheme Amendments	Suggest residents and businesses have full accessibility/ exemption	16	5%
A04	Accessibility	Concern that the LTN has made it harder to drive/get around in the area	14	5%
EC01	Economy	Concern about negative impact on local businesses/economy	12	4%
SA01	Scheme Amendments	Access to more of Cross Street from Upper Street and Essex Road	12	4%
G01	General	Oppose scheme (general)	11	4%
W03	Walking	Support for LTN improving/encouraging walking	11	4%
A03	Accessibility	Concern about accessibility for residents and businesses	10	3%
P02	Pollution	Concern that the LTN has increased noise pollution levels	10	3%
SA18	Scheme Amendments	Suggest wider LTN exemptions e.g. taxis/electric vehicles/ all blue badge holders	10	3%

P04	Pollution	Support for LTN creating cleaner air/ reducing air pollution	9	3%
PC01	Policy Context	Concern the statistics used for justification are misleading	8	3%
IR01	Impact on Residents	Concern that the scheme has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	8	3%
PT01	Public Transport	Concern that bus journey times are longer	8	3%
S04	Safety	Concern that antisocial behaviour/theft/crime has increased as a result of LTN e.g. stolen bikes	8	3%
IR03	Impact on Residents	Support for LTN improving wellbeing/mental health/ quality of life	7	2%
CY01	Cycling	Concern that LTN has resulted in dangerous cycling on pavements	7	2%
EQ03	Equalities	Concern about negative impact on families/children	7	2%
ENV04	Environment	Support for LTN making the area more attractive	7	2%
W01	Walking	Concern that pedestrian safety is at risk when crossing as a result of LTN	6	2%
CY02	Cycling	Support for LTN improving/encouraging cycling	6	2%
ENV03	Environment	Concern the area has become less inviting/attractive as a result of LTN	6	2%
G03	General	Concern the scheme is not value for money/ waste of money	5	2%
G05b	General	Desire for the scheme to be made permanent	5	2%
CS01	Consultation	Concern that consultation responses are not acknowledged	5	2%
CS02	Consultation	Concern that a lack of information is provided	5	2%
IR02	Impact on Residents	Concern that LTN has made parking inaccessible even with permits	5	2%
W02	Walking	Support for LTN in improving safety for children/people crossing	5	2%
EQ04	Equalities	Support for LTN creating a positive impact on families/children	5	2%
EQ06	Equalities	Concern the scheme priorities certain groups e.g. wealthy people	5	2%
SA09	Scheme Amendments	Additional planting of trees	5	2%
PVT06	Private Vehicle Traffic	Concern the scheme has increased rat-runs e.g. along Theberton Street into Gaskin Street	4	1%
CY06	Cycling	Concern about lack of cycling / cycle paths not being used	4	1%

EQ02	Equalities	Concern about impact on disabled people/ people with mobility issues and those who rely on motor vehicles/public transport	4	1%
SA14	Scheme Amendments	Greener streets	4	1%
SA29	Scheme Amendments	Make the north end of Florence Street one-way	4	1%
G04	General	Concern the LTN is a money making scheme	3	1%
CS03	Consultation	Concern that public consultation is not directed to residents	3	1%
IR03	Impact on Residents	Concern that LTN has created an isolating environment	3	1%
PVT04	Private Vehicle Traffic	Concern about reckless driving by motor traffic/scooters/mopeds including road rage	3	1%
A02	Accessibility	Concern for closure of roads e.g. Halton Road	3	1%
A07	Accessibility	Concern that taxis are unable to access roads	3	1%
EC02	Economy	Support for LTN boosting footfall/increasing accessibility in local businesses	3	1%
S01	Safety	Concern that new restrictions create conflict/safety issue between different road users	3	1%
S05	Safety	Support for LTN decreasing antisocial behaviour/theft/crime	3	1%
SA05	Scheme Amendments	Close Gaskin Street due to small pavements, lack of traffic calming and speeding traffic	3	1%
SA08	Scheme Amendments	Pavements should be widened	3	1%
SA17	Scheme Amendments	Enforce safety measures to prevent theft/crime	3	1%
SA33	Scheme Amendments	Convert single yellow line/pay parking on Florence Street into residents' parking	3	1%
IR04	Impact on Residents	Support for LTN improving the neighbourhood that is people-friendly	2	1%
PVT08	Private Vehicle Traffic	Concern that motor vehicles do not follow highway code	2	1%
A01	Accessibility	Concern bollards are causing more disruption in the LTN	2	1%
CY05	Cycling	Concern about maintenance of cycling infrastructure e.g. roads	2	1%
ENV02	Environment	Increase in biodiversity e.g. more birds	2	1%
SA06	Scheme Amendments	Traffic calming measures should be implemented	2	1%

SA07	Scheme Amendments	Speed limit should be enforced	2	1%
SA12	Scheme Amendments	Protected cycle tracks/ space e.g. on Canonbury Road	2	1%
SA19	Scheme Amendments	Suggest EV's should be exempt from LTN/ EV chargers implemented	2	1%
SA21	Scheme Amendments	Increase street cleaning	2	1%
SA25	Scheme Amendments	LTN should be extended	2	1%
SA26	Scheme Amendments	Improved road infrastructure e.g. pavements, crossings	2	1%
SA31	Scheme Amendments	Reduce parking spaces	2	1%
SA32	Scheme Amendments	Air quality test to be carried out	2	1%
PC02	Policy Context	Concern the scheme does not encourage electric car usage	1	0%
IR05	Impact on Residents	Concern that LTN has divided communities	1	0%
PVT01	Private Vehicle Traffic	Concern there is no traffic during certain hours so scheme is unnecessary	1	0%
PVT07	Private Vehicle Traffic	Concern that traffic signals are not visible	1	0%
A05	Accessibility	Concern about individuals who work outside of normal hours e.g. night shift workers who rely on a car	1	0%
PT02	Public Transport	Support for improving public transport facilities	1	0%
CY03	Cycling	Concern about lack of cycle parking stands	1	0%
Y04	Cycling	Concern that cycling is unfeasible due to bicycle theft	1	0%
EQ01	Equalities	Concern about impact on elderly people who rely on motor vehicles/public transport	1	0%
EQ05	Equalities	Support for LTN creating a positive impact on elderly	1	0%
ENV01	Environment	Support for LTN encouraging greener streets	1	0%
ENV05	Environment	Support LTN due to improvement of Cross Street	1	0%
SA02	Scheme Amendments	Make pavements wheelchair friendly	1	0%
SA03	Scheme Amendments	Improving recycling facilities within the LTN including adding bins	1	0%
SA04	Scheme Amendments	LTN statistics should be based off the same month/ month-month comparison	1	0%

SA10	Scheme Amendments	Extend measures to cover Halton Road	1	0%
SA11	Scheme Amendments	Better cycle crossing between Braes St and Alwyne Villas	1	0%
SA13	Scheme Amendments	Two-way cycling on Elder Walk linking to St Peter's LTN	1	0%
SA15	Scheme Amendments	Allow turns at Highbury Corner	1	0%
SA20	Scheme Amendments	Adding cycle lanes to main roads	1	0%
SA22	Scheme Amendments	Enforce penalties for reckless cycling	1	0%
SA23	Scheme Amendments	Remove under-utilised cycle lanes	1	0%
SA24	Scheme Amendments	Prevent electric scooters being used on pavements and roads	1	0%
SA27	Scheme Amendments	Remove 'discriminatory' barriers next to council offices	1	0%
SA28	Scheme Amendments	Gaskin street/Theberton street closed to through traffic	1	0%
SA30	Scheme Amendments	Only restrict school streets at school entry/exit times	1	0%

**Q8: From the outset of the trial Blue Badge holders have been exempted from the camera-enforced filters in the St Mary's Church LTN. Please provide any feedback on how this has been working for you, or any feedback on the policy in general.**

*All respondents including those who provided no response*

Code ID	Theme	Code	Number	Percentage
O01	Other	No response	209	69%
SA02	Suggested Amendment	Suggest that an exemption wider than for just Blue Badge holders should apply to the LTN, i.e. for all local residents, taxis, delivery vehicles, parking permit holders, EVs, tradesmen	28	9%
G13	General	Support for the Blue Badge Exemption Policy as is (no further detail given)	12	4%
EQ02	Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	10	3%
EQ01	Equalities	Concern about impact on disabled/people with limited mobility who may not qualify for a Blue Badge	9	3%
G04	General	Concern that Blue Badge holders and residents are unaware of Blue Badge exemption / exemption areas	6	2%



O02	Other	Response is out of scope	5	2%
EQ04	Equalities	Concern about fraudulent use of Blue Badges / avoidance of camera-enforced filters	5	2%
G05	General	Concern that process to apply for a Blue Badge is lengthy / not efficient	4	1%
O05	Other	Comment unclear	3	1%
G02	General	Policy is not working / helping (unspecified reason)	3	1%
G07	General	Concern policy doesn't provide enough an exemption for all disabled people	3	1%
G08	General	Concern about increased / heavy traffic	3	1%
O03	Other	Opposition to LTNs, not specific to this scheme	2	1%
G03	General	No noticeable difference recognised	2	1%
G09	General	Concern that exemption has not been communicated / minimal information provided to all residents	2	1%
G10	General	Concern about pedestrian and cyclist safety	2	1%
G11	General	Concern that exemption only within Blue Badge holder's home LTN is too limited	2	1%
G12	General	Concern that carers are excluded from the exemption	2	1%
EQ03	Equalities	Concern about unequal impact on people based on geographic location of residence	2	1%
EQ05	Equalities	Concern the exemption does not include other vulnerable people who don't qualify for a Blue Badge	2	1%
SA01	Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers / family members / helpers / support	2	1%
SA03	Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	2	1%
O04	Other	Support for LTNs, not specific to this scheme	1	0%
O06	Other	Comment requests information from LBI	1	0%
G01	General	Oppose Blue Badge Exemption Policy (no further detail given)	1	0%
G06	General	Concern over accidentally receiving a fine / fines are being issued incorrectly	1	0%

SA04	Suggested Amendment	Suggest clearer signage regarding Blue Badge exemptions / presence of cameras	1	0%
SA05	Suggested Amendment	Suggest that Blue Badge use is monitored or enforced effectively	1	0%

**Q9: Are there issues in the St. Mary's Church area with road danger or safety that you would like to tell us about?**

*All respondents including those who provided no response*

Code ID	Theme	Code	Number	Percentage
O01	Other	No response	167	55%
PVT03	Private Vehicle Traffic	Concern that LTN increases traffic/ ineffectual in reducing traffic	20	7%
S04	Safety	Concern the LTN has caused an increase in aggressive driving and e-bike/moped/motorbikes using pavements endangering pedestrians	18	6%
W01	Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	16	5%
S05	Safety	Concern about speeding vehicles within the LTN and on boundary roads	16	5%
CY01	Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	15	5%
S07	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)	14	5%
P01	Pollution	Concern that the LTN reduces air quality / does not improve air quality	12	4%
S09	Safety	Concern that road users are endangering pedestrians to bypass barriers and avoid cameras	11	4%
S06	Safety	Concern about speeding/dangerous driving among moped/e-bike/users	9	3%
G01	General	Oppose scheme (no further detail provided)	8	3%
PVT02	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion/detours	7	2%
P02	Pollution	Concern that the LTN causes increased noise pollution	7	2%
O02	Other	Comment out of scope	6	2%
O04	Other	Comment relates to another survey question	5	2%
S01	Safety	Concern that the LTN causes road safety issues (no further detail provided)	5	2%

SA02	Suggested Amendments	Suggest stricter enforcement of speeding/ anti-social cycling	5	2%
CY02	Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	4	1%
S03	Safety	Concern that new restrictions create conflict/safety issue between different road users	4	1%
S08	Safety	Concerns of increased risk of collisions	4	1%
S10	Safety	Support as the LTN has improved road safety (no further detail given)	4	1%
PVT04	Private Vehicle Traffic	Concern that LTN displaces traffic onto boundary roads/ other areas	4	1%
PVT05	Private Vehicle Traffic	Concern vehicles attempt to avoid detection on cameras	4	1%
SA03	Suggested Amendments	Suggest active travel infrastructure improved between LTNs to encourage more walking/cycling	4	1%
SA06	Suggested Amendments	Suggestion to filter other streets e.g. Canonbury Lane, Canonbury Square, Gaskin Street	4	1%
O03	Other	Comment unclear	3	1%
EQ02	Equalities	Concern about impact on younger people/children/toddlers	3	1%
IR01	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)	3	1%
IR02	Impact on residents	Concern that the measure has a negative financial impact on local residents (e.g. less value in exchange for paying council tax, more fuel, higher taxi fares, impact on house prices)	3	1%
PVT01	Private Vehicle Traffic	Concern that the LTN restricts road access	3	1%
SA11	Suggested Amendments	Concern about maintenance of infrastructure and suggestion to repair roads/pavements	3	1%
SA13	Suggested Amendments	Reopen streets/ remove closures	3	1%
G02	General	Support the scheme as it is necessary to improve safety/ target congestion / through-traffic	2	1%
PC01	Policy Context	Concern that the LTN is a form of virtue signalling/ unwarranted bureaucracy	2	1%

S02	Safety	Concern that new restrictions are difficult for road users to navigate	2	1%
S11	Safety	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	2	1%
SA01	Suggested Amendments	Suggest improving lighting within LTN	2	1%
SA04	Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. blue-badge holders, emergency services, delivery drivers, private hire drivers)	2	1%
SA05	Suggested Amendments	Suggestion to extend monitoring to include pavements around barriers	2	1%
SA08	Suggested Amendments	Suggest pedestrian priority for Dagmar Terrace entrance/exit	2	1%
SA12	Suggested Amendments	More pedestrian crossings e.g. across Essex Road	2	1%
O05	Other	Comment requests information from LBI	1	0%
EQ01	Equalities	Concern that Blue Badge access is abused by non-badge holders	1	0%
EQ03	Equalities	Concern about darkness of the Dagmar Passage and the impact this has on women travelling, particularly at night	1	0%
W02	Walking	Support for LTN improving pedestrian safety and crossing	1	0%
CY03	Cycling	Concern the LTN prioritises cyclists over other road users	1	0%
S12	Safety	Concern that emergency vehicles are speeding by assuming no other vehicles are in the area	1	0%
PVT06	Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	1	0%
CP01	Car Parking	Concern that the LTN increases car parking/idling on quiet streets	1	0%
LE02	Local Environment	Support as the LTN has had a positive impact on the local environment (i.e. via planters)	1	0%
SA07	Suggested Amendments	Suggest that the Council introduces measures to reduce traffic/ speeding	1	0%
SA09	Suggested Amendments	Reduce business parking	1	0%
SA10	Suggested Amendments	Yellow box grid on Canonbury junction to avoid congestion	1	0%

## Control Information

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2

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