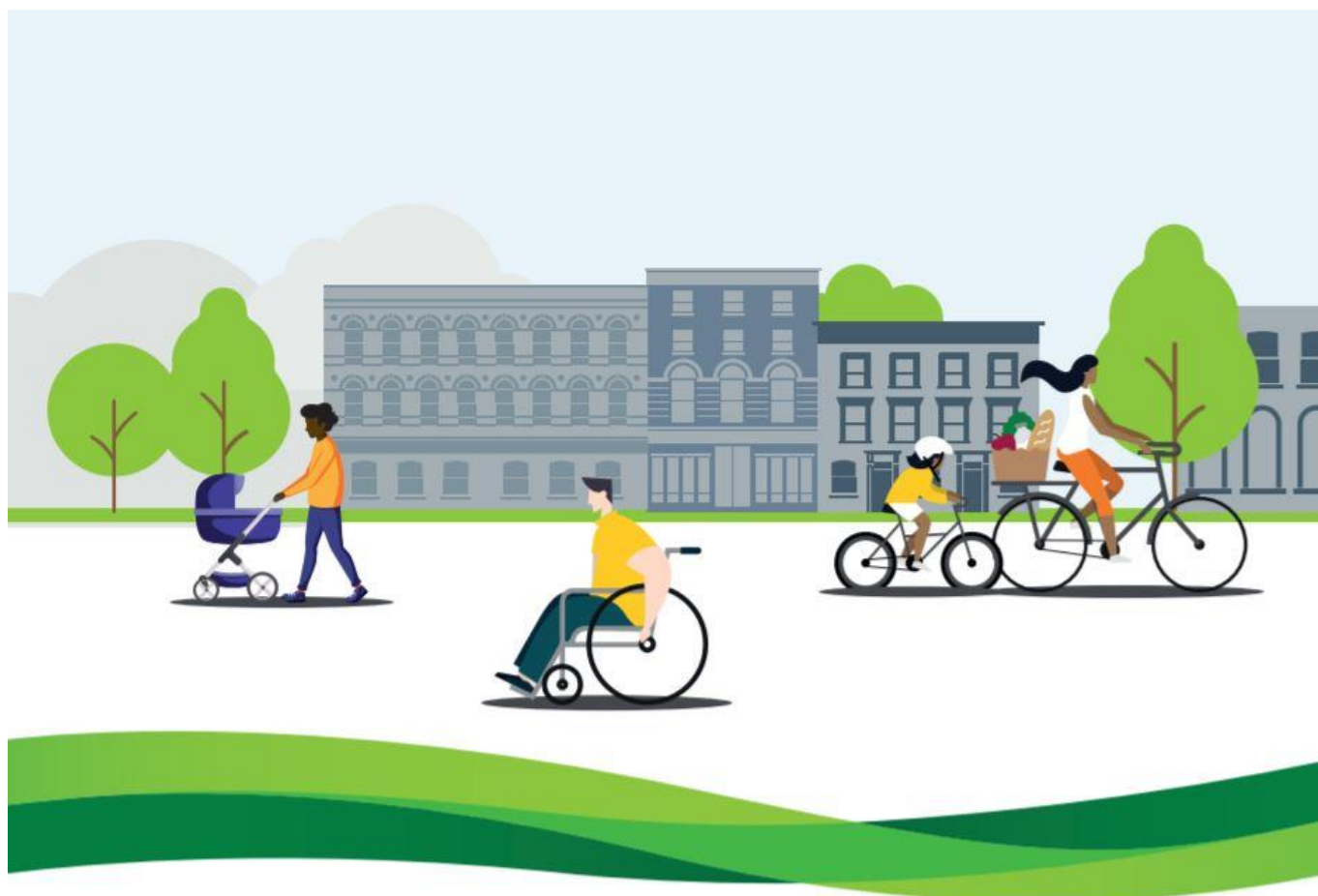


Canonbury East people-friendly streets Trial Public Consultation and Engagement Analysis



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- A List of Businesses**
- B In-person Town Hall and online Q&A full comments and responses**
- C Demographics**
- D Full Code Frame Outputs**

1 Introduction

- 1.1 Steer was commissioned by Islington Council (LBI) to provide support in delivering and facilitating people-friendly streets public engagement events and consultation response analysis as part of the Canonbury East low traffic neighbourhood (LTN) trial. This trial involved the introduction of a low traffic neighbourhood within the Canonbury and St Peter's wards, the LTN trial area sits between the following main roads: New North Road, Essex Road, Southgate Road, Balls Pond Road. The trial began in August 2020. Traffic cameras, bollards and planters were installed in order to reduce traffic and road danger and create more space for active modes (such as walking, cycling and using mobility aids), while still allowing emergency vehicles and buses to pass through.
- 1.2 The consultation period was between Tuesday 2nd November and Tuesday 30th November 2021. During this period, Steer supported Islington Council in attending and facilitating engagement events. During the consultation period individuals submitted responses to the survey on the Islington website. In total there were 1,225 responses.
- 1.3 This report summarises the feedback provided by individuals at consultation events and the findings from our analysis of the consultation survey. This is a report does not cover the engagement undertaken by Islington Council with statutory consultees.
- 1.4 This report will feed into Islington Council's decision report which will bring together monitoring data, consideration of objections and correspondence over the trial period.

2 Consultation engagement events

Engagement activities

2.1 During the Canonbury East consultation period, a number of engagement events were undertaken by Steer in conjunction with LBI officers. These included:

- Targeted residential and businesses door knocking to boost survey participation
- An in-person town hall Q&A event open to all residents
- An online town hall Q&A event open to all residents
- A drop-in held at Anchor QE Retirement Home

Targeted residential and business door knocking

2.2 Once the consultation survey had been open for 10 days, Steer analysed the postcode data to assess streets and locations which had relatively low response rates to the surveys. This provided indicated streets to target for residential door knocking by Steer staff to check residents' awareness of the consultation and provide information about how to complete the survey. The streets which were targeted are set out in Table 2.1.

Table 2.1: Streets targeted in the residents' door knocking

Street	Post Code
N1 3RP	Ecclesbourne Road
N1 3AE	Ecclesbourne Road
N1 3AF	Ecclesbourne Road
N1 3DA	Rotherfield Street
N1 3BU	Rotherfield Street
N1 3BX	Rotherfield Street
N1 3BB	Morton Road
N1 3BP	Elizabeth Avenue
N1 3HB	Elizabeth Avenue
N1 3BW	Elizabeth Avenue
N1 3AD	Queensbury Street

2.3 Businesses within the LTN area and on the boundary roads were targeted by Steer staff to speak to in person, the aim of this engagement exercise was to remind businesses of the ongoing Canonbury East LTN consultation. A full list of businesses which were visited can be found in Appendix A.

2.4 The resident's targeted door knocking took place on 16th November 2021 from 4:30-7:30pm and the businesses targeted door knocking took place on 8th November 2021 from 9am-12pm. Both sessions aimed to engage with stakeholders, to remind them of the consultation dates and provide them with a resident's leaflet should they wish to have another.

In person town hall event

- 2.5 An in-person town hall event was held on the 8th November from 5-6:30pm at Islington Town Hall. There were 25 attendees at the socially distanced event. This was held in conjunction with the Clerkenwell Green people-friendly streets scheme. The format of the event provided a presentation on the monitoring of the trial scheme by the Islington Council project team followed by an opportunity for attendees to provide comments and ask questions about the trial scheme. The main themes raised are summarised in Table 2.2; a full list of comments, questions and responses are provided in Appendix B.

Table 2.2: Comments and questions raised at the in-person town hall

Main themes from the town hall event
Air Quality – NOX changes reflect changes in the borough more widely – what does this mean?
Equalities – Will there be a disabled people focus group for this scheme?
Equalities – can the Blue Badge Exemption be for all LTN’s across the borough?
Equalities – How can parents of disabled children get them to where they need to be in a timely manner?
Monitoring – How long were streets monitored ahead of measures going in?
Monitoring – Why is our experience telling a different story to your monitoring?
Consultation – Have boundary roads been leafleted?
Consultation – Has this been delivered in the best way with appropriate notice and access for the digitally excluded?
Consultation – How have businesses been consulted and taken into account?
Emergency services – Has this affected emergency service response times? Have been anecdotal reports that there has. Why does the report only show data for the fire bridge?
Buses – how has this affected buses and their journey times?
Planning – Is an ETO an appropriate mechanism for a wide scheme like this?
Planning – Having these measures in a holistic basis will eventually lead to reduced and dispersed traffic
Planning – If funding is from central government, why are there no LTNs across the rest of London?
Planning – Why has Highbury Corner not been adapted for this scheme?
Planning – We need radical measures like this if we are going to reduce the amount of traffic in Islington.

Online Q&A event

- 2.6 An online Q&A event was held on 22nd November 2021 from 5-6:30pm. Fifty-eight people registered for the event and 38 people attended. LBI officers presented the monitoring data which had been collected during the Canonbury East trial with the remainder of the meeting dedicated to a Q&A facilitated by Steer in four virtual breakout rooms to allow for maximum discussion time. The themes raised at the event are set out below in Table 2.3; a full list of comments, questions and responses are provided in Appendix B.

Table 2.3: Online Q&A event Comments and questions

Main themes from the online Q&A event
Traffic – Are there plans to reduce traffic on boundary roads e.g. Balls Pond Road and New North Road
Traffic – Heavy vehicles degrade the road surface not more bikes and ebikes
Traffic – car journeys now taking longer
Monitoring – good to see the positive results
Monitoring – what is meant by ‘no significant impact’ and ‘negligible change’
Monitoring – Is pedestrian safety being monitored?
Walking and Cycling – Great to see people walking and cycling more across the area. People are more social
Equalities - Will there be a disabled people focus group as part of the Canonbury East consultation?
Equalities – Concerned about vulnerable people accessing services who are not eligible for the Blue Badge Exemption
Equalities – disruption to carers who care for residents in the area
Equalities – how is Blue Badge use being monitored?
Consultation – feel as though the survey is biased to get the answer the Council wants
Consultation – feel as though people who don’t live in the area will respond to the consultation and support it affecting the lives of those that do live there
Consultation – when will a decision be made?
Air Quality – NOX changes reflect changes in the borough more widely – what does this mean?
Air Quality – has gotten worse on boundary roads – cannot have house windows open
Climate Change – these schemes help us to tackle climate change
Emergency Services – what does it mean that there has been a ‘negligible change’

Drop-in Session at Anchor QE Retirement Home

- 2.7 A drop-in session was held at the Anchor QE Retirement Home on 17th November from 4-5pm. The purpose of the event was to offer a space for residents of the retirement home to provide feedback and talk to officer regarding the trial scheme. Maps and posters discussing aspects of the scheme as well as the forthcoming Blue Badge Exemption policy were provided.
- 2.8 Two residents spoke with officers. One was in favour of the scheme due to the need to reduce car travel for the environment and one opposed the scheme due to their relatives finding it taking longer to drive to visit them.
- 2.9 Given the low turnout at the drop-in session, staff used the time to intercept passers-by on Dove Road to tell them about the ongoing consultation and provide them with a leaflet. These were undertaken from 4:00 – 5:15pm on Dove Road.

3 Consultation Survey

Introduction

- 3.1 This section reports on the analysis of the ‘closed’ questions included in the consultation questionnaire. Closed questions are those with a discrete set of answers from which survey participants select a response. This includes information from questions asking about the current trial and the future of the scheme, the demographics of respondents, their travel patterns, and their connection to the area. Some of these questions were optional so not all respondents provided an answer; these are displayed as ‘No response’ in the results.
- 3.2 These results were also cross tabulated with whether respondents had car access (Q14), their connection to the area (Q19) and if they had a disability (Q25).
- 3.3 Four ‘open’ questions were asked in the survey. These questions were:
- **Q7:** If you have any comments about the proposed changes, please add them below
 - **Q9:** Is there anything else you would like to tell us about your experience of the Canonbury East people-friendly streets trial?
 - **Q10:** The council recently announced a policy to allow Blue Badge holders living in a PFS neighbourhood to receive an exemption for designated traffic filters. This policy is not yet operational, and we will be contacting Blue Badge holders directly with more details. If you have any comments on this policy, please add them below.
 - **Q11:** Are there issues in the Canonbury East area with road danger or safety that you would like to tell us about?
- 3.4 These have been assessed within the open question analysis section (paragraph 3.33 onwards) of this report.

Respondents

- 3.5 Overall, 1,225 responses were submitted to the consultation. Respondents were asked if they were filling out the consultation on behalf of a business. Of the 1,141 responses to this question, 20 were filled out on behalf of a business, 1,121 were public responses and 84 had no response so have been assumed to be public responses.

Table 3.1: Respondent type

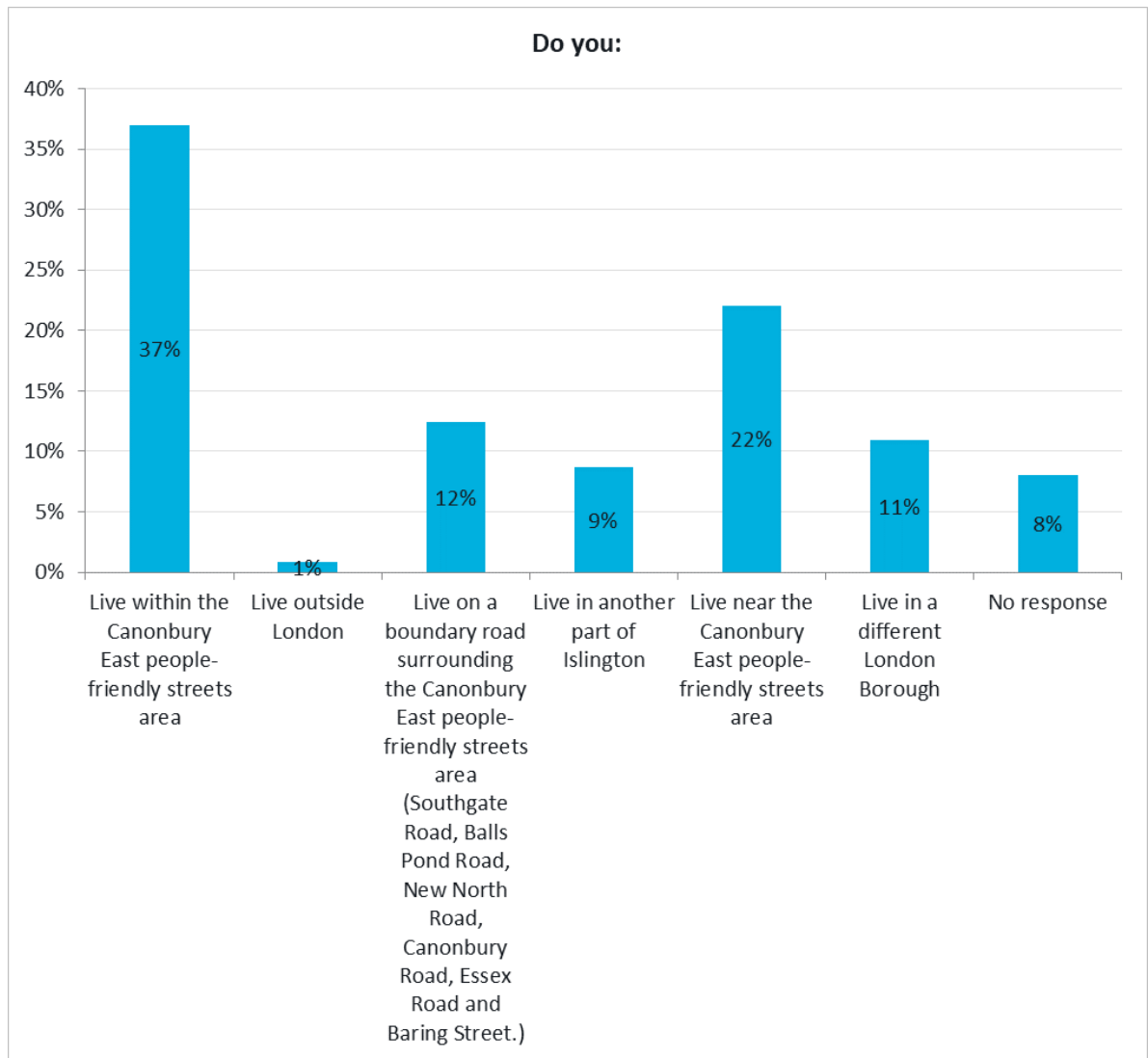
	Number	Percentage
Public	1205	98
Business	20	2
Total	1225	100

Connection to the area

3.6 Respondents were asked where they live in relation to the Canonbury East trial scheme area. 37% of respondents stated they live within the area, followed by 22% living near the area and 12% living on a boundary road (Figure 3.1).

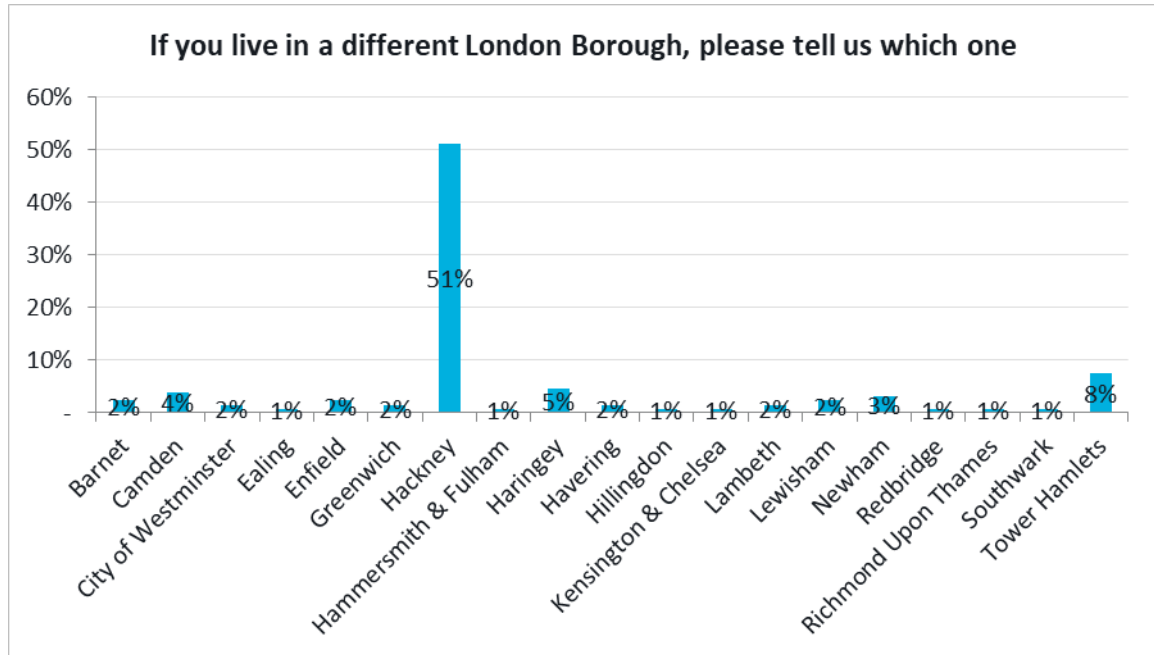
3.7 11% of respondents live in a different London borough with the greatest proportion of these living in Hackney (51%) (Figure 3.2).

Figure 3.1: Where do you live (Q21)



Number of respondents – 1225

Figure 3.2: Different London Borough (Q22)



Number of respondents – 133

3.8 Respondents were asked their connection to the Canonbury East people-friendly streets area. They were able to tick all that apply for this question which means the total percentage does not sum to 100. Just under half of respondents (44%) reside in the area, two-fifths (40%) travel to/or through Canonbury East and 21% own property in Islington.

Table 3.2: Connection to the area

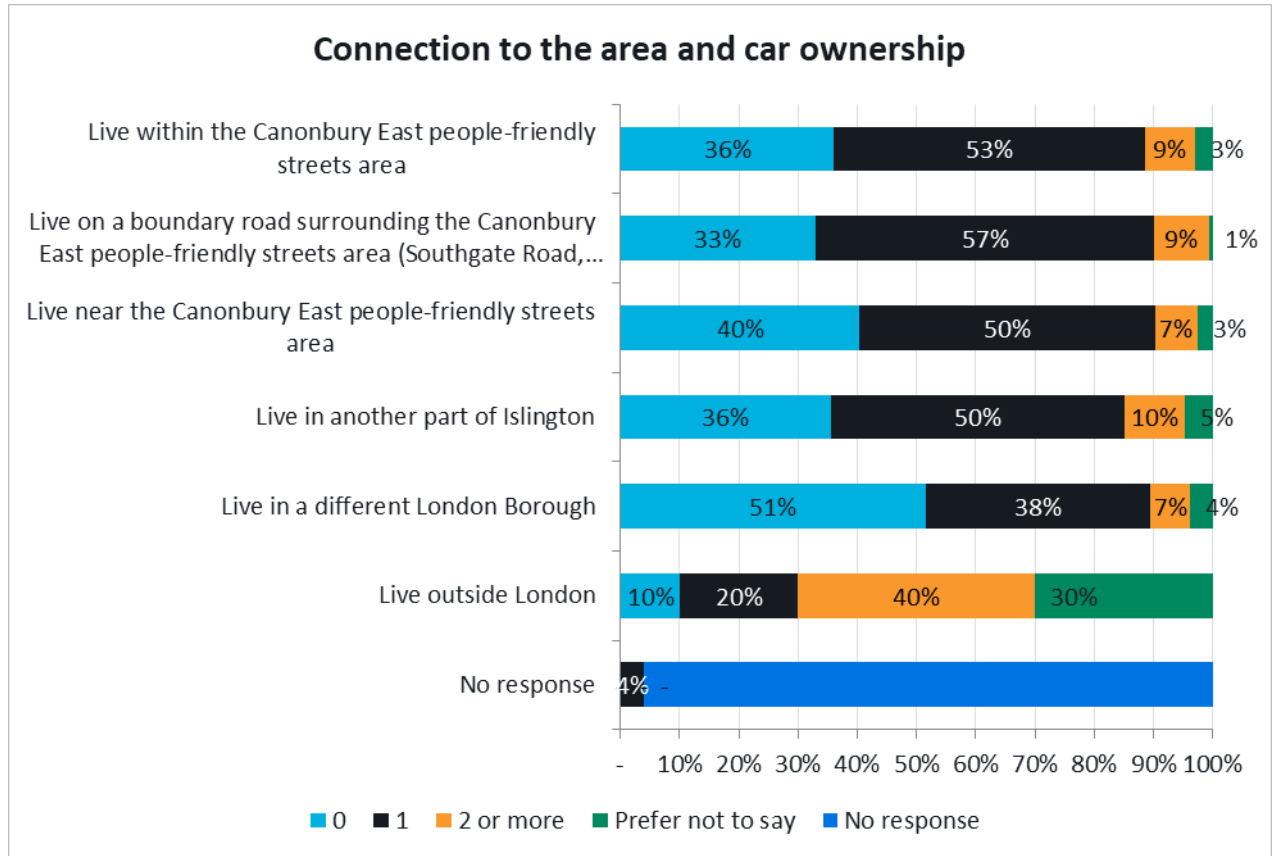
Connection to area (tick all that apply):	Number	Percentage
I am a Canonbury East resident	540	44
I own a business in Canonbury East	24	2
I work in the Canonbury East area	74	6
I travel to / or through Canonbury East	496	40
I work elsewhere in Islington	116	9
I own a property in Islington	256	21
I am a visitor	81	7
Other	95	8

3.9 To understand the levels of car or van ownership among respondents to the survey, respondent’s connection to the area was cross tabulated with car ownership levels. Some respondents answered only answered the car ownership question and provided no response to the connection to the area question and as such there is a 4% response of 1 car in the no response section.

- 36% of people responding to the consultation who state they live within the Canonbury East LTN area do not have access to a car or van, with 62% of respondents having access to one or more car or van.
- 33% of those who live on a boundary road to the Canonbury East people-friendly streets area do not have a car, 66% of respondents having access to one or more car or van.

3.10 Respondents who stated they live within the Canonbury East LTN area and on the boundary roads of the area have higher car ownership levels than the averages across the borough with 29% of borough residents having access to one or more car (LTDS).

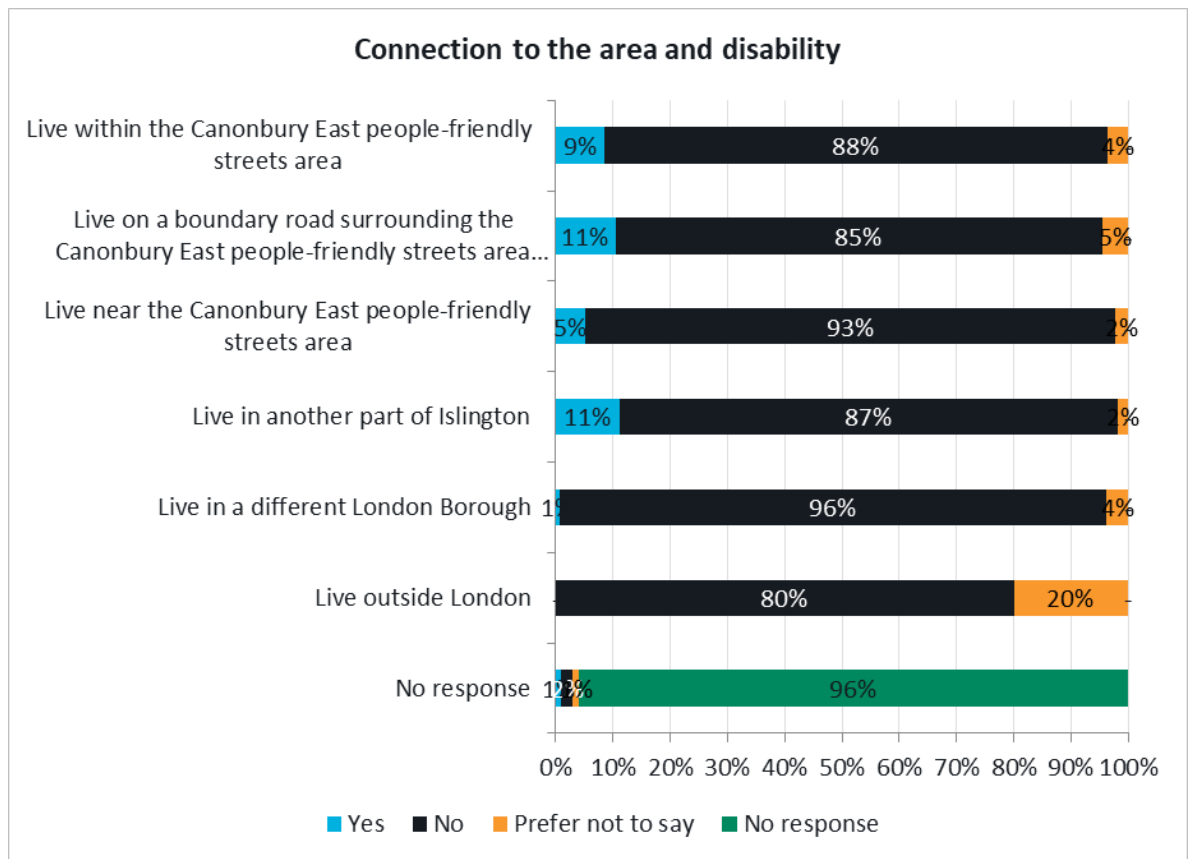
Figure 3.3: Connection to the area and car ownership



Number of respondents – 1,225

3.11 9% of respondents who stated that they live within the Canonbury East LTN area said they are disabled, whilst 11% of those who live on a boundary road to the area said they are disabled. Again, here some respondents only answered the disability question and as such the no response section for connection to the area has disability responses.

Figure 3.4: Connection to the area and disability



Number of respondents – 1,225

Demographics

3.12 This section details the demographic profile of the respondents to the consultation. This includes age group, disability, gender, if their gender is the same as assigned at birth, sexual orientation, religion, and ethnicity. These questions were not obligatory, and each had 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.

3.13 The graphs in Appendix C display the results of the consultation for each of these demographics. In summary:

- The age group which provided the most responses was 35-44 years (24%), followed by the 45-54 age range (21%) and the 25-34 range (17%).
- 13% of respondents stated that they have a disability, whilst 69% stated they did not.
- 42% of respondents were male and 36% were female.
- Almost two-fifths (39%) of respondents stated they had no religion, followed by almost a quarter (24%) preferring not to say and almost a fifth (19%) stating they are Christian.
- 59% of respondents stated that they were White or White British, 22% preferred not to say, 12% did not respond, and 3% stated that they were Asian or Asian British.

The current trial scheme

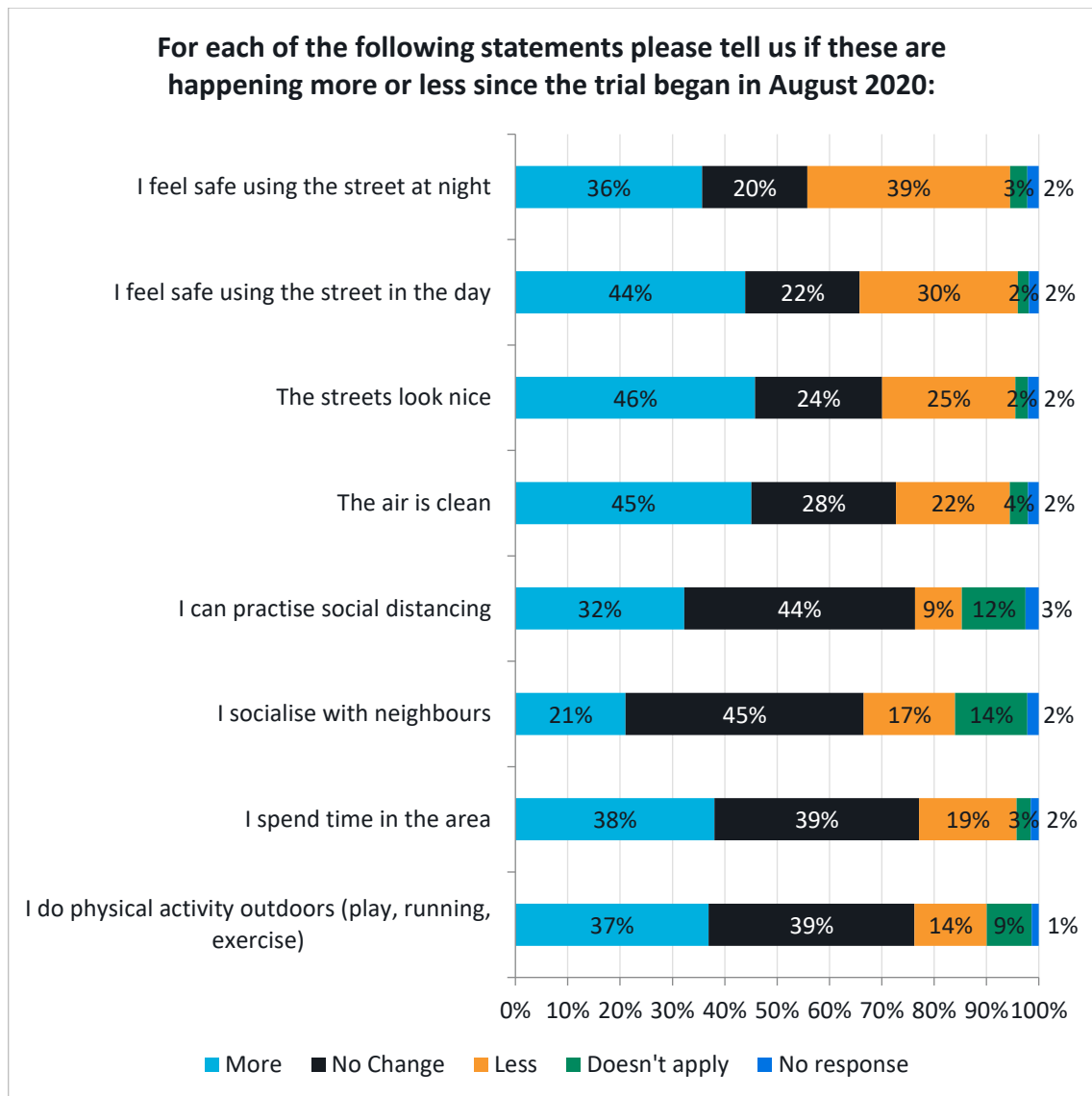
3.14 Respondents were presented with a series of statements and asked to select if these were happening more or less since the trial began in August 2020 (Figures 3.5 to 3.9). Respondents

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 modes, and motor traffic respectively.

Safety and the area

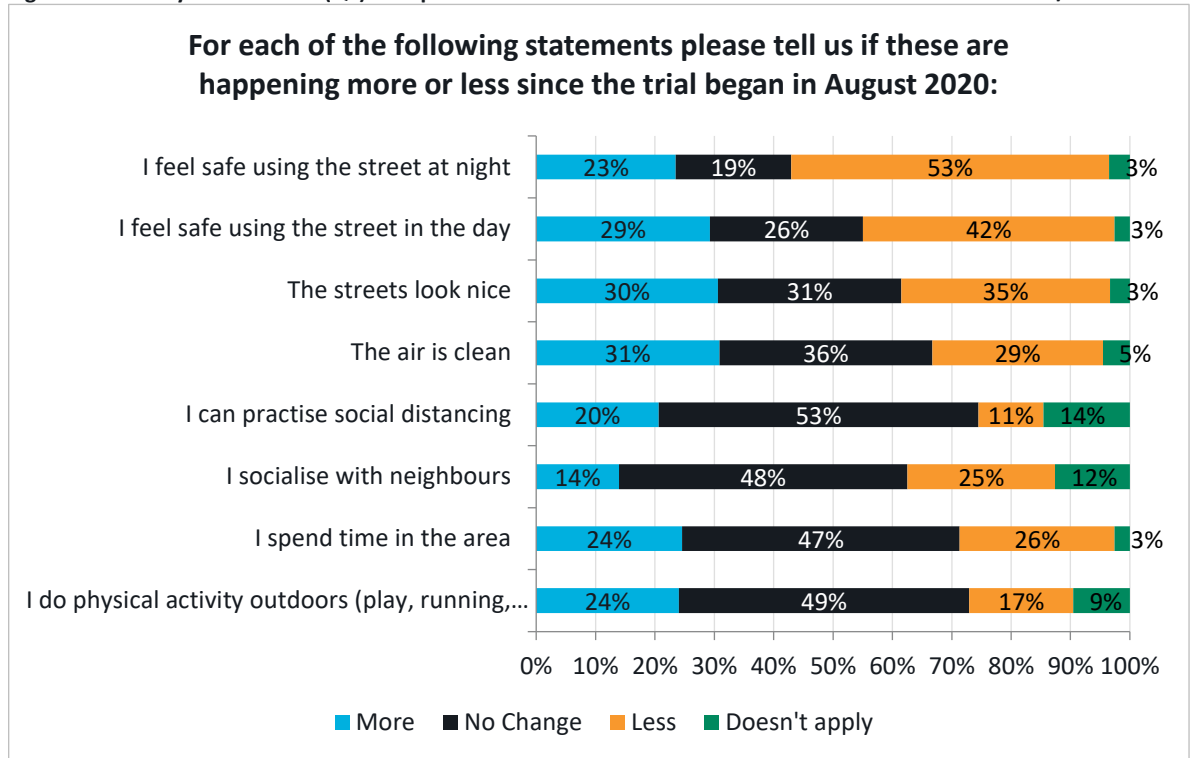
- Almost half of respondents (46%) stated that the streets look nicer, the air is cleaner (45%) and that they feel safer using the streets in the day (44%). However, in comparison, a quarter of respondents stated the streets look less nice, 22% stated that the air was less clean and 30% stated they felt less safe using the streets during the day. 38% spend more time in the area and 37% do more physical activity outdoors. However, almost two-fifths (39%) stated they felt less safe using the streets at night, compared to 36% who felt safer (Figure 3.5).
- There were differences in opinion between respondents whose household has access to a car/van, and respondents whose household does not have access to a car/van. Those households with access to a car/van felt less safe at night (53%), compared to 22% of those who do not have access. Those without access to a car/van stated that they feel safer using the streets through the day since the introduction of the LTN (62%), compared to 29% of those without access to a car/van. Respondents who don't have access to a car/van felt that the streets look nicer and that the air is cleaner, spend more time in the area, socialise with neighbours, do more physical activity and practise social distancing since the introduction of the LTN compared to those who do have access to a car or van (Figures 3.6 and 3.7).
- There were differences in opinion between respondents who lived within the LTN (those in the LTN and on boundary roads) and those who lived outside the LTN (all other respondents). More people who live outside the LTN thought that safety had improved during both the night (46% compared to 28%) and day (53% compared to 37%) since the measures were introduced compared to those that live inside the LTN. More people living outside the LTN also stated that they spend more time in the area, do more physical activity outdoors, that the streets look nicer, and the air is cleaner, compared to responses from within the LTN (Figures 3.8 and 3.9).

Figure 3.5: Safety and the area (Q1)



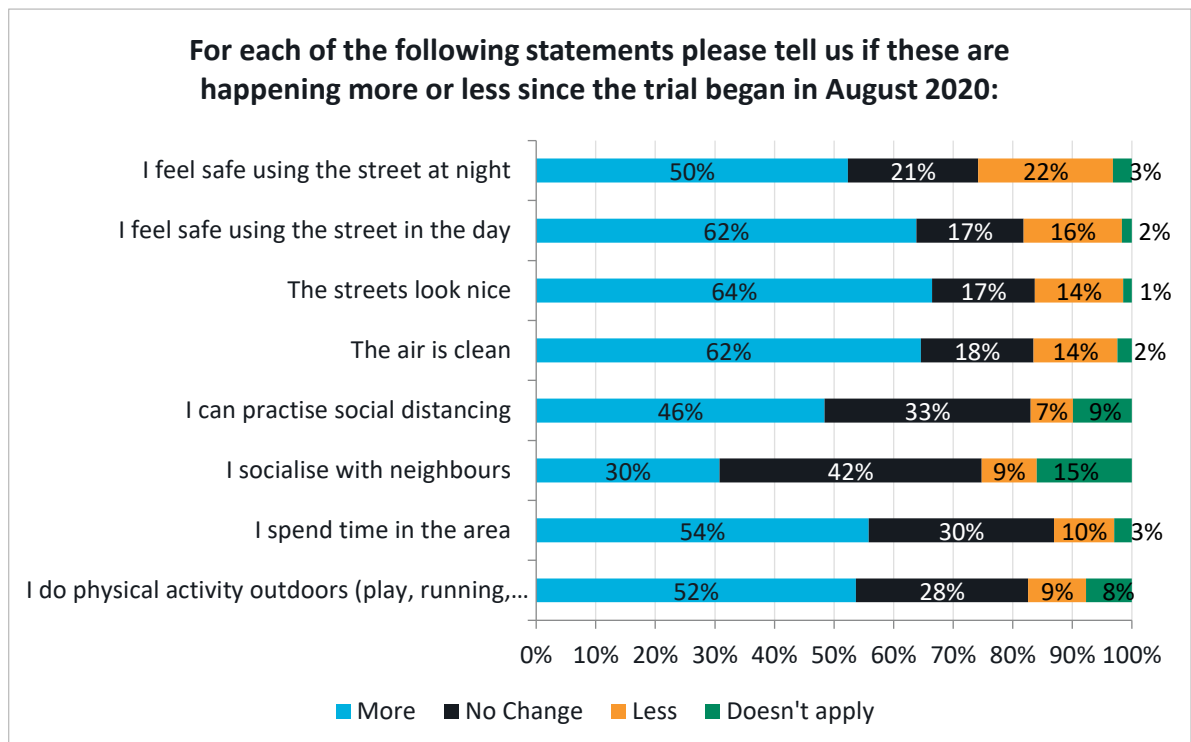
Number of respondents – 1,225

Figure 3.6: Safety and the area (Q1) - Responses from those whose household have access 1 or more cars/vans



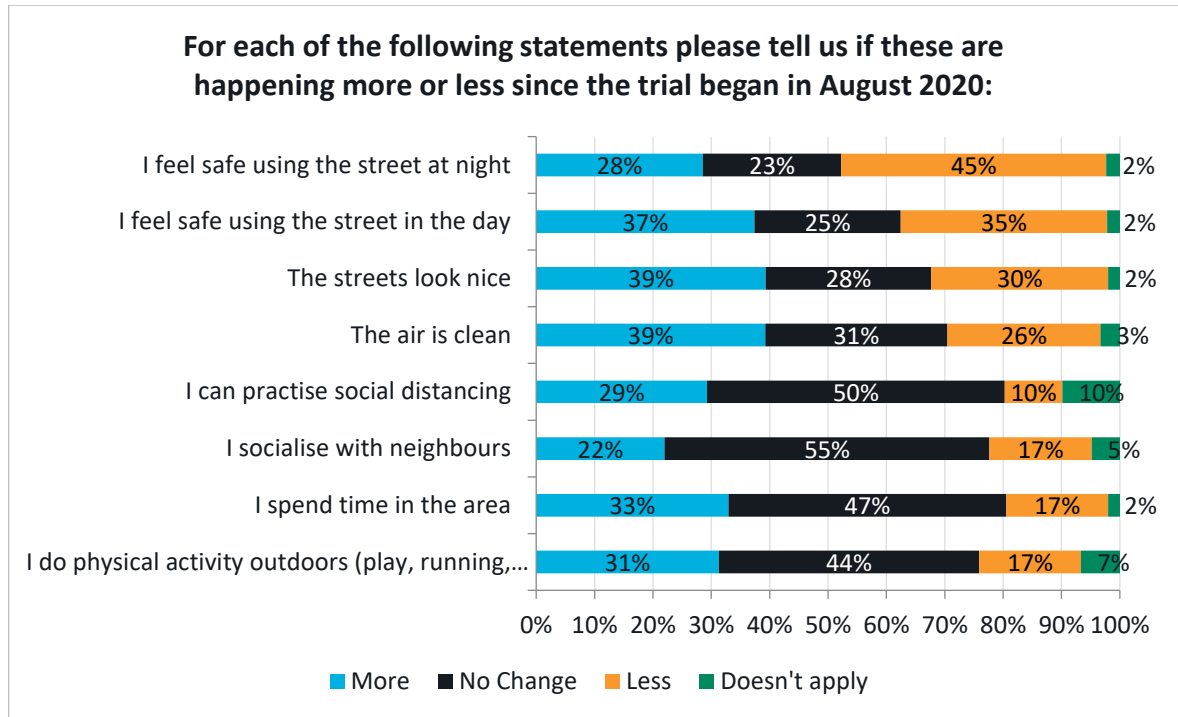
Number of respondents - 666 (NB 'no response' has not been included)

Figure 3.7: Safety and the area (Q1) - Responses from those whose household do not have access a car/van



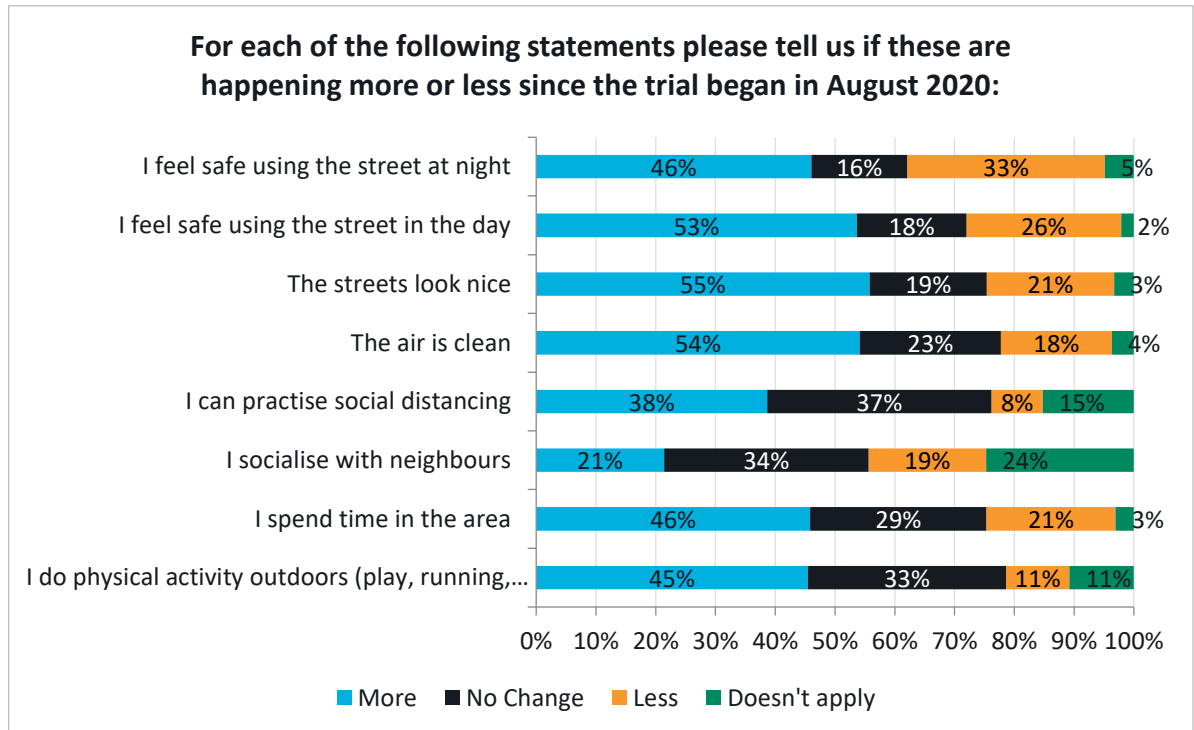
Number of respondents – 559 (NB 'no response' has not been included)

Figure 3.8: Safety and the area (Q1) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 605 (NB 'no response' has not been included)

Figure 3.9: Safety and the area (Q1) - Responses who live outside the LTN

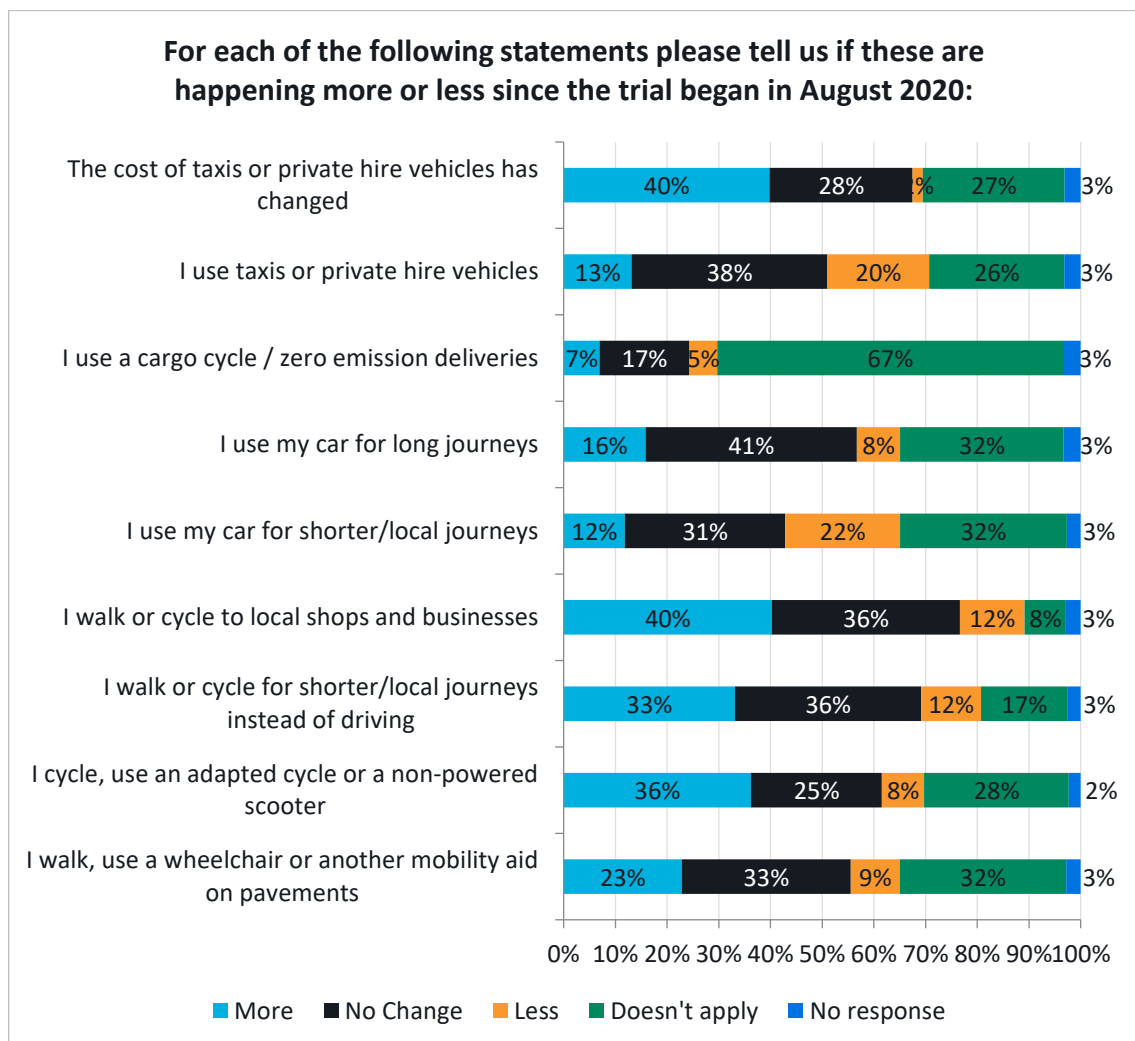


Number of respondents – 521 (NB 'no response' has not been included)

Driving patterns

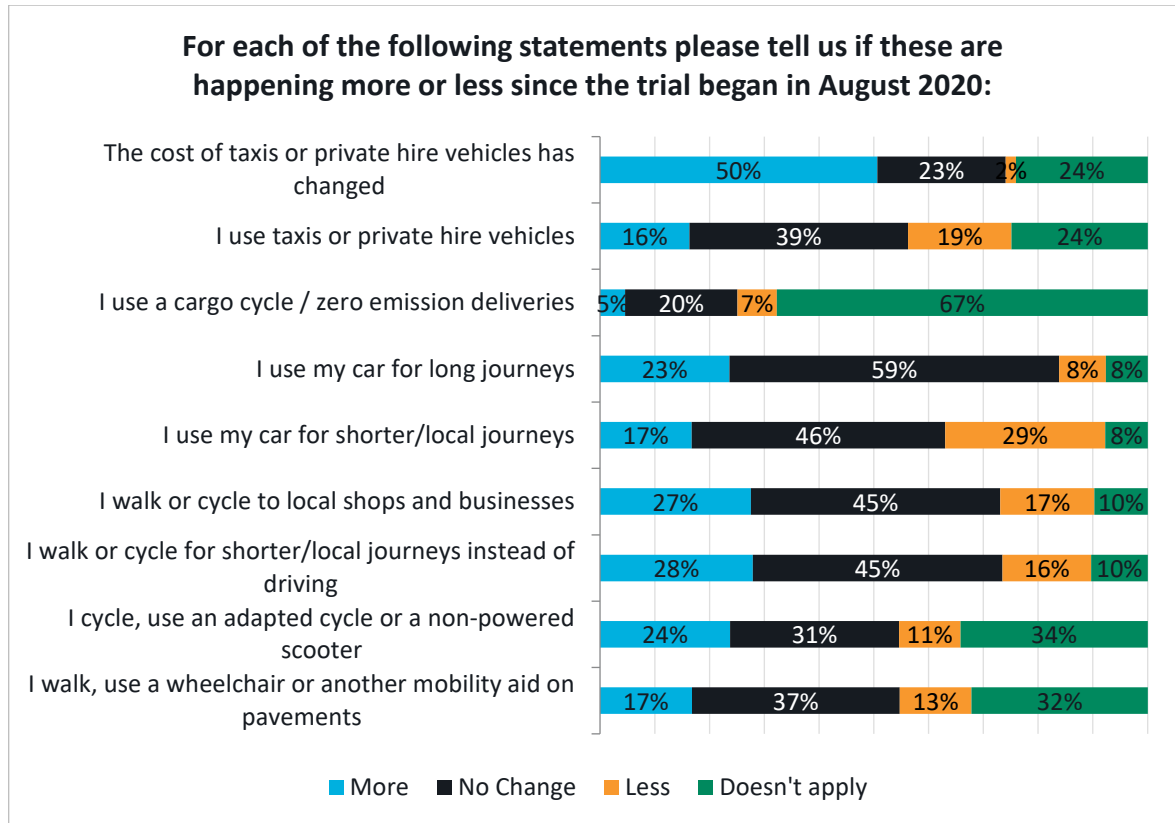
- Two fifths of respondents stated they walk or cycle more to local shops (compared to 12% who have done this less). Two fifths stated that the cost of taxis or private hire has increased. Almost two fifths (36%) of respondents stated that they cycle more, whereas 8% stated they cycle less, and a third of respondents stated that they walk or cycle more for shorter journeys instead of driving (Figure 3.10).
- Respondents from those whose household do not have access to a car/van stated that they walk or cycle to local shops and businesses more than those who have access to a car/van (56% vs 27%), cycle more (51% vs 24%) and walk or cycle more for shorter journeys instead of driving (40% vs 28%) since the introduction of the LTN (Figure 3.11 and 3.12).
- Respondents living outside of the LTN use their car more for shorter/local journeys more than those within the LTN and on the boundary roads (50% vs 33%). Those living outside of the LTN walk or cycle for shorter/local journeys more (47%) compared to those living within the LTN (28%). Those living outside of the LTN walk and cycle to local shops and businesses more (40%) compared to those within the LTN and on the boundary roads (29%). (Figures 3.13 and 3.14).

Figure 3.10: Driving patterns (Q2)



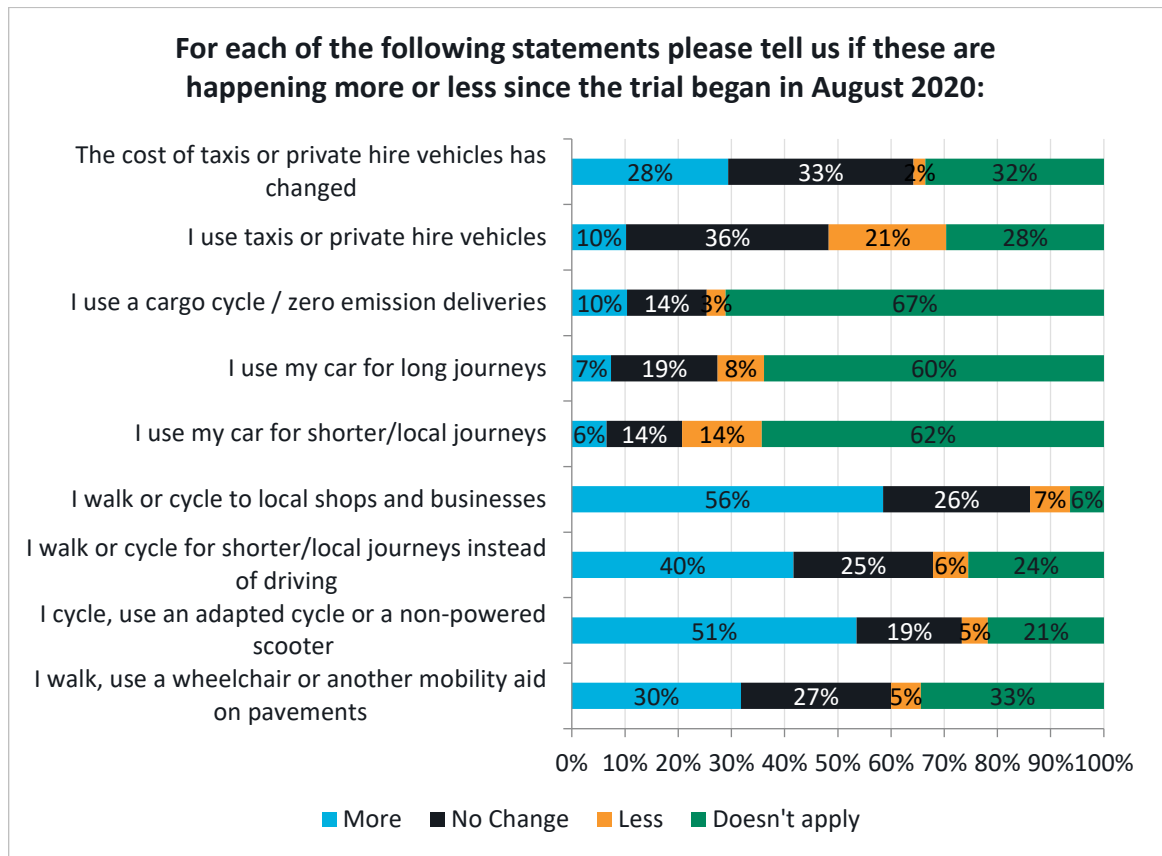
Number of respondents – 1,225

Figure 3.11: Driving patterns (Q2) - Responses from those whose household have access 1 or more cars/vans



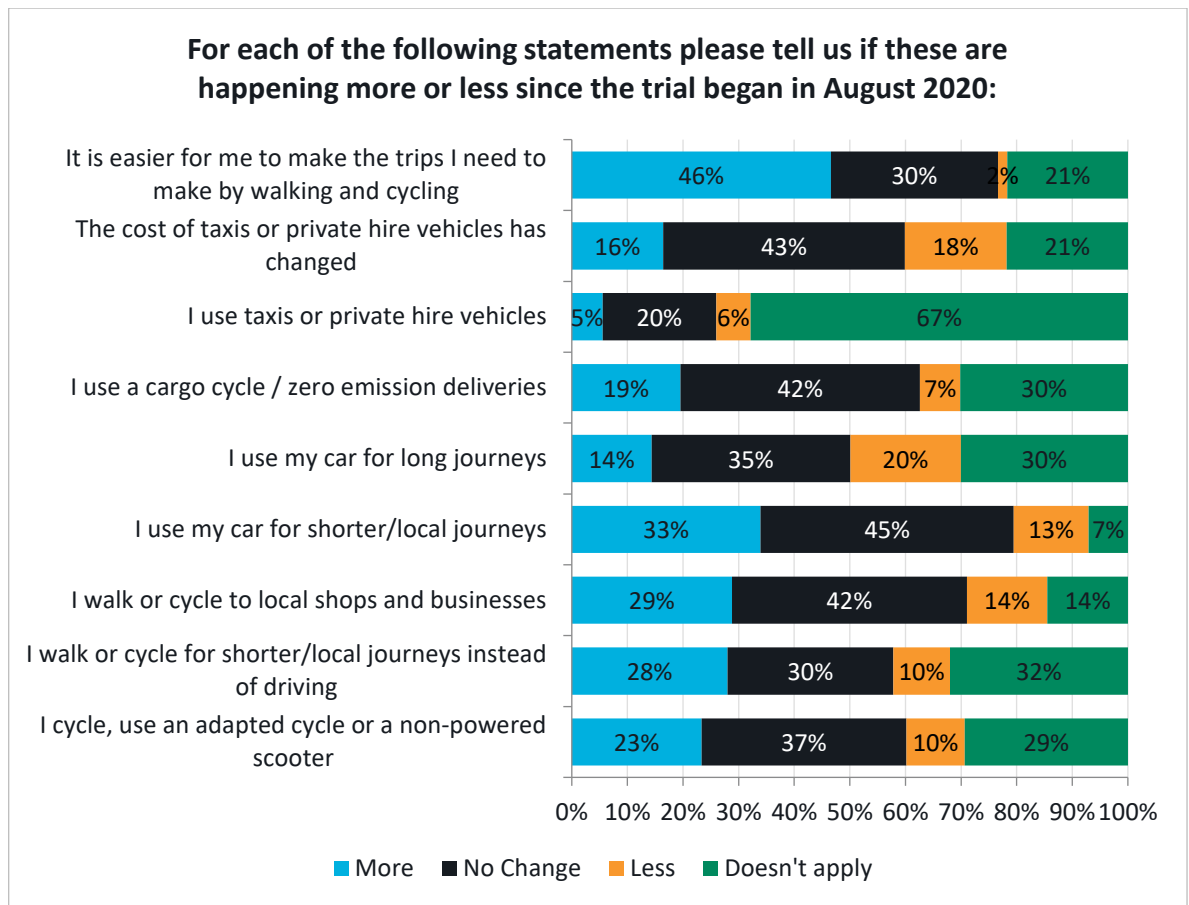
Number of respondents - 666 (NB 'no response' has not been included)

Figure 3.12: Driving patterns (Q2) - Responses from those whose household do not have access 1 or more cars/vans



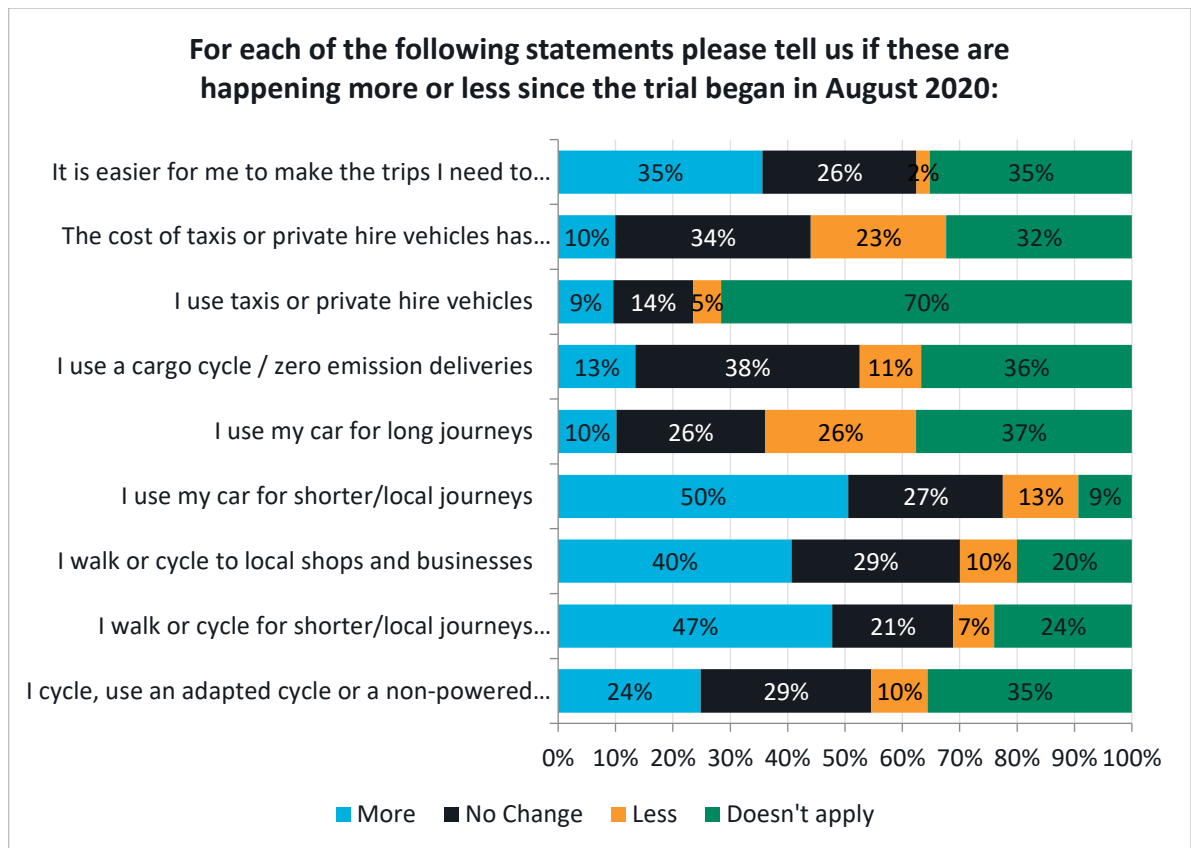
Number of respondents – 559 (NB 'no response' and 'prefer not to say' has not been included)

Figure 3.13: Driving patterns (Q2) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 605 (NB 'no response' has not been included)

Figure 3.14: Driving patterns (Q2) - Responses from those who live outside the LTN

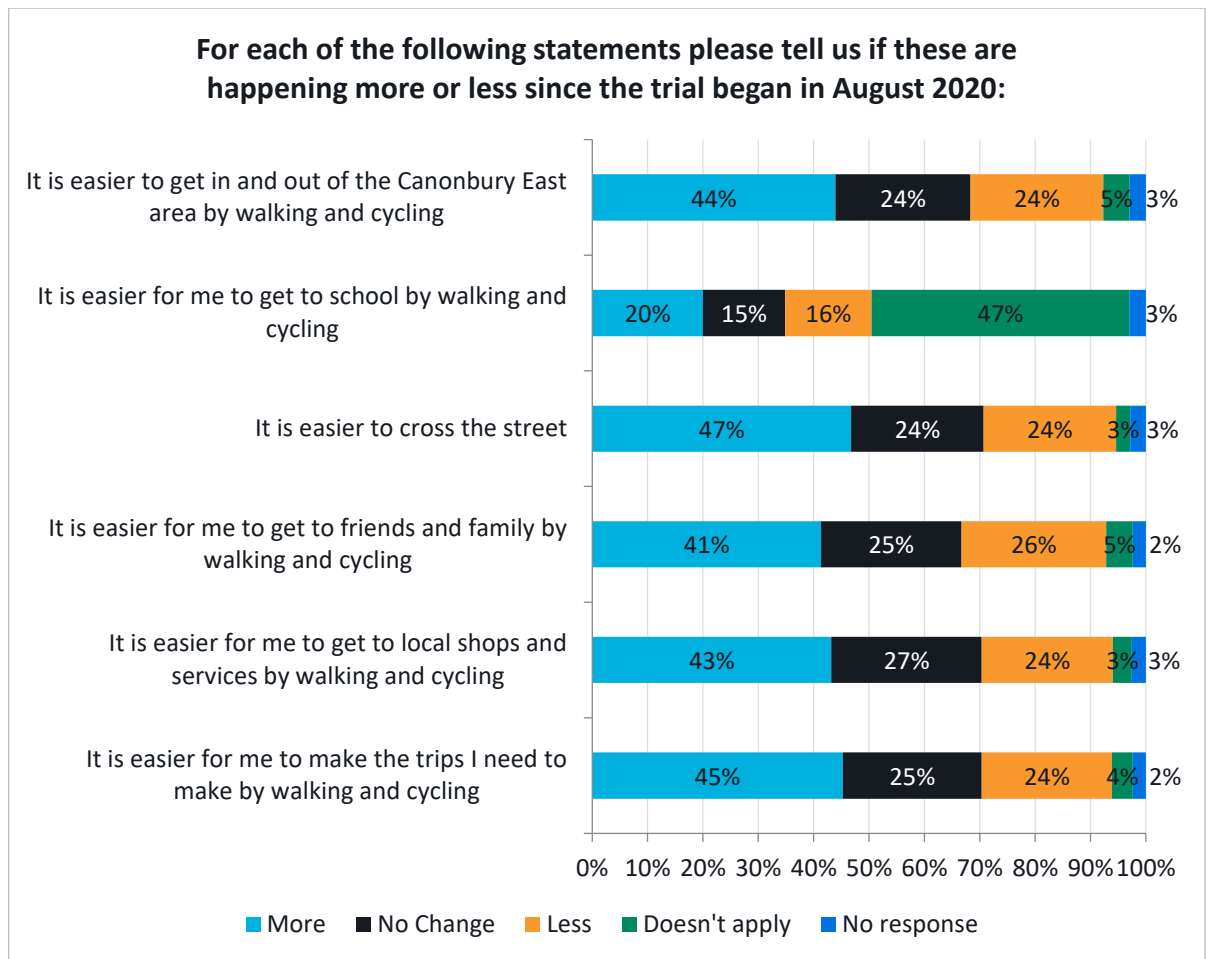


Number of respondents - 521 (NB 'no response' has not been included)

Active modes

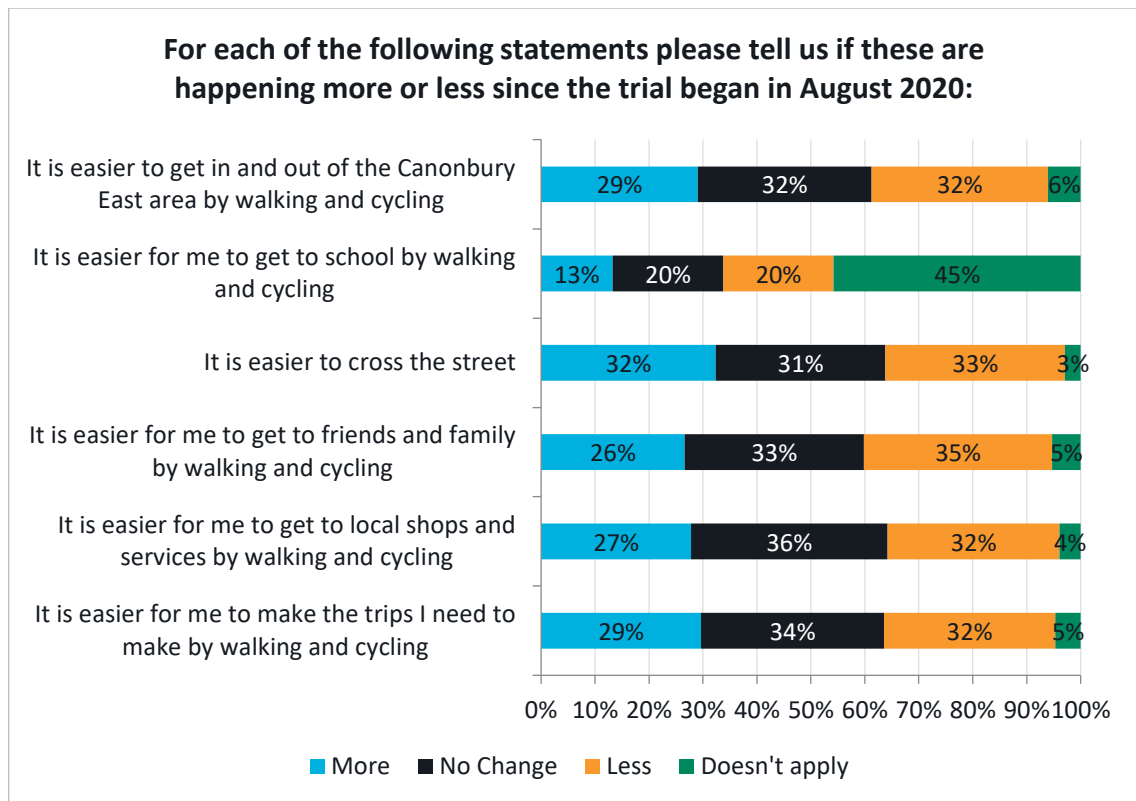
- Almost half of respondents (47%) stated it is easier to cross the street, whilst 24% stated it was harder. Respondents stated it is easier now to cycle and walk: for short trips (45%), in and out of the Canonbury East area (44%), to local shops (43%), and to see friends and family (41%). However, respondents stated it was harder to walk and cycle: for short trips (24%), in and out of the Canonbury East area (24%), to local shops (24%), and to see friends and family (26%) (Figure 3.15).
- As with the previous two questions, there are differences between responses from respondents whose household have access to a car/van, and respondents who live in households without car/van ownership. Responses from those whose household does not have access to a car/van stated that they were found it easier to cross the street (64% vs 32%), easier now to cycle and walk: for short trips (64% vs 29%), in and out of Canonbury East area (62% vs 29%), to local shops (62% vs 27%), and to see friends and family (59% vs 26%) (Figures 3.16 and 3.17).
- A higher number of those living outside the LTN responded that the statements were happening more than compared to those living within the LTN. Responses from those living outside the LTN stated that it was easier to make short trips (58%) and 56% stated it was easier to get in and out of the Canonbury East area, compared to 36% and 36% of respondents within the LTN and (Figures 3.18 and 3.19).

Figure 3.15: Active modes (Q3) – General responses



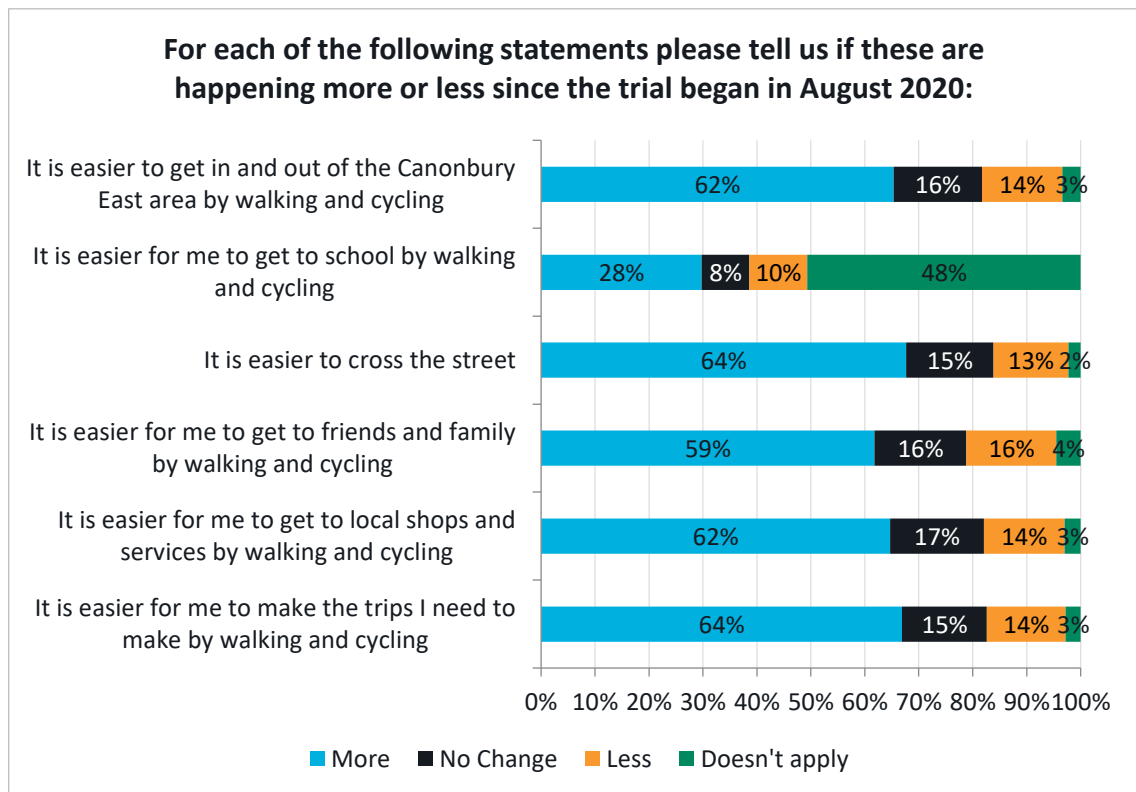
Number of respondents – 1,225

Figure 3.16: Active modes (Q3) - Responses from those whose household have access 1 or more cars/vans



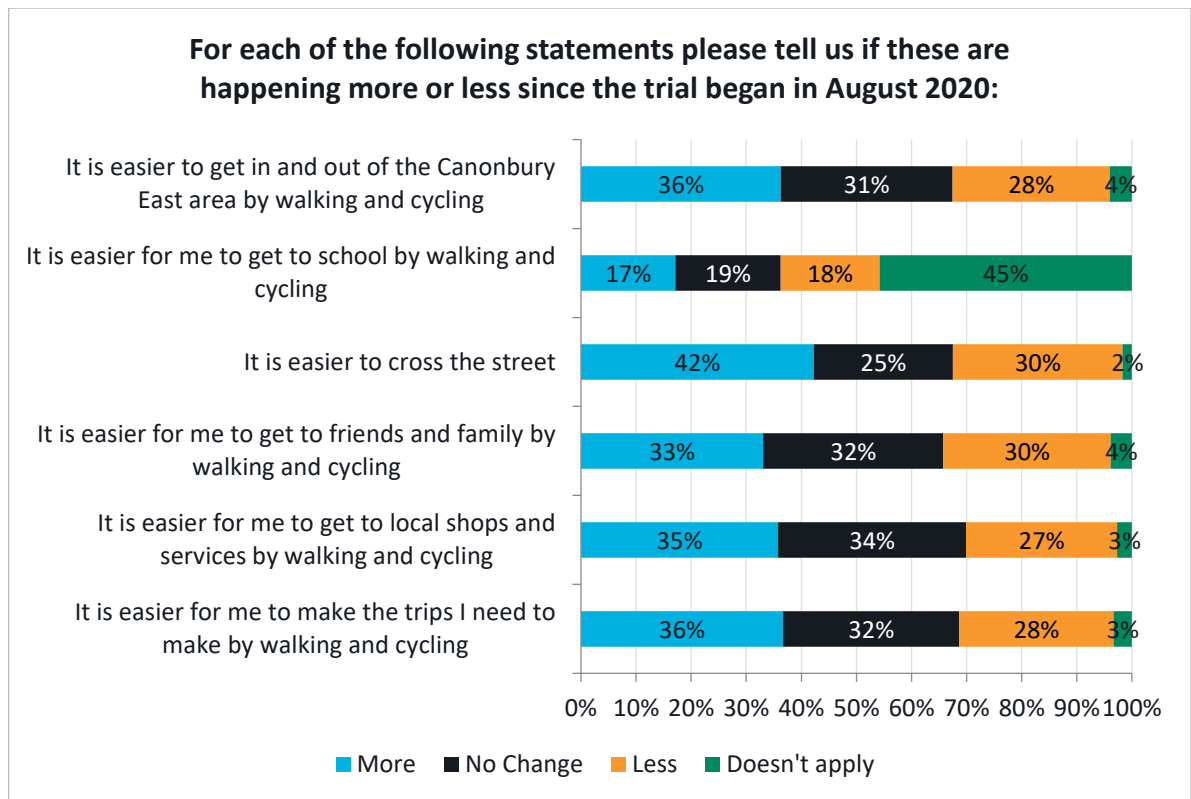
Number of respondents - 666 (NB 'no response' has not been included)

Figure 3.17: Active modes (Q3) - Responses from those whose household do not have access 1 or more cars/vans



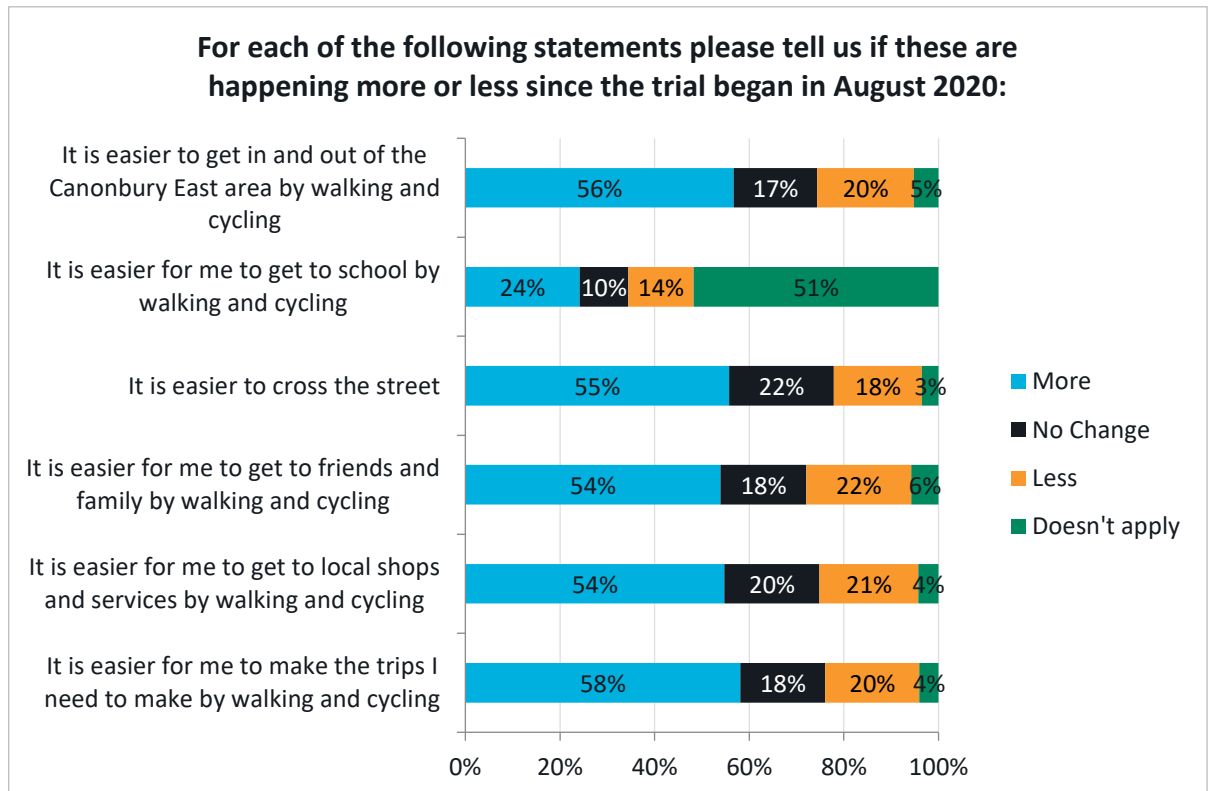
Number of respondents - 559 (NB 'no response' has not been included)

Figure 3.18: Active modes (Q3) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 605 (NB 'no response' has not been included)

Figure 3.19: Active modes (Q3) – Responses from those who live outside the LTN

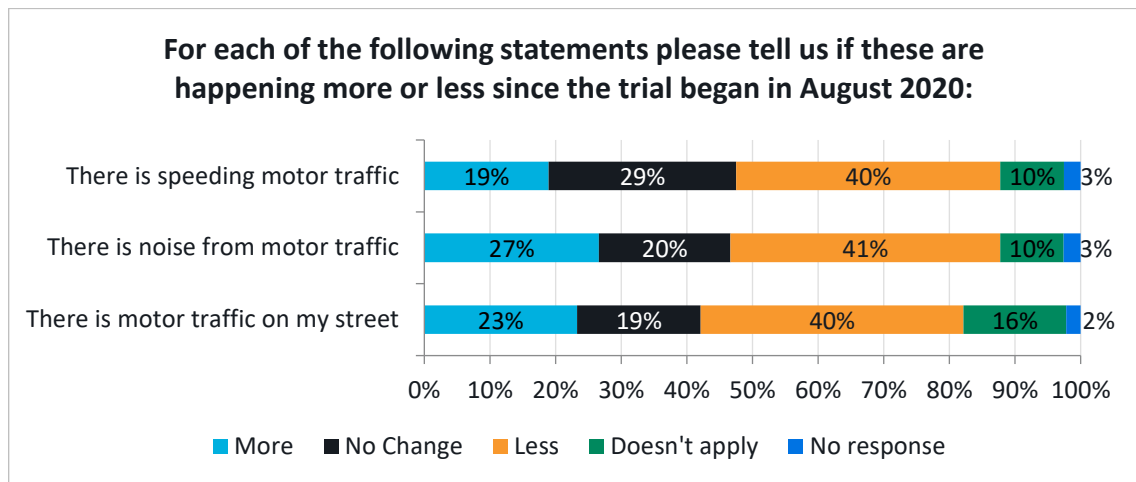


Number of respondents – 521 (NB 'no response' has not been included)

Motor traffic

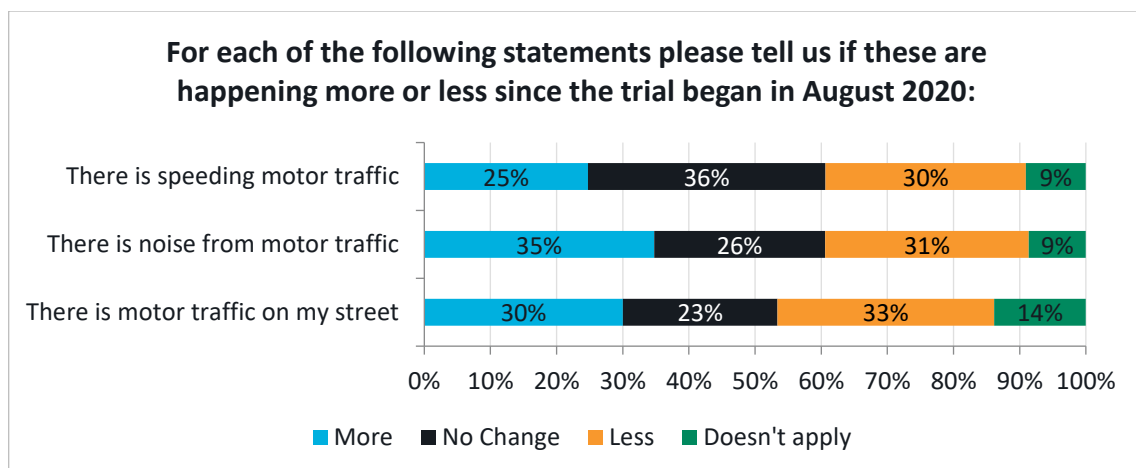
- Almost half of respondents stated that there is less noise from motor traffic (41%), less motor traffic on their street (40%) and less speeding motor traffic (40%) (Figure 3.20).
- Responses from those whose households do not have access to a car stated that they noticed less speeding motor traffic (52% vs 30%), less noise from motor traffic (54% vs 31%), and less motor traffic on their streets (49% vs 33%) compared to respondents from households who have access to a car/van (Figures 3.21 and 3.22).
- Responses from those whose household do have car access noticed more improvements in speeding motor traffic (25% vs 12% with access to a car), noise from motor traffic (35% vs 17% with access to a car) and motor traffic on their street (30% vs 15% with access to a car) (Figures 3.21 and 3.22).
- More respondents living inside the LTN stated that they felt there was more speeding motor traffic (23% vs 14%), more motor traffic noise (31% vs 22%) and less traffic on their street (48% vs 32%) compared to those outside the LTN (Figures 3.23 and 3.24).

Figure 3.20: Motor traffic (Q4) – General responses



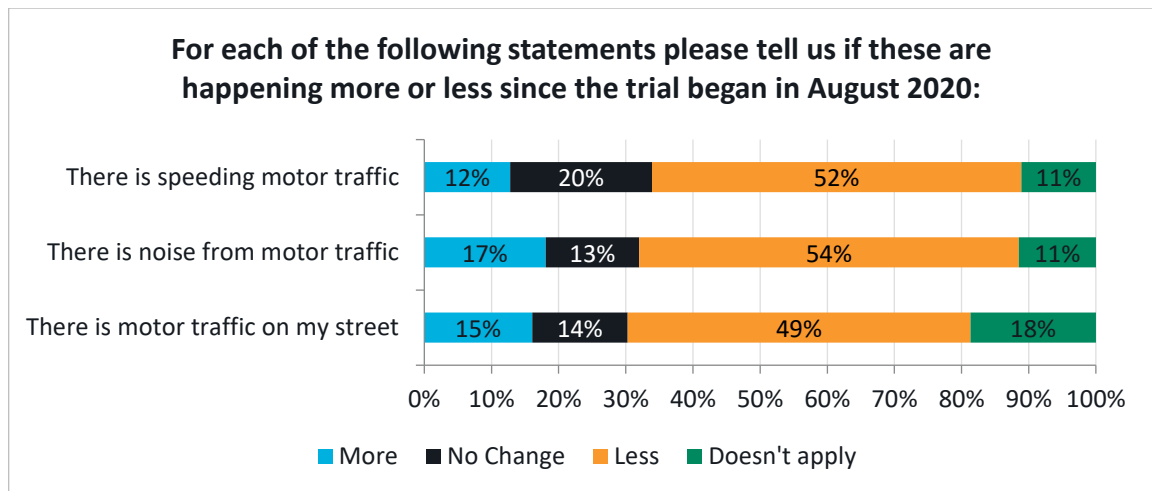
Number of respondents – 1,225

Figure 3.21: Motor traffic (Q4) - Responses from those whose household have access 1 or more cars/vans



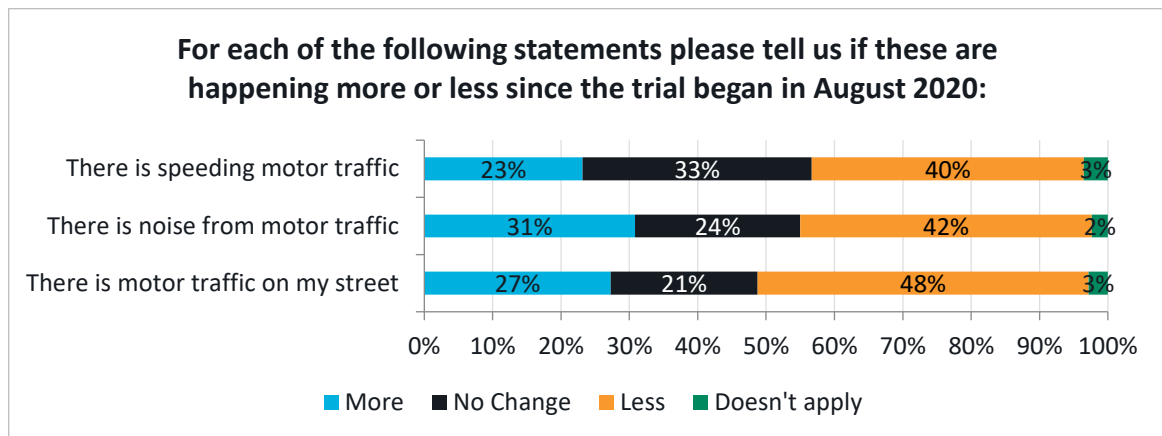
Number of respondents - 666 (NB 'no response' and 'prefer not to say' has not been included)

Figure 3.22: Motor traffic (Q4) - Responses from those whose household do not have access 1 or more cars/vans



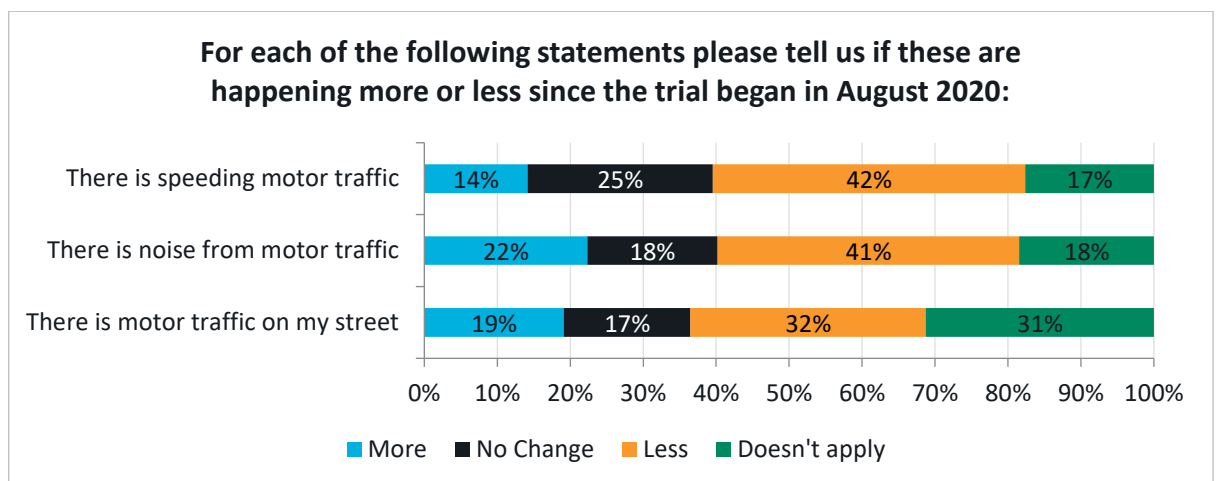
Number of respondents – 559 (NB 'no response' has not been included)

Figure 3.23: Motor traffic (Q4) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 605 (NB 'no response' has not been included)

Figure 3.24: Motor traffic (Q4) - Responses from those who live outside the LTN

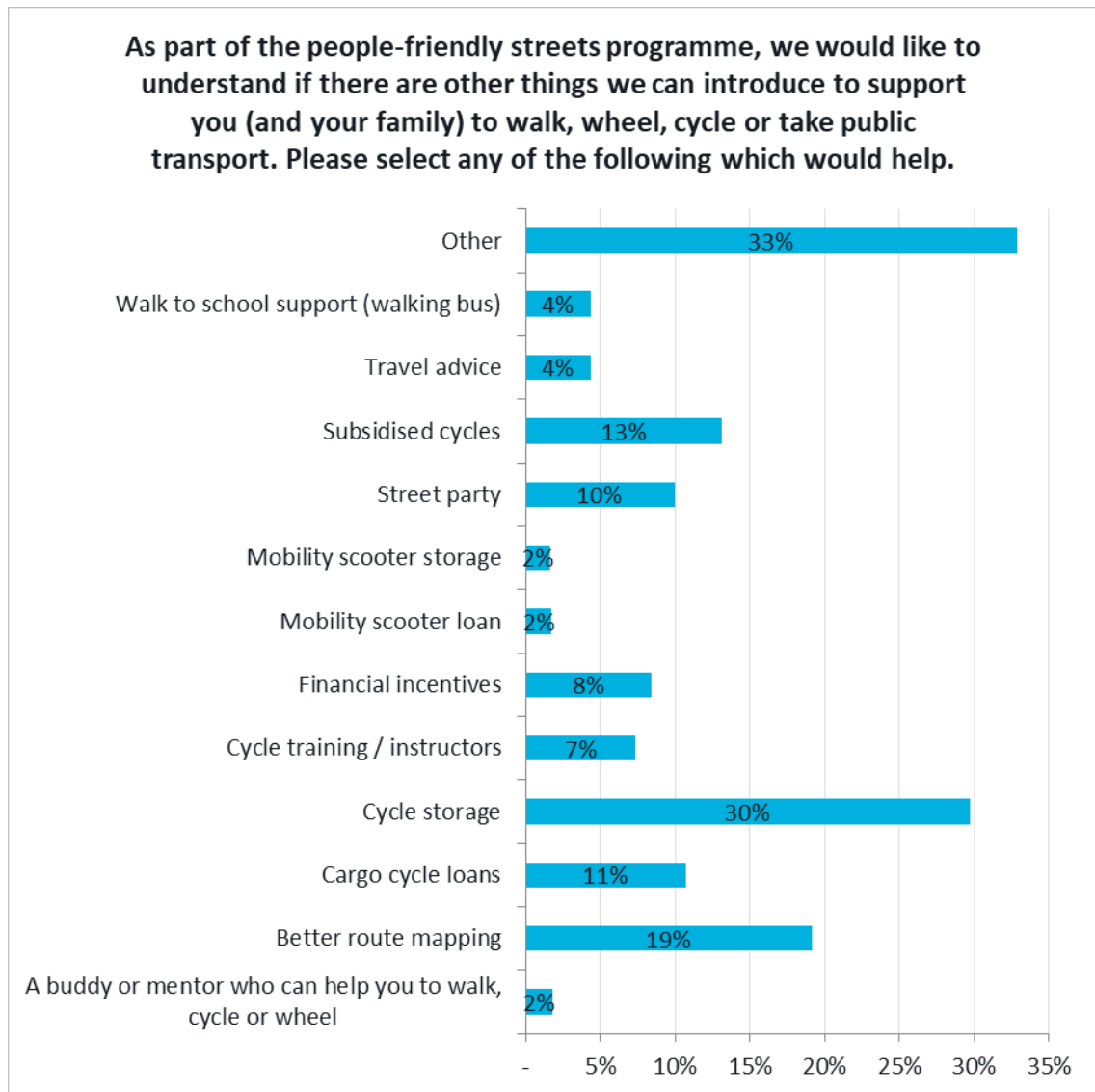


Number of respondents – 521 (NB 'no response' has not been included)

The future of the trial

3.15 The survey asked respondents what things could be introduced to support them and their family to walk, wheel, cycle or take public transport. A third (33%) selected “Other” things, further analysis on this showed that the majority of responses such as this fit into other categories with cycle storage being the most popular suggestion in ‘other’. Just less than a third (30%) stated cycle storage, followed by 19% stating better route mapping. Respondents also used this section to provide their overall opinion on the Canonbury East trial itself.

Figure 3.25: What would help (Q5)

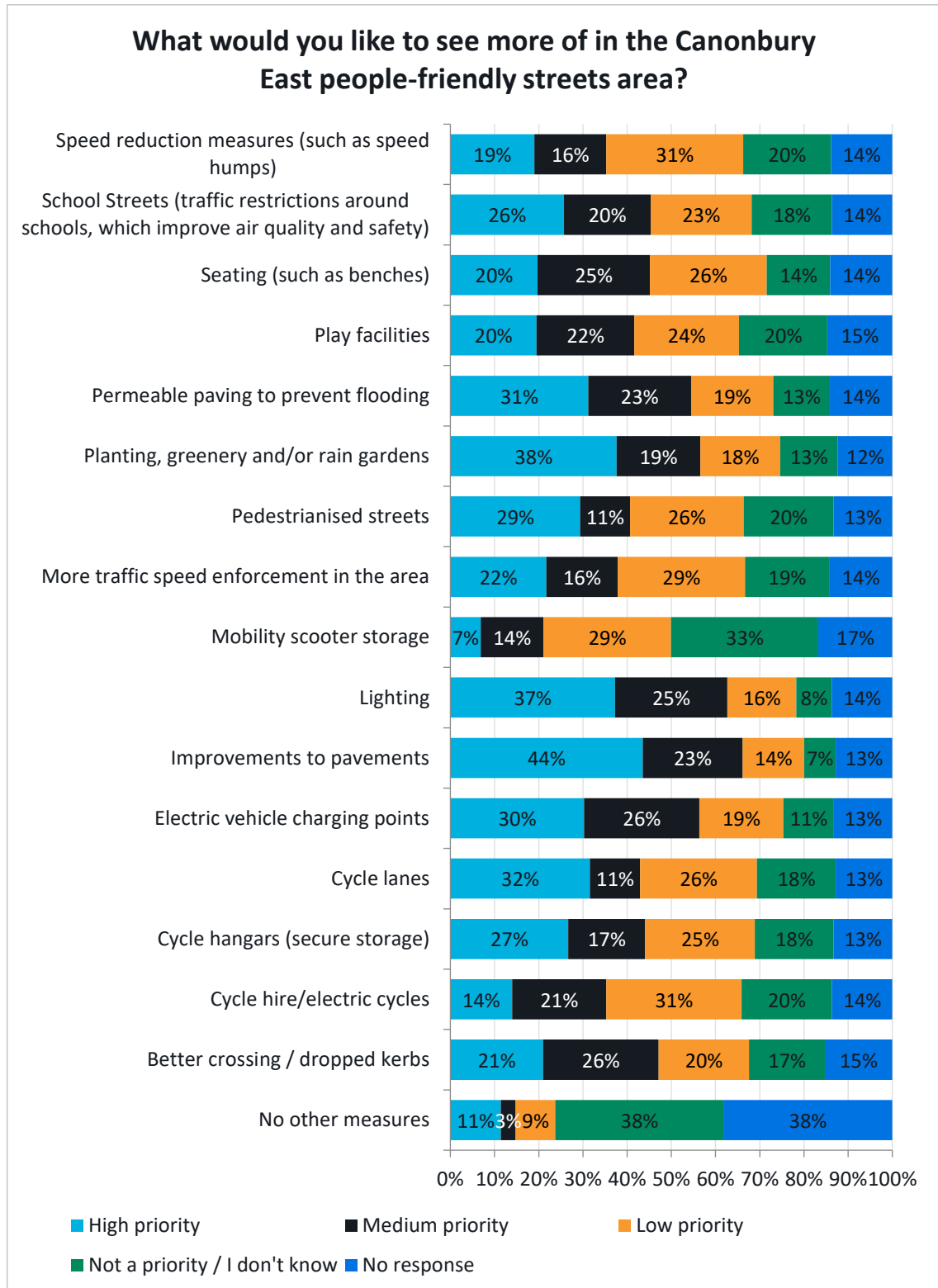


Number of respondents – 1,225

3.16 Respondents were also asked what they would like to see more of in the Canonbury East people-friendly streets area. Respondents were asked to rate a series of potential improvements as high, medium, or low priority. They could also select not a priority/ I don’t know or not respond at all to the statement.

3.17 Over two fifths (44%) of respondents rated improvements to pavements as a high priority, followed by high priority for planting greenery and/or rain gardens (38%), high priority for lighting (37%), and high priority for permeable paving to prevent flooding (31%).

Figure 3.26: What people would like to see more of in the area (Q8)

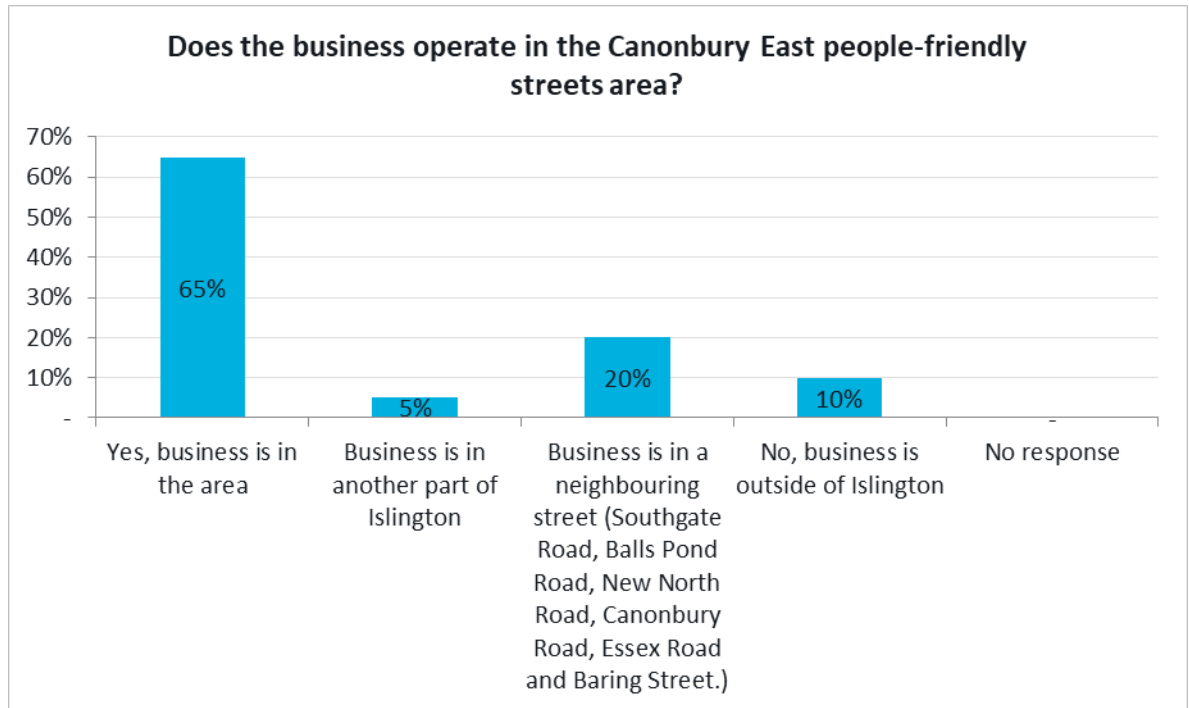


Number of respondents – 1,225

Business Responses

- 3.18 Twenty respondents (2%) stated they were answering the consultation on behalf of a business; there followed two questions specifically for businesses, the analyses of which are conveyed in this section.
- 3.19 The respondents were asked if their business operated in the Canonbury East people-friendly streets area. The majority (65%) had business in the area, followed by a fifth having a business in a neighbouring street and 10% having a business outside of Islington.

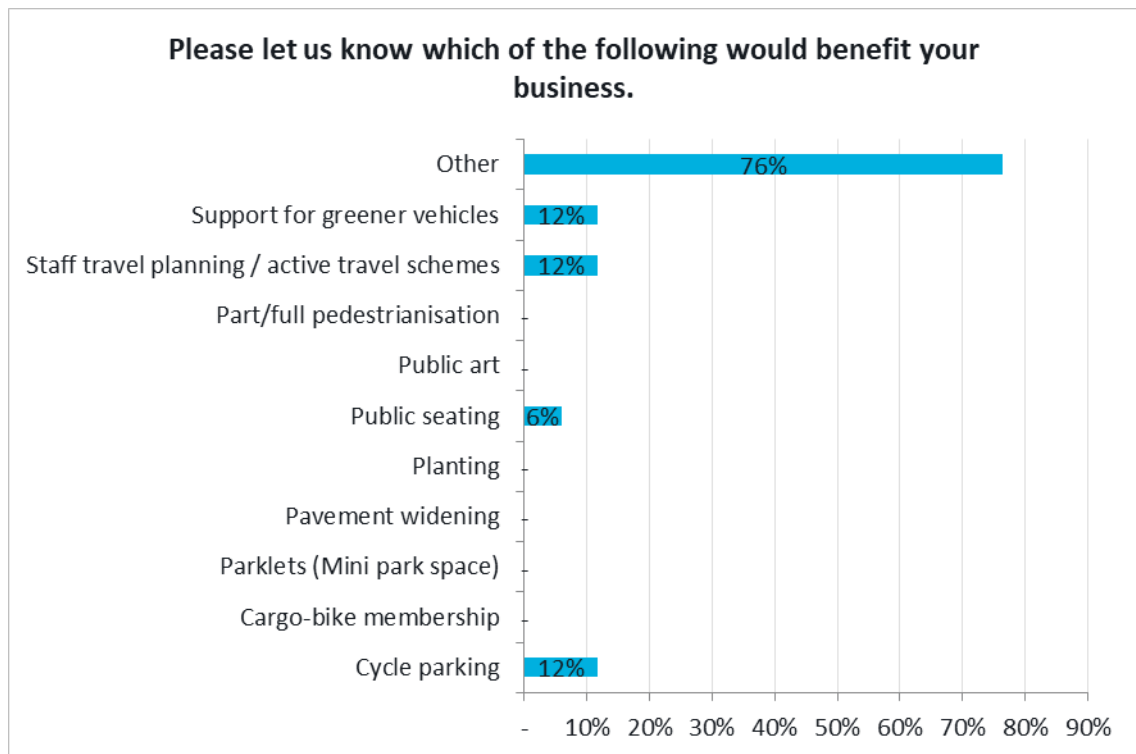
Figure 3.27: Business operation area (Q13)



Number of respondents – 20

- 3.20 85% of respondent’s business operated in the Canonbury East people-friendly streets area or neighbouring street (or 17 of the 20). The survey asked which of several options would benefit their business in order to support local businesses to become cleaner, greener, and healthier. Respondents were able to select multiple options.
- 3.21 Over three quarters (76%) of business respondents in the LTN or on a boundary road stated that “Other measures” would benefit their business, followed by 12% selecting support for greener vehicles, 12% for staff travel planning/ active travel schemes and 12% for cycle parking.

Figure 3.28: Which would benefit your business (Q14)



Number of respondents – 17

3.22 There were 13 responses of ‘other’ to this question, respondents were asked to specify what they meant by ‘other’. Almost half (46%) of these responses suggested removing the restriction, 15% suggested access for business/delivery vehicles. A summary of the ‘other’ responses is provided in Table 3.3.

Table 3.3: Code frame for ‘other’ benefits to businesses

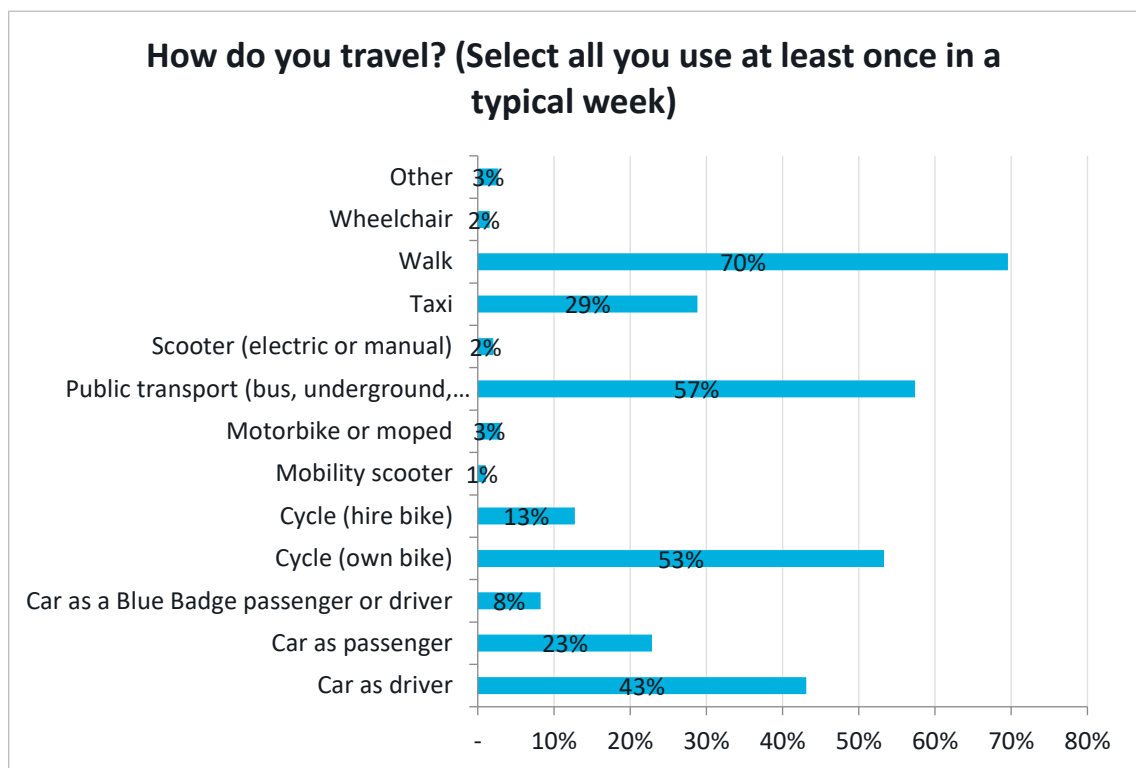
Code	Number	Percentage
Remove restrictions	6	46%
Access for business/delivery vehicles	2	15%
Comment unclear	2	15%
Time limited parking	1	8%
Keep streets as they are/ No change	1	8%
Improve signage	1	8%

Travel Patterns

3.23 The consultation asked a question about how respondents travelled. 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.

- 3.24 In summary, almost three-quarters (70%) of respondents stated they walk, 57% that they use public transport, 53% that they cycle with their own bike, 43% that they use a car as a driver and 29% that they use a taxi.
- 3.25 For this question, 33 respondents (3%) stated that they used ‘other’ methods to travel and were then asked to specify their ‘other’. Out of the 3%, the majority (33%) provided responses that were not related to the question, followed by 30% who provided travel methods that were already specified in the question. 18% responded that they use delivery vans/company vehicles. The code frame output can be shown in Table 3.4.
- 3.26 81% of respondents used a mix of transport modes including motorised form of transport on a weekly basis; 19% used walking, cycling (own bike), cycling (hire bike), and wheelchair without using a motorised form of transport.

Figure 3.29: How do you travel? (Q15)



Number of respondents – 1,225

Table 3.4: Code frame for ‘other’ transport

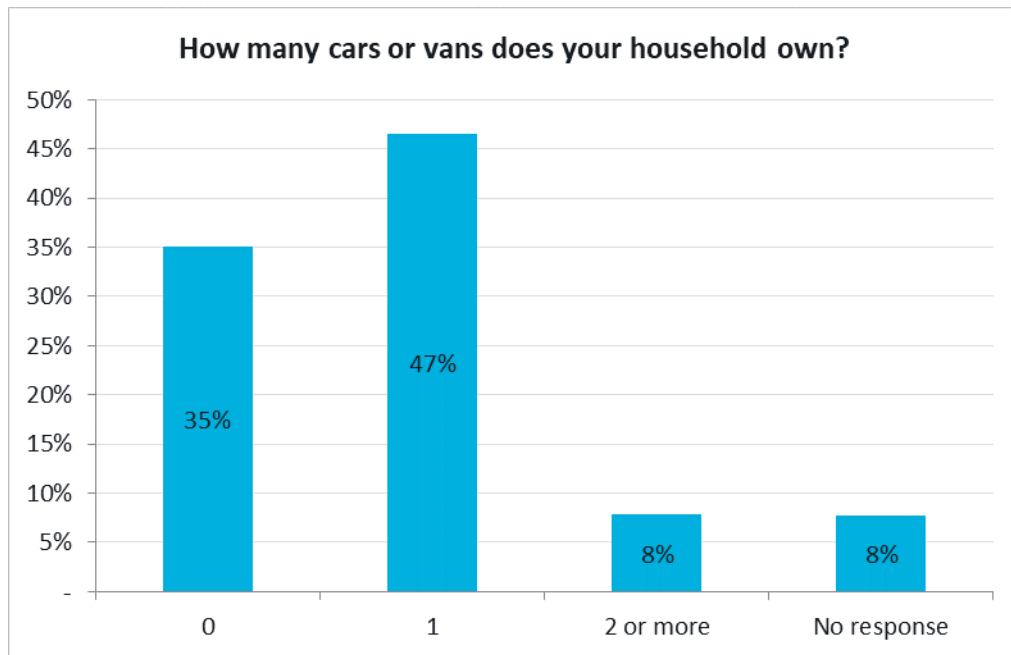
Code	Number	Percentage
Not related to the question	11	33%
Travel methods already specified	10	30%
Delivery van/ company vehicle	6	18%
Run	4	12%
In-line skates	1	3%

Zipcar	1	3%
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Number of respondents – 33

3.27 Respondents were then asked how many cars or vans they owned in their household. Just less than half (47%) of respondents stated their household owned one car. 35% of respondents were from households which did not own a car or van, whereas 55% of respondents were from households which owned one or more cars or vans. Car owners are over-represented in the consultation responses in comparison to the borough average for car ownership, where 71% of households in Islington do not own a motor vehicle, and only 29% own one or more.

Figure 3.30: Cars or van your household owns (Q16)

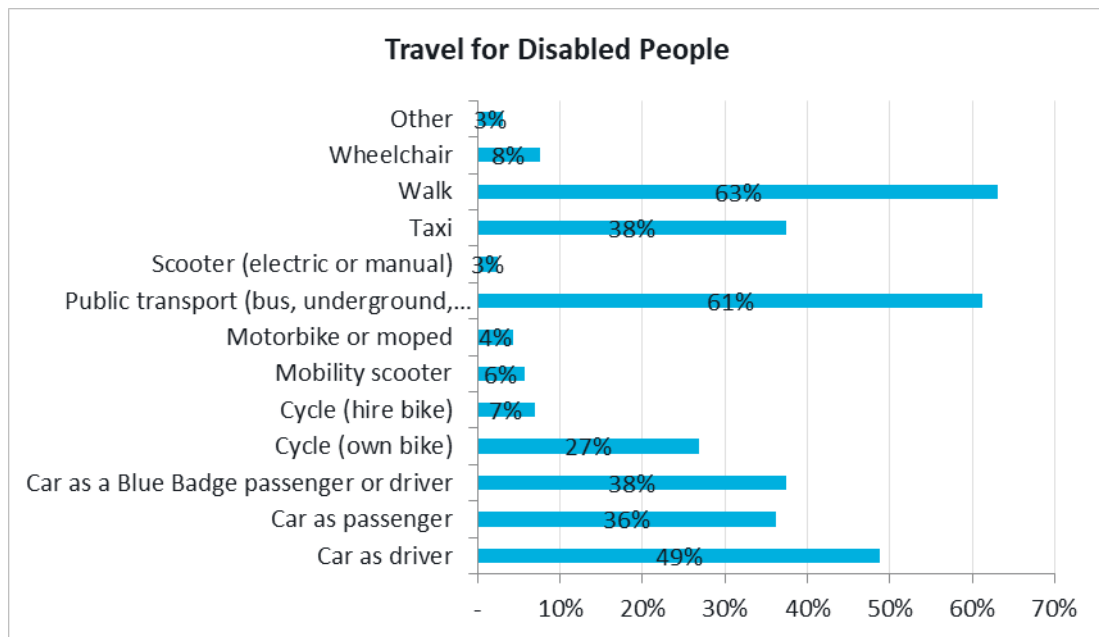


Number of respondents – 1,225

Travel patterns and car ownership among disabled respondents

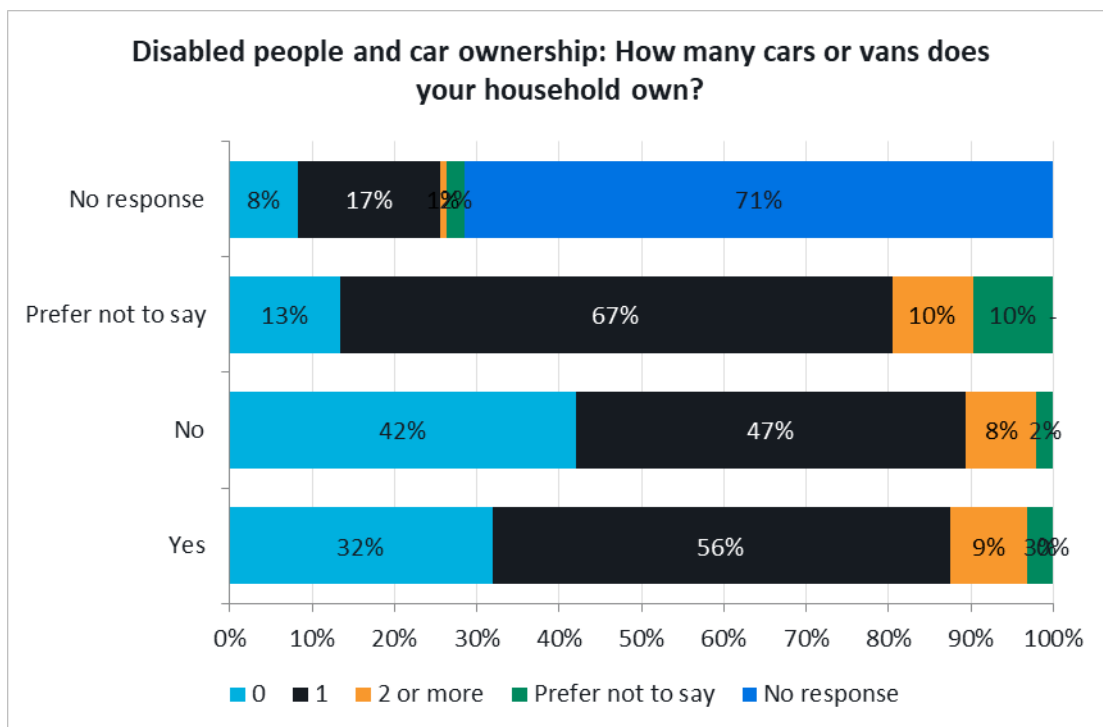
- 3.28 The consultation survey included an announcement that Islington intend to offer a Blue Badge Exemption policy for the Canonbury East scheme and provided a space for respondents to provide comments on this. The open responses to this question are coded and provided from paragraph 3.33 onwards of this report.
- 3.29 To help inform the introduction of the Blue Badge holder exemption policy, the travel patterns and car ownership responses from disabled people were analysed. Respondents were asked how they travelled in a typical week, this was analysed against those who consider themselves as having a disability, long term illness or impairment that affects their day-to-day activity. Of respondents that do consider themselves to be disabled, 63% walk, 61% use public transport, 49% use a car as a driver, 38% use taxis, and 38% also use a car as a blue badge holder as a driver or passenger.

Figure 3.31: Travel for disabled people



Number of respondents – 160

Figure 3.32: Car ownership for disabled people



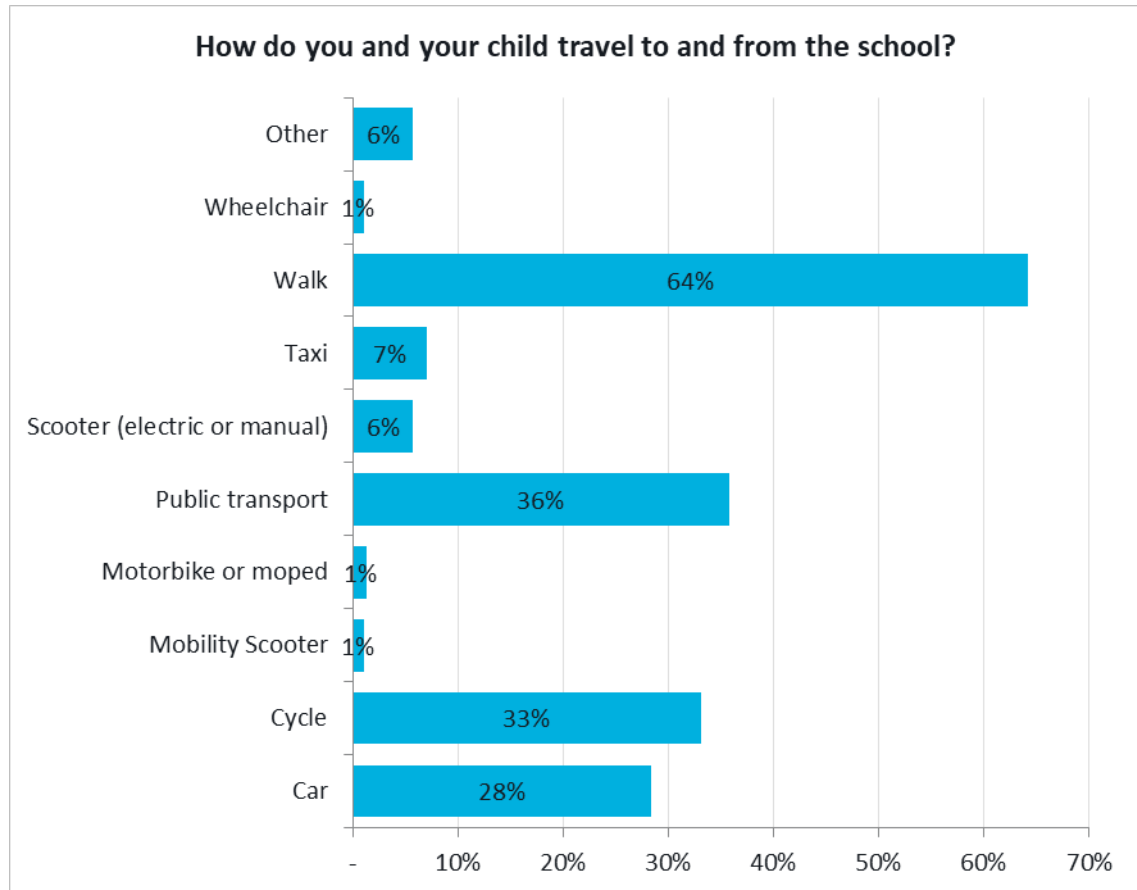
Number of respondents – 160

3.30 Respondents were asked how many cars they own, this was tabulated with responses by respondents who said they were disabled. Disabled people who responded to the survey have a higher percentage of car ownership with 65% having 1 or more car or van compared to 55% of non-disabled people, as seen above in figure 3.32.

School Children

- 3.31 This section of the consultation asked respondents if they had children. Two-fifths (40%) responded they did. Of these respondents who did have children, 61% said they were school age children (299 respondents had children of school age).
- 3.32 These respondents were then asked how they and their child/children travel to and from school. Almost two thirds (64%) stated they walk to school, followed by 36% using public transport, 33% cycling and 28% using a car.

Figure 3.33: Travel to and from school (Q20)



Number of respondents – 299

Open Question Analysis

- 3.33 Respondents were asked four open questions in the consultation questionnaire:
- **Q7:** If you have any comments about the proposed changes, please add them below
 - **Q9:** Is there anything else you would like to tell us about your experience of the Canonbury East people-friendly streets trial?
 - **Q10:** The council recently announced a policy to allow Blue Badge holders living in a PFS neighbourhood to receive an exemption for designated traffic filters. This policy is not yet operational, and we will be contacting Blue Badge holders directly with more details. If you have any comments on this policy, please add them below.
 - **Q11:** Are there issues in the Canonbury East area with road danger or safety that you would like to tell us about?
- 3.34 Responses to the open questions were optional and so all responses which were provided have been coded.

Analysis of all respondents to Questions 7 and 9

- 3.35 Questions 7 and 9 received 1,247 responses, this includes email responses which were emailed in and so have been included within the responses to the open question analysis.
- 3.36 Open question analysis involves ‘coding’ the statements made by the respondents. This ‘coding’ requires creating a code frame and assigning each point raised by respondents in their response a code. This means that when multiple people raise the same point, this can be identified and categorised within the code frame. This makes it possible to quantify how many times the same or very similar point has been commented by respondents.
- 3.37 Codes were organised by their themes, for example equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.
- 3.38 Table 3.5 below presents the top twenty most raised codes. The full code frame output can be found in Appendix D.

Table 3.5: Top twenty comments in the open text responses

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	282	23%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	222	18%
General	Request that the scheme is removed	114	9%
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)	111	9%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	88	7%
Private Vehicle Traffic	Concern that modifications for traffic at Elmore Street / Halliford Street / Ecclesbourne Road have not improved the situation	88	7%

Cycling	Support due to encouraging / increased number of cycling journeys	75	6%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	71	6%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	62	5%
General	Support scheme, no further detail provided	61	5%
Equalities	Concern about impact on disabled people	61	5%
Private Vehicle Traffic	Concern that the LTN restricts road access	57	5%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	52	4%
Cycling	Support due to improved cyclist safety	47	4%
Pollution	Support the LTN due to reduced noise pollution	47	4%
Accessibility	Concern that the LTN reduces access for residents and their visitors	45	4%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	45	4%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	44	4%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	42	3%
Public Transport	Concern due to longer bus journey times due to increased congestion	41	3%

3.39 The most common concerns raised were:

- The most prevalent concern expressed by respondents was that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads. 282 respondents raised this concern (23%).
- The second highest concern was that the LTN reduces air quality / does not improve air quality, 222 respondents raised this (18%).
- This was followed by 9% respondents who had raised a general request for the scheme to be removed.

3.40 The most common supportive comments were:

- The most prevalent reason for support of the scheme was due to encouraging/ increased number of cycling journeys. 75 respondents stated this (6%).
- The second highest reason respondents supported the scheme was for general support for the scheme with 61 respondents stating this (5%).
- This was followed by 4% of respondents supporting the scheme due to improved cyclist safety.

3.41 62 respondents (5%) suggested that residents should be exempt from restrictions (enforced via ANRP cameras).

Coded responses of comments relating to the proposed changes

3.42 The survey asked respondents to comment on the proposed changes to the scheme on Elmore Street, Halliford Street and Ecclesbourne Road. The coded responses which relate directly to this are set out below.

Table 3.6: Open text responses on the proposed changes to the scheme

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that modifications for traffic at Shepperton Road/Elmore Street/Halliford have not improved the situation	88	7%
Private Vehicle Traffic	Confusion about what changes are proposed	38	3%
Private Vehicle Traffic	Support the proposed modifications for traffic at Shepperton Road/Elmore Street/Halliford	34	3%

Coded responses of those who have one or more car or van in their household

3.43 Analysis above in Section 2 of this report, highlights that a higher proportion of those who own a car have responded to this consultation than the borough average of car ownership. In order to analyse further how car ownership may have an effect on the perceptions of the Canonbury East LTN trial, the table below shows the most common codes from respondents who own one or more car or van.

Table 3.7: Open text responses from those who own one or more car or van

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	223	32%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	180	26%
Other	No response	106	15%
General	Request that the scheme is removed	99	14%
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)	85	12%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	72	10%
Private Vehicle Traffic	Concern that modifications for traffic at Shepperton Road/Elmore Street/Halliford have not improved the situation	66	9%
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)	61	9%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	54	8%
Equalities	Concern about impact on disabled people	52	7%

Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	49	7%
Private Vehicle Traffic	Concern that the LTN restricts road access	46	7%
Accessibility	Concern that the LTN reduces access for residents and their visitors	40	6%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	38	5%
Cycling	Concern that people cycle dangerously/speed	31	4%
Public Transport	Concern due to longer bus journey times due to increased congestion	31	4%
Equalities	Concern about impact on older people	30	4%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	28	4%
Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	27	4%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	27	4%

Coded responses of those who live within the LTN and on the LTN boundary

3.44 In order to analyse further how the perceptions of those who live within the LTN and on the Canonbury East boundary roads may differ, the table below shows the most common codes from respondents who live within the LTN and on the boundaries. 12% of respondents live on a boundary road of the Canonbury East LTN and 47% of respondents live within the Canonbury East LTN.

Table 3.8: Open text responses from those who live within the LTN and on boundary roads

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	177	29%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	136	22%
Other	No response	85	14%
General	Request that the scheme is removed	69	11%
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)	69	11%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	57	9%
Private Vehicle Traffic	Concern that modifications for traffic at Shepperton Road/Elmore Street/Halliford have not improved the situation	55	9%

Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	48	8%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	46	8%
Private Vehicle Traffic	Concern that the LTN restricts road access	42	7%
Equalities	Concern about impact on disabled people	41	7%
Pollution	Support the LTN due to reduced noise pollution	40	7%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	38	6%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	34	6%
Private Vehicle Traffic	Confusion about what changes are proposed	32	5%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	30	5%
Cycling	Support due to encouraging / increased number of cycling journeys	30	5%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	29	5%
General	Support scheme, no further detail provided	28	5%
Cycling	Concern that people cycle dangerously/speed	28	5%

Analysis of all respondents to Question 10

3.45 Question 10 received 509 responses. The survey asked respondents the following:

- **Q10:** The council recently announced a policy to allow Blue Badge holders living in a PFS neighbourhood to receive an exemption for designated traffic filters. This policy is not yet operational, and we will be contacting Blue Badge holders directly with more details. If you have any comments on this policy, please add them below.

3.46 Table 3.9 below presents the codes raised in response to this question. The full code frame output can be found in Appendix D.

Table 3.9: Open text responses to the Blue Badge Policy within a PFS neighbourhood

Theme	Code	Number	Percentage
General	Support for the Blue Badge Exemption Policy as is	199	39%
Suggested Amendment	Suggest that exemption should apply to all residents and tradespeople or local businesses	97	19%
General	Oppose Blue Badge Exemption Policy	68	13%
Equalities	Concern about fraudulent use of Blue Badges	39	8%
Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	32	6%

General	Concern that the Blue Badge exemption was not part of the trial scheme from the outset	26	5%
Other	Comment relates to another survey question	25	5%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers and family members	23	5%
Other	Comment Out of Scope	15	3%
Other	No response	14	3%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to more than one car	12	2%
Equalities	Concern the exemption does not include people with physical or mental impairments but who don't qualify for a Blue Badge	8	2%
Suggested Amendment	Suggest exemptions are more limited/ access some filters only	7	1%
General	Support Blue Badge Exemption Policy but against wider LTN scheme	7	1%
Other	Comment requests information from LBI	6	1%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	6	1%
Equalities	Concern about impact on pregnant women who may need to use a car but might not qualify for a Blue Badge	2	0.4%

Analysis of all respondents to Question 11

3.47 Question 11 received 445 responses. The survey asked respondents the following:

- **Q11:** Are there issues in the Canonbury East area with road danger or safety that you would like to tell us about?

3.48 Table 3.10 below presents the top 20 codes raised in response to this question. The full code frame output can be found in Appendix D.

Table 3.10: Open text responses to comments on road safety in the Canonbury East PFS neighbourhood

Theme	Code	Number	Percentage
Personal 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)	93	21%
Road Safety	Concern about speeding/dangerous driving among moped/e-bike/users	75	17%
Road Safety	Concerns over Road safety at Southgate Road	42	9%
Other	Comment Out of Scope	41	9%
Cycling	Concern that people cycle dangerously/speed	32	7%
Road Safety	Concern about road safety on Essex Road	28	6%
Other	Comment relates to another survey question	24	5%

Safety	Concern over road and pavement surface quality	24	5%
Road Safety	Concern about road safety issues in the area, no further detail provided	23	5%
Personal Safety	Concern that new restrictions create conflict/safety issue between different road users	22	5%
Road Safety	Concerns about road safety on New North Road	20	4%
Road Safety	Concerns over Road safety at junction of Rotherfield Street and Sheppton Road	14	3%
Road Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	12	3%
Road Safety	Concern about road safety on Balls Pond Road	11	2%
Road Safety	Concern that the LTN has reduced safety for children	10	2%
Road Safety	Concern about road Safety on Cleveland Road	9	2%
Other	Opposition to LTNs, not specific to this scheme	7	2%
Road Safety	Concern about speeding vehicles within the LTN	5	1%
Road Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	5	1%
Road Safety	Concern about road safety on Baring Street - speeding traffic and the junction with New North Road	5	1%

Appendices

Appendix A - List of Businesses

Business	Postcode
Rotherfield Primary School	N1 3EE
The Children's House Nursery	N1 3AQ
ED Elson	N1 3AU
Islington Conservatives	N1 3HF
Bentham under fives centre	N1 3AA
Elizabeth Avenue Group Practice	N1 3BS
Rosemary Branch	N1 3DT
Rosebowl Youth Centre	N1 2PT
Almorah Road Community Centre	N1 3EU
Anchor - Queen Elisabeth Court	N1 3LX
The Baring	N1 3DS
Tesco Express	N1 8SY
Rotherfield St/Essex Road Retail	N1 3AP
Grazing Hill Law Partners	N1 3HF
Teeth by Teki	N1 3HF
Zak Group	N1 3HF
Mr Allsorts	N1 3NT
Li's Luxury Nails	N1 3NT
Spots Dry Cleaners	N1 3NT
The Big House Theatre Company	N1 3LH
Dove Road Business Units	N1 3LU

Appendix B – Summary of town hall comments and responses and online Q&A comments and responses

In person Town Hall event

Resident Question	LBI Response Points
You stated that in Canonbury East a key finding was that NOx levels reflect the changes in the borough more widely, does this mean there is no difference in air quality within the scheme compared to outside it?	<ul style="list-style-type: none"> • Air quality measurements can be impacted by a number of things • We also use traffic data to assess air quality • There are other benefits to LTNs than air quality alone
How long did you measure traffic such as on Englefield Road before you put measures in?	<ul style="list-style-type: none"> • This is available in the monitoring report
When did you take baseline measurements for traffic and air quality, and when were the comparison measurements taken during the trial?	<ul style="list-style-type: none"> • We know from permanent counters which are around Islington that traffic levels have reduced.
What is the value of stating that there is less traffic on the roads with modal filters – this seems obvious as you cannot drive through them?	<ul style="list-style-type: none"> • The traffic counters are not at the point of the modal filter itself, so still provide data on how many cars are using the road • It is an objective of the scheme to reduce traffic on these roads
Is it possible to get an accurate map of all the traffic and air quality monitoring points – such as on Essex Road?	<ul style="list-style-type: none"> • Yes, these maps are available in the monitoring report and show the precise location of measurement points
<p>How can we trust your findings, when my lived experience tells me otherwise? For example, my house has a lot more pollution on one side than the other due to the trial.</p> <p>You should be measuring air quality now, as the time you chose to measure it was impacted by the pandemic.</p> <p>Similarly, you should take cycling measurements during winter, and not summer.</p>	<ul style="list-style-type: none"> • Data has been normalised to account for the pandemic and we have measured cycling levels in summer and winter • We have used industry standard, rigorous techniques to monitor these schemes
<p>When was/is the disabled residents focus group?</p> <p>It feels as if disabled business owners don't matter to the council as you do not respond to my emails.</p> <p>The executive report you are voting on is going to leave me in the position where I have to choose and ration what medical services I can access. How am I supposed to prioritise my medical needs? And what are you going to do about this?</p> <p>** Further comments in reply to answer **</p> <p>I do respect you have responded to some of my emails, but not all. And importantly my situation has not changed concerning my medical needs.</p>	<ul style="list-style-type: none"> • We are doing everything we can to bring in Blue Badge exemptions using the technology available • This is something that we can assure you will be implemented • We have a large amount of correspondence and I know that we have responded to many of your emails
Are you leafletting boundary roads, as I have not received one?	<ul style="list-style-type: none"> • We have delivered over 10,000 leaflets across the area

<p>*This is followed by comments from others including concerns that the leaflets are being dumped by the company that were supposed to deliver them.</p>	<ul style="list-style-type: none"> I am not personally responsible for delivering these leaflets but assure you we have given a strong effort to engage with as many residents as possible
<p>*In response to comment about vulnerable people. These schemes mean we [referring to blue badge holders] now have to decide which trips we can make and are restricted in how we can move through the borough. Please can the council scrap the proposal to allow Blue Badge exemption from individual LTNs and allow all 8,600 Blue Badge holders to move through all the filters.</p>	<p><i>Response was difficult to hear through interruptions but gave an explanation of Blue Badge exemption plan</i></p>
<p>Can I add that the council has a duty of care? I am a mother of a disabled child who goes to school in Camden and uses an Islington Council funded transport service. I have had to beg in order for this vehicle to be given exemption – but others may not be in the position to be able to achieve the same result.</p> <p>We need all Blue Badge holders to be able to drive through all of the LTNs in Islington. This is not just about medical appointments, but everyday life.</p>	<p><i>Response was difficult to hear through interruptions but gave an explanation of Blue Badge exemption plan</i></p>
<p>You have said that people need to change the way they move around, but disabled people are not able to make this choice.</p>	<ul style="list-style-type: none"> Stated that we are working on making it easier for people to apply for exemptions
<p>I am a parent of a disabled child who relies on using different cabs each day to get to school – how will this be accounted for?</p>	<ul style="list-style-type: none"> I am aware of many people using regular cab services who have exemptions, but using different cabs each day is something we may have to consider If you are happy to give me your contact details, I can look into whether you are eligible for any current exemptions or services
<p>I have seen lots of videos of emergency services stuck at the filters, what are you going to do about this?</p>	<ul style="list-style-type: none"> We consult closely with the emergency services There are many pre-existing filters across the borough that the emergency services have been avoiding without problem prior to this scheme
<p>I have experienced more anti-social behaviour, including a girl that had been robbed and beaten up as there are no police around.</p>	<ul style="list-style-type: none"> Our data shows that there has not been an increase in anti-social behaviour
<p>The data you use regarding the emergency services only shows the fire brigade. How can you use this data when it doesn't take into account police or ambulance services?</p>	<ul style="list-style-type: none"> The police and ambulance services do not have data in a format that they are willing or able to share with us

<p>What are you going to do about conflicts between cyclists and pedestrians? I have spoken to many people who have had difficulty crossing Elmore Street due to cyclists.</p>	<ul style="list-style-type: none"> • We are reducing shared space and making it safer for cyclists to use the road and avoid the pavement, thus reducing opportunities for cyclist-pedestrian conflict • There are lots of pedestrian improvements that we are aware of and want to act on
<p>Have you considered the impact to bus services?</p>	<ul style="list-style-type: none"> • Yes, the bus service times are being monitored
<p>Do you think this consultation has been delivered in the best way – regarding digital inequalities? As you are using an online survey that not everyone can access. Furthermore, consultation events have been scheduled at short notice, and poorly advertised.</p>	<ul style="list-style-type: none"> • We have provided instructions in the leaflets for how to engage by non-digital means • We do not deliver a paper copy of the consultation to every house as the majority of these would not be used and this would be a waste of resources by the council and not environmentally friendly • We have gone above and beyond the legal requirement to consult
<p>You mentioned to someone earlier that they should email you about individual exemptions – is this the process that people should use? And how is it fair for you to decide who should get exemptions?</p>	<ul style="list-style-type: none"> • Regarding my comment to the resident earlier – I offered to contact her to see if she was eligible for any existing council transport services
<p>How can we trust that you will make a fair decision as you have already spent so much money on the scheme? The survey you produced is leading and unclear. You need to think about the broader impacts, as traffic builds up on main roads and slows the busses.</p>	<ul style="list-style-type: none"> • We have been told by government guidance that we should reallocate road space to walking and cycling. • They have provided funding for these measures. We have been told to put schemes in by September. • We use consultancies such as Steer as they provide an outside, independent viewpoint
<p>Why isn't there a named individual signed at the end of the report? How can we trust the details when no one is willing to put their name to it?</p>	<p><i>Answer was unclear due to interruptions</i></p>
<p>Is it correct that you want to implement over 20 LTNs across Islington? Are you measuring the impact across the whole of the borough?</p>	<ul style="list-style-type: none"> • Our transport strategy does say we have plans for LTNs across the borough
<p>How could you put the future St Mary's LTN in without consulting as the COVID lockdowns have passed, there is no need for an emergency traffic order?</p>	<ul style="list-style-type: none"> • ETOs have existed before COVID • Future LTNs will be delivered using co-design methods allowing residents to start with a blank map and design a scheme that suits them

<p>I am familiar with ETOs being used to put in small things like a zebra crossing, but how is this appropriate to use for a large scheme such as an LTN?</p>	
<p>Is it not the case that where low traffic measures are implemented on a wholistic basis, traffic is reduced – allowing those who need to drive to get around with less traffic?</p>	<ul style="list-style-type: none"> • Yes, it is a key aim of ours to reduce traffic overall across Islington • It is worth noting that current trends mean that the number of miles travelled is increasing in the borough without intervention
<p>What is being done to consult with businesses that work in the area but are not based here – for example my roofer has had difficulties accessing my house and will lose business, but may not be aware of the consultation as they do not live locally? These businesses should also be consulted.</p>	<ul style="list-style-type: none"> • We do want to consult with these businesses and have made every effort to do so
<p>What consideration is there for the fact that it is not possible to do a family food shop by public transport – and people are therefore using delivery vehicles more? You should have consideration for our lived experience.</p>	<ul style="list-style-type: none"> • Over 70% of households in Islington do not have access to a car • Those people’s lived experience has been that the traffic has been bad and gotten worse over previous years – people have not been able to walk or cycle comfortably
<p>Why has the LTN been put in place when there were previously a comparatively small number of serious collisions on roads within its boundaries, compared to boundary roads?</p>	<ul style="list-style-type: none"> • There has been a massive increase in traffic on residential roads due to the prevalence of GPS
<p>What is your consideration for the fact that Highbury Corner has been poorly designed and is causing traffic problems across the area?</p>	
<p>You stated that you were given money by central government for sustainable transport measures and that is why you have created the LTNs – but you didn’t have to create LTNs specifically. If it was the case that you had to, why aren’t there LTNs in other parts of London, why are they just in Islington?</p>	<ul style="list-style-type: none"> • We were given money and instructed to reallocate road space for walking and cycling
<p>How can we trust your findings when our lived experience of the traffic tells us otherwise? We have experienced it taking much longer to travel short distances by bus and have had to stop doing certain activities.</p>	
<p>Why doesn’t LB Islington concentrate on other climate friendly measures such as improving boilers? Why doesn’t the council themselves use more electric cars, and cargo bikes?</p>	
<p>To the room – are you aware of the events happening right now in Glasgow, COP26 and the massive climate crisis we are facing? And if we are not to use measures such as LTNs how else are we going to reduce the amount of traffic in Islington?</p>	

Online Q&A event

Comment/ Question	Response
Breakout room 1	
Great to see the positive results in the monitoring report presentation. I understand there has been an increase in traffic on Balls Pond Road and New North Road – what plans are there for mitigating measures to be introduced on these roads?	The council is working with Transport for London (TfL) to identify how traffic on these roads could be managed better.
My journey between Islington and Hackney by bike has been transformed by the scheme. People are put off cycling by narrow streets and speeding drivers for example North Church Road. Aggressive driving can be an issue. But now these streets are much better because there are fewer cars using them. I see more people walking and cycling and it is nice to see now elderly people out the front of their houses chatting. One more point to make, it is difficult to cycle across Essex Road, are there any plans to address this?	There has been an ambition to address the cycle link across Essex Road for some time and the council is looking to develop plans for this in the near future.
Please can you clarify what is meant by ‘no significant impact’ and ‘negligible change’ [in the section of the monitoring report about traffic volume]?	This may refer to a increase <i>or</i> decrease in the number of vehicles using a road each day of 10% or less.
I am concerned about the impact of road closures on the most vulnerable who rely on car transport for example to get to medical appointments or visit family, including visits from family living outside the trial scheme area [who therefore may not be eligible under the Blue Badge holder exemption policy].	
Breakout room 2	
Neighbours and I believe that the design of the survey is slanted to provide Islington with the answers that they want. We have sent in a formal letter expressing our concerns on this. This is not a democratic process.	People have said that they survey is slanted in both for and against the scheme. We analyse the open ended questions very closely and all responses are coded to encompass the wide range of views which are expressed. We look closely at the consultation but also all feedback and objections which are written in during the trial as well as the formal consultation period.
Neighbours and I believe that the design of the survey is slanted to provide Islington with the answers that they want. We have sent in a formal letter expressing our concerns on this. This is not a democratic process.	People have said that they survey is slanted in both for and against the scheme. We analyse the open ended questions very closely and all responses are coded to encompass the wide range of views which are expressed. We look closely at the consultation but also all feedback and objections which are written in during the trial as well as the formal consultation period.
we all come answering surveys with our own bias and tried to look at it dispassionately. Questions	

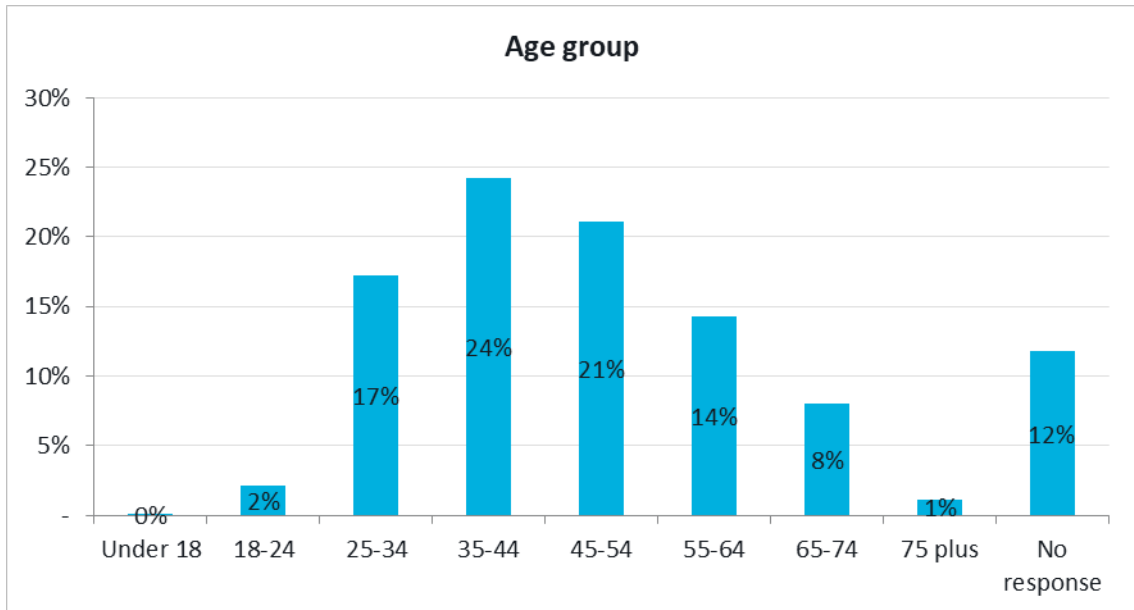
were designed to get the response which the council want which is to meet the objectives. If you don't like LTNs then there is plenty of spaces to say that you do not like LTNS.	
The monitoring report states that changes in levels in NOX reflect changes in the borough more widely - what does this mean and is this considered to be a success? How does the AQ monitoring work? Has it made no difference to AQ in the area and does this mean that LTNs don't work?	We monitor streets within the LTN and this is looked at across levels of the borough. This data was not normalised like the traffic data. It is much harder to get granulated AQ data as it is more fluid in its nature than traffic data.
How many decision makers and officers within Islington live in the LTN and are living in the borough? Essex Rd and New North Road are busier than before, and your monitoring does not reflect this.	Cllr Champion: I live in the borough and have done for a long time. I see LTNs working in line with data we are receiving from the monitoring.
Back streets were quiet before the LTNs. Road surface is appalling and there are high levels of speeding ebikes- does not encourage cycling	We are looking into funding across the council for highway maintenance measures
The heavy use of vehicles is what degrade the road surface and so the reduction of traffic in the long run will support this.	
Is pedestrian safety being monitored?	Council is bringing forward a people-friendly pavements programme to support walking in the borough
What is being done about unanswered emails to the schemes?	Officers have a huge workload and correspondence is just one part of what they do. They are working through correspondence and every email which comes in is assigned to an officer. Officers are prioritising emails from residents who have not received responses before.
Will there be a disabled people focus group as part of the Canonbury East consultation?	
LTNs are a way which we can fight climate change and they are vital that we reduce car use. Switching to EVs is not the only way we need to reduce car use overall	
Breakout room 3	
Question about emergency services – resident was concerned about the monitoring report not providing any ambulance response times. Questioned whether a 20 second increase to fire brigade journey times was 'negligible' as the report states.	Officer confirms that LBI engaged fully with all emergency services and no major concerns have been raised about response times. Confirmed that changes were made to the scheme to accommodate emergency service request. Bollards were replaced with cameras so that drivers could pass through without having to get a key out to unlock bollards.
Resident not happy that 'council officers' are out on street concerns lobbying for LTNs	Officer confirms that LBI officers haven't been out lobbying, however there have been local

<p>Resident was concerned about residents not being heard and the council not listening to their views.</p> <p>Resident concerned about people rigging the consultation by pretending to be local and states that anyone can use postcodes that make it look like they live within the LTN.</p>	<p>campaign groups such as Cycle Islington handing out leaflets etc that are pro LTN.</p> <p>Officer confirms that LBI are listening to people and have undertaken consultation events, online consultation, and events such as the one the resident is attending right now.</p> <p>Officer accepts that people can put in false postcodes. Does have any evidence that this has been happening.</p>
<p>Resident concerned about locals not being heard.</p> <p>Second question about how LBI are going to monitor blue badge use? Made the point that some disabled people use taxis and don't have a car – they are being excluded from the exemption policy</p>	<p>As above, officer confirms that LBI are listening and undertaking events such as this evening to hear people's views on the scheme.</p> <p>Officer confirms that blue badge exemption scheme is going to be trialled. Unsure how this will be monitored.</p>
<p>Resident concerned about traffic constantly being jammed on Southgate Road. States that they believe the traffic count data is a sham and not accurate of the realities that people are facing.</p>	<p>Officer reiterates that traffic counts/monitoring were done externally.</p>
<p>Resident who lives on Southgate Road complains that they can no longer open their windows as it is so polluted. Asks what LBI will do about traffic on Southgate Road.</p> <p>Asks a question about when the blue badge exemption scheme be implemented.</p> <p>Resident also complained that they did not receive a leaflet through the post and found out about the consultation via other means (online)</p>	<p>Officer refers back to the monitoring report which shows that traffic has not increased dramatically on Southgate Road.</p> <p>Officer confirms that BB scheme is going to trial and has taken contact details to let resident know about how they could apply for an exemption.</p> <p>Officer apologies for this, though thinks they should have received it. Officer to send them a letter in the post.</p>
<p>Residents asks whether there was a disability focus group for Canonbury East, and if not, will one be set up?</p> <p>Resident asks how many blue badges do LBI think are appropriate to have within the scheme are? Claims that Cllr Champion stated that there were too many blue badge holders in Islington</p>	<p>Officer replies that they did not think there was a focus group. Unsure about future plans for disability focus groups – though confirms that LBI have held special events targeted at disabled people.</p> <p>Officer states that there are no thresholds for numbers of blue badge holders in LBI and no plans to cap numbers.</p>
Breakout room 4	
<p>Question about speeding on boundary roads. Supportive of the LTN and has made the area far better in general, however speeding has increased on boundary roads. What are the council doing about this?</p>	<p>Officer confirms that LBI do not have direct responsibility for enforcing against speeding as this falls with the police. Councils are lobbying to 'decriminalise' speeding offences, thus taking the offence out of police hands and into the remit of the Council.</p>
<p>Resident not happy with the blue badge exemption policy. Resident was denied a blue</p>	<p>Officer confirms that an 'exceptional circumstances' avenue to receiving special</p>

badge herself but relies on her to transport her disabled child.	exemptions to the ANPR-enforced filters is under development and that it could apply to these kinds of rare circumstances
Resident concerned that car journeys are taking longer, and this makes pollution worse.	Officer confirms that air pollution is being monitored and has not worsened disproportionately compared with the borough overall. Although some car journeys will take longer, the policy creates a more appealing environment to walk and cycle short distances instead, thus reducing traffic overall.
Resident says disruption caused to carers is significant and constraining for vulnerable people's mobility	Officer confirms that an 'exceptional circumstances' avenue to receiving special exemptions to the ANPR-enforced filters is under development and that it could apply to these kinds of rare circumstances
Resident asks what the exact date of the decision will be made to adjust, retain, or remove the scheme	Officer confirms this will be early February 2022, when the experimental traffic order expires.

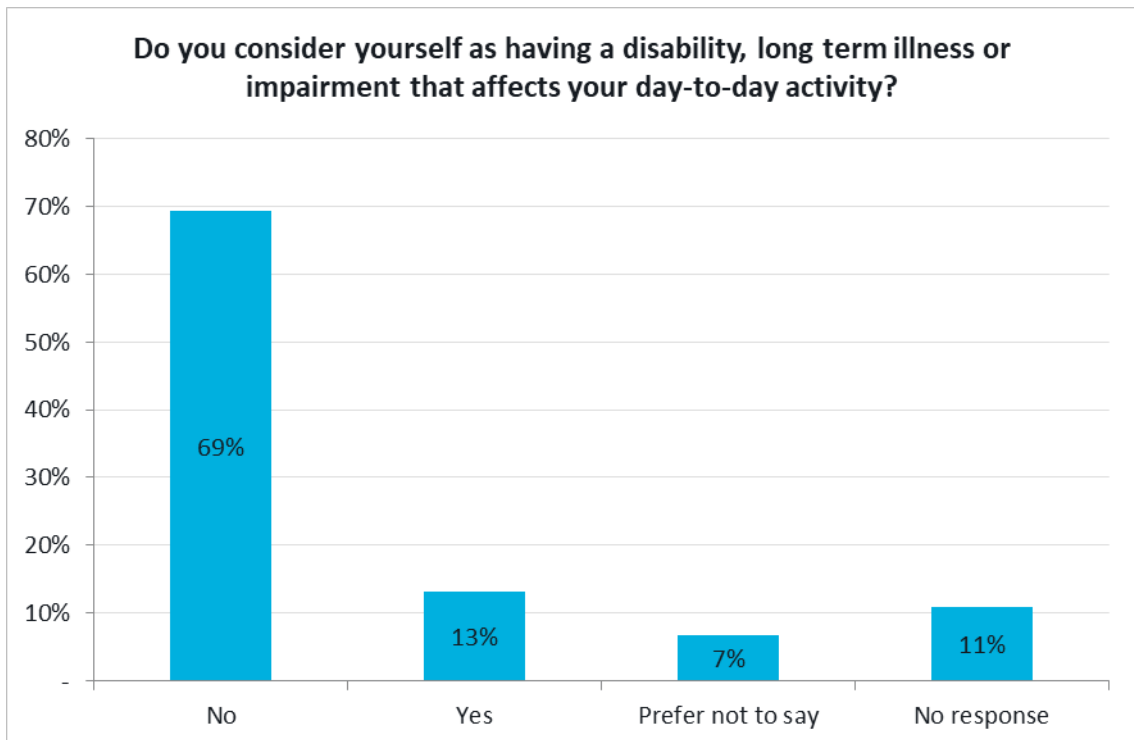
Appendix C - Demographics

Figure C.1: Age group (Q26)



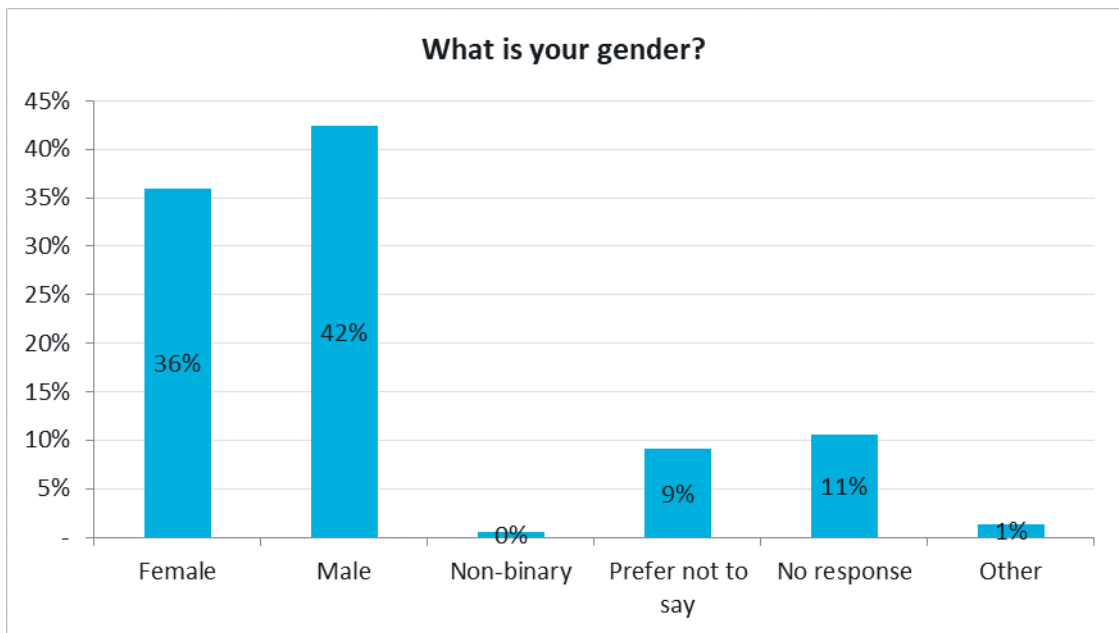
Number of respondents – 1,225

Figure C.2: Disability (Q27)



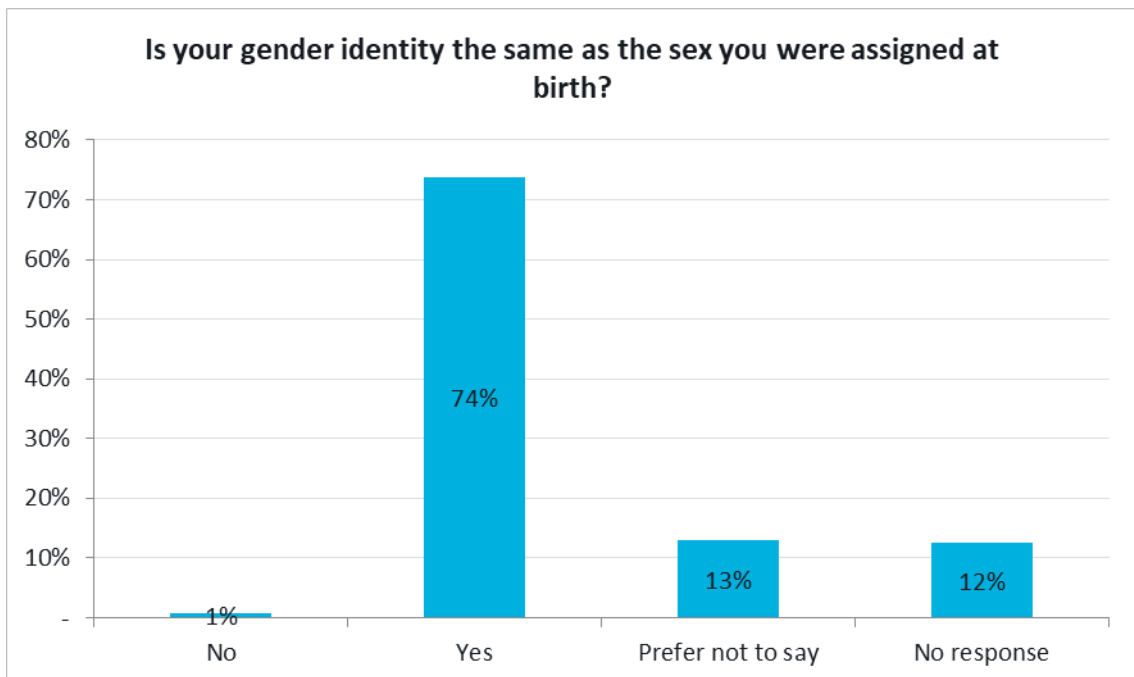
Number of respondents – 1,225

Figure C.3: Gender (Q28)



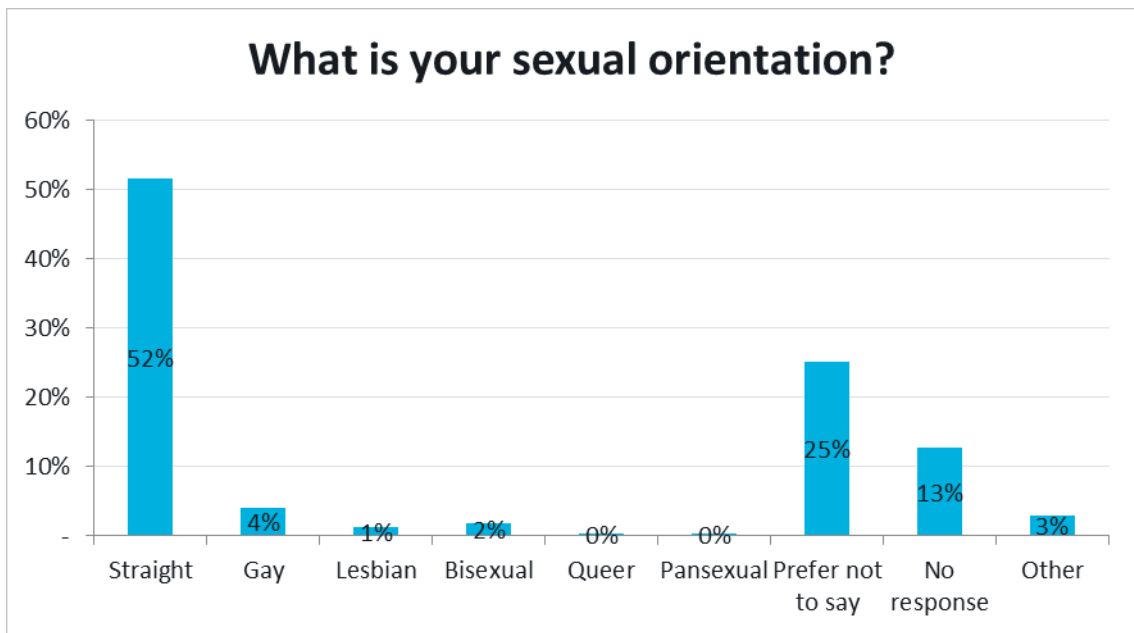
Number of respondents – 1,225

Figure C.4: Gender re-assignment (Q29)



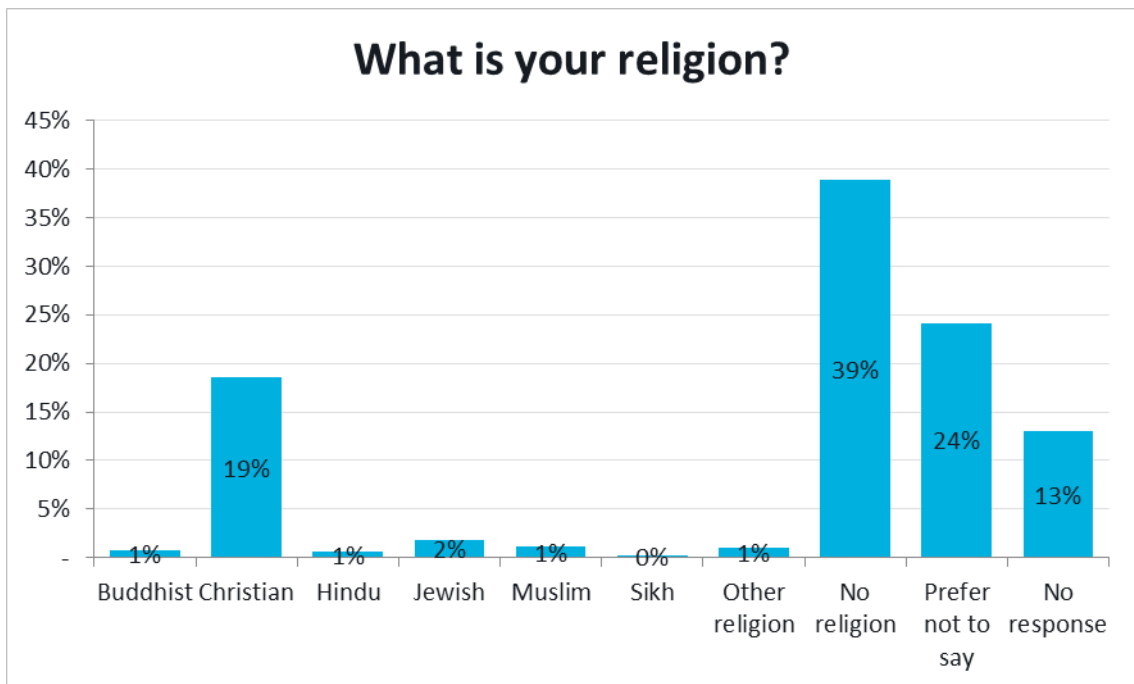
Number of respondents – 1,225

Figure C.5: Sexual orientation (Q30)



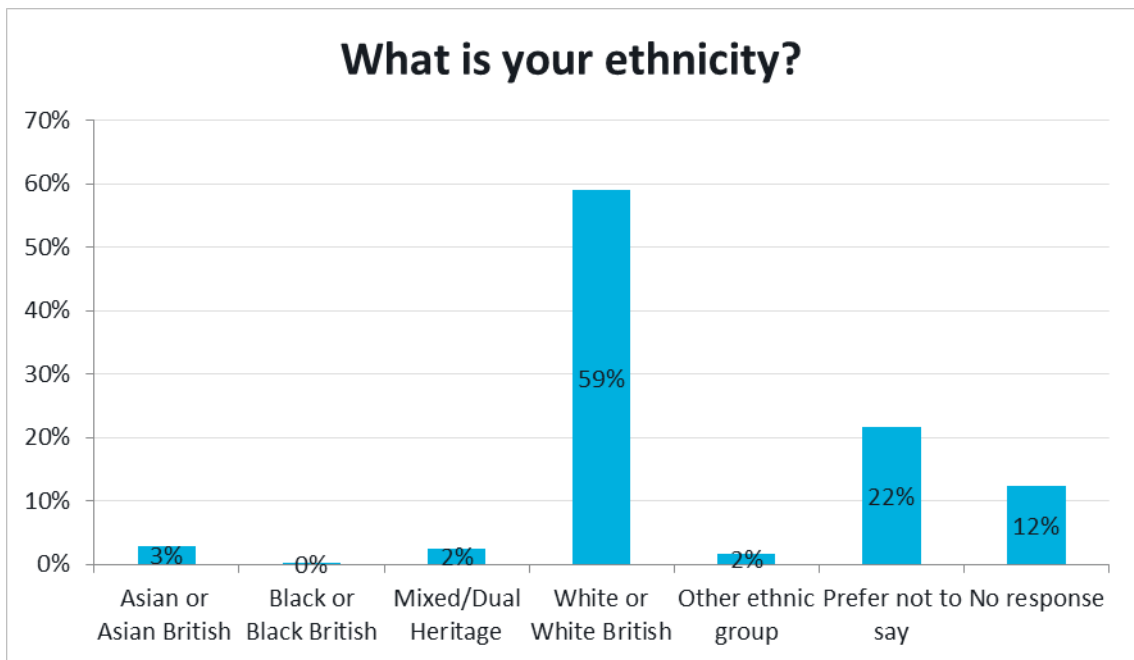
Number of respondents – 1,225

Figure C.6: Religion (Q31)



Number of respondents – 1,225

Figure C.7: Ethnicity (Q32)



Number of respondents – 1,225

Appendix D – Full Code Frame Outputs

Table 3.11: Full code frame output to questions 7 & 9

Unique ID	Theme	Code	Number	Percentage
O01	Other	No response	323	26%
PVT04	Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	282	23%
P01	Pollution	Concern that the LTN reduces air quality / does not improve air quality	222	18%
G01b	General	Request that the scheme is removed	114	9%
S02	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)	111	9%
PVT03	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	88	7%
PVT11	Private Vehicle Traffic	Concern that modifications for traffic at Shepperton Road/Elmore Street/Halliford have not improved the situation	88	7%
CY05	Cycling	Support due to encouraging / increased number of cycling journeys	75	6%
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)	71	6%
SA02	Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	62	5%
G02	General	Support scheme, no further detail provided	61	5%
EQ01	Equalities	Concern about impact on disabled people	61	5%
PVT01	Private Vehicle Traffic	Concern that the LTN restricts road access	57	5%
CO02	Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	52	4%
CY04	Cycling	Support due to improved cyclist safety	47	4%
P06	Pollution	Support the LTN due to reduced noise pollution	47	4%
A01	Accessibility	Concern that the LTN reduces access for residents and their visitors	45	4%
A04	Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	45	4%
PVT02	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	44	4%

SA09	Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	42	3%
PT01	Public Transport	Concern due to longer bus journey times due to increased congestion	41	3%
EQ02	Equalities	Concern about impact on older people	39	3%
W04	Walking	Support due to encouraging / increased number of walking journeys	39	3%
PVT09	Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	39	3%
P04	Pollution	Support the LTN due to improved air quality	39	3%
PVT12	Private Vehicle Traffic	Confusion about what changes are proposed	38	3%
CO04	Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	37	3%
CO05	Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	35	3%
CY01b	Cycling	Concern that people cycle dangerously/speed	35	3%
PVT10	Private Vehicle Traffic	Support the modifications for traffic at Shepperton Road/Elmore Street/Halliford	34	3%
G07	General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	33	3%
IR03	Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	32	3%
S06	Safety	Support as the LTN has improved road safety, no further detail provided	32	3%
P03	Pollution	Concern that the LTN causes increased noise pollution	32	3%
PC02	Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	31	2%
EQ04	Equalities	Concern about impact on women / particular sex	30	2%
E02	Economy	Concern about reduced footfall / accessibility to local businesses	30	2%
IR05a	Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	28	2%

PVT11b	Private Vehicle Traffic	Support original trial scheme but concern that modifications have created more traffic/ do not want change	28	2%
EQ06a	Equalities	Concern about impact on lower income groups	26	2%
A03	Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	26	2%
S05b	Safety	Concern about speeding/dangerous driving among moped/e-bike/users	25	2%
EQ03	Equalities	Concern about impact on younger people	23	2%
EQ07	Equalities	Concern about unequal impact on people based on geographic location of residence	23	2%
O06	Other	Comment Out of Scope of Canonbury East LTN	22	2%
EQ05	Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	21	2%
CY01a	Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	21	2%
S08	Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	20	2%
PC01	Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	19	2%
S05	Safety	Concern about speeding vehicles within the LTN	18	1%
A02	Accessibility	Concern that the LTN reduces access for emergency services	17	1%
LE04	Local Environment	Support as the LTN has had a positive impact on the local environment	17	1%
SA03	Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	16	1%
A05	Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	15	1%
E01	Economy	Concern about the impact on local businesses / economy, no further detail provided	15	1%
SA10	Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for cyclists, mopeds, scooters, etc.)	14	1%
S04	Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	13	1%

E06	Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	13	1%
G05	General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	12	1%
G06	General	Concern that the scheme is a money-making tool	12	1%
IR04	Impact on Residents	Concern that the LTN(s) have divided communities	12	1%
SA15	Suggested Amendments	Suggest to improve signage for measures	12	1%
W01	Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	11	1%
W03	Walking	Support due to improved pedestrian safety	11	1%
SA11	Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	11	1%
S09	Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	10	1%
P05	Pollution	Support the LTN as it aligns with the climate change agenda	9	1%
SA08	Suggested Amendments	Suggest that the Council now focuses on resolving speed and volume of traffic	9	1%
O07	Other	Comment unclear	8	1%
PVT05	Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	8	1%
PVT06	Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	8	1%
CP01	Car Parking	Concern about reduced / restricted parking for residents (e.g. XX)	8	1%
SA14	Suggested Amendments	Suggest that disabled/blue badge holders should be exempt from restrictions	8	1%
CO03	Consultation	Concern that the consultation / proposals have not been widely communicated / public unaware of proposal	7	1%
IR05b	Impact on Residents	Support the LTN(s) creating a stronger feeling of community	7	1%
S03	Safety	Concern that the LTN has reduced safety for children	7	1%
W02	Walking	Concern that the LTN will not encourage walking journeys	7	1%
G01	General	Oppose scheme, no further detail provided	6	0%
G04	General	Support scheme, but concerned support is being overshadowed by vocal opposition	6	0%

S13	Safety	Concern that new restrictions create conflict/safety issue between different road users	6	0%
CO09	Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	5	0%
SA06	Suggested Amendments	Suggest to make roads one-way instead of LTN	5	0%
O02	Other	Response contains personal data (replaced with XX)	4	0%
CO07	Consultation	Concern that the consultation is not available to all (e.g. those without access to internet)	4	0%
CO08	Consultation	Technical issue with consultation	4	0%
LE05	Local Environment	Concern that not enough 'greening' has been done as part of PFS	4	0%
CY02	Cycling	Concern that the LTN will not encourage cycling journeys	4	0%
S01	Safety	Concern that the LTN causes road safety issues, no further detail provided	3	0%
E03	Economy	Concern that the LTN causes longer journey times, impacting on businesses	3	0%
E04	Economy	Support the LTN due to the impact on local businesses / economy, no further detail provided	3	0%
CO01	Consultation	Concern about consultation - non specific	2	0%
CO09	Consultation	Concern than no direct response from the council was received from previous communication	2	0%
EQ09	Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	2	0%
LE02	Local Environment	Concern that the LTN has had a negative impact on the local environment	2	0%
P02	Pollution	Concern that the LTN does not align with the climate change agenda	2	0%
E05	Economy	Support the LTN due to increased footfall / accessibility to local businesses	2	0%
CO10	Consultation	Concern that the council has provided information that does not match personal experience	1	0%
CO11	Consultation	Concern that people are not being listened to during consultation events	1	0%
S07	Safety	Support as the LTN has reduced anti-social behaviour / crime / fear of crime	1	0%
SA01	Suggested Amendments	Suggest amendments, no further detail provided	1	0%

SA18	Suggested Amendments	Suggest to break up existing LTNs into smaller sections	1	0%
O03	Other	Stakeholder response	-	0%
O04	Other	Duplicate Response	-	0%
O05	Other	Campaign Response	-	0%
O06b	Other	Opposition to LTNs, not specific to this scheme	-	0%
O08	Other	Ask Simon	-	0%
O09	Other	Comment relates to another survey question	-	0%
O10	Other	Comment requests information from LBI	-	0%
CO06	Consultation	Request rationale for proposal / publication of evidence to demonstrate that current fine is not sufficient	-	0%
CO12	Consultation	Concern that consultation can be accessed by anyone	-	0%
G03	General	Oppose scheme due to cumulative impact of nearby schemes	-	0%
PC03	Policy Context	Support the scheme as it is necessary to target congestion / through-traffic / safety issues	-	0%
EQ06b	Equalities	Concern about impact on higher income groups	-	0%
EQ08	Equalities	Opposition to giving blue badge exemptions/ concern about them being used fraudulently	-	0%
A06	Accessibility	Opposition to the use of ANPR cameras to enforce restrictions	-	0%
LE01	Local Environment	Concern that the aesthetic of the LTN is poor	-	0%
LE03	Local Environment	Support the LTN, but concern that the infrastructure has been vandalised	-	0%
CY03	Cycling	Concern that the cycle infrastructure in the local area is poor	-	0%
PVT08	Private Vehicle Traffic	Support objectives of the LTN in theory, but concern about practicalities / particular elements	-	0%
CP02	Car Parking	Support due to improved parking for residents	-	0%
CP04	Car Parking	Support as reduced parking improves experience for active travel	-	0%
PT02	Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	-	0%
E07	Economy	Concern that LTN reduces footfall due to poor local environment	-	0%

SA04	Suggested Amendments	Suggestion to only enforce LTN restrictions during peak periods	-	0%
SA05	Suggested Amendments	Suggest to focus on enforcing speed limits instead of/in addition to LTN	-	0%
SA07	Suggested Amendments	Suggest to reopen the canal crossings	-	0%
SA12	Suggested Amendments	Suggest increasing the number of disabled bays	-	0%
SA13	Suggested Amendments	Suggest regulating moped 'rat running'	-	0%
SA20	Suggested Amendments	Suggest that there should be increased 'greening'	-	0%
SA22	Suggested Amendments	Suggest that there should be improvements for pedestrian crossing (e.g.)	-	0%
SA23	Suggested Amendments	Suggestion to re-run the consultation	-	0%
SA24	Suggested Amendments	Suggestion to make parking permit holders exempt	-	0%
SA25	Suggested Amendments	Suggestion to remove cycle lanes to ease congestion	-	0%

Table 3.12: Full code frame output to question 11

Theme	Code	Number	Percentage
General	Support for the Blue Badge Exemption Policy as is	199	39%
Suggested Amendment	Suggest that exemption should apply to all residents and tradespeople or local businesses	97	19%
General	Oppose Blue Badge Exemption Policy	68	13%
Equalities	Concern about fraudulent use of Blue Badges	39	8%
Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	32	6%
General	Concern that the Blue Badge exemption was not part of the trial scheme from the outset	26	5%
Other	Comment relates to another survey question	25	5%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers and family members	23	5%
Other	Comment Out of Scope	15	3%
Other	No response	14	3%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to more than one car	12	2%
Equalities	Concern the exemption does not include people with physical or mental impairments but who don't qualify for a Blue Badge	8	2%
Suggested Amendment	Suggest exemptions are more limited/ access some filters only	7	1%

General	Support Blue Badge Exemption Policy but against wider LTN scheme	7	1%
Other	Comment requests information from LBI	6	1%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	6	1%
Equalities	Concern about impact on pregnant women who may need to use a car but might not qualify for a Blue Badge	2	0.4%

Table 3.13: Full code frame output to question 11

Theme	Code	Number	Percentage
Personal 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)	93	21%
Road Safety	Concern about speeding/dangerous driving among moped/e-bike/users	75	17%
Road Safety	Concerns over Road safety at Southgate Road	42	9%
Other	Comment Out of Scope	41	9%
Cycling	Concern that people cycle dangerously/speed	32	7%
Road Safety	Concern about road safety on Essex Road	28	6%
Other	Comment relates to another survey question	24	5%
Safety	Concern over road and pavement surface quality	24	5%
Road Safety	Concern about road safety issues in the area, no further detail provided	23	5%
Personal Safety	Concern that new restrictions create conflict/safety issue between different road users	22	5%
Road Safety	Concerns about road safety on New North Road	20	4%
Road Safety	Concerns over Road safety at junction of Rotherfield Street and Shepton Road	14	3%
Road Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	12	3%
Road Safety	Concern about road safety on Balls Pond Road	11	2%
Road Safety	Concern that the LTN has reduced safety for children	10	2%
Road Safety	Concern about road Safety on Cleveland Road	9	2%
Other	Opposition to LTNs, not specific to this scheme	7	2%
Road Safety	Concern about speeding vehicles within the LTN	5	1%
Road Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	5	1%

Road Safety	Concern about road safety on Baring Street - speeding traffic and the junction with New North Road	5	1%
Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns e.g. Ockenden Road or Englefield Road	5	1%
Road Safety	Support as the LTN has improved road safety, no further detail provided	4	1%
Road Safety	Concern about road safety on Popham Street	4	1%
Private Vehicle Traffic	Concern about driver behaviour/ speeding	4	1%
Other	Comment unclear	2	0.4%
Safety	Concern over scheme vandalism	2	0.4%
Road Safety	Concern about road safety on St Paul's Road	2	0.4%
Road Safety	Concern about road safety on Ecclesbourne Road	2	0.4%
Road Safety	Concern about road safety at Elizabeth Avenue	2	0.4%
Road Safety	Concern about moped riders using the pavement to pass the road closure on Northchurch Road	2	0.4%
Personal Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	1	0.2%
Road Safety	Concern about road safety at Morton Road Park	1	0.2%
Road Safety	Concern about road safety at Rosemary Park	1	0.2%
Road Safety	Concern that the road closures enforced with bollards or planters prevent the police from pursuing criminals	1	0.2%

Control Information

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