



**People-Friendly Streets**  
Better places for everyone

# Clerkenwell Green people-friendly streets trial pre-consultation and engagement report



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**For a more equal future**



# Clerkenwell Green people-friendly streets

Pre-consultation engagement summary

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**Commonplace feedback** (May 2020 to March 2021) **49** responses received

Responses from

76%

**Clerkenwell Green area residents**

**Age & Gender**

75 +  
55-64  
**45-54**  
35-44  
25-34

47%



33%

75 +  
**45-54**  
35-44  
25-34

20% preferred not to say

**How do people travel?**

84%



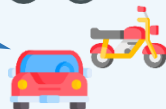
37%



35%



33%



12%



57%

**OTHERS**

**What's the problem?**

**BEFORE**  
the trial started

**AFTER**  
the trial started

43%



**Fast traffic**

12%

30%



**Volume of traffic**

23%

30%



**Traffic rat running**

8%

**How could we make it better?**

**BEFORE**  
the trial started

**AFTER**  
the trial started

57%



**More space for walking**

4%

48%



**Slow down traffic**

12%

22%

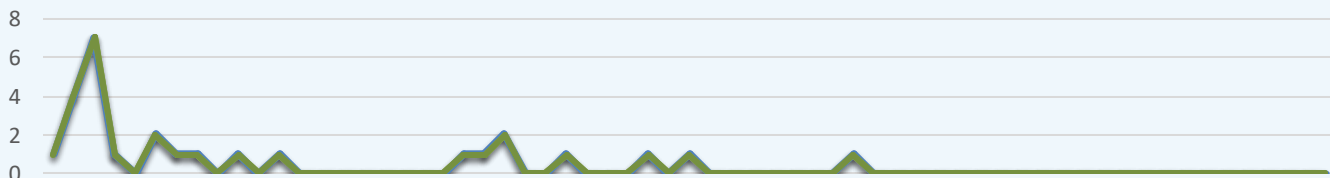


**More greenery**

15%



**37 emails received**



August 2020

November 2021





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# Clerkenwell Green people-friendly streets

## Pre-consultation engagement summary

**Trial Feedback Survey** (January 2021 to Sept 2021) **86** responses received

Responses from

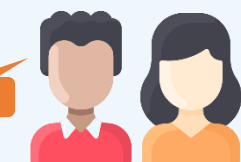
72%

**Clerkenwell Green area residents**

**Age & Gender**

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

50%



17% preferred not to say

30%

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

**How do people travel?**

86%



40%

dislike nothing

47%



35%

dislike nothing

50%



15%

dislike nothing

65%



30%

dislike nothing

26%



3%

dislike nothing

6%

**OTHERS**

2%

dislike nothing

**What do you like about this trial?**

30%



Reduce air pollution

30%



Makes the area more pleasant

20%



Safer & easier to cross the street

26%



Reduces traffic

**What do you dislike about this trial?**

24%



May be delays to emergency services

36%



Increases traffic

23%



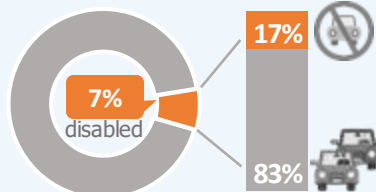
I wasn't asked for my views

29%

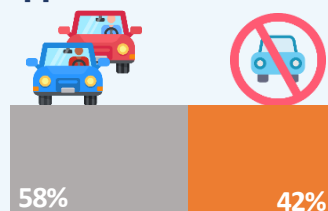


Car trips are inconvenient

**Disability & car ownership**



**Car ownership\* & support of the trial**

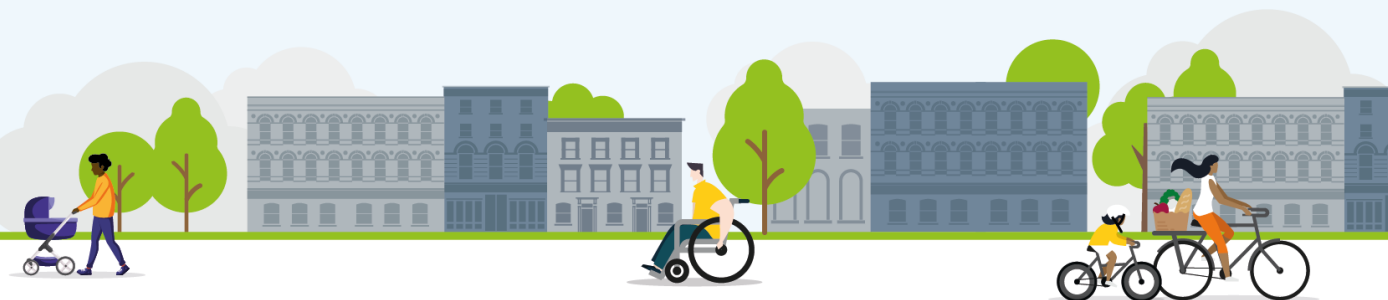


\*29% of Islington households own a car

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



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





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# Clerkenwell Green people-friendly streets

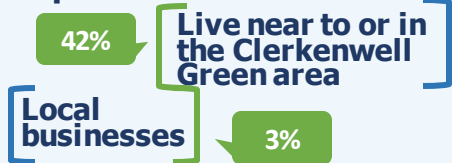
Summary consultation results

## Consultation Questionnaire

November 2021 to December 2021

241 responses received

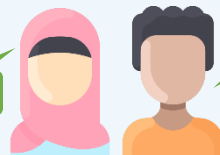
### Responses from



### Age & Gender

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

29%

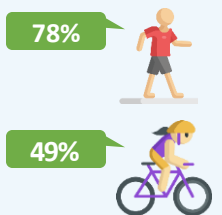


1% Non-binary  
7% preferred not to say

51%

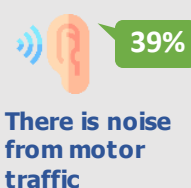
75 +  
65-74  
**55-64**  
45-54  
35-44  
25-34  
UNDER 24

### How do people travel?

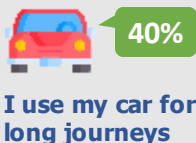


### Since the trial began in 2020, people think

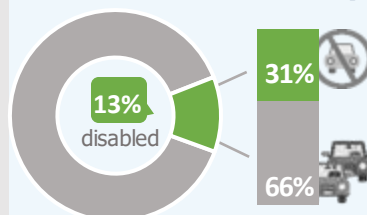
#### LESS



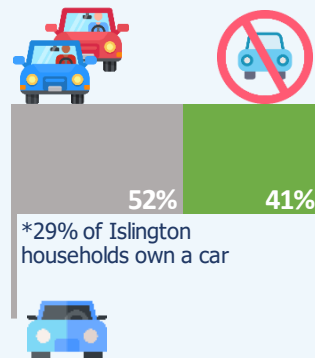
#### NO CHANGES



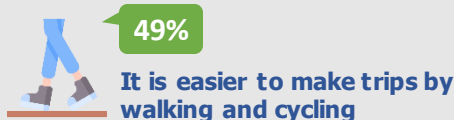
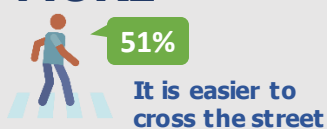
### Disability & car ownership



### Car ownership\*



#### MORE



23% of car owners walk and cycle for shorter journeys instead of driving



# Pre-consultation engagement report – Clerkenwell Green people- friendly streets low traffic neighbourhood

Date: Tuesday 1 March 2022  
Ward(s): Clerkenwell

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# SUBJECT: Clerkenwell Green Low Traffic Neighbourhood Trial Pre-consultation Engagement Report

## 1. Summary

- 1.1. This report sets out the results, findings and learnings from the engagement and consultation over the trial period for the Clerkenwell Green low traffic neighbourhood (LTN) implemented under the people-friendly streets (PFS) programme, which was agreed by the council's Executive on 18 June 2020.
- 1.2. This report outlines the results from the engagement prior to public consultation, This engagement includes the results from the Commonplace engagement, the formal 6-month objection period to experimental traffic orders (ETOs), trial feedback survey responses, and general correspondence. The report also includes a short summary of the results from the public consultation, which took place between 4 November 2021 and 2 December 2021; a full independent consultation report can be found as Appendix 6 to the delegated decision report. These reports together will inform future decision-making on the scheme.
- 1.3. 49 Commonplace comments were submitted in the Clerkenwell Green area and on the boundary roads, 4 objections were received to the Clerkenwell Green traffic orders, in addition to 332 general template objections, there were 86 responses to the trial feedback survey and 30 correspondence emails were received during the trial.
- 1.4. Before the council implemented the trial 44% of the comments submitted via Commonplace said that traffic travelled too fast in the area. In addition, 30% of comments mentioned traffic taking short-cuts across the area and 26% referred to the lack of safe ways to cross the road as key challenges.
- 1.5. After the trial was implemented, the trial feedback survey indicates that 55% of participants said they liked something or things about the trial.
- 1.6. The consultation questionnaire responses are analysed in more detail in the independent consultation report found as Appendix 6 to the delegated decision report. Results from this analysis indicate that many participants said they felt the air was cleaner (49% agreed, 19% disagreed), that they felt the streets look nicer (46% agreed, 23% disagreed), and that they

felt safer using streets during the day (46% agreed, 26% disagreed). A total of 41% said they are spending more time in the area (17% said less time), while 36% are using the cleaner, greener, healthier streets to do physical activity more (12% are doing less activity). Only 6% of respondents to the 'free text box' in the consultation questionnaire asked for the LTN to be removed.

- 1.7. Key themes relating to negative feedback included: perceptions that traffic has increased on boundary roads since the trial started; that car trips are made more inconvenient; and that there may be delays to emergency services.

## 2. Introduction and background

- 2.1. The Clerkenwell Green LTN is located in Clerkenwell ward in Islington. Data from the 2011 Census shows that 11,490 residents live in the ward. Table 1 highlights the population profile of the area.

		<b>London</b>	<b>Islington</b>	<b>Clerkenwell ward</b>
		Total: 8,173,941	Total: 206,125	Total: 11,490
Gender	Female	51%	51%	49%
	Male	49%	49%	51%
Age	Under 16	20%	16%	12%
	16-24	12%	14%	20%
	25-44	36%	42%	40%
	45-64	21%	19%	20%
	65+	11%	9%	8%
Disability	Disabled	14%	16%	15%
Ethnic group	BME	40%	32%	27%
	White	60%	68%	71%
Religion or belief	Christian	48.5%	40%	41%
	Muslim	12%	9%	7%
	Other	10%	4%	1%

	No religion	21%	30%	31%
	Religion not stated	8.5%	17%	17%

Table 1 - demographics of London, Islington, Clerkenwell ward

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

- 2.2. The Clerkenwell Green LTN was implemented on 4 September 2020 as part of the council's people-friendly streets programme, as an Experimental Traffic Order (ETO) for a maximum duration of 18-months. Four traffic filters were originally installed to remove through traffic from the neighbourhood at Clerkenwell Green where it meets Aylesbury Street, Sans Walk west of St. James's Walk, and at both ends of Corporation Row.
- 2.3. In January 2021 a change was made to the scheme to reduce the risk of a potential safety issue arising at the filter at the north-east end of Corporation Row. The change was introduced to improve advanced warning of the camera enforced filters at Corporation Row, and to give drivers the opportunity to take an alternate route before they turn into Corporation Row from Skinner Street, and thus reduce any safety issues relating to turning or reversing whilst navigating the tight road geometry at this location. The updated ETO was advertised on 8 January 2021 and became active on 15 January 2021, re-opening a 6-month objection period running until 15 July 2021.
- 2.4. As part of the PFS programme the council has committed to hold a public consultation as part of each LTN implemented under an ETO, and to give full and proper regard to the outcome of that consultation when finalising the PFS schemes. The public consultation for the Clerkenwell Green LTN took place between Thursday 4 November and Thursday 2 December 2021.

### 3. Engagement prior to public consultation

#### a. Commonplace

- 3.1 Since the early stages of the first Covid-19 lockdown, residents from Islington's local communities and other stakeholders had the opportunity to suggest ways the council could help them to walk and cycle more safely and easily using the online engagement tool, Commonplace. This was set up on 29 May 2020 to enable residents and others to indicate locations and measures for the people-friendly streets programme to respond to the challenges that the Covid-19 pandemic posed. More detailed information can be found in the [Executive Report](#) (October 2021).
- 3.2 The Commonplace tool closed for comments in March 2021, but the comments made are taken into consideration as part of the development of PFS schemes and can still be viewed on the website at: <https://islingtonpeoplefriendlystreets.commonplace.is/> A total of 6,447 respondents across the borough left comments on the Commonplace site. For each point placed on the map, users were prompted to select from a list of problems or barriers which prevented them using active travel methods more frequently and to select prepopulated solutions.



- 3.3 The council received 49 responses via the Commonplace tool for the Clerkenwell Green area, between 15 May 2020 and 2 March 2021. This report has analysed the data collected, and graphs below show the comments received before and after 26 August 2020. This is the date on which the scheme was first advertised, a resident letter announcing the scheme was distributed and the scheme was publicised via Islington's communication channels. From the total of 49 comments, 23 comments were made before 26 August 2020, prior to the scheme in Clerkenwell Green being advertised (blue bars on Figures 1 to 5), and 26 comments after the scheme was advertised on 26 August 2020, (orange bars on Figures 1 to 5). This was an effective way to gather local people's views of a) the then current streets and public spaces; and b) how to make Islington's streets more people-friendly.
- 3.4 Figure 1 shows the number of comments posted for each listed problem on the Commonplace tool during the survey periods. The fast traffic is a common theme, as 'fast traffic' featured in 43% of the comments submitted prior to the scheme being advertised. 'Volume of traffic' and 'traffic rat running' were the equal second most reported problems before the scheme was advertised (30%), followed by 'no safe way to cross road' and 'not enough space for social distancing' (both 26%). After the scheme was advertised, 12% of comments selected 'fast traffic' and 'no safe way to cross road' as problems, 23% listed 'volume of traffic', and nobody reported 'not enough space for social distancing' as a problem. 58% of the 'what's the problem' comments after the scheme was advertised chose 'other'.
- 3.5 When Commonplace respondents selected 'other' to the 'what's the problem' question, this opened a free text box. Before the scheme was advertised 4 participants (17% of 'before scheme' participants) selected this option and key themes were related to pavement and public realm conditions, cyclist behaviour, and a request for trees. One comment specifically asked for Clerkenwell Green to be closed to through traffic, as consulted on in 2017. By contrast, after the scheme was advertised, 15 comments (58% of 'post advertising' comments) selected the same option, eight of these comments referred to the trial as being a problem, with two specifically mentioning access for people with disabilities. Other comments mentioned issues such as the proposed wider public realm scheme consulted on in 2017, and the need to replace fallen trees.

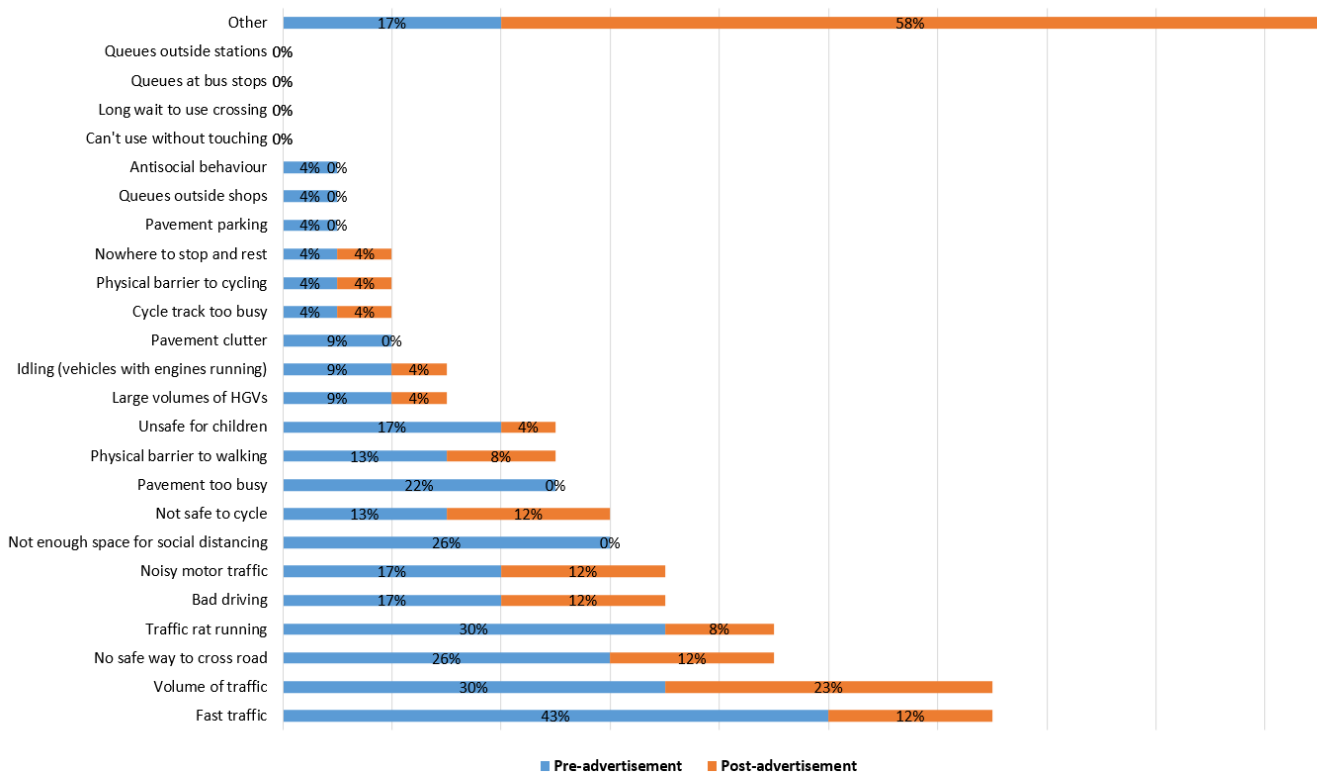


Figure 1: number of comments posted for each listed problem on Commonplace, question: 'What is the problem?'

- 3.6 Figure 2 shows the results of the question: 'How could we make it better?' whereby the top two options in the Clerkenwell Green area before the scheme were 'More space for walking' and 'Slow down traffic' with 57% and 48% before the scheme was advertised. By comparison after the scheme was advertised 4% of comments referred to 'More space for walking' as a solution and 12% referred to 'Slow down traffic'.
- 3.7 Before the scheme was advertised 4 comments (17% of 'before scheme' participants) selected 'Other' to 'How could we make it better', which opened a free text box. The key themes related to cycling facilities and cyclist behaviour, calls for road closures, and tree maintenance. By contrast, after the scheme was advertised 14 comments (54% of 'post advertising' comments) selected the same option, half of which mentioned removing the trial as solution; other comments mentioned tree maintenance, removal of buses from Farringdon Lane, consultation processes, and support for the scheme.

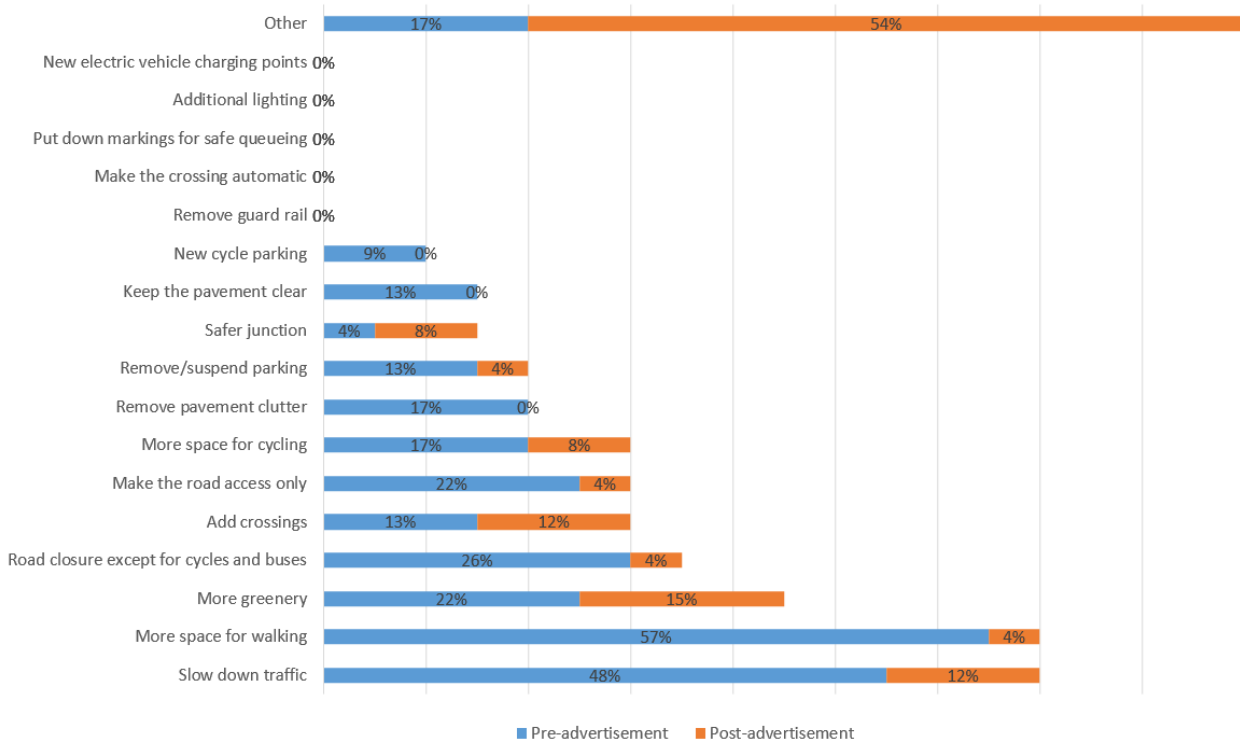


Figure 2: 'How could we make it better?'

3.8 Figure 3 shows that before the trial was advertised on 27 August 2020, 96% of the people who responded to the Clerkenwell Green local Commonplace survey would support the changes they had suggested being made long-term. After the trial was advertised, and local people knew the details of the trial, the majority still supported the changed being made long-term (58%), whilst 31% would rather they were not made long-term. It must be noted that this question relates to the changes people are suggesting in their comments, and therefore do not necessarily refer to the trial measures. Therefore, no firm conclusions on support for the measures implemented as part of the trial scheme can be drawn out of this data, in terms of a decision on the trial measures.

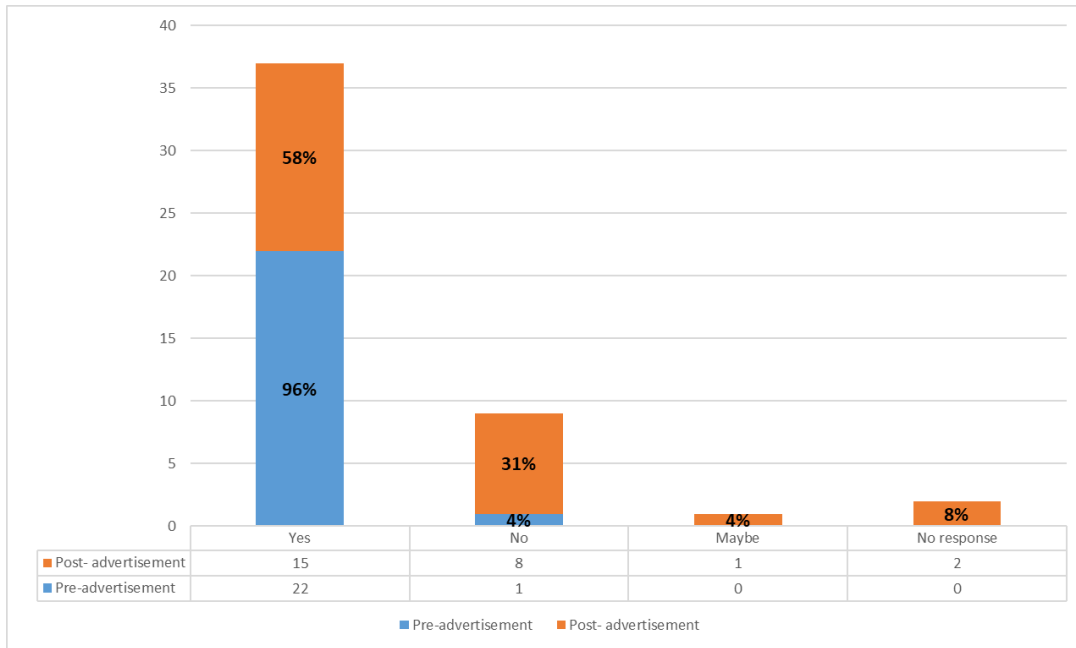


Figure 3: 'Would you support these changes (suggested by respondents) being made long-term?'

3.9 Most of the people who responded to the Commonplace survey declared that they live in the Clerkenwell Green area (87% of respondents before the scheme was advertised, and 65% after the scheme was advertised) followed by people who work in the area, with 26% and 19% pre- and post-advertisement, respectively (see Figure 4).

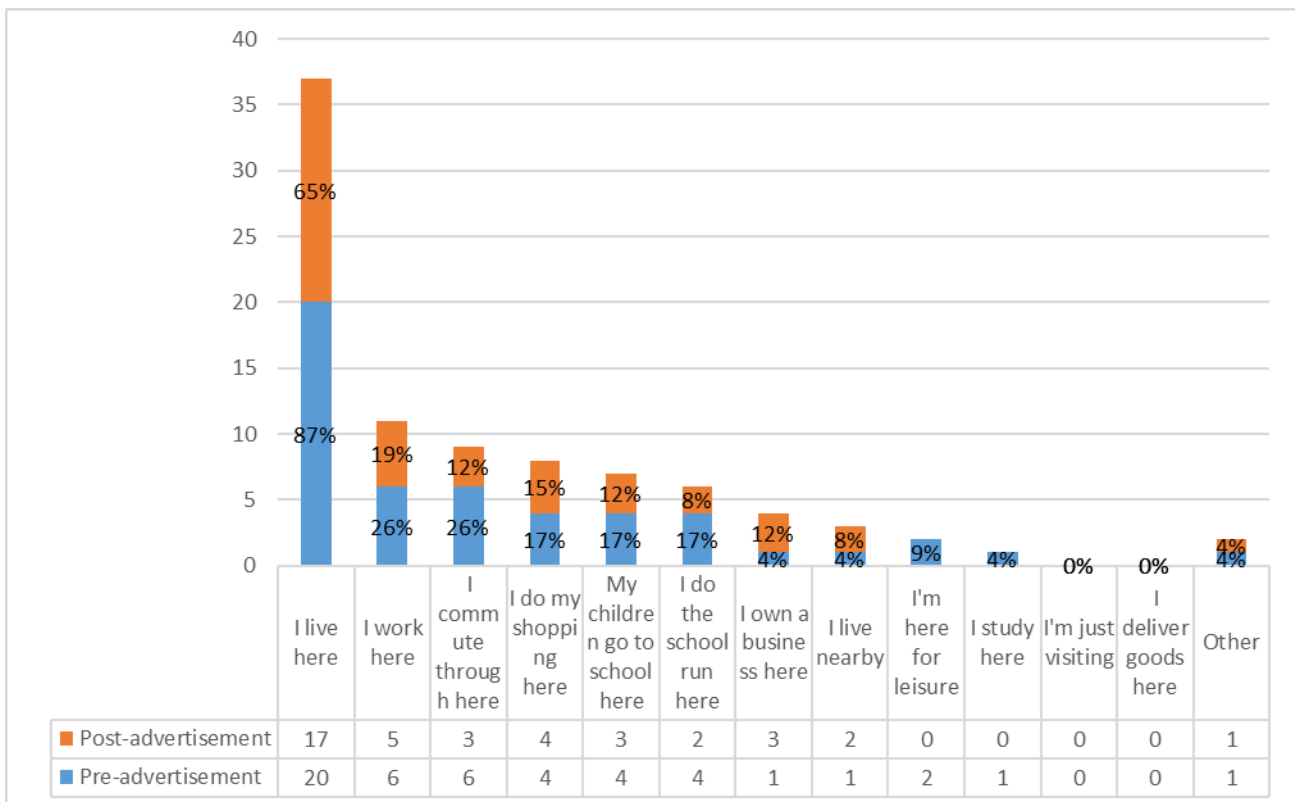


Figure 4: 'What is your connection to the area?'

3.10 Figure 5 displays how people travel in the Clerkenwell Green area. People who posted comments mainly use active travel modes of walking (91% pre-advertisement and 54% post-advertisement) and cycling (43% pre-advertisement and 23% post-advertisement; followed by bus (43% pre-advertisement and 31% post-advertisement); and finally, car users (as driver with 4% pre-advertisement and 42% post-advertisement, and as passenger with 4% pre-advertisement and 12% post-advertisement). This highlights that the proportion of car users who posted comments increased after the scheme was advertised.

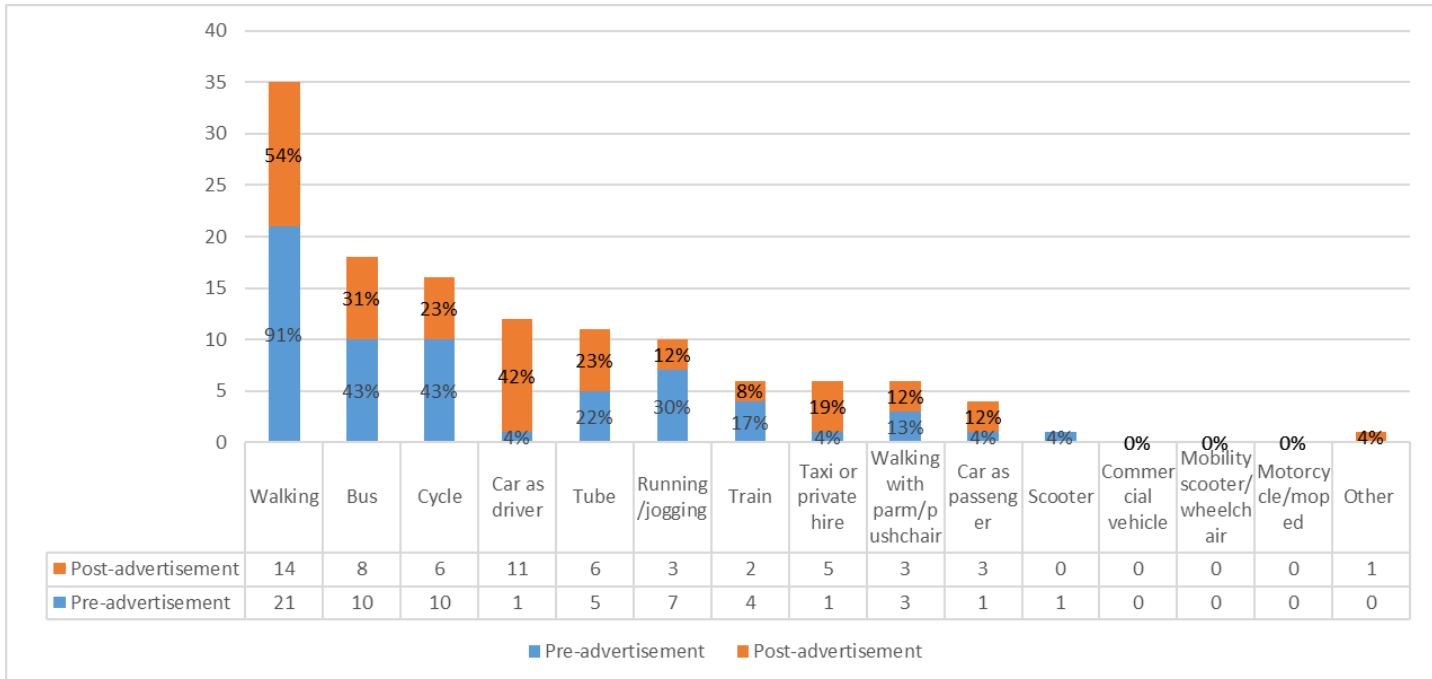


Figure 5: 'How do you usually travel in the areas?'

3.11 As Figure 6 shows, the transport modes selected by people who posted comments prior to the scheme being advertised are relatively consistent regardless of their connection to the area. Across the groups people reported travelling more by walking, cycling and public transport rather than by car. Walking is the most selected transport mode across the groups, as the proportion of respondents who walk is 100% across all groups. Respondents who live in the area report using cars more than people in any other group. Multiple travel modes could be selected by each individual, so percentages will not sum to 100%.

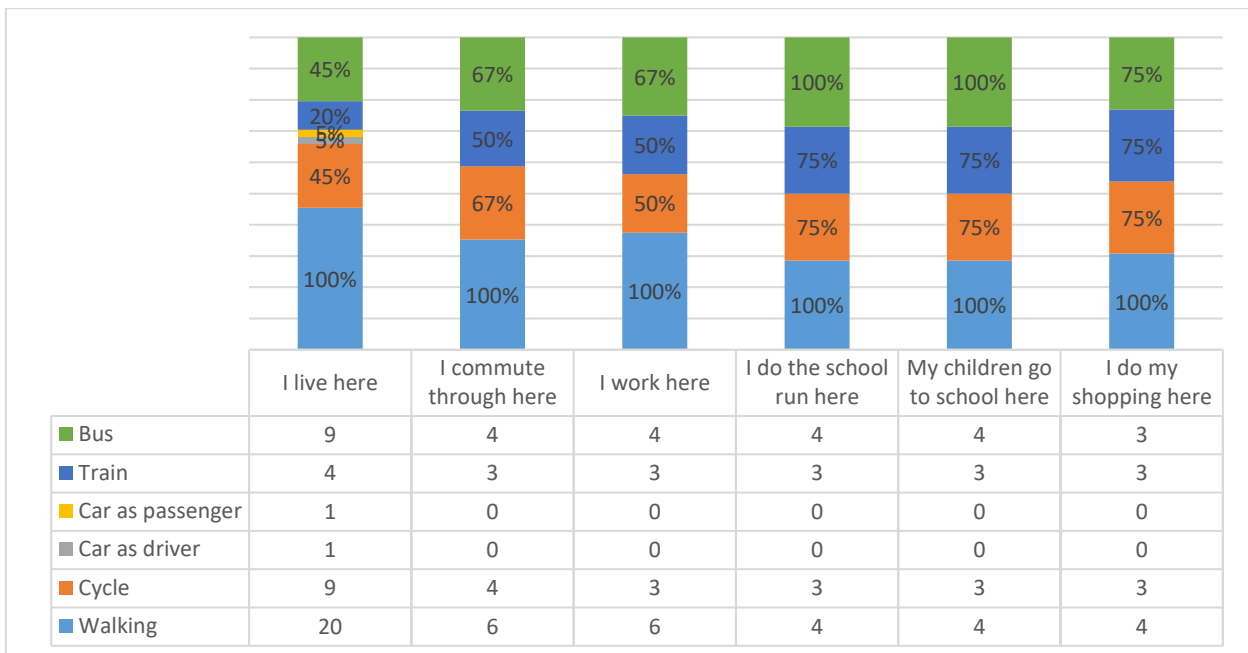


Figure 6: 'What is your connection to the area? And 'How do you usually travel in the areas?' - Before scheme was advertised

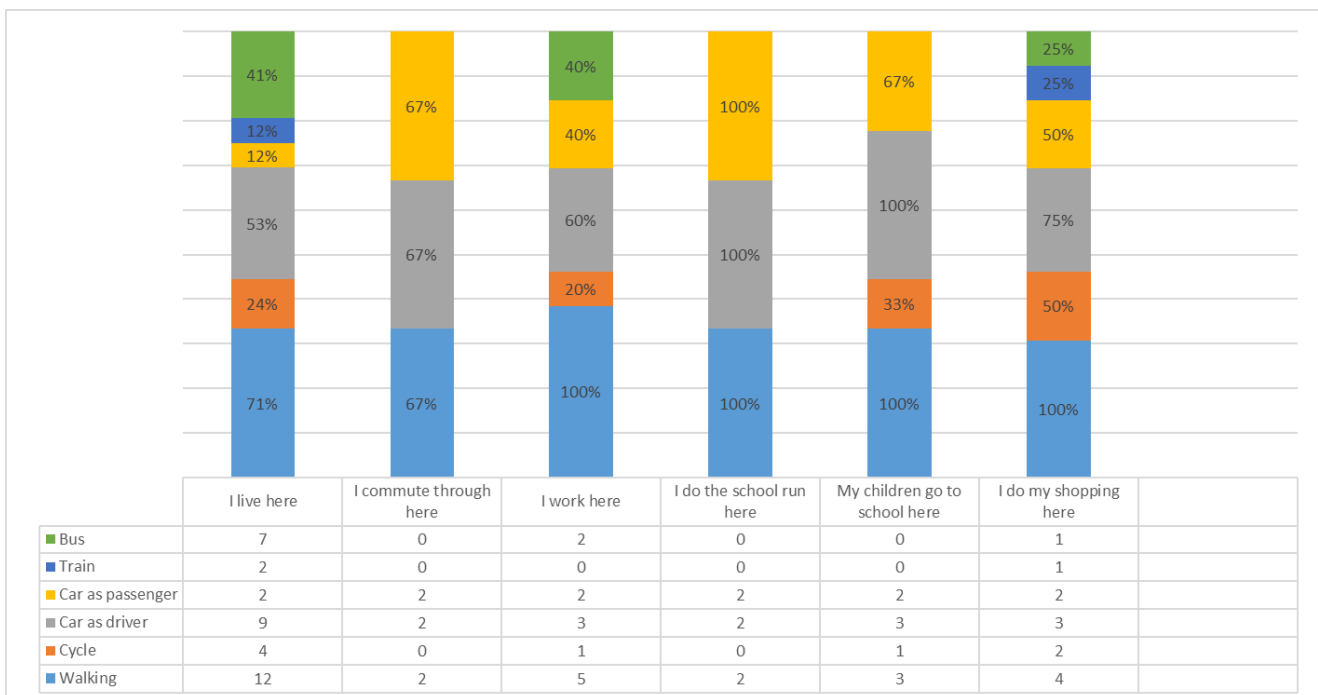


Figure 7: 'What is your connection to the area? And 'How do you usually travel in the areas?' After scheme was advertised

3.12 The proportion of car users (as passenger and drivers) who posted comments after the scheme was advertised increased significantly compared with the pre-advert comments, as shown by a comparison of Figures 6 and 7.

3.13 Commonplace comments for the Clerkenwell Green area show that traffic issues were reported by local people prior to the advertisement of the scheme. The top three issues reported were fast traffic, the volume of traffic, and traffic taking short cuts. Some comments proposed

solutions such as pedestrianising some local streets or local road closures. From the comments, active travel and public transport were the most common transport modes amongst residents.

- 3.14 The analysis of the comments shows that transport modes have an influence over the responses submitted. For instance, car users reported issues relating to the traffic restrictions whilst people who do not drive reported more issues relating to landscaping, poor pavement accessibility, and cyclist behaviour.
- 3.15 Analysis of the demographics on Commonplace show that 10% of the comments came from people aged 25-34, 20% came from people aged 35-44, 35% from 45-54, 10% from 55-64, 6% from 75-84, and 2% from 85+. Younger people (16-24: 0 comments) and people aged 65-74 (0 comments) were under-represented in the Commonplace feedback.

## **b. Statutory consultees**

- 3.16 The first pre-implementation consultation with statutory consultees took place in July 2020, and the second pre-implementation statutory consultation took place in September 2020, prior to making the changes at Corporation Row in January 2021. The first consultation in July 2020 included the following statutory stakeholders: London Ambulance Service (LAS), London Fire Brigade (LFB), the Metropolitan Police Service (MPS). The September 2020 consultation in advance of the changes to be made to the scheme as part of the new ETO advertised in January 2021 included an expanded list of stakeholders: LAS, LFB, MPS, the NHS Blood and Transplant Service, the Road Haulage Association, the Freight Transport Association (Logistics UK), TfL Network Management, TfL Buses.
- 3.17 In July 2020, comments were received from all three emergency services and designs were revised to accommodate their requests regarding the provision of collapsible bollards at physical closure points, rather than fixed bollards. All three emergency services responded on 29/07/2020 acknowledging that their comments had been taken into account and confirming that they did not foresee any major issues with the scheme. This was reiterated by all three emergency services when they were later contacted in September 2020 regarding the change to the ETO. No responses were received from the other statutory consultees.

## **c. Non-statutory consultees**

- 3.18 In addition to the statutory stakeholders, the following businesses were contacted by phone or email: Centrium, Stray Cats Communications, Chetwood, Independent James, Jennifer Newman Studio Ltd, Altro Showroom, Priory House, Peel Institute, and the Crown Tavern.
- 3.19 Centrium and Stray Cats Communications raised initial concerns with parking availability, and the need to carry heavy equipment from vehicles to premises. It was pointed out that very little parking was to be removed, and distances from vehicle to premises were unlikely to change much.
- 3.20 Priory House raised concerns about wheelchair access to the newly pedestrian and cycle only section of Sans Walk. A visit was conducted in August 2020 to understand the issues further, and it was agreed that the council would arrange for the west section of Sans Walk to be resurfaced, and for a temporary disabled ramp be installed outside the premises in order to ensure wheelchair access to the new pedestrian and cycle only space. These works were completed after initial installation, in December 2020 and January 2021 with the intention of

considering more permanent measures should the LTN trial be made permanent at a future time.

#### **d. Engagement with Schools**

- 3.21 As there are no schools in the Clerkenwell Green LTN area, no schools were contacted as part of the engagement on the scheme.

#### **e. Email correspondence**

- 3.22 The total amount of individuals who sent correspondence regarding Clerkenwell Green LTN over the period of advertisement, implementation and pre-consultation amounts to 30, sending in a total of 37 emails. 57% of the correspondence received was categorised as negative, 17% as positive, and 27% as mixed.
- 3.23 Those emails were received through the PFS email address set up for correspondence relating to the programme ([peoplefriendlystreets@islington.gov.uk](mailto:peoplefriendlystreets@islington.gov.uk)). It must be noted that that email address was set up to answer queries and provide information to people who had questions about the programme; the council did not directly invite feedback through this email address. Therefore, email correspondence in isolation should not be understood as a quantifiable measure of the support for or against the scheme. It is worth pointing out that people who are the most severely impacted by the scheme tend to write to the council. Most council services would show a similar proportion of 'negative' to 'positive' correspondence, as most residents feel more motivated to write in when they perceive that a change has impacted them negatively than when a change has had a beneficial effect.
- 3.24 However, the correspondence received by email provides valuable feedback from residents and visitors of the Clerkenwell Green LTN, and the key themes are considered in this section.
- 3.25 Figure 8 highlights the volume of correspondence received and the trends over time. Week 62 represents the week before the Clerkenwell Green consultation which began on 4 November 2021. The small uptick in emails around week 18-22 reflects the advertisement of the new ETO in January 2021. Overall, the volume of correspondence received has been very low relative to other LTNs implemented over a similar period in Islington.



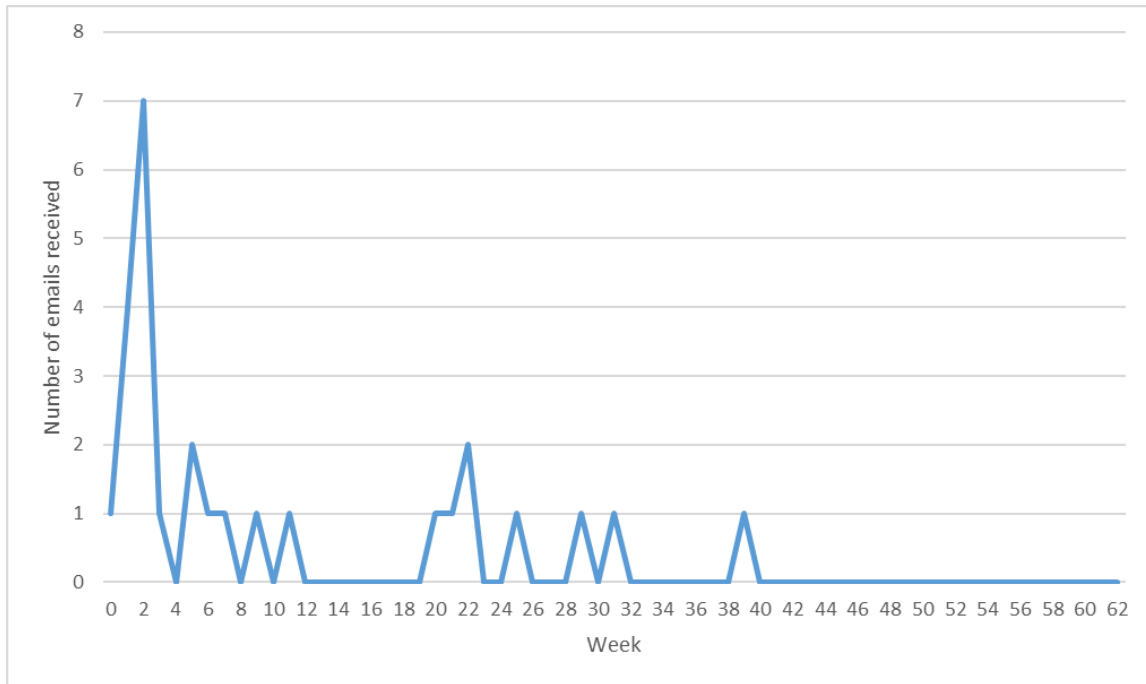


Figure 8: Volume of weekly correspondence, during each week, of received correspondence over time

### 3.26 List of negative themes (in no order):

- Increase in traffic/pollution on boundary roads
- Inconvenient car journeys
- Access for disabled worsened, blue badge exemptions requested
- Poor quality footways and road surfaces need attention
- Lack of consultation before implementation
- Increased traffic on internal street - Woodbridge Street
- Making driving routes longer and more complicated
- Risk of emergency service delays
- Safety on quiet streets
- Perception that the council is using cameras as a revenue generating device
- Horn noise from confused drivers
- Poor and unreliable public transport alternatives to private car travel

### 3.27 List of positive themes (in no order)

- Calls for more greening, planting trees, and public realms improvements
- Increase the amount of cycle storage and make this cycle storage cheaper than parking permits
- More pleasant surroundings
- More children able to cycle safely
- Less pollution- positive impact on air quality
- Less noise from traffic on inner roads
- Support for reallocation of road space for walking and cycling

## f. Trial feedback survey analysis

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

3.29 The Clerkenwell Green PFS trial feedback survey was open from 8 January 2021 and closed on 4 November 2021 when the public consultation began, by which point 86 people had submitted responses. The majority of responses were received in March 2021, with 51 responses in that month.

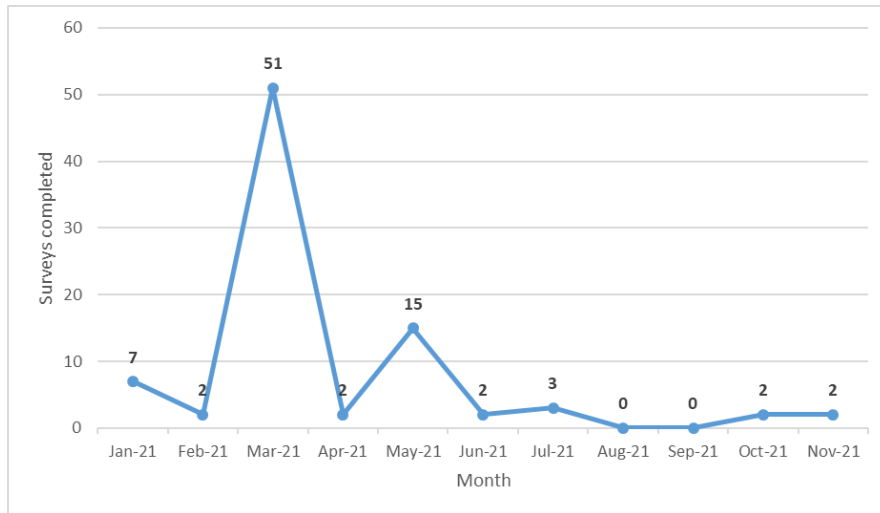


Figure 9: Trial feedback survey trend over time

3.30 Respondents who live near the Clerkenwell Green PFS area lead the participation of the trial survey accounting for 45%, followed by people who live within the Clerkenwell Green PFS area accounting for 27%. This is consistent with responses to the question about connection to the area, with the vast majority of respondents classifying themselves as 'a resident', at 76%. This is shown in Figure 10.

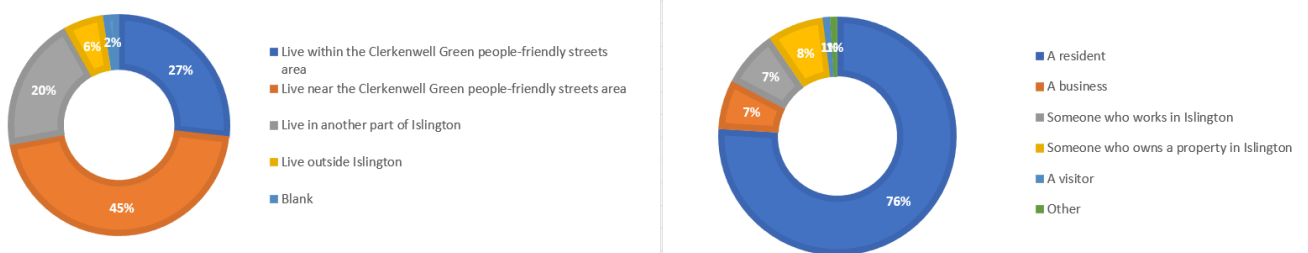


Figure 10: Who responded and their relation to the area

3.31 As Figure 11 shows, respondents' transport modes are fairly consistent regardless of their connections to the area, except for walking and car use. The proportion of respondents who live in the Clerkenwell Green area and walk is 91%, this proportion is 82% for people who live near the Clerkenwell Green area and 94% for people who live in another part of Islington, while 60% of respondents who live outside of Islington selected walking as a transport mode. The proportion of respondents who are car users (as driver) is 57% for those living in the

Clerkenwell Green area, 44%% for those living near the Clerkenwell Green area, 65% for those living in another part of Islington, and 40% for those living outside of Islington. Given that 71% of the households in Islington are without access to a car, this indicates an over-representation of car owners in the trial feedback survey responses.

3.32 Figure 11 also shows that across all categories, between 40% and 71% of respondents reported that they cycled (either own bike or hired cycle). By contrast, the three-year average (2017/18-2019/20) of the London Travel Demand Survey for trips made by Islington residents shows that only 5% of trips are made by cycles, which suggests an over-representation of people cycling in the survey responses.

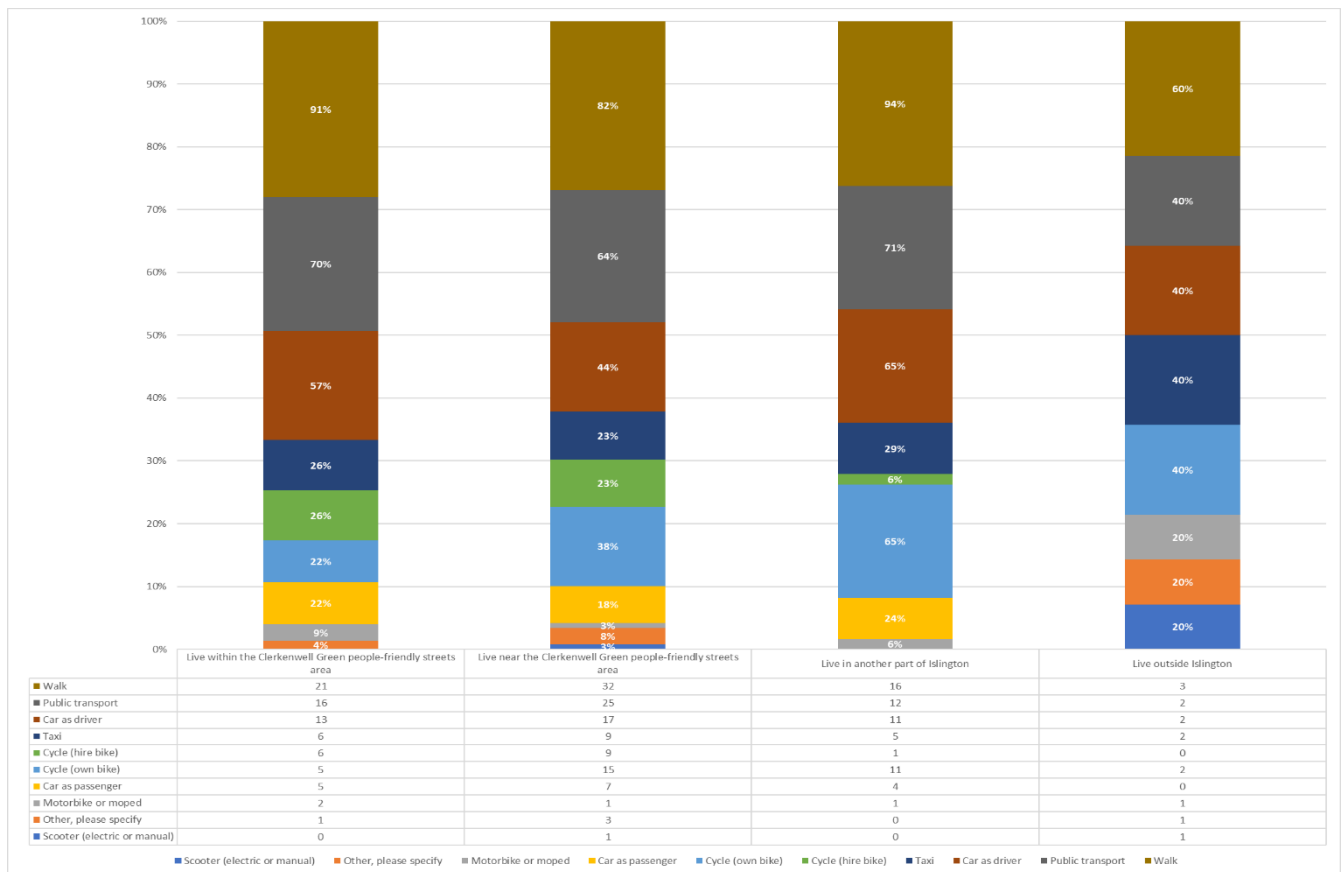


Figure 11: Who responded and modes of transport

3.33 Figure 12 shows that 58% of respondents are car owners (52% own one car, 6% own two or more cars), and 42% of respondents reported not owning a car. Given that 71% of the households in Islington are without access to a car, this indicates an over-representation of car owners in the trial feedback survey responses. Values in the chart represent the number of respondents and the proportion they make up respectively.

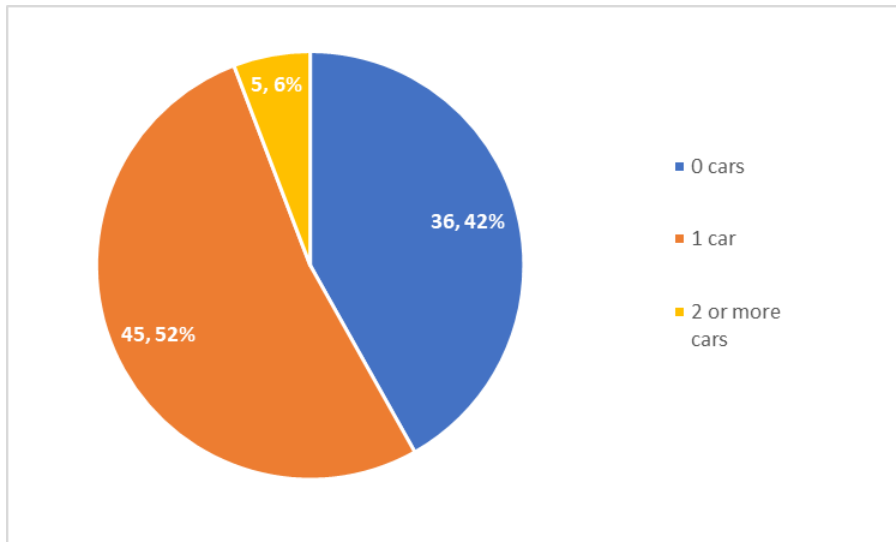


Figure 12: Car ownership

3.34 Respondents were asked which traffic filter they were providing feedback on. From the total responses, 87% of respondents (75 respondents) gave feedback on all the filters, and the remaining 13% gave feedback on a either a single filter or a combination of the other filters (but not all filters). The most commented on individual filter was the Clerkenwell Green/Aylesbury Street filter, with seven comments, followed by the Corporation Row/Skinner Street filter with six comments, as shown in Figure 13 below. It should be noted that for the purposes of the survey, the 'access only' section of Skinner Street between Skinner Street and the junction of Woodbridge Street and Corporation Row has been counted as a separate filter (Corporation Row/Skinner Street traffic filter), but in general this is treated as part of the Corporation Row/Woodbridge Street filter. (All filters, or a combination of individual filters could be selected, so percentages will not sum to 100%).

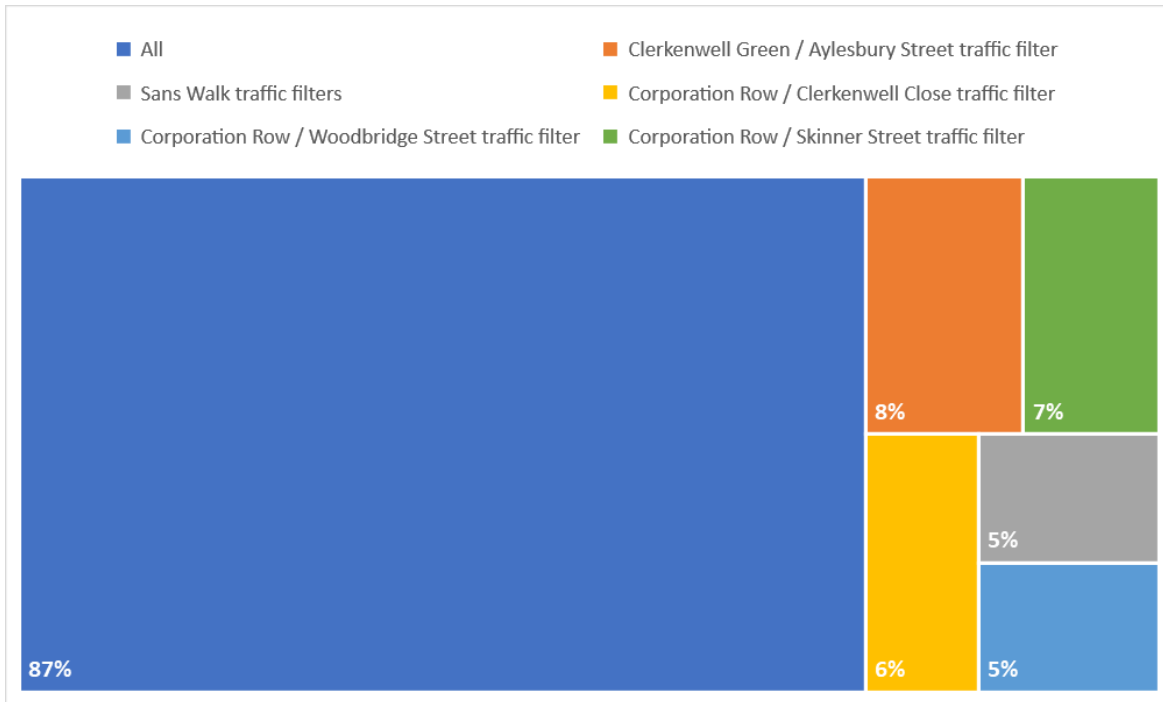
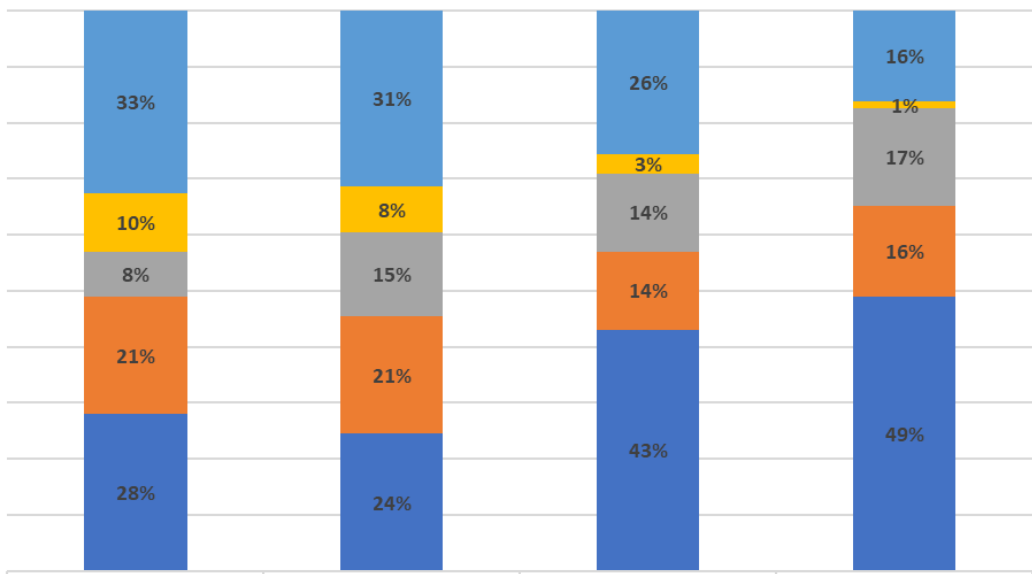


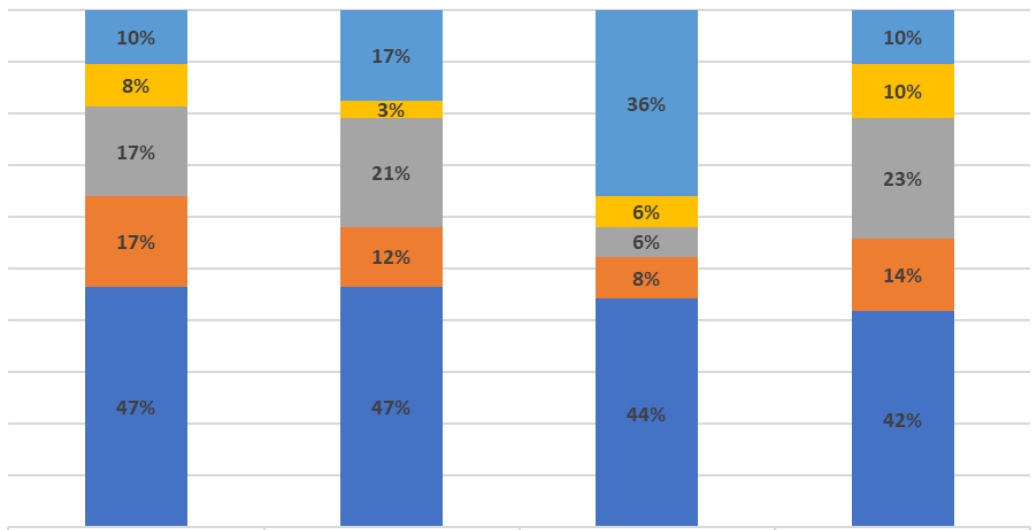
Figure 13: 'Which traffic filters are you commenting on?'

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

- 49% had concerns about danger from traffic in the area, 43% disagreed
- 45% had concerns about traffic congestion in the area, 39% disagreed
- 57% had concerns about air pollution from traffic in the area, 29% disagreed
- 65% wanted to see less carbon emissions from traffic, 17% disagreed
- 64% thought that streets should be safer for children, parents, carers to walk, wheel and cycle to school, 20% disagreed
- 59% thought that action should be taken to improve people's health by making it easier for people to walk, wheel and cycle more, 20% disagreed
- 52% thought the trial makes it safer and easier to travel in the area by walking, wheeling or cycling, 42% disagreed
- 56% thought the trial makes it more difficult to drive, 20% disagreed



	I am concerned about the danger from traffic in this area	I am concerned about traffic congestion in this area	I am concerned about air pollution from traffic in this area	I would like to see less carbon emissions from traffic
Disagree strongly	28	27	22	14
Disagree	9	7	3	1
Neither agree nor disagree	7	13	12	15
Agree	18	18	12	14
Agree strongly	24	21	37	42



	I think streets should be safer for children, parents and carers to walk, wheel and cycle to school	I think action should be taken to improve people's health by making it easier for people to walk, wheel and cycle more	I think the trial makes it feel safer and easier to travel in the area by walking, wheeling or cycling	I think the trial makes it more difficult to drive in the area
Disagree strongly	9	15	31	9
Disagree	7	3	5	9
Neither agree nor disagree	15	18	5	20
Agree	15	10	7	12
Agree strongly	40	40	38	36

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

3.36 Figure 15 shows that around 55% of respondents expressed that they liked one or many things about the trial, while 45% expressed that there was nothing they liked about the trial. On the other hand, 59% of respondents disliked one or more things about the trial, while 41% expressed that they do not dislike anything about the trial.

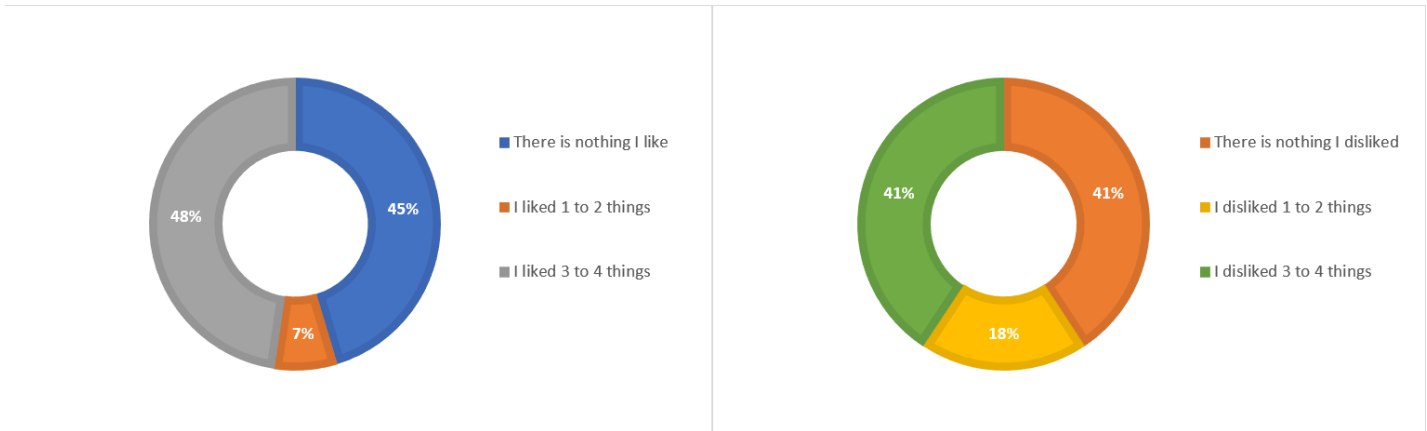


Figure 15: Do people like the Clerkenwell Green trial?

3.37 Figures 16 and 17 show what people liked and disliked the most about the trial when selecting one or more of the listed options. The options respondents selected the most as 'like' were that it makes the area more pleasant (30%), reduces air pollution (30%) and reduces through traffic (26%). On the other hand, what most people dislike about the trial were increase of traffic on the main roads (36%), that it makes car trips more inconvenient (29%), and that there may be delays to emergency service (24%).

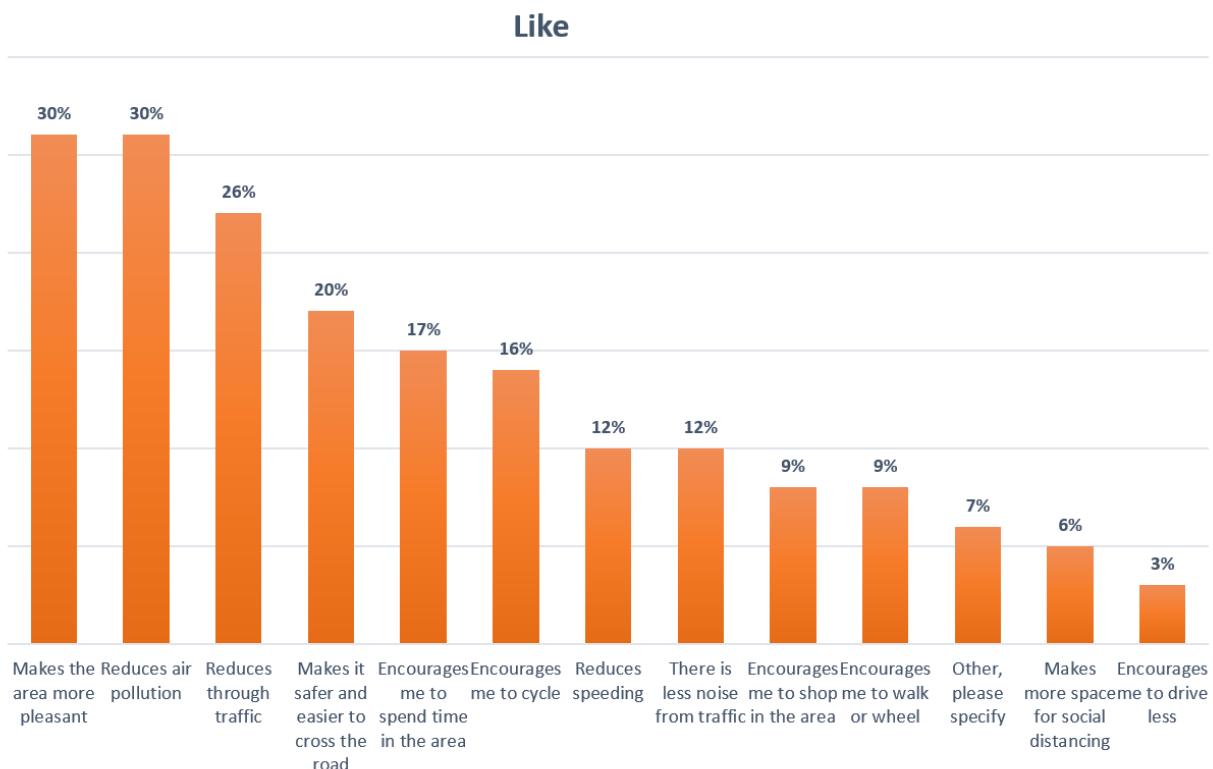


Figure 16: What do people like about the Clerkenwell Green trial

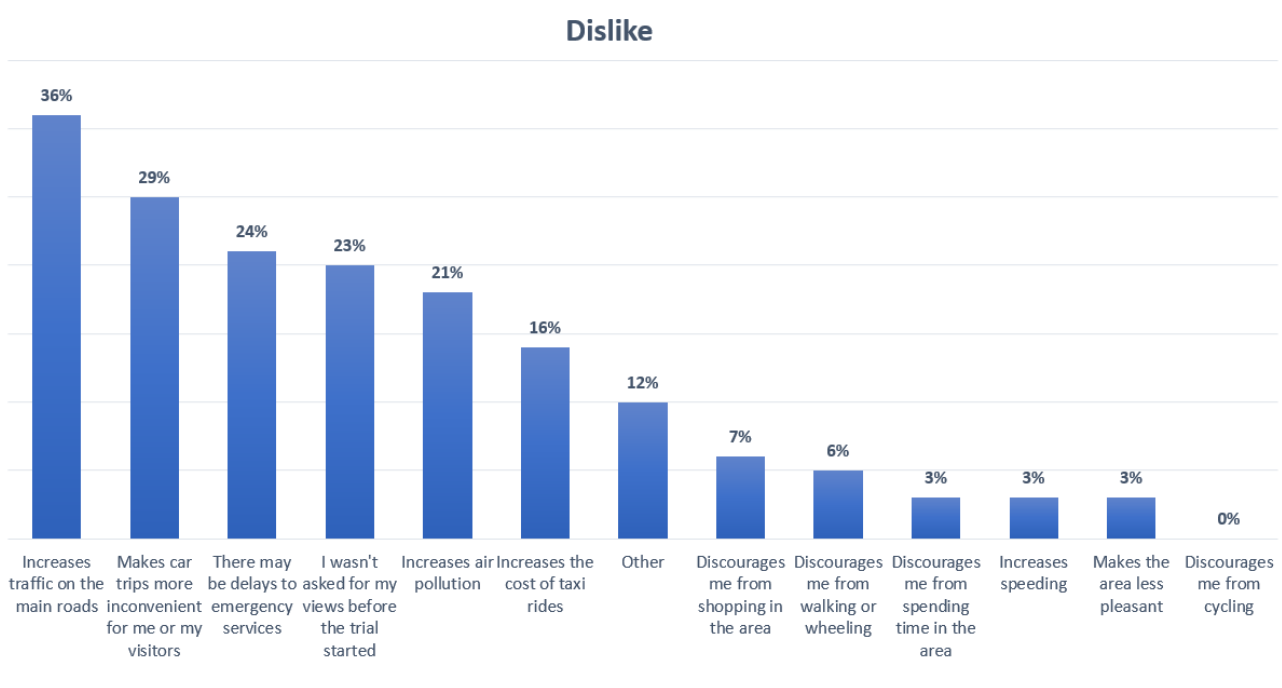


Figure 17: What do people dislike about the Clerkenwell Green trial

3.38 30% of people responding to the trial feedback survey were female and 50% were male, with 17% of respondents preferring not to say. 1% selected 'Other' and 1% selected non-binary. Figures 18 and 19 compare responses to 'like' and 'dislike' depending on gender. 33% of women and 35% of men reported they liked the way it makes the area more pleasant. More men selected that they liked the reduction of air pollution (40% against 19%), while more women commented on it being safer and easier to cross the road (23% against 16%).

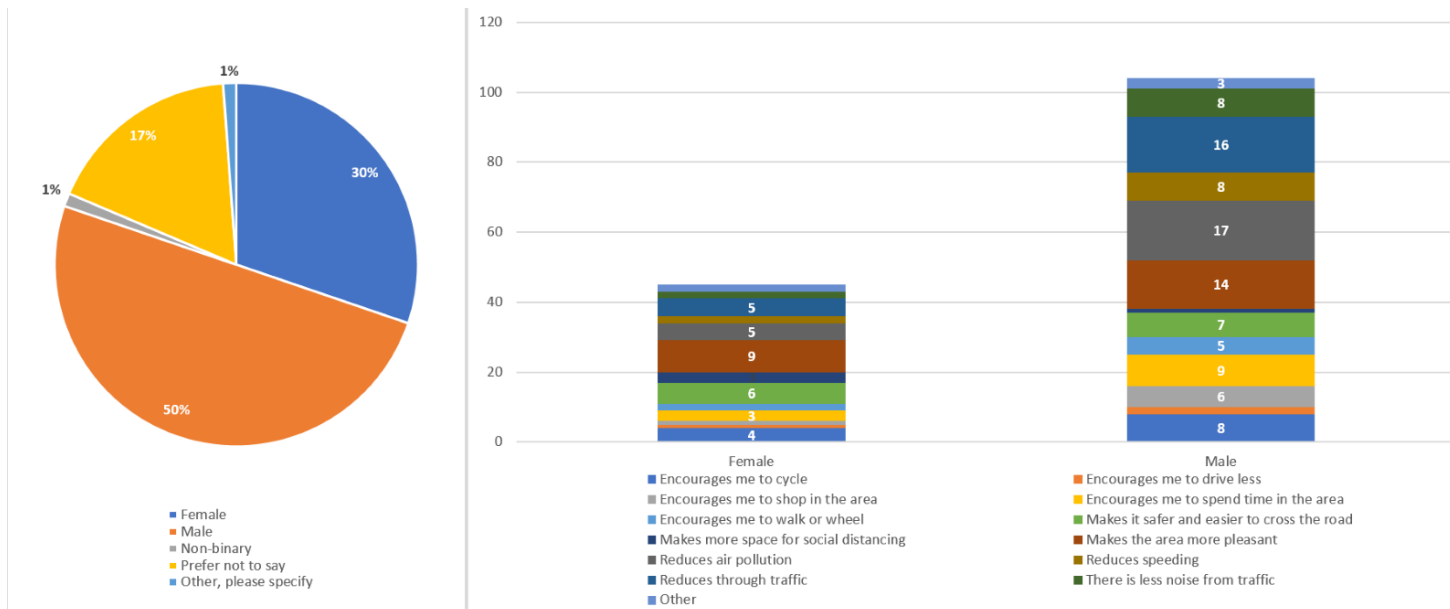


Figure 18: Gender cross-referenced with what people like about the Clerkenwell Green trial



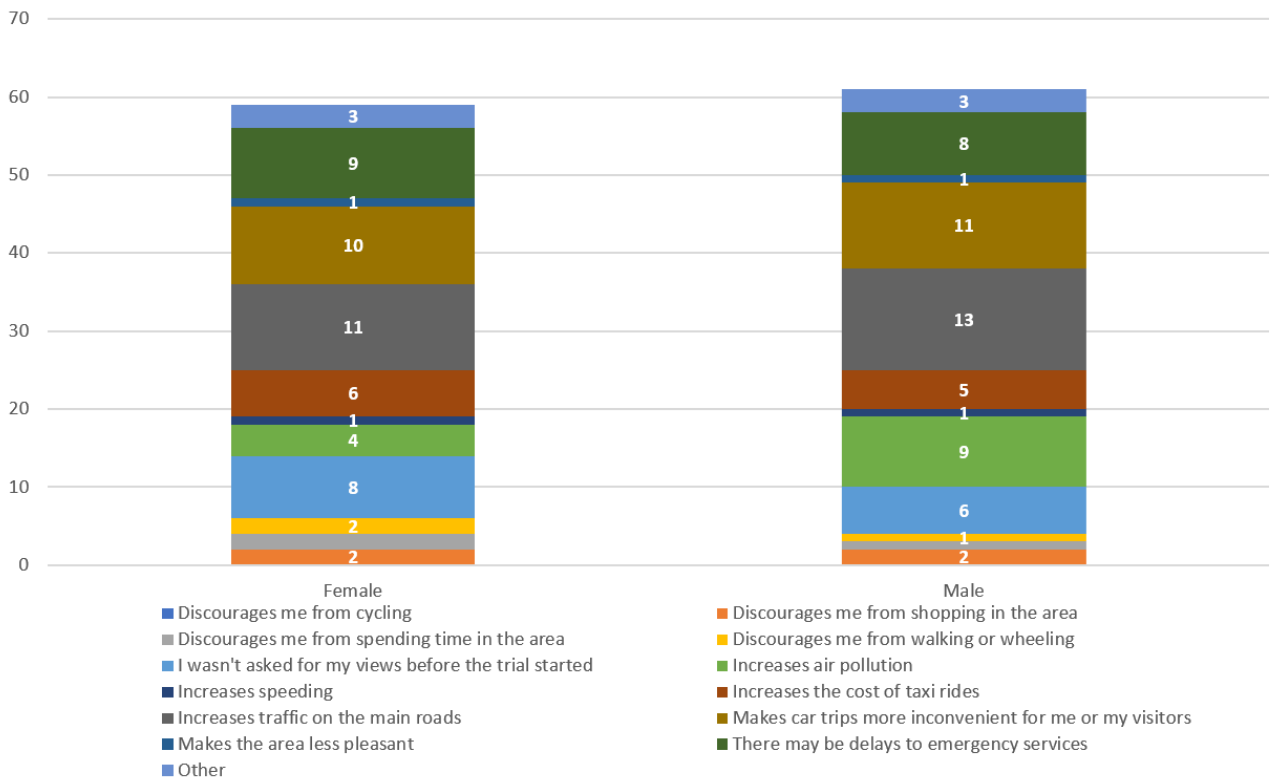


Figure 19: Gender cross-referenced with what people dislike about the Clerkenwell Green trial

3.39 Figure 20 shows how female and male respondents travel in the Clerkenwell Green area. Walking is the most popular mode of transport (92% of female respondents and 86% of male respondents), followed by public transport with 73% and 65% respectively, then by 'car as driver' with 50% and 51%, respectively.

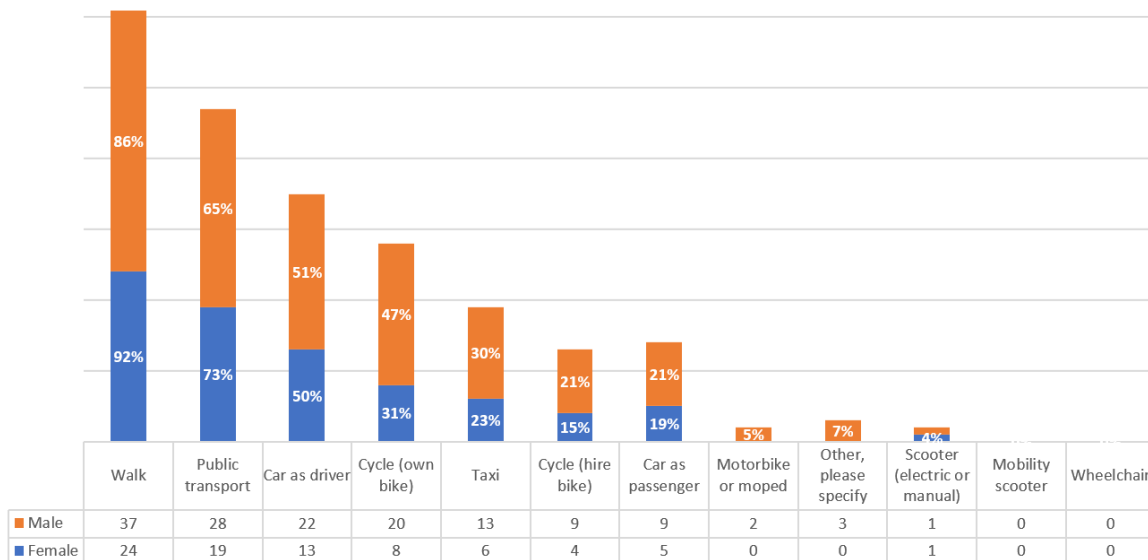


Figure 20: How do female and male respondents travel?

3.40 Figure 21 shows the relation between gender, age and disability, where the largest age group of women who responded the survey were around the age 45-54 (31%). This was also the largest age-group for men was age 45-54 (35%). From the disabled respondents, there were more participation from disabled men (50%) than disabled women (17%). One disabled respondent selected non-binary, and one preferred not to state their gender.

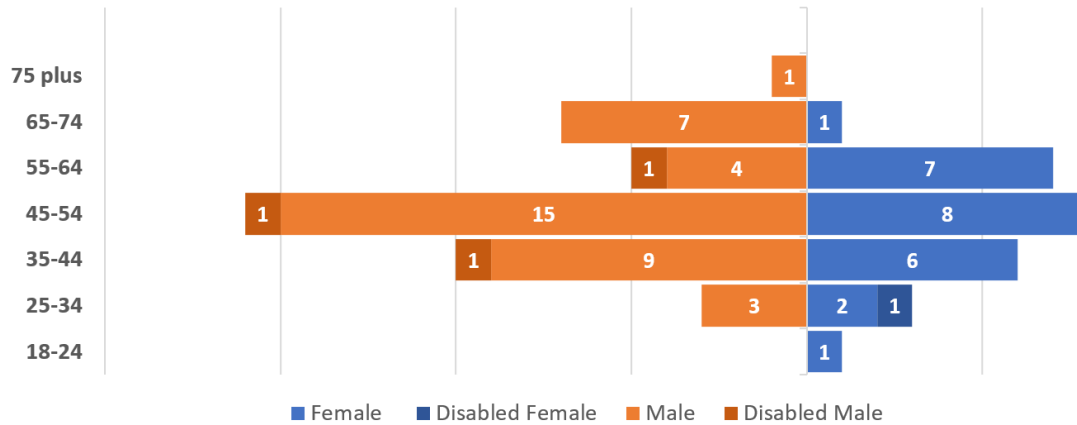


Figure 21: Gender, age and disability

3.41 Figure 22 shows that 7% of the respondents (six respondents) to the trial feedback survey stated that they have a disability, long term illness or impairment that affects their day-to-day activity. This is below the proportion of disabled people in Clerkenwell ward (see table 1). 83% (five people) of this group are car owners, while 17% (one person) is not a car owner.

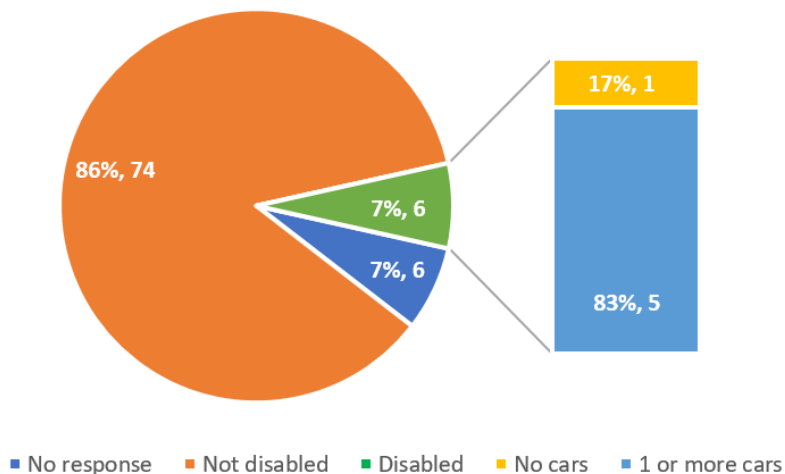


Figure 22: Disability and car ownership

3.42 Figure 23 shows how disabled and non-disabled people who responded travel. The majority of the six disabled people who responded are car drivers (83%), while 33% travel as car passengers. 33% said they regularly walk, and 17% use public transport. No disabled people

who responded use a wheelchair or mobility scooter. By comparison, non-disabled respondents said they usually walk (92%) and cycle (42% own a cycle, 22% use cycle hires), followed by public transport (69%), and car as drivers (47%). Multiple options could be selected, so percentages will not sum to 100%.

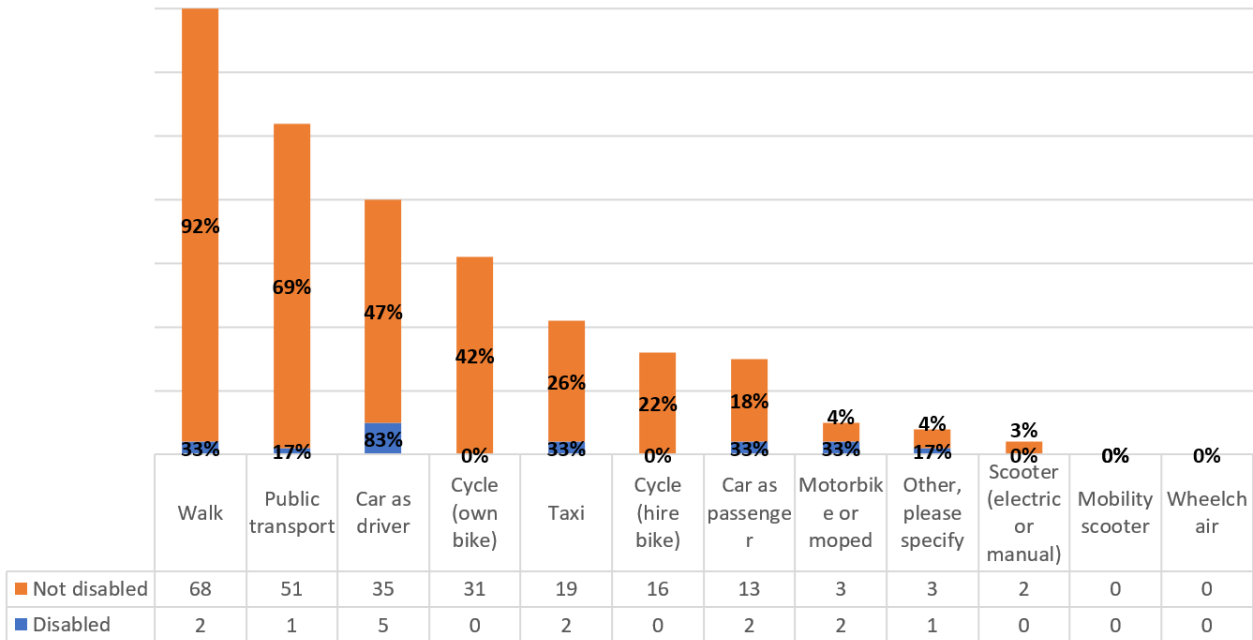


Figure 23: How disabled/non-disabled people travel

3.43 Figure 24 shows what disabled people who responded like and dislike about the trial. The key issues are the lack of prior consultation, perceived increase in air pollution, perceived increase in traffic on main roads, more inconvenient driving trips and possible delays to emergency services (33% of disabled respondents selected these). 67% (four people) responded that there is nothing they like about the trial. Conversely, another five people (totalling 87%) said that they liked different outcomes of the trial; 17% apiece thought the trial encouraged them to drive less, makes the area more pleasant, reduces air pollution, reduces the amount of traffic using the area as a cut through and like something other. Of disabled people, 17% (one person) stated there is nothing they dislike about the trial.

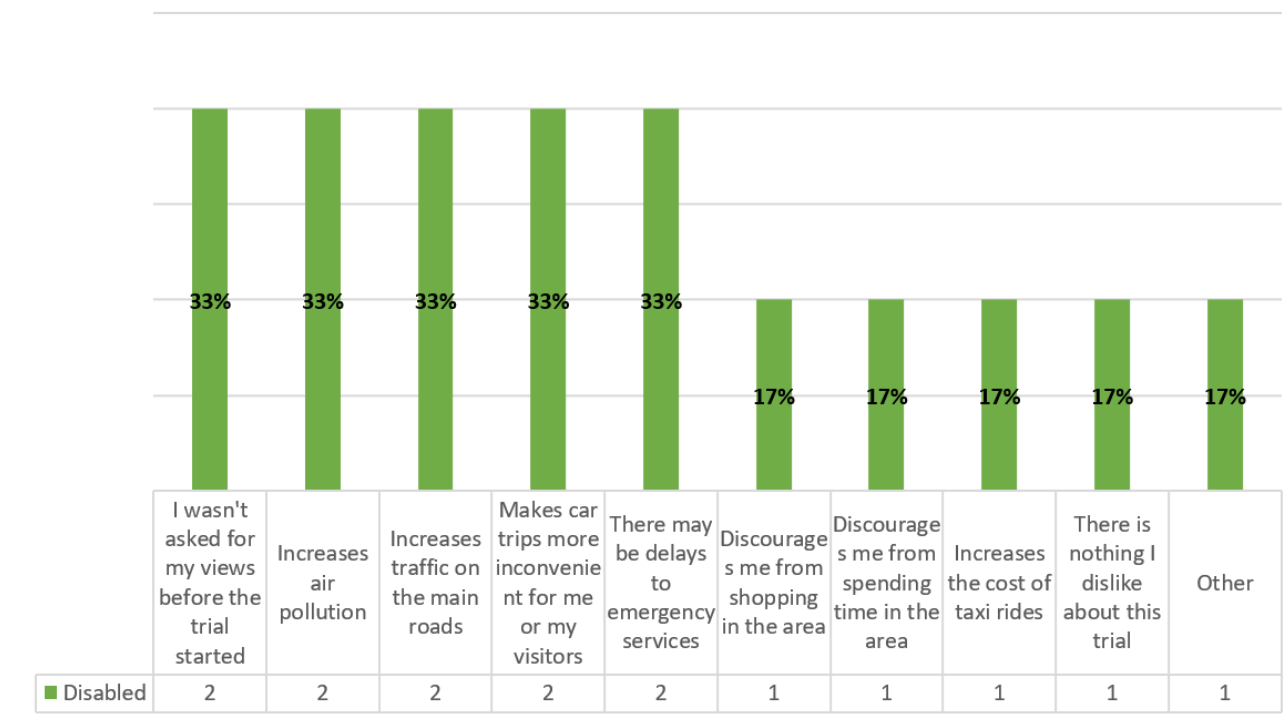
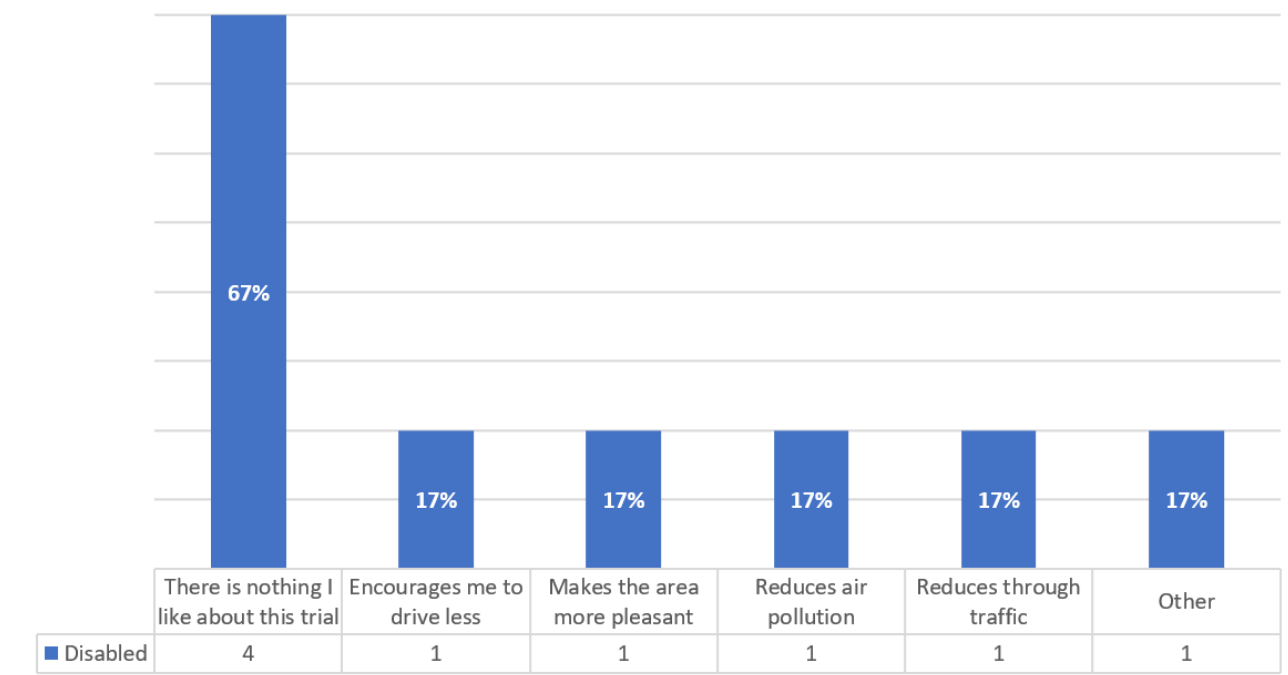


Figure 24: What do disabled people like/dislike about the trial

3.44 Most of the respondents who support or like the trial use active travel like walking (46%) and cycling (own cycle 14% and hire cycle 3%). People who like the trial also use public transport and selected 'car as driver' equally (both 37%) as travel modes. People who dislike the trial also walk (77%), and also comprise a significantly larger proportion of car users compared to people who like the trial (as a driver 74%, as passenger 28%, taxi 41%). 56% of people who dislike the trial use public transport and 26% cycle their own bicycles, and 13% using hire cycles. These results are shown in Figure 25.

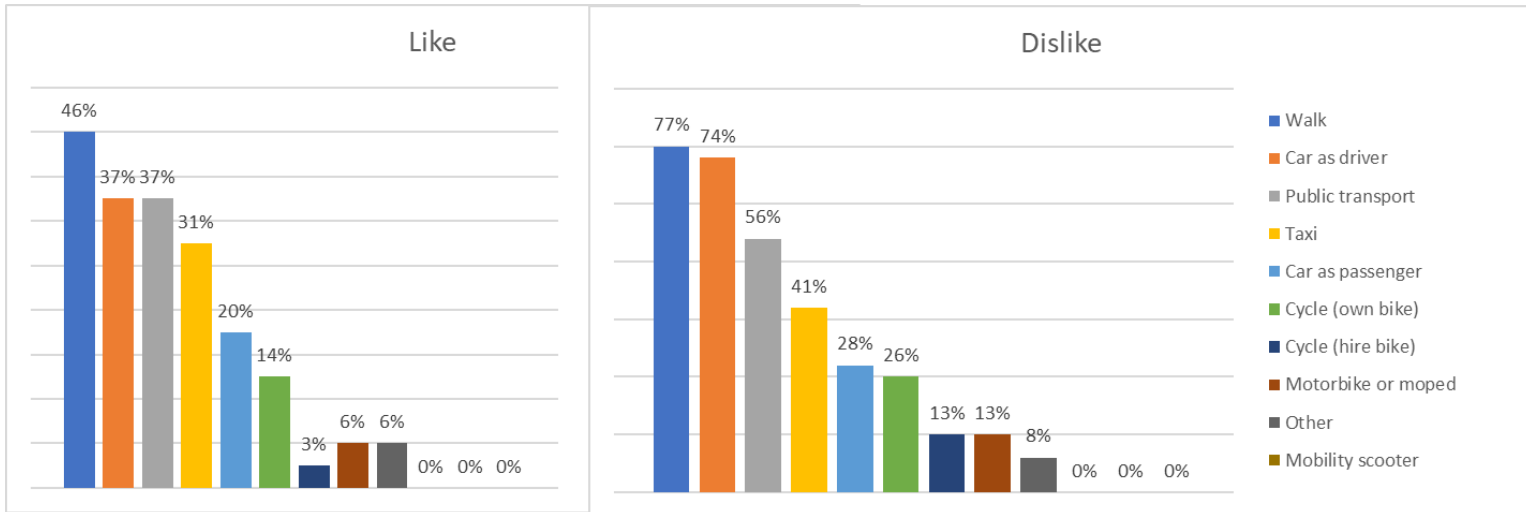


Figure 25: People who like/dislike the trial and how they travel

3.45 Figure 26 shows the influence of car ownership in relation to appreciation of the trial. Amongst non-car owners, 67% dislike nothing about the trial, and 17% like nothing about the trial. By contrast 24% of car owners dislike nothing about the trial, and 73% like nothing about the trial.

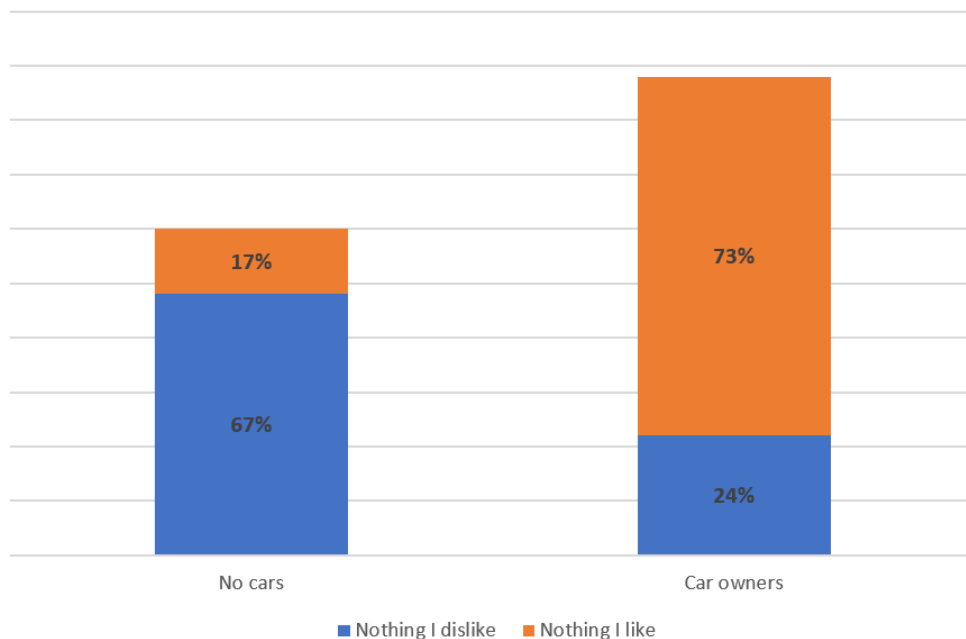


Figure 26: Car ownership and support of the trial

3.46 Figure 27 shows the correlation between how people travel and what they dislike about the trial. 56% of car users who responded reported that they perceived more traffic on the main roads as a result of the trial, 44% selected that it makes trips by car more inconvenient, while 34% selected that the trial increases air pollution and may cause delays for emergency services. However, people who walk also reported perceived increases in traffic on the main roads (34%), 26% said it made car trips more inconvenient, and 22% were concerned about delays to emergency services.

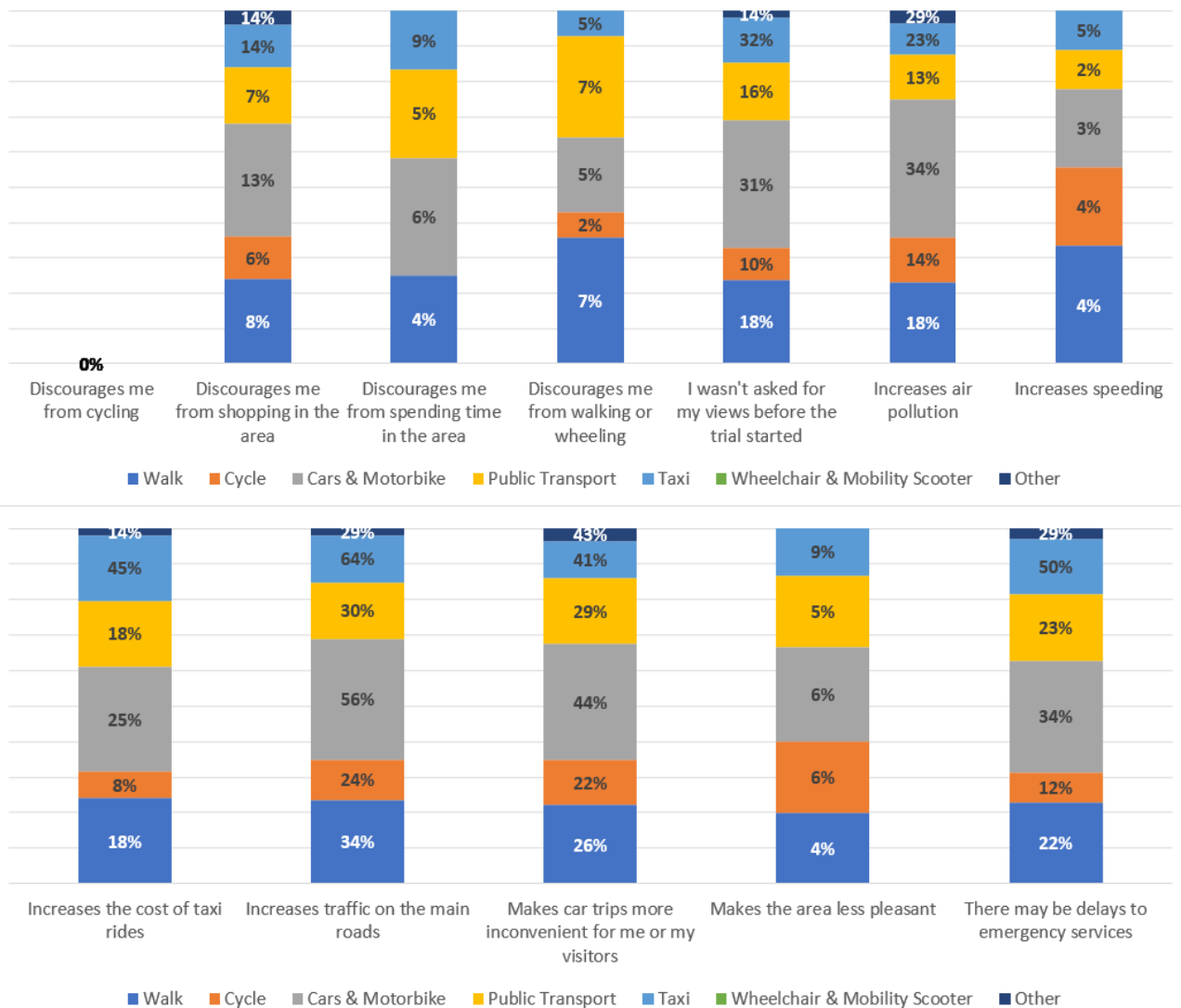


Figure 27: How people travel and what they dislike about the trial

3.47 Figure 28 shows the correlation between how people travel and what they like about the trial. 19% of respondents who drive said the trial reduces through traffic, and 17% said it reduced air pollution and makes the area more pleasant; 6% of people who drive said the trial encourages them to drive less. 44% of people who cycle said it makes the area more pleasant, and 32% said it encourages them to spend more time in the area. Of people who use public transport, 36% said the trial reduces air pollution, and 34% said it makes the area more pleasant.

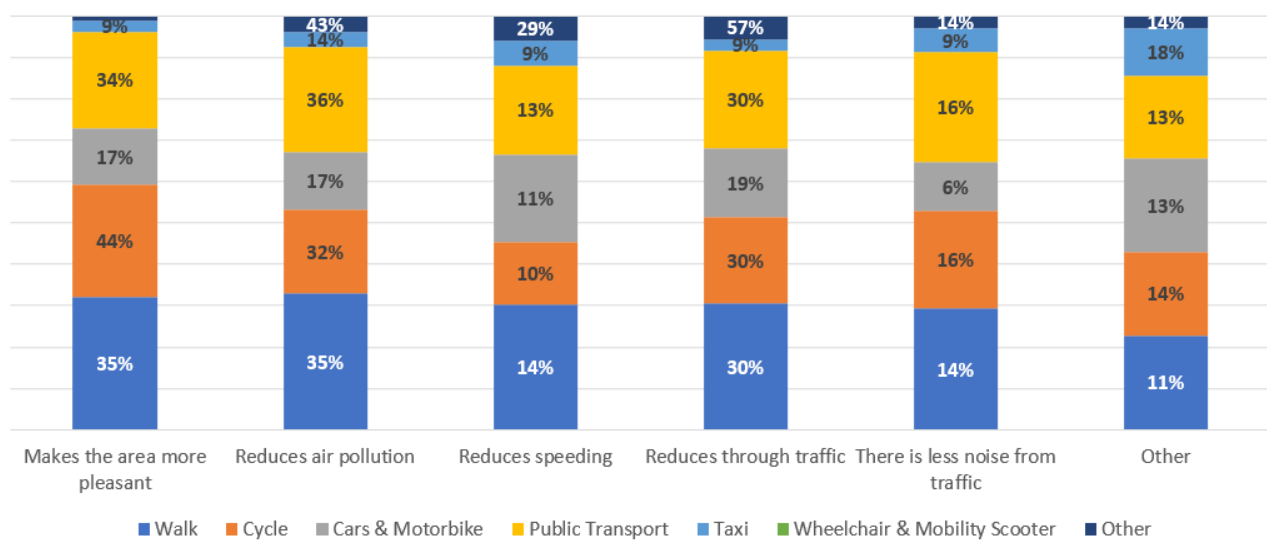
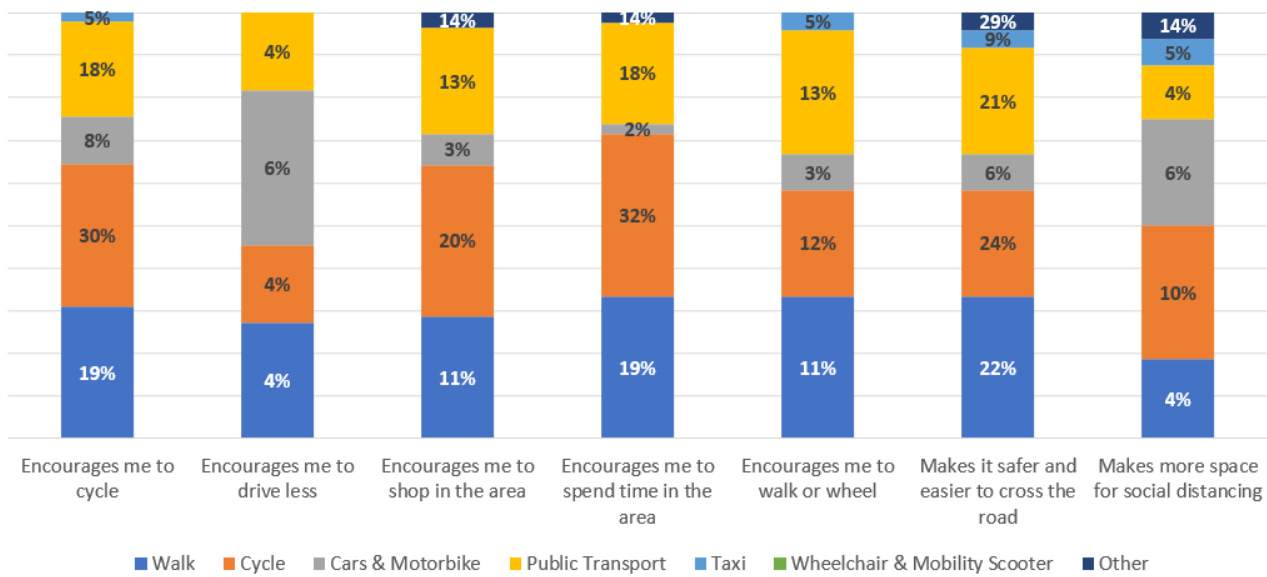


Figure 28: How people travel and what they like about the trial

3.48 Figure 29 shows the different demographics and some groups with protected characteristics (Equalities Act 2010), where the participation of member of the ethnically diverse groups and LGBTQ+ communities were lower than 10%, in both cases. This percentage is below the Clerkenwell ward Black, Asian and Minority Ethnic population which, based on the 2011 Census 2011, was 27%. In relation to religion, the majority of respondents stated No Religion (49%) or preferred not to say (28%). For comparison, the 2011 Census data for Clerkenwell ward was 41% Christian, 31% no religion and 17% religion not stated.

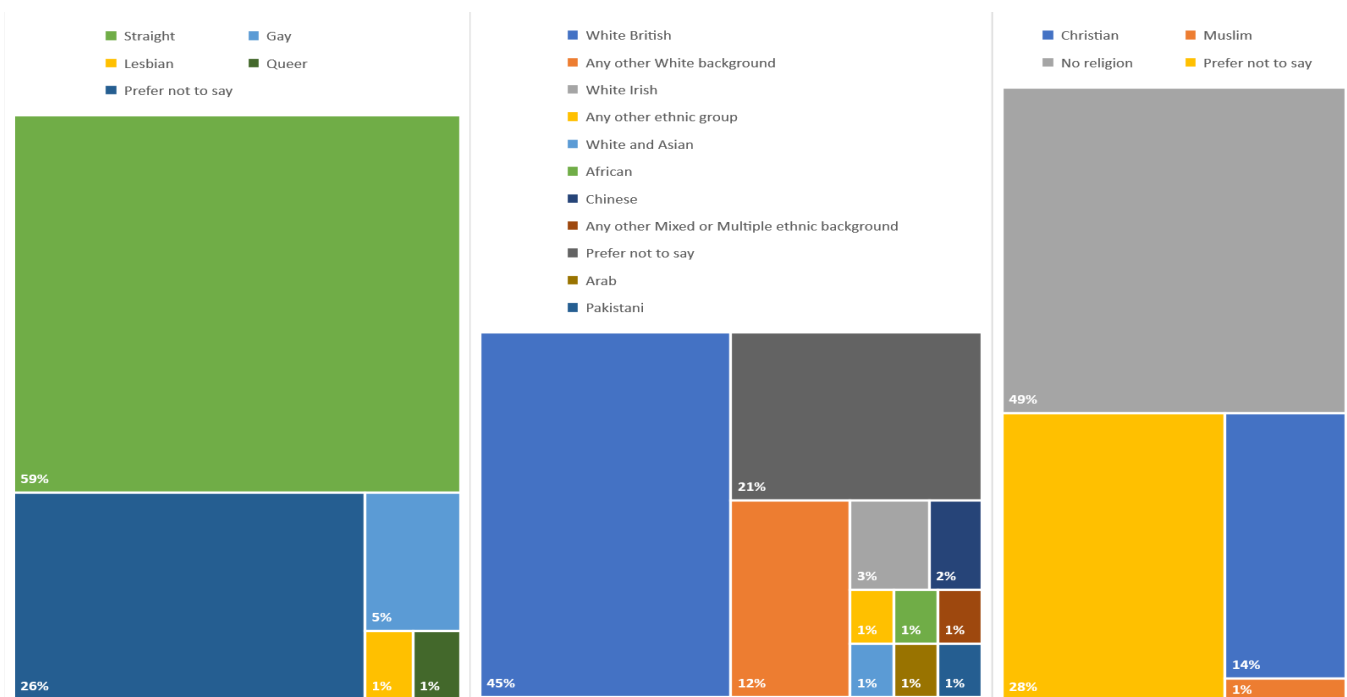


Figure 29: Sexual orientation, ethnic background and religion of respondents

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

3.49 The free text boxes in the trial feedback survey have also been analysed in order to provide statistics relating to the key trends and themes regarding residents' opinions on the people-friendly streets trial. The free text boxes featured four questions which were:

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

3.50 The figures show that of the 86 trial feedback surveys completed, 50 included the completion of a free text box. Of those surveys including the completion of one of the free text boxes, 62% were categorised as negative. A total of 34% contained positive feedback and a further 4% of individuals provided mixed feedback.

3.51 A more detailed analysis of free text box feedback was carried out, and the main themes from each response were noted. The top 10 most common responses include a variety of positive and negative comments as defined in the following text.

3.52 Out of the positive responses, 13% mentioned positive factors coded as 'other'; these included support for the trial, requests for more LTNs, and suggestions to end the Roamer parking scheme. 4% of positive comments related to how the Clerkenwell Green LTN has caused a 'reduction in through traffic and air pollution', 'reduced traffic danger', and 'makes the area more pleasant'.



3.53 Out of the negative responses, the statistics highlight that the most common opinion within the received feedback is that the scheme 'increases traffic and pollution on main roads' which 17% of respondents included in their replies. Additionally, 15% of respondents raised that 'car trips are more inconvenient' due to the LTN. 15% of individuals left negative free text comments classed as 'other'; themes included claims that Islington and the Clerkenwell area does not have an issue with traffic volumes, that the council implemented the LTNs as a revenue generating scheme, and the poor quality of pavements and roads. 12% of negative comments related to perceptions that the scheme was poorly planned and/or a waste of money.

## **g. Formal objections**

### **Introduction**

- 3.54 The public can make a formal objection to a traffic order. There is an initial six-month statutory objection period as part of the Experimental Traffic Order (ETO) process; the feedback must be considered when deciding whether to make a trial scheme permanent.
- 3.55 If the ETO is subsequently modified, as was the case for Clerkenwell Green in January 2021, objections can be made in the six months following from the date of the changes.
- 3.56 Any formal objection to a specific ETO had to be in writing and must state the grounds on which it is made. Objections had to be sent by email to [PublicRealm@islington.gov.uk](mailto:PublicRealm@islington.gov.uk) or by post to Public Realm, 1 Cottage Road, London, N7 8TP.
- 3.57 Four formal objections have been received for the Clerkenwell Green LTN. Three of those were received during the initial ETO objection period that came into force on 4 September 2020; this ETO was superseded before the objection period expired. A new ETO was introduced for the changes at Corporation Row and Skinner Street, advertised on 8 January 2021, and an additional objection period came into force from 15 January 2021, and expired on 15 July 2021. During this second period no objections were received. One objection was received outside of the formal objection window for the ETO that came into force in January 2021. In addition, the council received 332 template objections which did not directly refer to Clerkenwell Green. The total amount received of Clerkenwell Green and template objections amounted to 336.
- 3.58 The council received 332 template objections which did not relate specifically to the traffic orders for any specific LTN or scheme, but to the people-friendly streets programme in general. The themes are listed below:
- there are real anxiety and safety concerns about walking around these deserted LTNs for women, children and young people
  - Congestion and pollution has risen on main roads due to idling gridlocked vehicles; there are no signs of traffic evaporation after almost 4 months
  - The new cycle lanes are not being used as envisaged
  - Residents and businesses who are suffering have not been properly consulted
  - The council is required to revise its consultation plans so that all residents of a LTN scheme MUST be consulted
  - There is a clear and distinct lack of thought and planning

- The exceptional needs of the elderly, vulnerable and disabled have not been considered or addressed and in doing so the Council is guilty of direct discrimination
- There are Issues for emergency service access - neither LAS nor the Met have keys to lockable bollards
- Section 122 of the RTRA 1984 refers to the duty of local authorities "to secure the expeditious, convenient and safe movement of vehicular and other traffic" "not to cause unnecessary congestion and pollution" which the LTN scheme fails to provide, and the Authority are therefore in breach of this regulation and failing in its duty of care
- Data held on the Council's Commonplace website is not fit for purpose - anyone nationally can register: the Head of Sales and Marketing is Labour Councillor Peter Mason (biased and not independent)
- Islington already has one of the lowest pollution and car ownership levels
- 81% of Islington residents' trips are made by walking, cycling or using public transport and yet the Council is unfairly persecuting its residents
- Islington have implemented the most Safe School Streets
- Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted
- Petition signed by over 7,000 people opposing the LTNs has been disregarded
- Valid concerns put forward by resident representatives to the Council Leader have not been addressed and have been dismissed
- LTNs are not realising the benefits envisioned
- It would appear that Islington Council is disregarding Government advice: "The Transport Secretary has admitted too many cycle lanes are being left "unused" with traffic "backed up" as a result of his green transport revolution. The Government is not anti-car, explaining: "No one should be in doubt about our support for motorists." We are not prepared to tolerate hastily introduced schemes which will create sweeping changes to communities without consultation, and ones where the benefits to cycling and walking do not outweigh the dis-benefits for other road users."
- A judgement was recently made in favour of Nobu Group against Hackney Council for denying access to all but ULEV to certain roads. In that judgement it was stated and confirmed that "Councils do not have the power to close roads, their duty is to repair and maintain only".
- Air quality will not improve if road mileage increases, that is what LTNs are doing, displacing traffic and increasing mileage
- Particulate emissions within LTNs will have dropped but their source had been diverted and added to areas where emissions and pedestrians are densest and now impacting greater numbers of people
- Neighbourhood shops are risk of closure from loss of business
- Our human rights laws protect us all from arbitrary and excessive action by public officials that "intrude into our lives" and the Council have failed to address factors that ought to have been taken into account
- Councillors of the LBI are neglecting their duties to such a degree as to amount to an abuse of the public's trust in the office that they hold. They are therefore guilty of a wilful dereliction of duty.

3.59 In addition, 4 individual objections to the Clerkenwell Green LTN were submitted to the council. The themes are summarised in Table 2.

<b>Topic/Theme of Objection</b>	<b>Number of objections mentioning topic/ theme for objections for the Clerkenwell Green LTN only</b>	<b>Percentage of objections mentioning topic/ theme for objections for the Clerkenwell Green LTN only</b>
LTNs not delivering their aims	2	50%
Displacement of traffic to main roads resulting in air pollution	2	50%
New cycle lanes not being used	2	50%
Council has not consulted properly - generally, businesses, main road residents	2	50%
Lack of thought and planning	2	50%
Failing Public Sector Equality Duty due to discrimination against older and disabled people	2	50%
Emergency services access issues due to bollard filters	2	50%
Failing duties under Section 122 of RTRA 1984 - safe, convenient and expeditious movement	2	50%
Commonplace was flawed as non-local people could comment	2	50%
LTNs are not needed due to car ownership, trips and AQ already being low in the borough	2	50%
Petition signed by over 7,000 people opposing the LTNs has been disregarded	2	50%
Local councillors haven't represented their constituents' needs	2	50%
Impacts of LTNs on businesses and motorists	2	50%
LTNs do not provide a reduction in car use or ownership or lower air pollution for the majority	2	50%
Streets have become deserted and unsafe	2	50%
Local residents, taxis and deliveries should have access through filters	1	25%
Increased cost of taxi fares for longer journeys	2	50%
Sans Walk bollards should be access-only for local residents	1	25%
Taxis should be allowed through bus gates	1	25%
Impact on vulnerable people as a result of preventing taxis using bus gates	1	25%

Table 2: Themes of objections

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

## **h. Meetings with specific groups**

- 3.61 Beyond the consultation with statutory consultees described at paragraph 3.16 of this report, the Department for Transport guidelines recommend that when implementing schemes by ETO, authorities engage with specific groups who are likely to be directly impacted by the proposals. In this case disability groups have been identified as those most likely to be directly affected by the Blue Badge exemption policy. This engagement also aligns with the council's commitment to fairness.
- 3.62 At the start of the people-friendly streets programme and in the Resident Impact Assessment attached to the original Clerkenwell Green experimental traffic orders (the RIA was signed on 05 August 2020, and is the document used to evidence the council's public sector equality duty) the council committed to engage with disabled groups. An updated RIA was signed on 15 October 2020 in conjunction with the new Clerkenwell Green ETO introduced for the changes at Corporation Row and Skinner Street in January 2021; in this updated RIA the council also committed to engage with disabled groups. This engagement was intended to gain a greater understanding of the impacts on disabled people who rely on motor vehicle transport and are therefore more likely to be impacted by different travel routes and a possible increase in journey time. This engagement took the form of several officer meetings with disability groups and groups representing people who have complex mobility needs. Groups met include Disability Action in Islington, the Carers' Forum, Islington Parents' Forum, London Travel Watch, Transport for All, Keeping Safe sub-group, Power and Control. Officers have also had email exchanges with Horizon on cycle schemes, low traffic neighbourhoods and pavement obstructions.
- 3.63 Key feedback from these meetings covered issues encountered with pavement accessibility, difficulty in accessing active travel and open spaces in the borough. On the specific topic of car journeys, the LTNs were perceived as disruptive, sometimes creating confusion and anxiety, making door-to-door journeys complicated, creating longer trips or even social isolation as people travel less and receive fewer visits. Lack of clear signage and legibility was another key concern. It was also felt that schemes should accommodate the needs of people with complex mobility issue as well as those caring for them by providing exemptions from traffic filters – some groups expressed in that respect a clear preference for camera-enforced filters rather than bollard filters. Other key themes were a perception of increased traffic on main roads and potential impacts on air pollution.
- 3.64 The accessibility of pavements and the pedestrian environment was also raised numerous times. Groups also recognised the challenges traffic poses to disabled people's autonomy and wellbeing, and that the situation prior to both Covid-19 and people-friendly streets also presented accessibility challenges.
- 3.65 Council officers, the Executive Member for Environment and Transport and Jeremy Corbyn MP attended a meeting on 13 September 2021 with Disability Action in Islington. During this meeting Blue Badge exemptions for people-friendly streets was discussed. Representatives of Disability Action in Islington reported on the negative impact that the scheme was having on disabled people who rely on cars as their primary mode of transport. There was a discussion around other groups who could require exemptions such as taxi users, carers and relatives. Representatives stated that there was an urgency to implement exemptions for Blue Badge holders.

- 3.66 On Sunday 10 October 2021 and as part of the public consultation for the St Peter's LTN the council hosted a disability drop-in session. Ahead of this meeting invitations were issued to groups representing disabled people and individuals were invited to discuss the people-friendly streets programme and the impact it might be having on disabled people. During this meeting, some of the comments on the proposed Blue Badge exemption policy (which had been published on 6 October 2021 in the [Executive Report](#)) were: more than one vehicle should be included; the policy should apply to more filters than just the home LTN; the process for receiving the permits should be as simple as possible for disabled people; taxi users would not benefit from the exemption.
- 3.67 Following the publication of the Executive Report which recommended to introduce a Blue Badge exemption policy, a further meeting took place between Disability Action in Islington, councillors, officers, and Members of Parliament on 18 October 2021. At this meeting the Blue Badge exemption policy was discussed in more detail. Feedback was provided on the exemption approach and the urgency of its introduction was expressed by representatives. There was feedback that the application process should be as simple as possible. There was further feedback that for some disabled people exemptions to their home LTN would not go far enough as some people need to travel through multiple LTNs on a regular basis or may live outside the LTN and be impacted. Some people also felt that more than a single vehicle was required.
- 3.68 Disability Action in Islington have submitted a number of written representations with questions and points raised about the Blue Badge exemption approach and other concerns relating to engaging with disabled people.
- 3.69 In October 2021 the council's Executive decision on PFS introduced the Blue Badge exemption policy. In line with this decision, the changes to the Clerkenwell Green LTN are being introduced after considerations which include: a response to feedback provided from these groups; an analysis of the feedback provided by disabled residents to the trial feedback surveys for each scheme; and a journey time analysis carried out by independent consultants. This feedback and analysis are summarised in more detail in the Resident Impact Assessment (RIA) produced alongside the October 2021 Executive Report on people-friendly streets (see pages 7-10 of this RIA for more details).
- 3.70 The exemption policy will allow Blue Badge holders to register a single motor vehicle for their personal use within (or on the LTN-side boundary of) the low traffic neighbourhood in which they live. A permit will be provided for this vehicle, which will allow the Blue Badge holder to drive, or be driven, through designated camera-enforced filters of the LTN in which they reside. At the time of this report, Blue Badge exemptions have been introduced in the St Peter's, Canonbury East, Highbury Fields, Highbury West and St Mary's Church LTNs.
- 3.71 In response to the recent and historic engagement with disabled groups and individuals the council will also be implementing an 'exceptional circumstance dispensation' which will involve a case-by-case consideration for individuals requesting exemption beyond the standard home LTN approach. The council recognises the need for this and will continue engaging with disabled groups and representatives on further developing this engagement route. Details around the application processes and exact criteria will follow in due course.
- 3.72 In response to recent engagement since the publication of the Executive Report the council, where possible, will be granting exemptions automatically for Blue Badge holders living within the Clerkenwell Green low traffic neighbourhood.

- 3.73 In response to the recent and historic engagement with disabled groups with regards to the need for exemptions for disabled taxi users and disabled people who may not have Blue Badges, the council acknowledges that the implementation of this policy will not benefit those users and is limited. The justification and rationale for the exclusion of taxis is explained in more detail in the Equalities Impact Assessment (EqIA) Appendix 4 to the February 2022 delegated decision report for the Clerkenwell Green LTN.
- 3.74 The council will continue to engage directly with groups representing disabled people and disabled individuals as part of the wider people-friendly streets programme. Further feedback will be taken into account in a final decision on the experimental traffic order for the Clerkenwell Green LTN.

## 4. Conclusion to pre-consultation engagement

- 4.1 The Commonplace engagement feedback, trial feedback surveys, correspondence and objections received highlight these key points:
- Car users are over-represented in the feedback and engagement, as well as people who cycle.
  - Many respondents have the perception that the scheme pushes traffic onto the main roads, with impacts on air quality, road danger, traffic volumes, and emergency service response times. This is the main concern reported via the trial feedback surveys and the formal objections.
  - The respondents profile highlights that young people (16 – 24 years old) and people aged 65-74 are under-represented in the feedback.
  - The respondents profile highlights that people with disabilities are under-represented in the feedback.
  - The respondents profile highlights that ethnically diverse people are under-represented in the feedback.
  - Support for the trial tends to increase amongst people who do not own cars.
  - The population of Clerkenwell ward is of 11,490 residents and the population of the Lower Super Output Area (LSOA) that most closely fits the Clerkenwell Green LTN area (O22D) is 2,741. By comparison 86 trial feedback surveys and 49 Commonplace comments were submitted, and 241 correspondence items by email were received. Respondents to the pre-consultation feedback were also self-selecting, and might have had a stronger opinion on the scheme than other residents of the Clerkenwell Green area.

## 5. Public consultation analysis

- 5.1 In June 2020 the council committed to undertake a formal consultation around 12 months after the implementation of each trial scheme. In the case of Clerkenwell Green, this was slightly delayed due to the delays in proceeding with the St. Peter's LTN consultation.
- 5.2 In August 2021, the council commissioned transport consultants, Steer, to support with the public consultation, providing additional resources and independent advice and analysis of the consultation results.

- 5.3 The consultation ran from 4 November to 2 December 2021 and included an online questionnaire available via the Islington website. Paper copies of the questionnaire were also made available at the Islington Town Hall reception desk as well as consultation events, and could be requested by post.
- 5.4 241 questionnaires were filled in. The questionnaires submitted indicate that 85% of respondents do not live within the Clerkenwell Green LTN - however if we were to consider all responses in comparison to the number of residents in the Lower Super Output Area (LSOA) that most closely corresponds with the Clerkenwell Green LTN area (022D), this would represent approximately 9% of the LSOA residents.
- 5.5 The council used different ways to promote the consultation. Approximately 2,650 leaflets were distributed on day 1 of the consultation period (4 November 2021). Approximately 200 leaflets were distributed during other scheduled consultation events. The leaflets were distributed in the Clerkenwell Green LTN and on the two sides of the boundary roads surrounding the area. Trifold advertising boards with QR codes were also installed at various locations of high footfall.
- 5.6 The council also promoted the consultation and encouraged people to fill in the questionnaires at various events.
- 5.7 During the consultation, officers and councillors attended events organised at the following locations and dates:
- On-street leafleting at Exmouth Market and Spa Fields, Thursday 4 November
  - In person Town Hall event (held in conjunction with the Canonbury East LTN): 8 November
  - On-street leafleting at Clerkenwell Green: Wednesday 10 November
  - Residents door knocking on Monday 15 November, targeting streets with low response rates to the online survey
  - Business door knocking on Tuesday 16 November, targeting businesses within the Clerkenwell Green area
  - Drop-in session at The Peel Centre: Thursday 18 November
  - Online session on Zoom, Tuesday 23 November
  - On-street leafleting in St. James's churchyard: Sunday 28 November
- 5.8 Leaflets and questionnaires were available at all in person events.
- 5.9 The consultation information was shared on social media platforms including Next door, Twitter, Facebook, and by press release. An email informing people of the consultation was sent to 2,754 Commonplace subscribers, and also to the 40 people who had subscribed to email updates via the trial feedback survey.
- 5.10 Appendix 6 of the delegated decision report is the consultation report produced by Steer which summarises the consultation feedback received via the consultation questionnaire and some of the engagement activities during the consultation. These events include the resident door knocking on 15 November 2021 and the business door knocking on 16 November 2021. Steer's report also analyses the feedback received during the online session held on 8 November 2021 (in conjunction with the Canonbury East LTN) and the disabled people drop-in session at The Peel Centre on 18 November 2021.
- 5.11 The consultation survey informed respondents that LBI will implement a Blue Badge exemption policy from the Clerkenwell Green traffic enforced filters for Blue Badge holders living in the Clerkenwell Green LTN, and provided a space for respondents to comment. Of the 241

consultation survey responses received, 94 respondents entered text in the text box for the Blue Badge question.

- 5.12 Council officers carried out a coding exercise to assess the answers to this open question.
- 5.13 The three most common response themes were support for the Blue Badge exemption policy (26% of responses to the Blue Badge policy question), followed by concerns that the policy does not go far enough in terms of meeting the needs of disabled people (25%), then concerns that the exemption policy may undermine the traffic reduction aims of the LTN. 20% of respondents to the Blue Badge exemption policy question entered text coded 'Other'; answers coded this way were not relevant to the Blue Badge policy.
- 5.14 There were two leafleting events which were not attended by Steer and therefore were not included in their report. These were the leafleting events at Exmouth Market/Spa Fields and at Clerkenwell Green outside the Crown Tavern. Officers talked to a small number of passers-by at these leafleting events. Views at those two events were mixed. Some residents raised concerns around boundary roads, alongside reports that shorter car trips have been more inconvenient since the trial started, and that the trial impacted negatively disabled residents. Some participants mentioned that their area was more pleasant due to reduced traffic levels, making walking and cycling more attractive, reducing noise pollution and improving air quality. Some residents reported having taken up cycling with their young children as a result of the quieter streets.
- 5.15 It is worth noting that certain people attended multiple consultation events – so the number of people attending those events should not be added and conflated as a total number of event participants.
- 5.16 Targeted residential and business door knocking took place following the consultation questionnaire being open for 10 days. Steer analysed the postcode data to assess streets and locations which had relatively low response rates to the consultation questionnaire. This provided a number of streets to target for residential door knocking. The streets targeted were:
- Sans Walk
  - Sekforde Street
  - Skinner Street
  - St. James's Walk
  - Clerkenwell Close
  - Clerkenwell Green
  - Farringdon Lane
- 5.17 A majority of people visited said they had received the leaflet, although a few residents reported they had not received one.
- 5.18 Steer and council officers also visited a list of businesses in the LTN area and on the boundary roads. Key feedback includes:
- High percentage of lack of awareness or opinion on the scheme. Many businesses reported that vehicle access is not a problem for them, as they do not require it frequently or receive many deliveries due to the type of business.
  - Large number of vacant office premises either permanently vacant, or employees are working from home.
  - The Crown Tavern on Clerkenwell Green voiced their support – but said vehicles were still driving through the unenforced filter outside between Clerkenwell Green and Sekforde/Aylesbury Street



- Workspace-style offices reported receiving previous consultation materials and had circulated across the different businesses occupying them

5.19 The online Q&A event was held on 23 November 2021 from 5-6pm. 22 people signed up but only seven attended the event. Council officers presented the monitoring data which had been collected during the Clerkenwell Green trial with a large majority of the meeting dedicated to a Q&A facilitated by Steer. The main themes raised at the event are included in Steer's consultation report.

5.20 There was a drop-in event held at The Peel Centre on Thursday 18 November from 5pm to 7pm. The event was attended by about 15 people and provided a space to discuss the Clerkenwell Green LTN trial scheme as well as the launch of the London Borough of Islington's Blue Badge Exemption Policy. The key comments at that session are included in Steer's consultation report, which can be found as Appendix 6 of the delegated decision report.

5.21 Considering all the feedback from consultation events, the key findings are:

- Attendees of the online event were mainly concerned about the presentation of data in the pre-consultation monitoring report.
- Attendees at the Peel Centre drop in were concerned that the data in the monitoring report was presented in an inaccurate way/did not reflect their experiences.
- Attendees at the Peel Centre drop in event also asked about the Clerkenwell Green public realm scheme consulted on in 2017.
- Attendees at various events and leafleting sessions raised concerns about the effect of the scheme on boundary roads and inconvenience to drivers in the local area.

5.22 The consultation questionnaire was filled in by 241 respondents, the detailed findings are included in Steer's report in Appendix 6 of the delegated decision report.

## 6. Conclusions and who is under-represented

6.1 The council has received a considerable volume of both positive and negative feedback about the Clerkenwell Green PFS trial. The council received feedback through a variety of different engagement activities and aimed to hear from as many residents as possible. 37 emails, 336 objections (of which 332 were general template objections), 86 trial feedback survey responses, completed 241 consultation questionnaire responses and 49 Commonplace comments were received.

6.2 The key aspects people have told us they like about the trial are:

- Reduces through traffic/air pollution
- Makes area more pleasant
- Reduced traffic danger
- Walk, cycle, wheel (active travel) more and drive less

6.3 The key aspects people have told us they dislike about the trial are:

- Increases traffic and pollution on main roads
- Car trips inconvenient
- There may be delays for emergency services
- Noise pollution greater
- Waste of money
- Disabled/vulnerable access more difficult

- 6.4 The consultation and engagement feedback have highlighted that certain groups were under-represented in the surveys and engagement activities. There were no responses from people 24 years old and under to Commonplace, and only a very low percentage of trial feedback surveys (1% of surveys) and consultation questionnaires (2%), when they make up 32% of the population of Clerkenwell ward and 37% of the Lower Super Output Area that most closely corresponds with the Clerkenwell Green LTN area. On the other side of the spectrum, the digital divide tends to increase with age, which means older people can be excluded from engagement tools such as Commonplace and the trial feedback surveys.
- 6.5 People aged 45-64 were overrepresented in the trial feedback surveys, making up 50% of responses, and 43% of consultation questionnaires, when they make up only 20% of the Clerkenwell ward population and 18% of the Lower Super Output Area that most closely corresponds with the Clerkenwell Green LTN area.
- 6.6 Other under-represented groups were the ethnically diverse communities. Clerkenwell ward does have a 27% minority ethnic population (versus a 71% wide 'White' group) but this is not reflected in the responses to consultation. For instance, the trial feedback survey analysis shows that 8% of respondents identified as belonging to Black, Asian, Minority Ethnic groups. Similarly, only 14% of respondents to the consultation questionnaire identified as belonging to Black, Asian, Minority Ethnic groups.
- 6.7 The consultation questionnaire shows that in proportion of respondents more men responded than women, as men make up 51% of respondents and women 29%. This discrepancy is also apparent in those who filled out the trial feedback survey, 50% of respondents being men, and 30% women.
- 6.8 People with disabilities were also underrepresented in both the pre-consultation engagement (7% of respondents compared to 15% of Clerkenwell ward population) and the public consultation (13%), but less so in the latter.
- 6.9 The proportion of motor vehicle users amongst respondents to all engagement channels is disproportionately high compared to the 71% of Islington households do not have access to a private car.

*End.*