

January 2022

# Cycleway 38 Public Consultation Analysis



London Borough of Islington  
Our ref: 24141001  
Client ref:

**steer**



[Category]  
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Prepared by:

Steer  
28-32 Upper Ground  
London SE1 9PD

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

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

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### **A Online consultation respondent demographics**

# 1 Introduction

## Background

- 1.1 Steer was commissioned by Islington Council (LBI) to analyse responses to the public consultation about the Cycleway 38 trial scheme between Holloway Road to Pentonville Road. The cycleway was introduced in September 2020 and includes protected cycle tracks with traffic wands and parking placed between the cycle track and traffic lanes where possible. In locations where physical separation is not possible, road markings demarcate the cycle tracks. In addition to the introduction of the cycleway, 96 of 293 resident parking spaces along Liverpool Road were removed, seven traffic islands were removed, and new advance stop lines were introduced for cyclists at the Tolpuddle Street and Liverpool Road traffic lights.
- 1.2 The online survey for the consultation was live between Thursday 18<sup>th</sup> November and Wednesday 15<sup>th</sup> December 2021. During the consultation period individuals submitted responses to the survey on the Islington website. In total there were 1084 responses received via the online survey, and four additional responses on paper which have been added to the main survey dataset.
- 1.3 In addition to analysing responses to the online survey, Steer assisted Islington Council by facilitating an online engagement event which took place on 7<sup>th</sup> December.
- 1.4 This note presents the analysis of the consultation survey and summarises feedback from the events undertaken during the consultation period, objections received during the formal 6-month objection period to experimental traffic orders (ETOs), correspondence received during the public consultation period and pre-consultation Commonplace engagement.

## Commonplace engagement

- 1.5 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).
- 1.6 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.

- 1.7 The survey covered the whole of the London Borough of Islington, and responses local to Liverpool Road and Cycleway 38 have also been analysed as part of this consultation analysis report. There were 226 local responses and, among these, 82 which specifically regarded Cycleway 38.
- 1.8 The findings from the pre-consultation survey are summarised in Table 1.1 below.

**Table 1.1: Commonplace engagement comments**

| Question   | Summary of responses  |
|--|---|
| What are you commenting on?  | The majority of respondents were commenting on the road or cycle lane (43% and 23% respectively)  |
| What is the problem?   | The volume of traffic received the most respondents listing it as a problem (38%) followed by 33% saying fast traffic was a problem and 31% responding it is not safe to cycle.   |
| How could we make it better?   | <p>Over a third (34%) answered there was something other than listed that could be done. A quarter said to slow down traffic, followed by 23% responding with more space for cycling and 23% a safer junction</p> <p>The main other responses included removing the cycle lane, retaining or replacing car parking spaces, implementing traffic lights/ pedestrian crossings, and enforcement including speed cameras</p> |
| Would you support these changes being made long-term?  | Most respondents (77%) answered yes, only 12% responded no  |
| What is your connection to the area?   | Three quarters of respondents live in the area and 19% of respondents work here   |
| How do you usually travel in the areas?  | Almost three quarters (73%) walk, over half (56%) cycle and over a third (34%) drive a car  |
| If you have a car, how do you expect the amount you drive it to change in the coming months? | Of the 51% of people who answered the question and do drive, 43% answered they would drive it less, 21% more and the remaining the same amount  |
| If you walk, how have you felt while travelling around your local area in recent weeks?      | A quarter felt safer than before and a quarter felt less safe, the remaining respondents either did not answer or felt their safety level was the same  |
| If you cycle, how have you felt while travelling around your local area in recent weeks?     | 26% felt safer than before, 14% less safe and the remainder either do not cycle, did not respond, or felt their safety level was the same   |
| In the past few weeks, have you noticed an improvement in air quality where you live?        | 28% have noticed a significant improvement, 14% some improvement and 13% responded air quality has been worse. The remainder did not respond or noticed no change   |

| Question   | Summary of responses  |
|--|---|
| Do you support temporary measures to reduce traffic speeds and/or volumes to help aid social distancing and keep those taking exercise safe? | Over half (55%) answered yes  |
| Where you live, have you space to safely store a bicycle?  | Over half (53%) answered yes, almost a quarter (24%) answered no  |
| Any other comments about this location?  | There were 82 responses regarding Cycleway 38. Of these, 38% raised accessibility concerns, 37% safety concerns, 20% congestion concerns and 13% equality/protected characteristics concerns. 11% of the responses were supportive comments for the cycleway and around a quarter of respondents (26%) gave suggestions |

number of respondents: 226

## 2 Engagement Events, Formal Objections and Consultation Correspondence

### Overview

- 2.1 This section summarises the information gathered at engagement events. The purpose of the events was to gather people's views about the Cycleway 38 trial scheme.
- 2.2 The online event was facilitated by Steer jointly with council officers. The other events were undertaken solely by Islington Council, but Steer has summarised the notes from these events for completeness in this consultation analysis report.
- 2.3 Also included in this section are the main comments raised within email correspondence from the public.

### 30<sup>th</sup> November in person event

- 2.4 On the 30<sup>th</sup> November the council delivered an in-person engagement event on Liverpool Road outside the rear of the Business Design Centre between Barford Street and Broomfield Street. The purpose of the event was to distribute leaflets about the scheme and the consultation and to listen to people's views about the trial scheme. The council provided 'Dr Bike' cycle checks during the event.
- 2.5 The issues raised by people at this event included:
  - Concern about conflict between vehicles and cyclists at the loading bay for the Business Design Centre.
  - Concern about the car parking bays between the cycleway and the carriageway, potential for conflict between users of the cycleway or carriageway and people accessing/leaving parked vehicles.
  - Concern about proximity of the wands outside Old Royal Free Place and that there is lot for drivers to think about when turning into/from this junction, road safety risk.
  - Concern that motor traffic and cyclists are squeezed together between Theberton Street and Tolpuddle Street.
  - Concern that removing pedestrian islands has a negative impact on safety for pedestrians.
  - Concern about general cycling behaviour and fear of crime (not specific to the Cycleway 38 trial scheme or Liverpool Road).
  - Support for the scheme.
  - Suggestion that the trial scheme should be kept.
  - Suggestion to include resident door knocking as part of the consultation process.

- Suggestion to promote use of electric cycles (not specific to the Cycleway 38 trial scheme or Liverpool Road).

## 2<sup>nd</sup> December event

2.6 On 2nd December the council delivered an in-person engagement event on Liverpool Road at the junction with Cloudesley Square. The purpose of the event was to distribute leaflets about the scheme and the consultation and to listen to people's views about the trial scheme. The council provided 'Dr Bike' cycle checks during the event.

2.7 The issues raised by people at this event included:

- Concern about the junction with Lofting Road, vehicles parking too close to the junction making it difficult for drivers to see cyclists as they (drivers) are turning into Lofting Road.
- Concern about traffic restrictions on Theberton Street because of the impact on access for taxis and elderly resident who uses taxis to reach the shops.
- Concern about safety for cyclists when turning right into Theberton Street and left-hook risks at Offord Road and Lofting Road.
- Concern about road safety at the Cloudesley Square zebra crossing, perception that drivers and cyclists are less likely to stop for pedestrians now, and the removal of the central refuge makes crossing harder. Concern about safety of children using the crossing.
- Concern about removal of parking bays on Liverpool Road, impact on convenience for residents of Liverpool Road who used these bays previously.
- Concern about vehicles speeds and the number of heavy goods vehicles using Liverpool Road, with vehicles passing closer to houses now that car parking bays have been removed e.g. near Barnsbury Street.
- Concern about the car parking bays between the cycleway and the carriageway, potential for conflict between users of the cycleway or carriageway and people accessing/leaving parked vehicles.
- Concern that residents are not listened to through the consultation process.
- Suggestion to reintroduce central refuges for pedestrians as these are helpful to pedestrians and provide a turning pocket for right-turning cyclists.
- Support for the scheme.
- Support for the trial scheme approach to implementation.
- Creative design solutions could improve crossings

## 6<sup>th</sup> December event

2.8 On 6<sup>th</sup> December the council delivered an in-person engagement event at New River College on Lough Road, near the Cycleway 38 route. The purpose of the event was to answer questions about the scheme and monitoring report, listen to people's views about the trial scheme and assist people with completing the questionnaire. Due to COVID-related concerns and the need to manage numbers in the space at any one time, pre-registration by email or in writing was required. One person registered and attended this in-person event and provided detailed feedback on the scheme.

- Concern about the combined impact on traffic of the changes to Liverpool Road and at Highbury Corner.

- Concern about the car parking bays between the cycleway and the carriageway, potential for conflict between users of the cycleway or carriageway and people accessing/leaving parked vehicles.
- Concern about high speed cycling on Liverpool Road and the potential for conflict with pedestrians crossing the road/cycle tracks.
- Concern about the removal of pedestrian crossing islands.
- Concern that the postbox on the corner of Theberton Street obstructs drivers' view of people using the cycle lane, forcing them to edge their vehicle into the cycle lane.
- Concern that there was no consultation prior to implementation of the trial scheme.
- Suggestion to reintroduce the EV charge points that were removed to enable the trial scheme.
- Suggestion to improve the quality of the surfacing on the footways along Liverpool Road.

## 7<sup>th</sup> December online event

2.9 Steer facilitated an online town hall meeting on Tuesday 7<sup>th</sup> December 2021 from 6pm-7:30pm. Monitoring data analysis was presented by LBI officers and then attendees were asked for feedback and questions on the Cycleway 38 trial scheme.

2.10 The feedback and questions included:

- Question about what is being done by the council to seek the views of children.
- Question about what is being done to limit the increased volume and speed of traffic on Liverpool Road and feedback that action needs to be taken to reduce the amount of traffic on the street.
- Concern about kerbside accessibility and safety for older residents or disabled people – before the cycle lane was introduced vehicles could pick up/drop off people directly to the footway, now people must check the cycle lane is clear before crossing from the vehicle to the footway.
- Concern about increased health impacts of air and noise pollution due to increased traffic on Liverpool Road.
- Concern about the impact on parking and loading for residents living on Liverpool Road.
- Concern there isn't room for cars to pass each other on Liverpool Road due to the changes to the parking bays, and that this creates congestion on Liverpool Road.
- Concern that pedestrians have not been considered in the scheme, and feedback about pedestrian safety concern for people walking south on Liverpool Road at the junction with Barnsbury Street – blind spot for pedestrians with traffic turning in from behind them.
- Concern the cycleway has reduced cyclist safety and pedestrian safety.
- Support the scheme due to improved child safety when cycling.
- Support for the scheme as it has improved safety for people cycling on Liverpool Road and question about what is being done to improve cycling safety elsewhere in the borough.
- Suggestion to reinstate traffic islands as this could help to reduce vehicles speeds.
- Suggestion to reinstate EV charging points which were lost when the protected cycleway was introduced.

## Email correspondence received during the public consultation period

2.11 Fifteen emails have been received by the Council as responses to the scheme, mainly from local residents. Two came from stakeholders on behalf of residents.

- 2.12 There were four duplicate responses, which have not been counted in the results.
- 2.13 The emails were coded using the same code frame as the survey comments. A few specific codes have been added to fully encapsulate the points raised in the emails.

**Table 2.1: Email correspondence responses**

| Response code  | Count of responses |
|--|--------------------|
| Concern that the scheme reduces air quality / does not improve air quality   | 6                  |
| Concern that the cycleway (and removal of pedestrian crossings) makes it difficult for pedestrians to cross the road   | 5                  |
| Concern that the scheme increases vehicle traffic on unsuitable nearby roads/ boundary roads and Liverpool Road  | 4                  |
| Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)   | 3                  |
| Concern that the cycleway lies inside parked cars, causing safety issues   | 3                  |
| Concern that there is not enough space for all vehicles/bicycles or road too narrow  | 3                  |
| Concern that the questions included on the consultation are leading / biased / not the questions that should be asked  | 2                  |
| Request that the scheme is removed   | 2                  |
| Concern that the scheme is ill thought-out / not responding to the problems of the area / scheme objectives  | 2                  |
| Concern that the scheme has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)                       | 2                  |
| Concern about speeding vehicles within the scheme  | 2                  |
| Concern that scheme creates conflict/safety issue between different road users (e.g. vehicles turning left at Liverpool Road and Theberton Street, cyclists at pedestrian crossing points) | 2                  |
| Concern that the scheme does not improve pedestrian safety /environment / pedestrian safety continues to be poor   | 2                  |
| Concern that the scheme will not encourage cycling journeys / cycle lanes are not used   | 2                  |
| Concern that the parking situation is dangerous  | 2                  |

| Response code   | Count of responses |
|---|--------------------|
| Concern that the scheme causes increased noise pollution  | 2                  |
| Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information | 1                  |
| Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)   | 1                  |
| Concern about impact on disabled people   | 1                  |
| Concern that the scheme reduces access for delivery / freight / refuse collection   | 1                  |
| Concern that the scheme causes road safety issues, no further detail provided   | 1                  |
| Concern that the scheme causes road safety concern for drivers/motor vehicles   | 1                  |
| Concern that people cycle dangerously / speed / aggressively when cycling   | 1                  |
| Concern that the scheme has had a negative impact on the local environment  | 1                  |
| Support due to improved pedestrian safety   | 1                  |
| Concern that the scheme does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes              | 1                  |
| Support due to improved cyclist safety  | 1                  |
| Support objectives of the scheme in theory, but concern about practicalities / particular elements  | 1                  |
| Support the scheme due to need to reduce vehicle traffic/reduction in vehicle use   | 1                  |
| Concern about reduced / restricted parking for residents  | 1                  |
| Concern for electric vehicle charging   | 1                  |
| Suggest that the Council now focuses on resolving speed and volume of traffic on Liverpool Road and boundary roads                        | 1                  |
| Suggest that there should be improvements for pedestrian crossings (e.g. traffic islands)   | 1                  |

| Response code   | Count of responses |
|---|--------------------|
| Suggest that other traffic calming measures are introduced e.g. speed bumps, chicanes | 1                  |
| Concern that speed bumps force vehicles to swerve                                     | 1                  |
| Concern that cyclists are still choosing other routes (i.e. Thornhill road)           | 1                  |
| Concern that road tax and parking fees not being used for those road users            | 1                  |
| Concern that pedestrian safety needs prioritisation                                   | 1                  |

number of respondents: 11

## 3 Closed Question Analysis

### Overview

- 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 responses to questions asking about the current trial and the future of the scheme and 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.

### Respondents

- 3.2 Overall, 1088 responses were submitted to the consultation. Respondents were asked if they were filling out the consultation on behalf of a business. 15 were filled out on behalf of a business, 1035 were public responses and 38 had no response so have been assumed to be public responses.

### Demographics

- 3.3 This section presents the demographic profile of residents based on their answers to closed questions. These questions were optional so not all respondents provided an answer. In summary:
- The 35-44 and 45-54 age brackets received the most responses (24% each), followed by 25-34 (15%) and 55-64 (14%), as shown in Table 3.1.
  - 75% of respondents stated they were not disabled, 10% stated they were disabled and the remainder (15%) either did not respond or preferred not to say.
  - Almost half of respondents (47%) were male and over a third (35%) were female.
  - Over three quarters (77%) stated that their gender was the same as assigned at birth, 1% stated it was different.
  - Almost half of respondents (47%) stated they were White British, followed by 21% preferring not to say and 12% stating they are from any other white background.
- 3.4 Full respondent profile information can be found in Appendix A.

**Table 3.1: Respondent age groups**

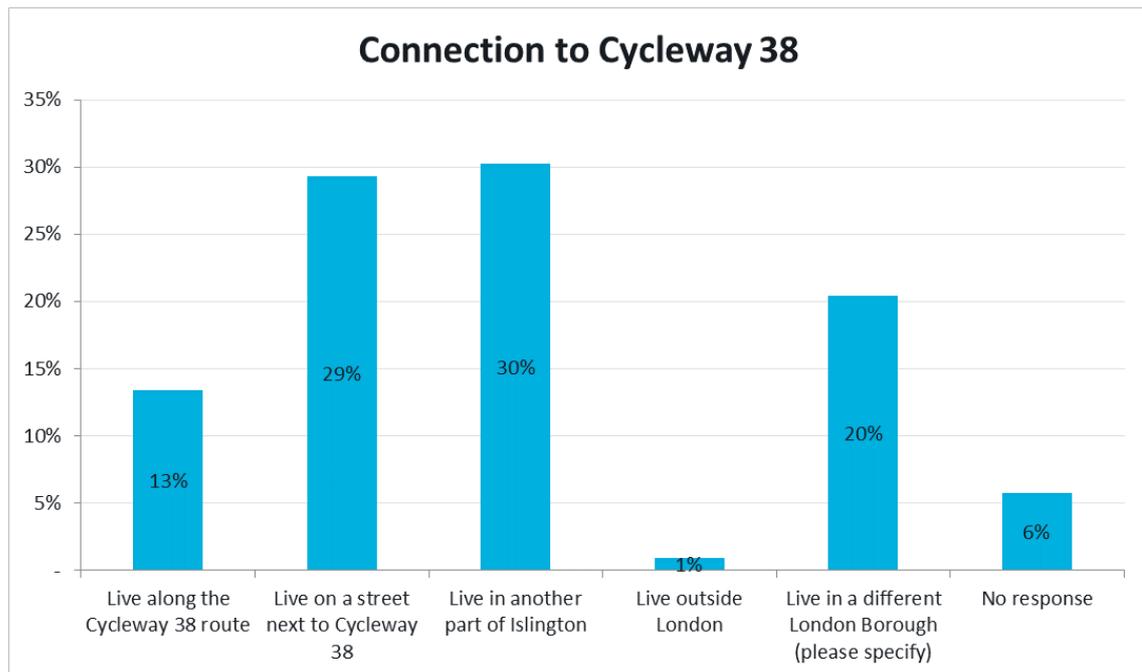
| Age group   | Share of respondents | Borough comparison |
|-------------|----------------------|--------------------|
| Under 18    | 0%                   | 20%                |
| 18-24       | 1%                   | 10%                |
| 25-34       | 15%                  | 27%                |
| 35-44       | 24%                  | 16%                |
| 45-54       | 24%                  | 11%                |
| 55-64       | 14%                  | 8%                 |
| 65-74       | 9%                   | 5%                 |
| 75 plus     | 3%                   | 4%                 |
| No response | 8%                   | -                  |

number of respondents: 1084. Comparison: GLA population projections 2018 (NB under 18 group is 0-19 in projections, 18-24 is 20-24)

## Connection to the area

- 3.5 This section reports on respondents' answers to questions about their connection to the area. Respondents were asked where they lived in relation to Cycleway 38. Almost a third of respondents (29%) stated they live on a street next to Cycleway 38, and a similar share (30%) live in another part of Islington. 13% of respondents live along the Cycleway 38 route. One in five live in a different London borough.

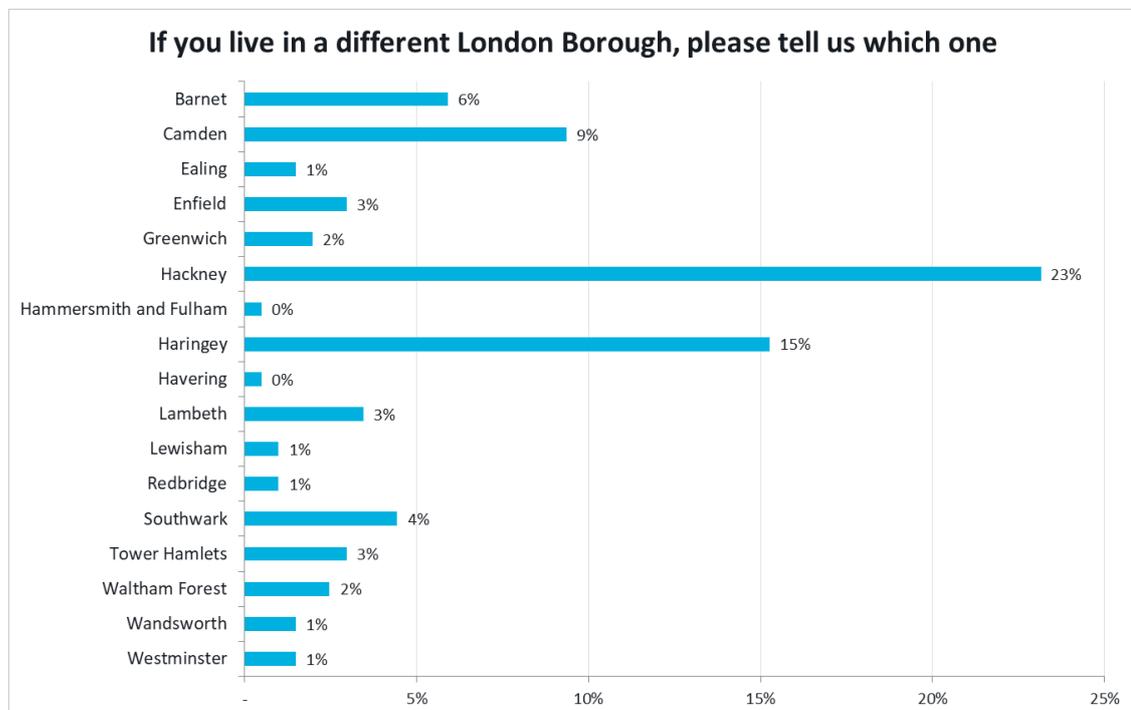
**Figure 3.1: Home location of respondents**



Number of respondents: 1088

3.6 The 222 respondents who stated they lived in a different London borough were asked to specify which borough. 161 provided valid responses, of these almost a quarter (23%) stated they lived in Hackney, followed by 15% in Haringey and 9% in Camden.

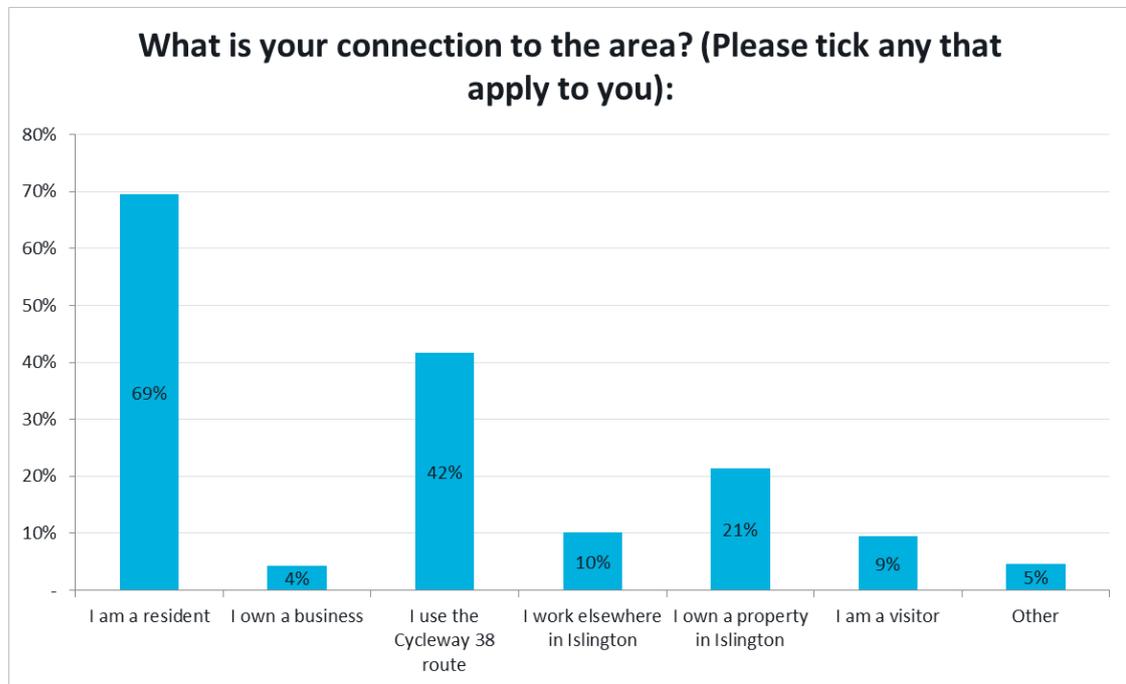
**Figure 3.2: Responses from other boroughs**



Number of respondents: 161

3.7 Respondents were also asked for their connection to the area; they could select multiple answers. Almost seven in ten (69%) responded that they are a resident followed by 42% who stated they use the Cycleway 38 and 21% who own a property in Islington.

Figure 3.3: Connection to the area



number of respondents: 1088

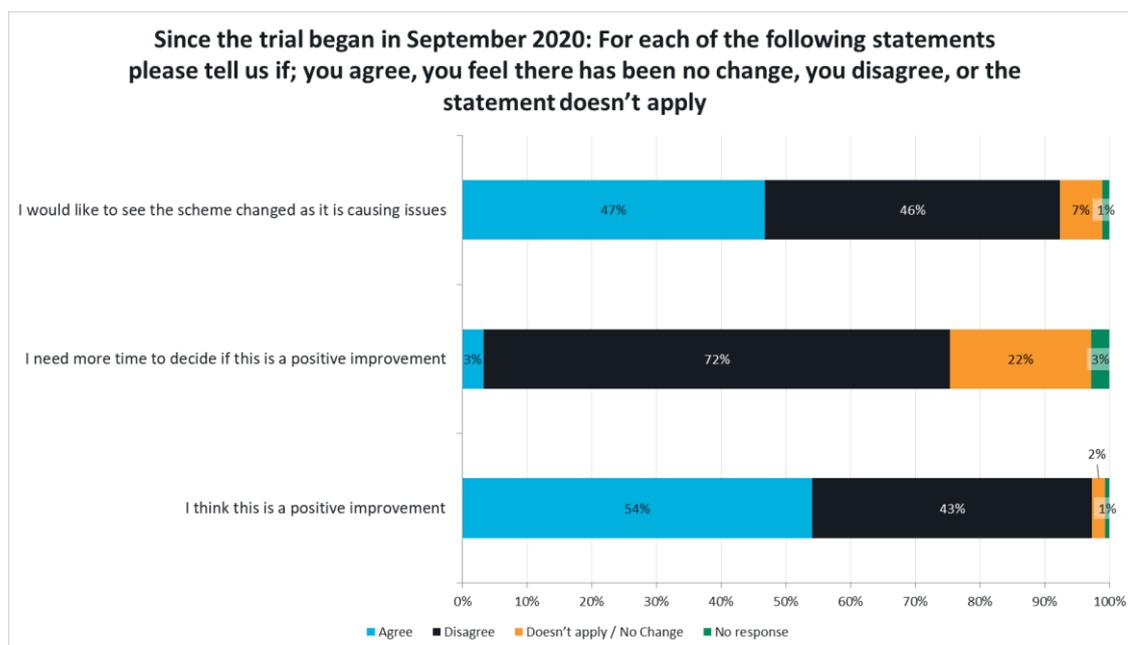
### Current trial

3.8 Respondents were asked whether they agreed or disagreed with some statements regarding the scheme, as seen in Figure 3.4. Similar proportions agreed and disagreed with the statement “I would like to see the scheme changed as it is causing issues” (47% and 46% respectively).

3.9 Respondents mostly (72%) did not feel they needed more time to consider whether the scheme is a positive improvement.

3.10 More respondents agreed that the scheme is a positive improvement (54% compared to 43% disagreeing).

**Figure 3.4: The trial (Q4)**



Number of respondents: 1088

3.11 As seen in the following table, residents are slightly less likely to agree that the trial is a positive improvement, compared to average.

3.12 Cyclists are particularly likely to agree it is a positive improvement, while car drivers, passengers and Blue Badge holders are much less positive. Almost all Blue Badge holders (94%) disagree that it has been a positive improvement.

**Table 3.2: Positive improvement by modes used (Q4)**

| 'I think it is a positive improvement' | Overall | Residents | Cycle (own cycle) | Cycle (hire) | Walk | Public transport | Car, as driver | Car, as passenger | Car, as Blue Badge passenger or driver | Taxi |
|--|---------|-----------|-------------------|--------------|------|------------------|----------------|-------------------|--|------|
| Agree                                  | 54%     | 46%       | 77%               | 84%          | 58%  | 60%              | 36%            | 32%               | 6%                                     | 40%  |
| Disagree                               | 43%     | 51%       | 21%               | 14%          | 40%  | 38%              | 61%            | 66%               | 94%                                    | 58%  |
| Doesn't apply / No Change              | 2%      | 3%        | 1%                | 1%           | 2%   | 2%               | 2%             | 1%                | -                                      | 1%   |
| No response                            | 1%      | 0%        | 0%                | 1%           | 0%   | 1%               | 0%             | 1%                | -                                      | 1%   |
| Number of responses                    | 1,088   | 755       | 688               | 181          | 911  | 781              | 473            | 234               | 70                                     | 326  |

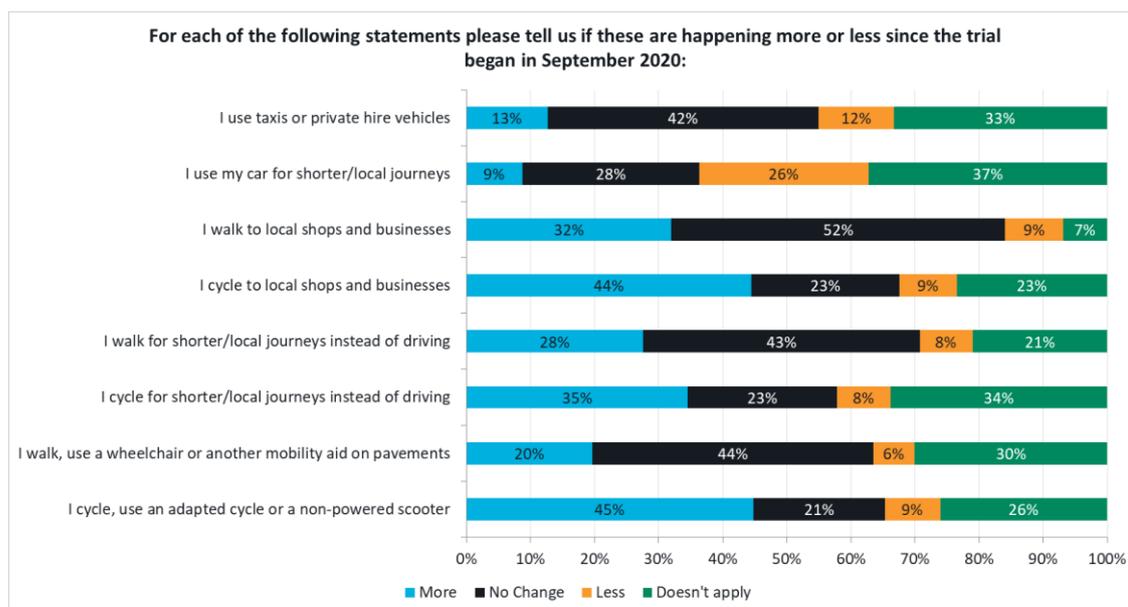
3.13 Respondents were presented with a series of statements and asked to select if they thought these were occurring more or less since the trial began in September 2020. They also had the option to select if no change had occurred, or if the statement did not apply to them.

3.14 The results are represented in Figure 3.5 - Figure 3.14 below.

3.15 In summary:

- A quarter (26%) of respondents stated they use their car for shorter/local journeys less.
- 44% of respondents stated they cycle to local shops and businesses more.
- 45% stated they cycle, use an adapted cycle or non-powered scooter more.
- 32% responded that it feels less safe to drive and 34% that it feels less safe to walk, use a wheelchair or another mobility aid.
- Half (53%) responded it feels safer to cycle, use an adapted cycle or a non-powered scooter.
- Two fifths (44%) of respondents answered it feels less easy to cross the street, compared to 22% reporting no change and 29% saying it was easier to cross the street.
- Half (52%) stated it is easier for them to make the trips they need to make by walking and cycling.

**Figure 3.5: Transport changes (Q1)**

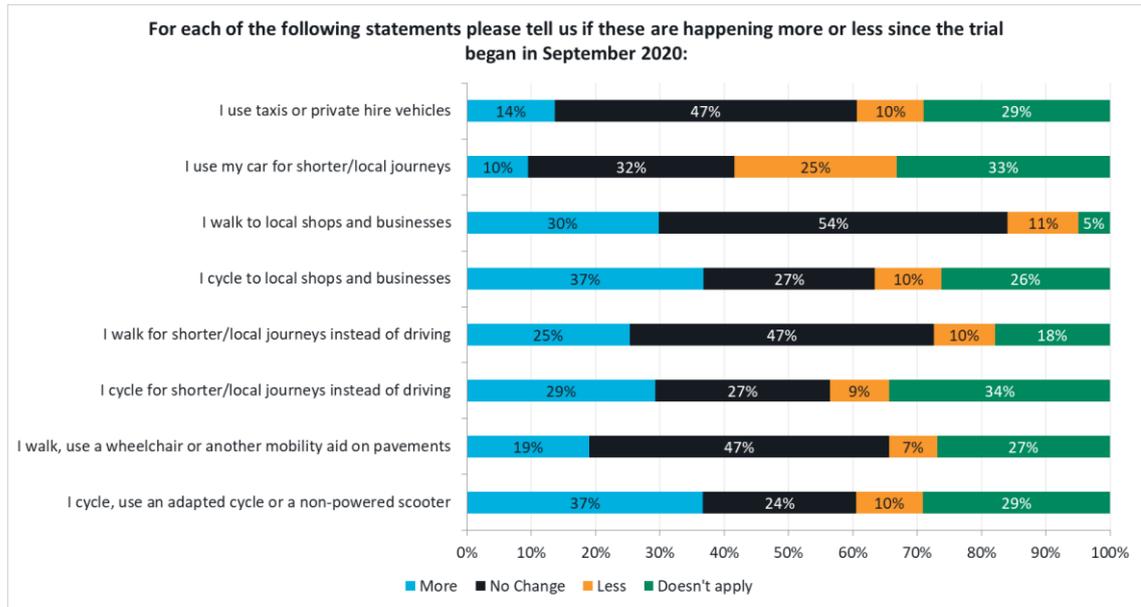


Number of respondents: 1088

3.16 Responses from residents are shown in the following chart. Compared to all responses, residents<sup>1</sup> have increased cycling to a lesser extent. For example, residents were less likely to say they cycle more (45% vs 37%), and also less likely to say they cycle to local shops and businesses (44% vs 37%) since the scheme was introduced.

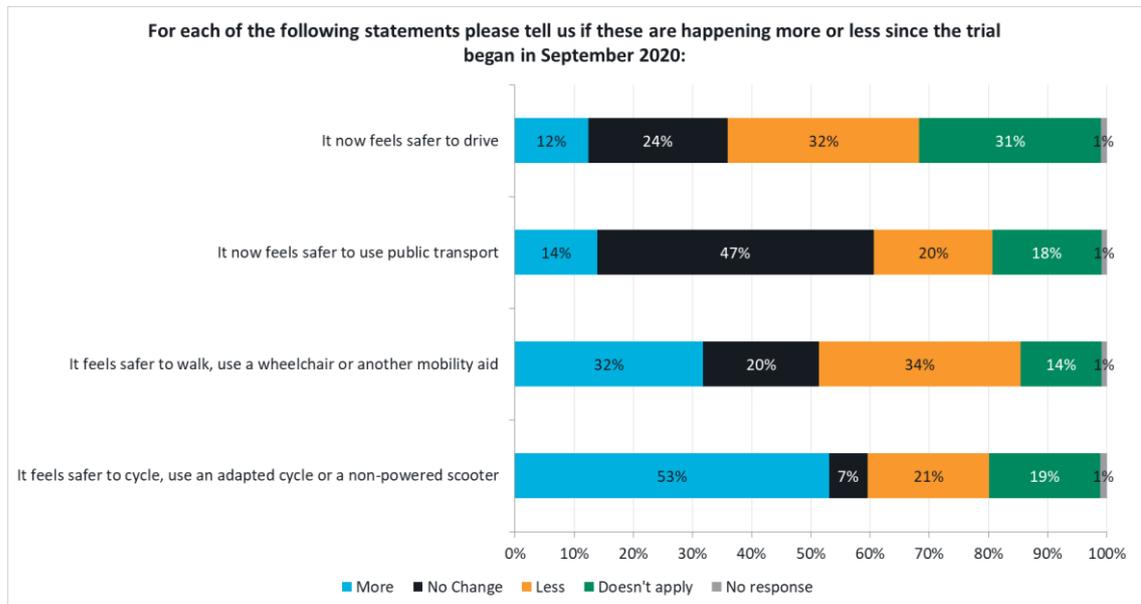
<sup>1</sup> Defined as those who selected 'resident' at Question 18 'what is your connection to the area?'

**Figure 3.6: Transport changes (Q1) - residents**



number of respondents: 755

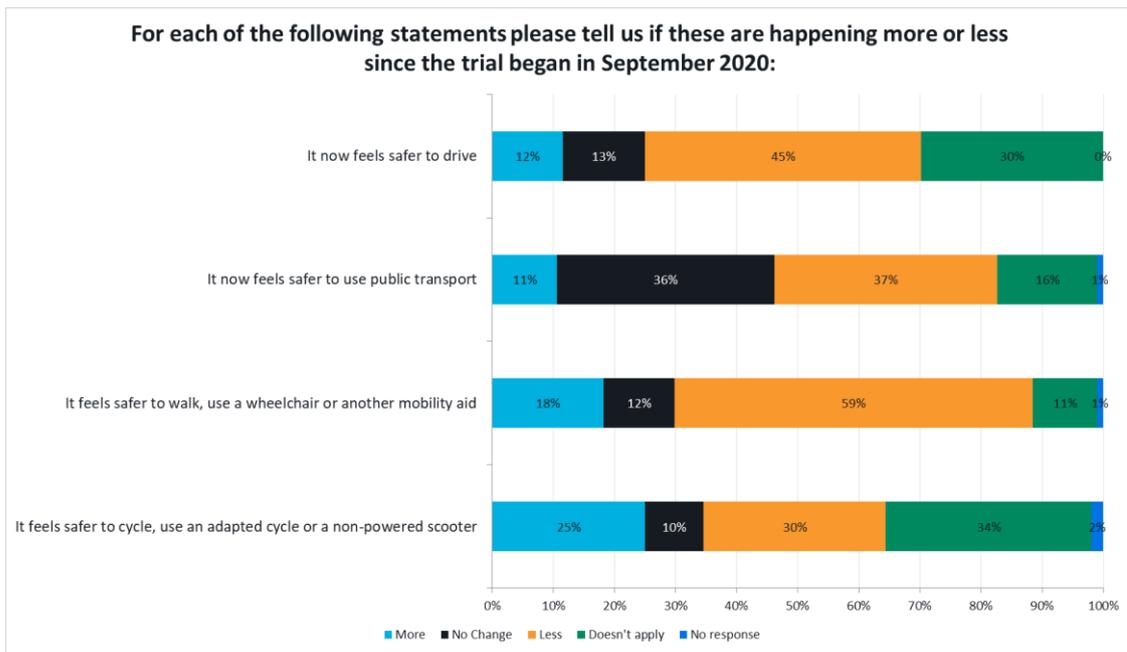
**Figure 3.7: Safety (Q2)**



Number of respondents: 1088

3.17 Disabled respondents were more likely than average to say it feels less safe to walk, use a wheelchair or other mobility aid, with a larger than average share saying 'less' (59% vs 34% of all respondents) since the scheme was introduced. Similarly, disabled respondents were more likely than average to say it feels less safe to drive (45% compared to 32% of all respondents).

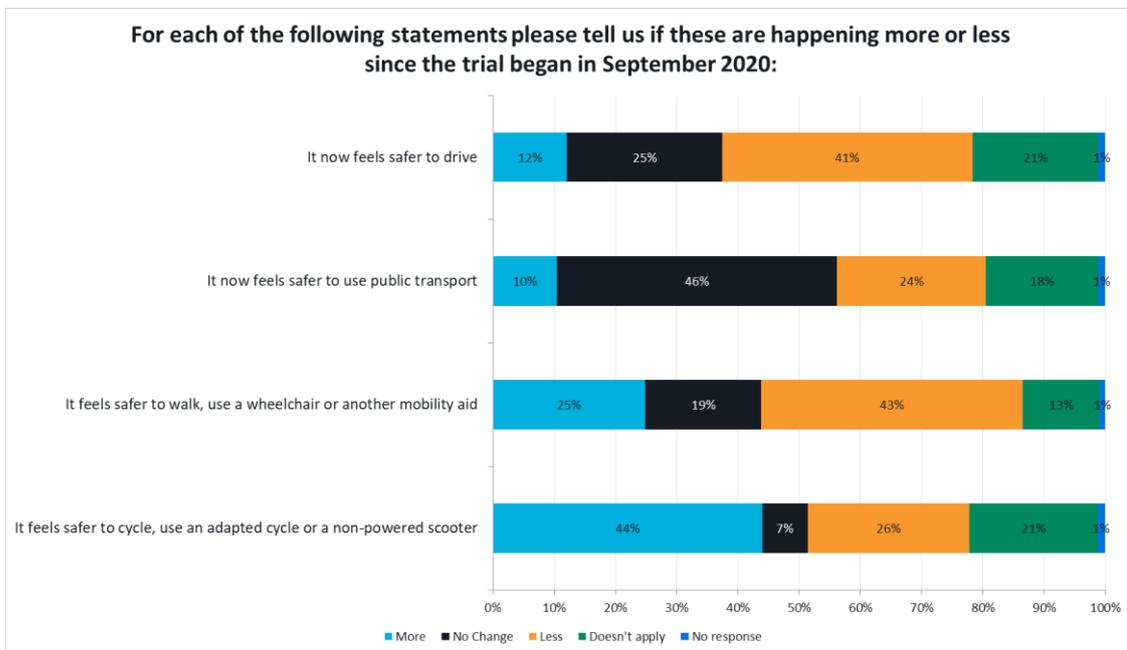
**Figure 3.8: Safety (Q2) – disabled people**



Number of respondents: 104

3.18 People with children respond similarly, with larger than average shares saying it feels less safe to walk, use a wheelchair or other mobility aid (43%), or to drive (41%) since the scheme was introduced.

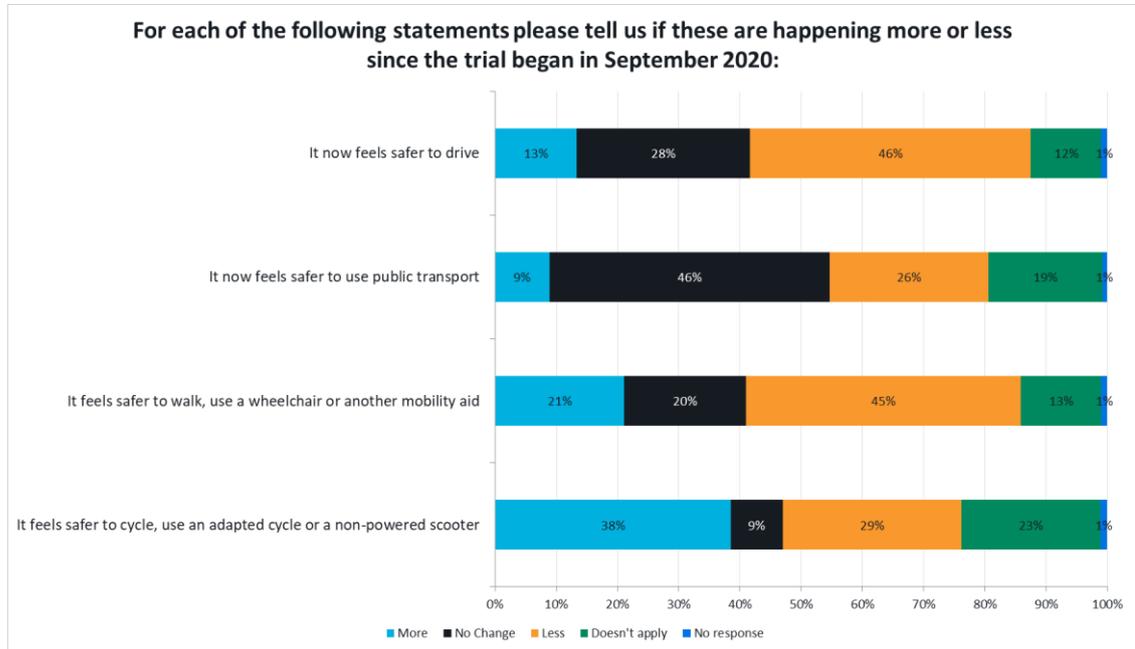
**Figure 3.9: Safety (Q2) – people with children**



Number of respondents: 548

3.19 Among car owners, agreement with ‘it now feels safer to drive’ is the same as overall, while for the other statements, drivers are less likely to agree. For example, ‘it feels safer to cycle’ is agreed with by 38% of drivers compared with 53% overall.

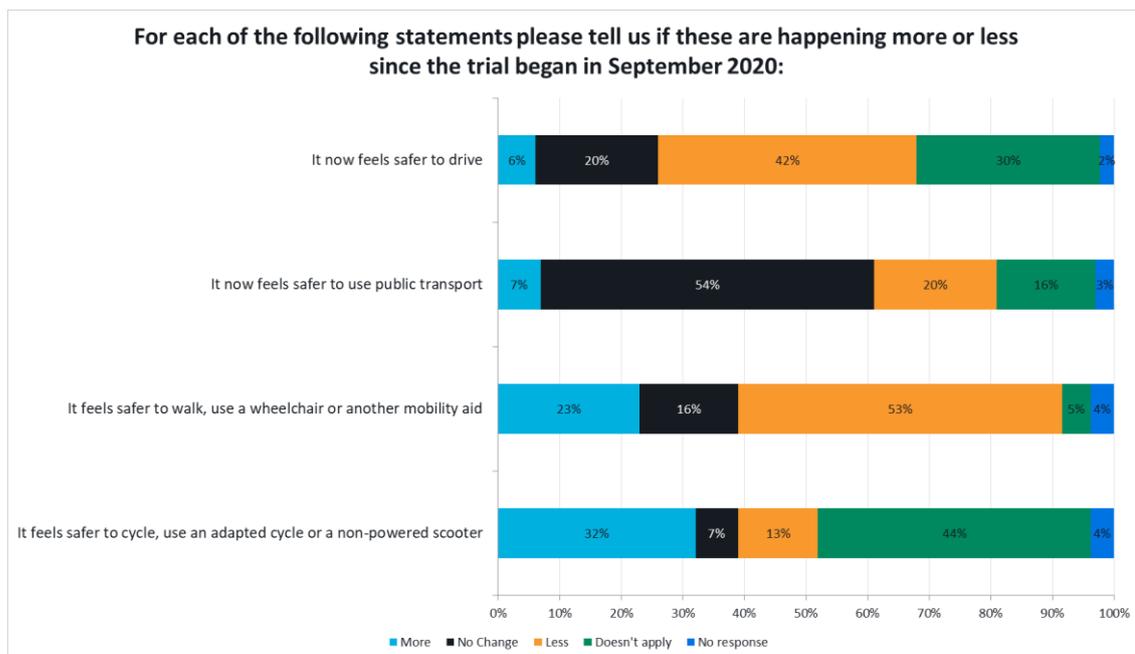
**Figure 3.10: Safety (Q2) – people who own a car**



Number of respondents: 608

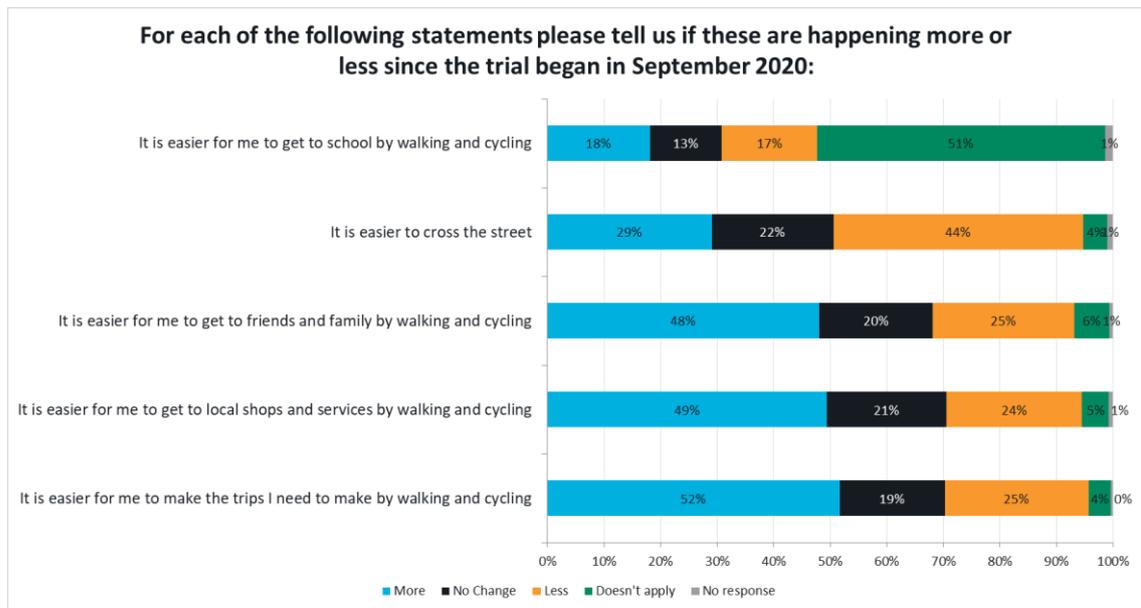
3.20 Older people (over 65s) are most likely to say the cycle safety question doesn't apply (44%). This group is more likely than average to say they feel it is less safe to walk, use a wheelchair or other mobility aid (53%) or drive (42%).

**Figure 3.11: Safety (Q2) – older people**



Number of respondents: 131

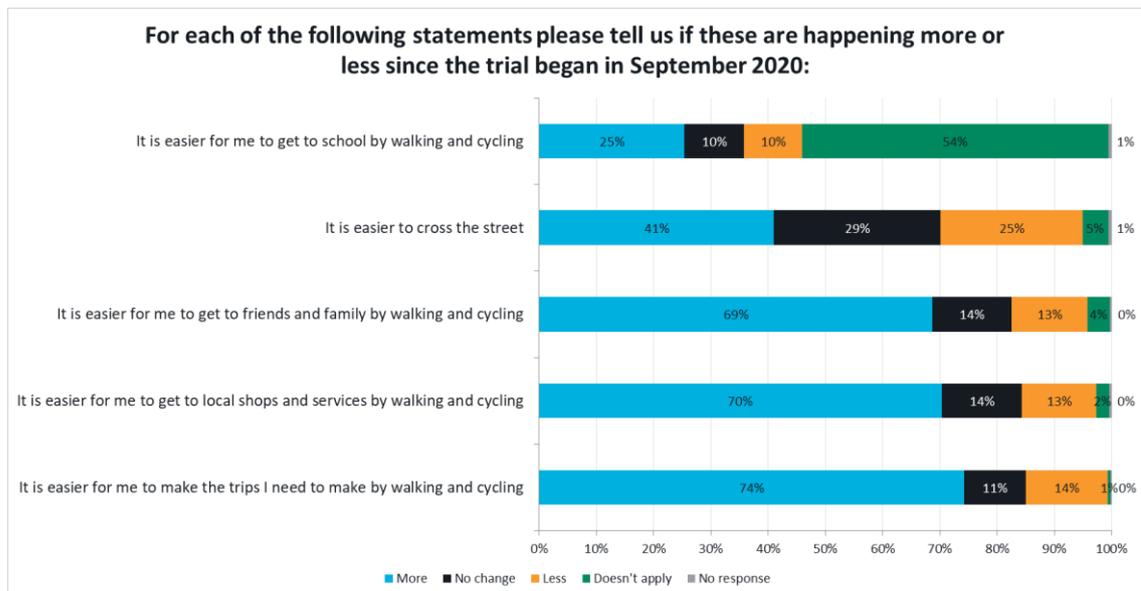
**Figure 3.12: Ease of travel (Q3)**



Number of respondents: 1088

3.21 People who cycle (using their own cycle or a hire cycle) are much more likely than average to say 'more' for all these statements. In particular, 74% agree that 'it is easier to make the trips I need to make by walking and cycling'. 'Easier to get to local shops by walking and cycling' and 'easier to get to friends and family by walking and cycling' also receive over seven in ten responses saying 'more'.

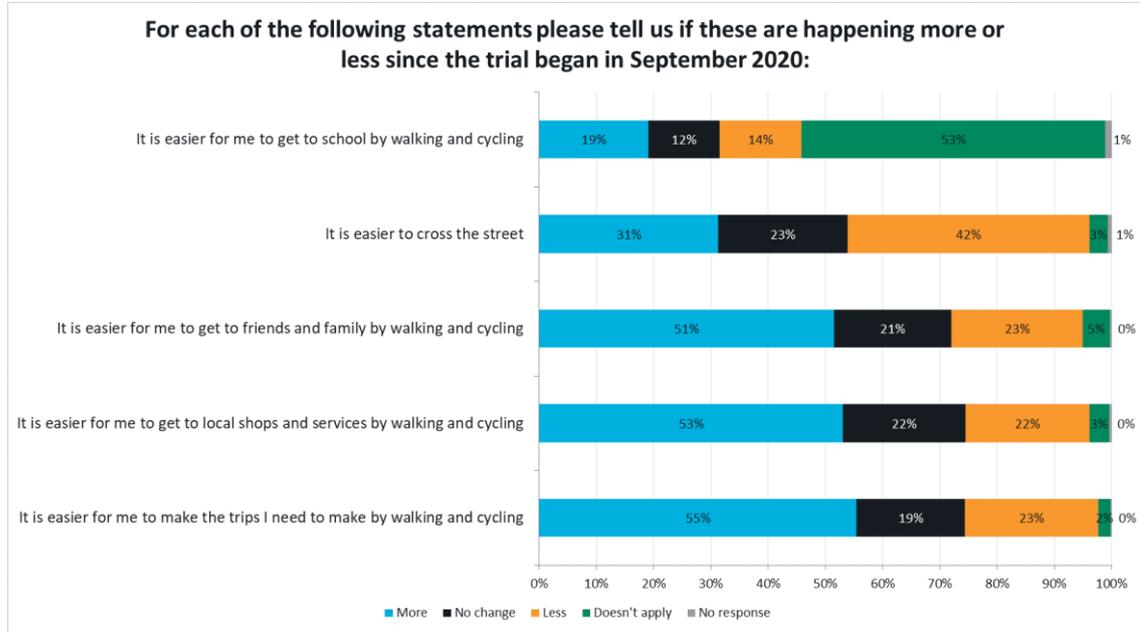
**Figure 3.13: Ease of travel (Q3) – people who cycle (own cycle or hire)**



Number of respondents: 710

3.22 As the majority of respondents say they walk (911 of the 1084), the results to these questions are very similar to the overall responses. People who walk are slightly more likely to say it is easier to get to local shops and easier to get to friends and family than average.

**Figure 3.14: Ease of travel (Q3) – respondents who walk**

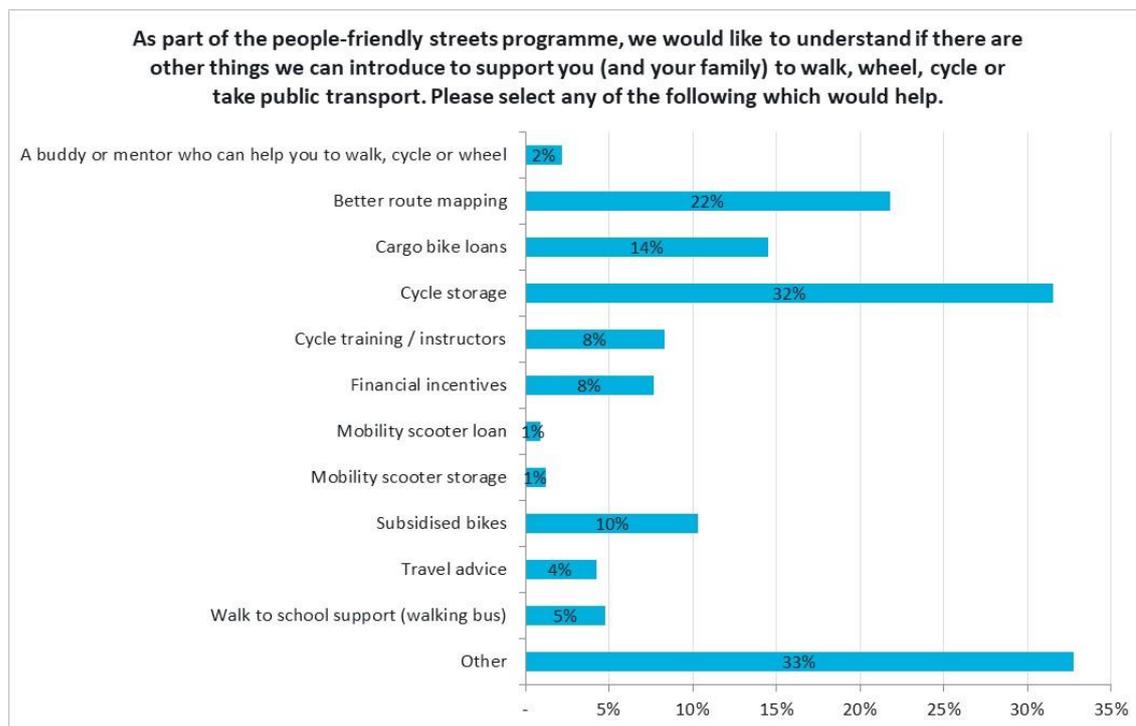


Number of respondents: 911

### Future of the trial

3.23 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%) of respondents answered 'Other', followed by 32% selecting 'cycle storage' and a 22% selecting 'better route mapping'.

**Figure 3.15: Additional support measures**



Number of respondents: 1088

- 3.24 Some of the key ideas drawn out from this ‘other’ suggestion largely includes the removal of the scheme, better crossings, the reduction of traffic on Liverpool Road and enforcement of dangerous cycling.
- 3.25 Comments have been coded and key topics from these 315 respondents are shown in the table below. In addition to those below there were eight which did not fit into one of these categories (‘other’ below).
- 3.26 A relatively large share of comments were general negative comments or asked for the scheme to be removed. While this was not the intention of the question, these respondents have taken the opportunity to include negative sentiments towards the scheme.

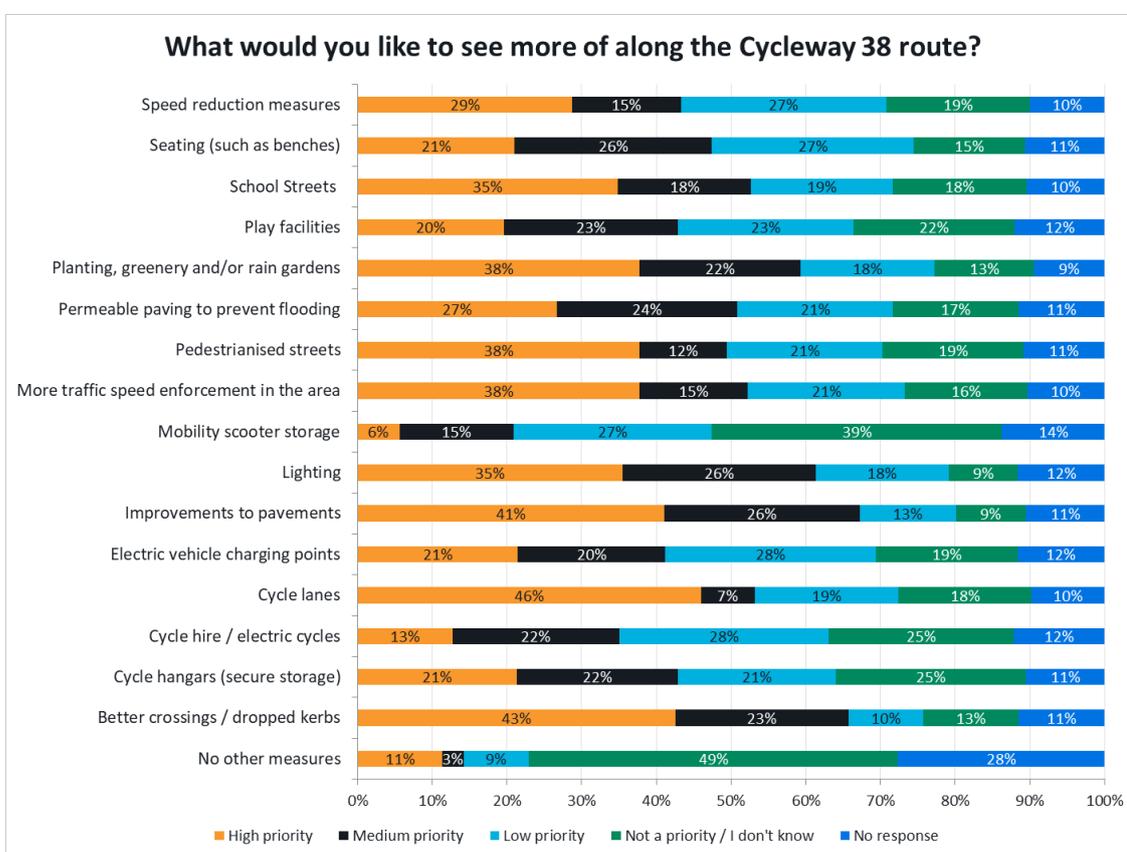
| Theme   | Count of responses | Share of respondents (315) |
|---|--------------------|----------------------------|
| Open the roads, change/remove scheme  | 86                 | 27%                        |
| More (segregated/ continuous) cycle routes, change cycleway   | 42                 | 13%                        |
| More/ improved pedestrian crossings including putting back refuges/ islands   | 40                 | 13%                        |
| Improve cyclist adherence to highway code including e-scooters/ bikes on pavement, training, additional requirements for cyclists, reducing theft | 38                 | 12%                        |
| Remove/ reduce cars/ vehicles (and poor driving behaviour), reduce speed limits   | 29                 | 9%                         |
| Cycle parking   | 17                 | 5%                         |
| Safety  | 15                 | 5%                         |
| Changes to car parking  | 12                 | 4%                         |
| Hire cycles   | 9                  | 3%                         |
| Cycle lane surfacing/ maintenance   | 8                  | 3%                         |
| Access for/ provision of taxis  | 7                  | 2%                         |
| More consideration for other groups (pedestrians, older people, disabled), who is prioritised for schemes   | 6                  | 2%                         |
| Other changes to roads including traffic calming, junctions   | 6                  | 2%                         |
| More low traffic neighbourhoods   | 5                  | 2%                         |
| Improved signage  | 5                  | 2%                         |
| Improve public transport  | 5                  | 2%                         |
| Access for Blue Badge holders   | 3                  | 1%                         |

| Theme                                     | Count of responses | Share of respondents (315) |
|---|--------------------|----------------------------|
| Pedestrianised/ quiet streets for walking | 3                  | 1%                         |

Table 3.3: Other support requested

3.27 The survey also asked respondents what they would like to see more of along the Cycleway 38 route. Respondents were asked to rate suggestions with low priority, medium priority, high priority and not a priority. 46% responded that cycle lanes are of high priority, followed by 43% rating better crossings/ dropped kerbs as high priority and 41% improvements to pavements as high priority. The full results are represented in Figure 3.16 below.

Figure 3.16: Prioritising additional measures along Cycleway 38



Number of respondents: 1088

### Business responses

3.28 Fifteen respondents (1%) stated they filled in the survey on behalf of a business. These respondents were then asked further questions about the location of their business and which of the following would benefit their business. Three fifths (60%) stated their business was on the Cycleway 38 route.

3.29 Twelve respondents answered question 10 which asked what would benefit their businesses. 60% of respondents answered other. Of the relevant responses to this other category, two

responses requested removal or reverting the cycleway back to how it was previously, two suggested to 'open the roads', two suggested more parking facilities, one an extension of Santander hire bikes to the north and one requesting more charging points.

**Table 3.4: Business respondent location**

| Business Location                        | Percentage |
|--|------------|
| Business is on the route                 | 60%        |
| Business is in another part of Islington | 13%        |
| Business is in a neighbouring street     | 27%        |

Number of respondents: 15

**Table 3.5: Which would benefit your business**

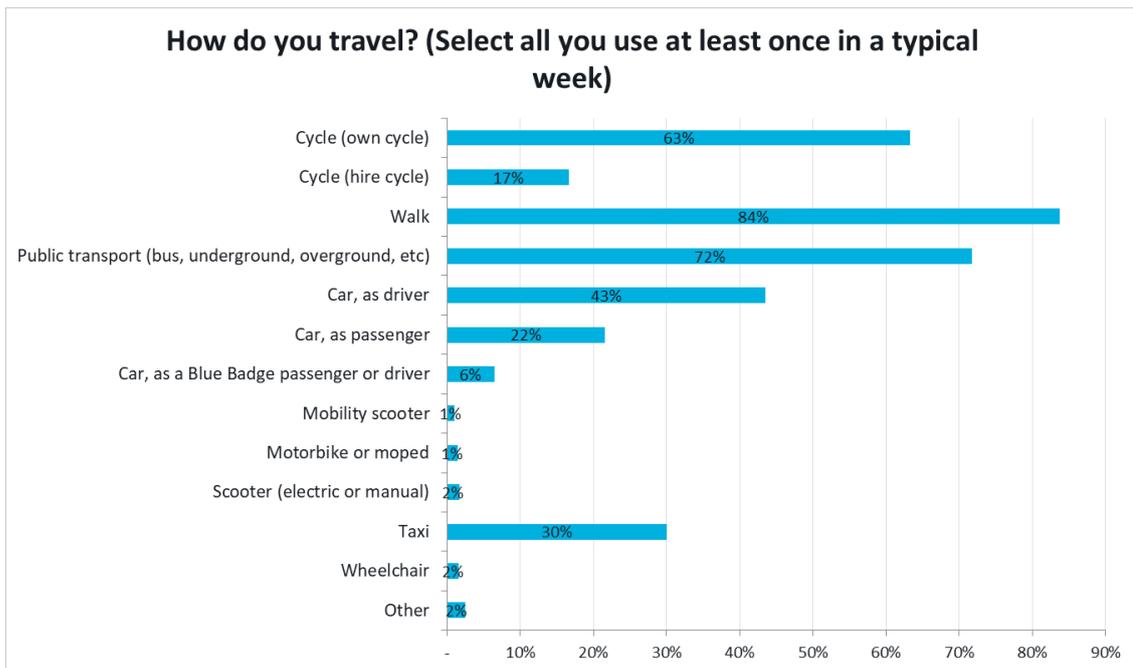
| Which of the following would benefit your business | Percentage |
|--|------------|
| Planting   | 13%        |
| Cycle parking                                      | 7%         |
| Other  | 60%        |

Number of respondents: 15

## Travel patterns

- 3.30 The survey 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. The majority of respondents (84%) stated they walk, followed by 72% using public transport and 63% using their own cycle.

**Figure 3.17: How do you travel?**



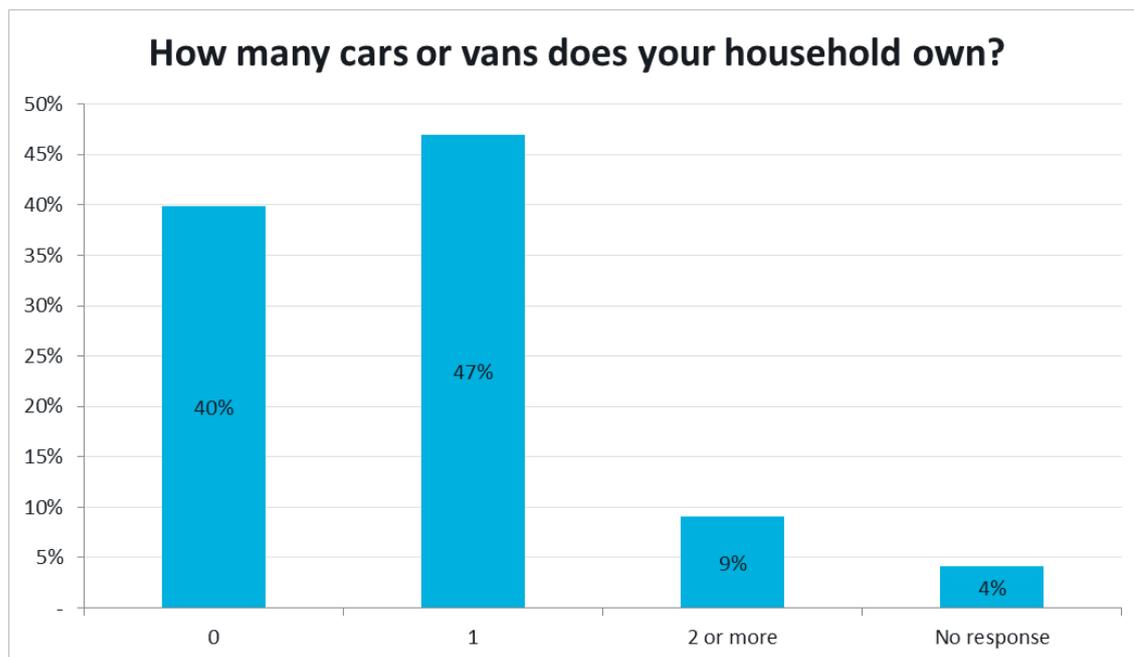
number of respondents: 1088

- 3.31 Respondents were also asked how many cars or vans they had in their households. Over half (56%) responded they had one or more, while 40% have no cars/vans.
- 3.32 Data from the London Travel Demand Survey (LTDS<sup>2</sup>) suggests that in Islington 29% of households have one or more car, so responses are somewhat skewed towards car owners.

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<sup>2</sup> Proportion of households that own at least one car: 2016/2017-2018/2019 average, from TfL (2019), London Travel Demand Survey

**Figure 3.18: Cars or vans per household**



Number of respondents: 1088

### School children

- 3.33 The survey asked respondents if they had children. Half of respondents stated they did have children. Of these 548 respondents with children, 64% responded they had school-age children.
- 3.34 Census 2011 suggests 22% of households in Islington have dependent children<sup>3</sup>.

**Table 3.6: School-aged children**

| Do you have any school-aged children? | Percentage |
|---------------------------------------|------------|
| Yes                                   | 64%        |
| No                                    | 36%        |

number of respondents: 548

<sup>3</sup> Census 2011, table KS105EW

## 4 Open Question Analysis

### Overview

- 4.1 Respondents were asked one open question in the consultation questionnaire:
- Q7: Is there anything else you would like to tell us about your experience of the Cycleway 38 trial? If you think this experimental scheme should be changed please tell us what changes you would like to see. If you think we should make a change to a particular area of the route, please give us the details in the space below.
- 4.2 The question received 676 responses. 38% of the 1088 respondents to the consultation did not respond to the open questions.
- 4.3 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.
- 4.4 Codes were organised by theme, for example equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.
- 4.5 Table 4.1 below shows the top ten most raised issues. The full code frame output is found further below in Table 4.2.

**Table 4.1: Top ten<sup>4</sup> codes from open text responses**

| Unique ID | Theme                   | Code   | Number | Percentage |
|-----------|-------------------------|--|--------|------------|
| O01       | Other                   | No response  | 412    | 38%        |
| G01b      | General                 | Request that the scheme is removed   | 154    | 14%        |
| CY01      | Cycling                 | Concern that the scheme does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes | 118    | 11%        |
| W01b      | Walking                 | Concern that the cycleway (and removal of pedestrian crossings) makes it difficult for pedestrians to cross the road         | 115    | 11%        |
| W01       | Walking                 | Concern that the scheme does not improve pedestrian safety / environment / pedestrian safety continues to be poor            | 94     | 9%         |
| CP03      | Car Parking             | Concern that the parking situation is dangerous  | 87     | 8%         |
| S05c      | Safety                  | Concern that people cycle dangerously / speed / aggressively when cycling  | 86     | 8%         |
| CY04      | Cycling                 | Support due to improved cyclist safety   | 86     | 8%         |
| PVT04     | Private Vehicle Traffic | Concern that the scheme increases vehicle traffic on unsuitable nearby roads/ boundary roads and Liverpool Road              | 82     | 8%         |
| S01b      | Safety                  | Concern that the scheme causes road safety concern for drivers/motor vehicles  | 56     | 5%         |
| CY01b     | Cycling                 | Concern that the cycleway lies inside parked cars, causing safety issues   | 50     | 5%         |
| CY02      | Cycling                 | Concern that the scheme will not encourage cycling journeys / cycle lanes are not used                                       | 50     | 5%         |

number of respondents: 1088

- 4.6 The most common issue was a request for the scheme to be removed, although this was said by a relatively small proportion of respondents overall (14%).

<sup>4</sup> Twelve codes shown as last two had same number of responses, and the figures for 'no response' included for reference.

## 4.7 The most common concerns were that:

- Concern that the scheme does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes. 118 respondents raised this concern (11%)
- Concern that the cycleway (and removal of pedestrian crossings) makes it difficult for pedestrians to cross the road (115 respondents, 11%)
- Concern that the scheme does not improve pedestrian safety /environment / pedestrian safety continues to be poor (94 respondents, 9%)
- Concern that the parking situation is dangerous (87 respondents, 8%)
- Concern that people cycle dangerously / speed / aggressively when cycling (86 respondents, 8%)
- Concern that the scheme increases vehicle traffic on unsuitable nearby roads/ boundary roads and Liverpool Road (82 respondents, 8%)
- Concern that the scheme causes road safety concern for drivers/motor vehicles (56 respondents, 5%)
- Concern that the cycleway lies inside parked cars, causing safety issues (50 respondents, 5%)
- Concern that the scheme will not encourage cycling journeys / cycle lanes are not used (50 respondents, 5%)

Table 4.2: Full code frame

| Unique ID | Theme       | Code   | Number | Percentage |
|-----------|-------------|--|--------|------------|
| O01       | Other       | No response  | 412    | 38%        |
| G01b      | General     | Request that the scheme is removed   | 154    | 14%        |
| CY01      | Cycling     | Concern that the scheme does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes | 118    | 11%        |
| W01b      | Walking     | Concern that the cycleway (and removal of pedestrian crossings) makes it difficult for pedestrians to cross the road         | 115    | 11%        |
| W01       | Walking     | Concern that the scheme does not improve pedestrian safety /environment / pedestrian safety continues to be poor             | 94     | 9%         |
| CP03      | Car Parking | Concern that the parking situation is dangerous  | 87     | 8%         |
| S05c      | Safety      | Concern that people cycle dangerously / speed / aggressively when cycling  | 86     | 8%         |
| CY04      | Cycling     | Support due to improved cyclist safety   | 86     | 8%         |

| Unique ID | Theme                   | Code   | Number | Percentage |
|-----------|-------------------------|--|--------|------------|
| PVT04     | Private Vehicle Traffic | Concern that the scheme increases vehicle traffic on unsuitable nearby roads/ boundary roads and Liverpool Road  | 82     | 8%         |
| S01b      | Safety                  | Concern that the scheme causes road safety concern for drivers/motor vehicles  | 56     | 5%         |
| CY01b     | Cycling                 | Concern that the cycleway lies inside parked cars, causing safety issues   | 50     | 5%         |
| CY02      | Cycling                 | Concern that the scheme will not encourage cycling journeys / cycle lanes are not used   | 50     | 5%         |
| P01       | Pollution               | Concern that the scheme reduces air quality / does not improve air quality   | 46     | 4%         |
| G02       | General                 | Support scheme, no further detail provided   | 44     | 4%         |
| CY05      | Cycling                 | Support due to encouraging / increased number of cycling journeys  | 44     | 4%         |
| S01       | Safety                  | Concern that the scheme causes road safety issues, no further detail provided  | 43     | 4%         |
| S06       | Safety                  | Concern that scheme creates conflict/safety issue between different road users (e.g. vehicles turning left at Liverpool Road and Theberton Street, cyclists at pedestrian crossing points) | 42     | 4%         |
| EQ01      | Equalities              | Concern about impact on disabled people  | 41     | 4%         |
| SA04      | Suggested Amendments    | Suggest that the non-segregated sections of the cycleways are segregated e.g. extra wands  | 41     | 4%         |
| S03       | Safety                  | Concern that the scheme has reduced safety for children  | 37     | 3%         |
| SA08      | Suggested Amendments    | Suggest that the Council now focuses on resolving speed and volume of traffic on Liverpool Road and boundary roads   | 32     | 3%         |

| Unique ID | Theme                | Code   | Number | Percentage |
|-----------|----------------------|--|--------|------------|
| SA10      | Suggested Amendments | Suggest that there should be improvements for pedestrian crossings (e.g. traffic islands)  | 32     | 3%         |
| PC02      | Policy Context       | Concern that the scheme is ill thought-out / not responding to the problems of the area / scheme objectives  | 29     | 3%         |
| S05       | Safety               | Concern about speeding vehicles within the scheme  | 26     | 2%         |
| CP01      | Car Parking          | Concern about reduced / restricted parking for residents on Liverpool Road   | 26     | 2%         |
| SA24      | Suggested Amendments | Suggest to improve signage / markings for measures   | 26     | 2%         |
| SA05      | Suggested Amendments | Suggest that scheme should be extended (e.g. to Farringdon, to North of Islington) / linked with nearby cycleways  | 26     | 2%         |
| SA14      | Suggested Amendments | Suggest that the cycle lanes should be improved/ changed (i.e. resurfaced, cleared of debris/rubbish, widened)   | 25     | 2%         |
| PC01      | Policy Context       | Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues   | 20     | 2%         |
| EQ02      | Equalities           | Concern about impact on older people   | 20     | 2%         |
| S05b      | Safety               | Concern about speeding/dangerous driving among moped/e-bike/users  | 20     | 2%         |
| SA02      | Suggested Amendments | Suggest that parking should be restricted and enforced (e.g. Angel, Liverpool Road) to open streets/provide improved safety to road users                            | 19     | 2%         |
| CO02      | Consultation         | Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)   | 17     | 2%         |
| IR01      | Impact on Residents  | Concern that the scheme has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health) | 17     | 2%         |

| Unique ID | Theme                | Code  | Number | Percentage |
|-----------|----------------------|---|--------|------------|
| EQ03      | Equalities           | Concern about impact on younger people  | 16     | 1%         |
| O06       | Other                | Comment Out of Scope of Cycleway 38   | 14     | 1%         |
| G07       | General              | Concern that the implementation of the scheme is a waste of time and/or money / resource better used elsewhere                            | 14     | 1%         |
| S09       | Safety               | Support as the scheme has improved safety for children (playing in streets / walking to school)   | 14     | 1%         |
| P03       | Pollution            | Concern that the scheme causes increased noise pollution  | 14     | 1%         |
| SA21      | Suggested Amendments | Suggestion to improve junctions   | 14     | 1%         |
| CP05      | Car Parking          | Concern for electric vehicle charging   | 13     | 1%         |
| CO04      | Consultation         | Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information | 12     | 1%         |
| A03       | Accessibility        | Concern that the scheme reduces access for delivery / freight / refuse collection   | 12     | 1%         |
| SA17      | Suggested Amendments | Suggestion to focus on safe cycling practices / enforcement   | 12     | 1%         |
| A02       | Accessibility        | Concern that the scheme reduces access for emergency services   | 11     | 1%         |
| CO05      | Consultation         | Concern that the questions included on the consultation are leading / biased / not the questions that should be asked                     | 9      | 1%         |
| W03       | Walking              | Support due to improved pedestrian safety   | 9      | 1%         |
| CY03      | Cycling              | Concern that the cycle infrastructure in the local area is poor   | 9      | 1%         |
| SA03      | Suggested Amendments | Suggest that there should be more amenities for cyclists, e.g. parking, lockers, educational outreach                                     | 9      | 1%         |

| Unique ID | Theme                   | Code  | Number | Percentage |
|-----------|-------------------------|---|--------|------------|
| SA12      | Suggested Amendments    | Suggest that wands are replaced with other segregation measures (e.g. Bollards)   | 8      | 1%         |
| SA26      | Suggested Amendments    | Suggest cycle route down other quieter streets  | 8      | 1%         |
| A04       | Accessibility           | Concern that the scheme reduces access for taxis / private hire vehicles  | 7      | 1%         |
| G01       | General                 | Oppose scheme, no further detail provided   | 6      | 1%         |
| G03       | General                 | Oppose scheme due to cumulative impact of nearby schemes  | 6      | 1%         |
| EQ04      | Equalities              | Concern about impact on women / particular sex  | 6      | 1%         |
| A07       | Accessibility           | Support due to improved accessibility (e.g. to facilities at Angel, across Islington, linking with other cycle paths)   | 6      | 1%         |
| S02       | Safety                  | Concern that the scheme has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets) | 6      | 1%         |
| LE01      | Local Environment       | Concern that the aesthetic of the scheme is poor  | 6      | 1%         |
| PVT02     | Private Vehicle Traffic | Concern that the scheme causes longer journeys due to detours or congestion   | 6      | 1%         |
| SA09      | Suggested Amendments    | Suggest that electrical vehicle charging should be reinstalled (e.g. on Liverpool Road)   | 6      | 1%         |
| S04       | Safety                  | Concern that the scheme has caused an increase in aggressive driving / road rage  | 5      | 0%         |
| PVT07     | Private Vehicle Traffic | Support the scheme due to need to reduce vehicle traffic/reduction in vehicle use   | 5      | 0%         |

| Unique ID | Theme                   | Code   | Number | Percentage |
|-----------|-------------------------|--|--------|------------|
| SA13      | Suggested Amendments    | Suggest that parking is reinstated/ more is provided (or introduce time limited parking)           | 5      | 0%         |
| SA15      | Suggested Amendments    | Suggest that the should be priority phasing for cyclists at traffic lights (e.g. Tolpuddle Street) | 5      | 0%         |
| O07       | Other                   | Comment unclear  | 4      | 0%         |
| S07       | Safety                  | Support as the scheme has improved road safety, no further detail provided                         | 4      | 0%         |
| PVT05     | Private Vehicle Traffic | Concern that the scheme has a negative impact on school (including on drop off/pick up)            | 4      | 0%         |
| PVT06     | Private Vehicle Traffic | Support objectives of the scheme in theory, but concern about practicalities / particular elements | 4      | 0%         |
| PT01      | Public Transport        | Concern due to longer bus journey times due to increased congestion                                | 4      | 0%         |
| SA28      | Suggested Amendments    | Suggest using wider range of initiatives to promote active travel (e.g. LTN)                       | 4      | 0%         |
| G04       | General                 | Support scheme, but concerned support is being overshadowed by vocal opposition                    | 3      | 0%         |
| A01       | Accessibility           | Concern that the scheme reduces access for residents and their visitors                            | 3      | 0%         |
| W02       | Walking                 | Concern that the scheme will not encourage walking journeys  | 3      | 0%         |
| PVT01     | Private Vehicle Traffic | Concern that the scheme restricts private vehicle use  | 3      | 0%         |
| SA27      | Suggested Amendments    | Suggest lighting improved along the route  | 3      | 0%         |

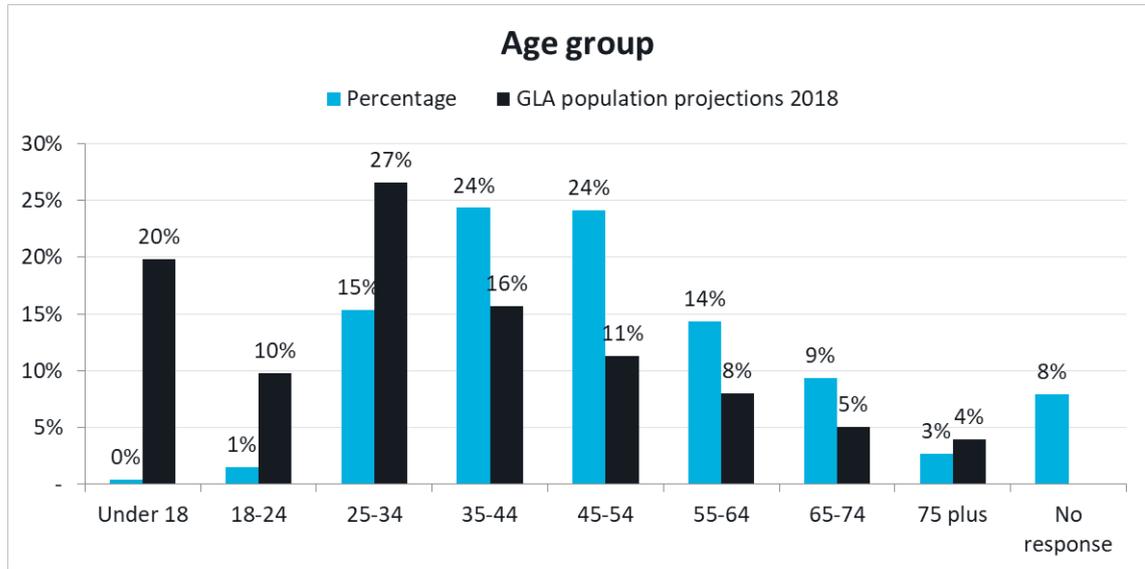
| Unique ID | Theme                | Code  | Number | Percentage |
|-----------|----------------------|---|--------|------------|
| G05       | General              | Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation                                  | 2      | 0%         |
| IR04      | Impact on Residents  | Support that the scheme has a positive impact on local residents and their visitors (improved quality of life, health)                  | 2      | 0%         |
| A05       | Accessibility        | Concern that the scheme reduces access for health care workers to homes and/or residents to health services                             | 2      | 0%         |
| W04       | Walking              | Support due to encouraging / increased number of walking journeys   | 2      | 0%         |
| P04       | Pollution            | Support the scheme due to improved air quality  | 2      | 0%         |
| P05       | Pollution            | Support the scheme as it aligns with the climate change agenda  | 2      | 0%         |
| E01       | Economy              | Concern about the impact on local businesses / economy, including reduced footfall  | 2      | 0%         |
| SA06      | Suggested Amendments | Suggest that there should be increased greening along the cycle lane  | 2      | 0%         |
| SA25      | Suggested Amendments | Suggest that there should be loading parking/ access for businesses/ passengers   | 2      | 0%         |
| CO03      | Consultation         | Concern that the consultation / proposals have not been widely communicated / public unaware of proposal                                | 1      | 0%         |
| CO09      | Consultation         | Concern that the consultation has not been designed to adequately capture feelings on the scheme  | 1      | 0%         |
| CO06      | Consultation         | Request rationale for proposal / publication of evidence to demonstrate that current fine is not sufficient                             | 1      | 0%         |
| IR02      | 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) | 1      | 0%         |

| Unique ID | Theme                   | Code   | Number | Percentage |
|-----------|-------------------------|--|--------|------------|
| EQ06a     | Equalities              | Concern about impact on lower income groups  | 1      | 0%         |
| EQ07      | Equalities              | Concern about unequal impact on people based on geographic location of residence                       | 1      | 0%         |
| LE02      | Local Environment       | Concern that the scheme has had a negative impact on the local environment                             | 1      | 0%         |
| PVT08     | Private Vehicle Traffic | Support the modifications to reduce through-traffic on Packington Estate (e.g. Prebend Street)         | 1      | 0%         |
| P02       | Pollution               | Concern that the scheme does not align with the climate change agenda                                  | 1      | 0%         |
| P06       | Pollution               | Support the scheme due to reduced noise pollution  | 1      | 0%         |
| SA01      | Suggested Amendments    | Suggest amendments, no further detail provided   | 1      | 0%         |
| SA07      | Suggested Amendments    | Suggest that there should be better management of road works when in close proximity to the cycle lane | 1      | 0%         |
| SA11      | Suggested Amendments    | Suggestion to re-run / extend the consultation   | 1      | 0%         |
| SA23      | Suggested Amendments    | Suggest crossing at Holloway Road needs lights, cameras and yellow cross hatching                      | 1      | 0%         |

Appendices

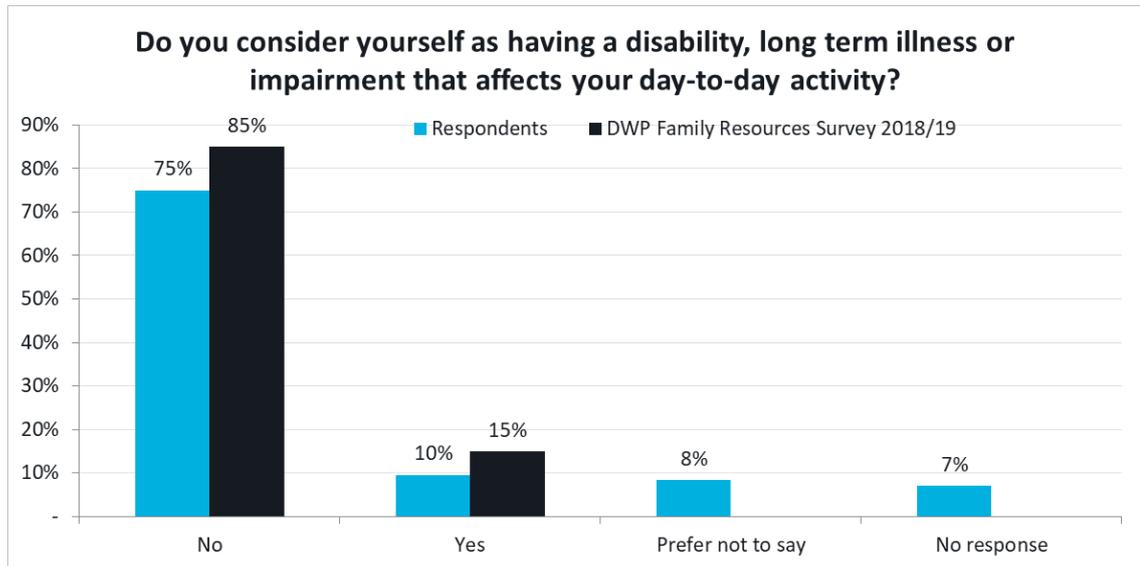
## Appendix A: Online consultation respondent demographics

**Figure A.1: Age group**



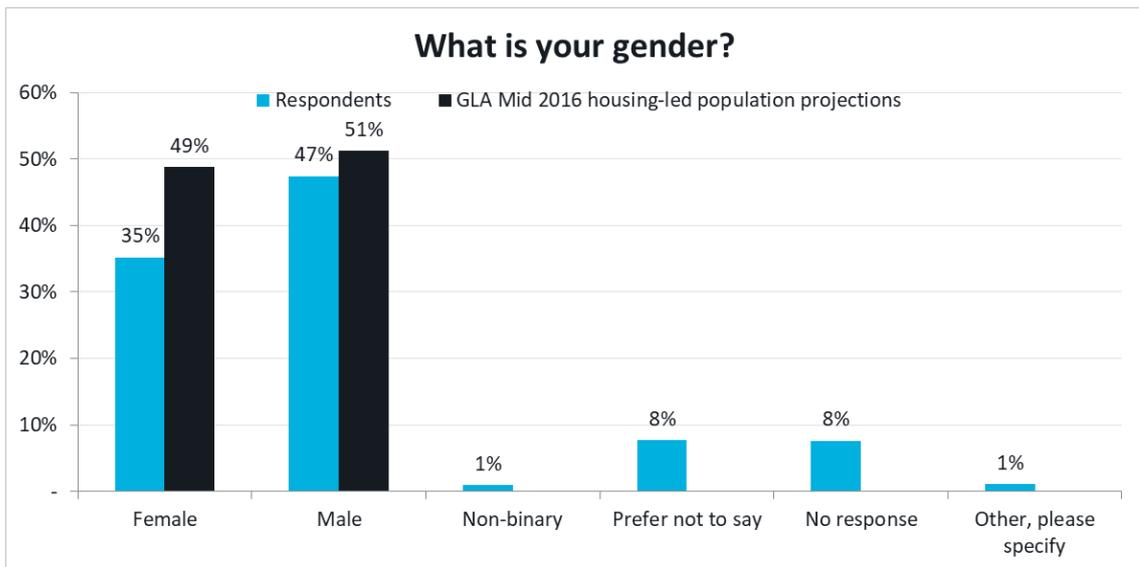
number of respondents: 1088. Comparison: GLA population projections 2018 (NB under 18 group is 0-19 in projections, 18-24 is 20-24)

**Figure A.2: Disability with borough comparison**



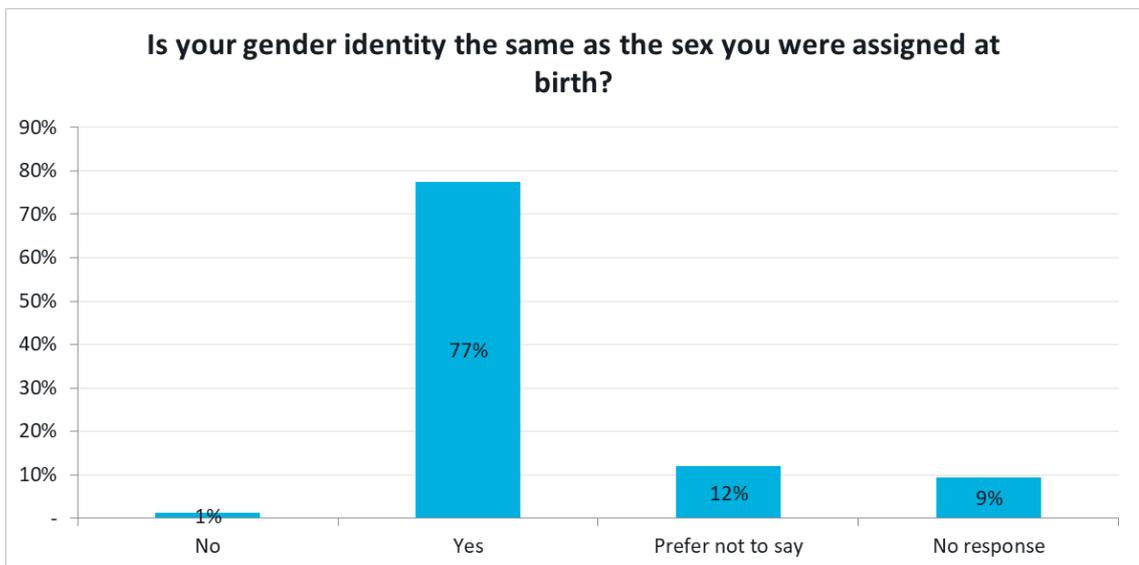
number of respondents: 1088. Comparison: Department for Work and Pensions: Family Resources Survey 2018/19 (Source: Islington Council, State of Equalities, 2021)

**Figure A.3: Gender**



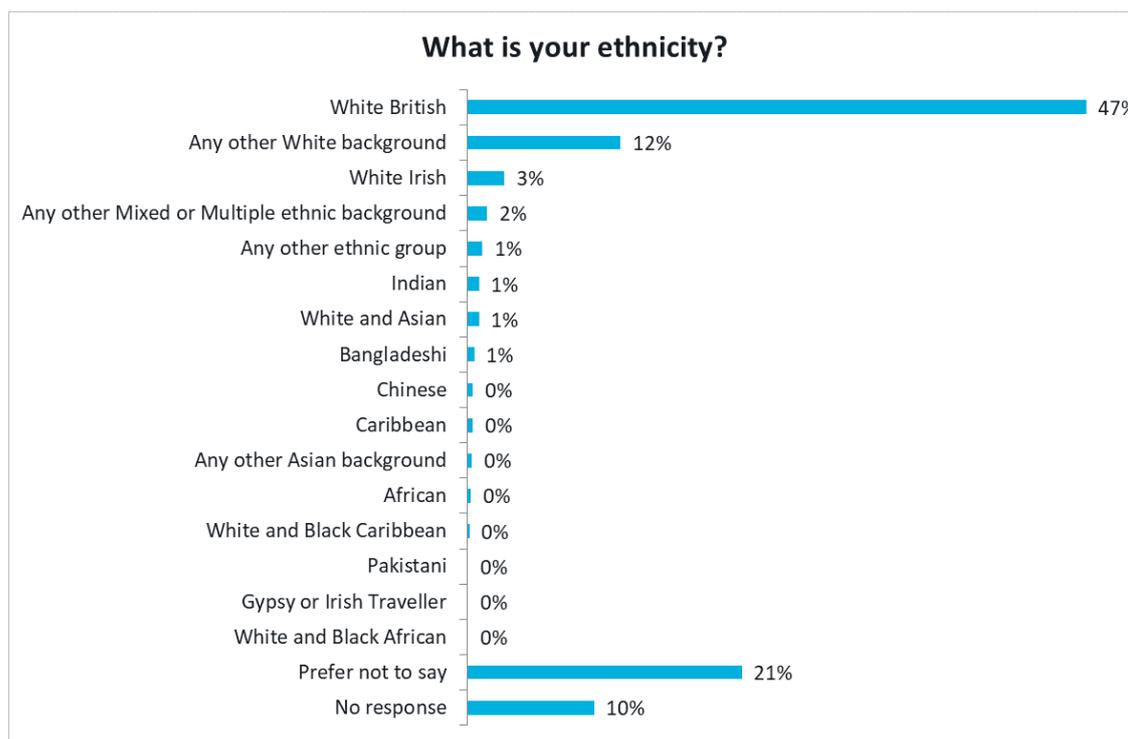
number of respondents: 1088. Comparison: GLA Mid 2016 housing-led population projections (Source: Islington Council, State of Equalities, 2021)

**Figure A.4: Gender identity at birth**



number of respondents: 1088. Comparative information not available

**Figure A.5: Ethnicity of respondents**



number of respondents: 1088

**Table A.1: Ethnicity comparison with borough profile**

|  | Borough comparison | Consultation respondents |
|--|--------------------|--------------------------|
| White British/ Irish                     | 48%                | 50%                      |
| Mixed                                    | 10%                | 3%                       |
| Black/ African/ Caribbean/ Black British | 12%                | 1%                       |
| Asian/ Asian British                     | 10%                | 2%                       |
| Other white                              | 20%                | 12%                      |
| Any other ethnic group                   | -                  | 2%                       |
| Prefer not to say/ no response           | -                  | 31%                      |

number of respondents: 1088. Comparison: GLA 2016 ethnic group population projections (housing-led) projections (Source: Islington Council, State of Equalities, 2021)



## Control Information

**Prepared by**

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Steer  
28-32 Upper Ground  
London SE1 9PD



www.steergroup.com

**Prepared for**

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London Borough of Islington

**Steer project/proposal number**

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24141001

**Client contract/project number**

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**Author/originator**



**Reviewer/approver**



**Other contributors**

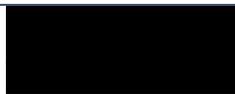
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Client:



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2.4

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