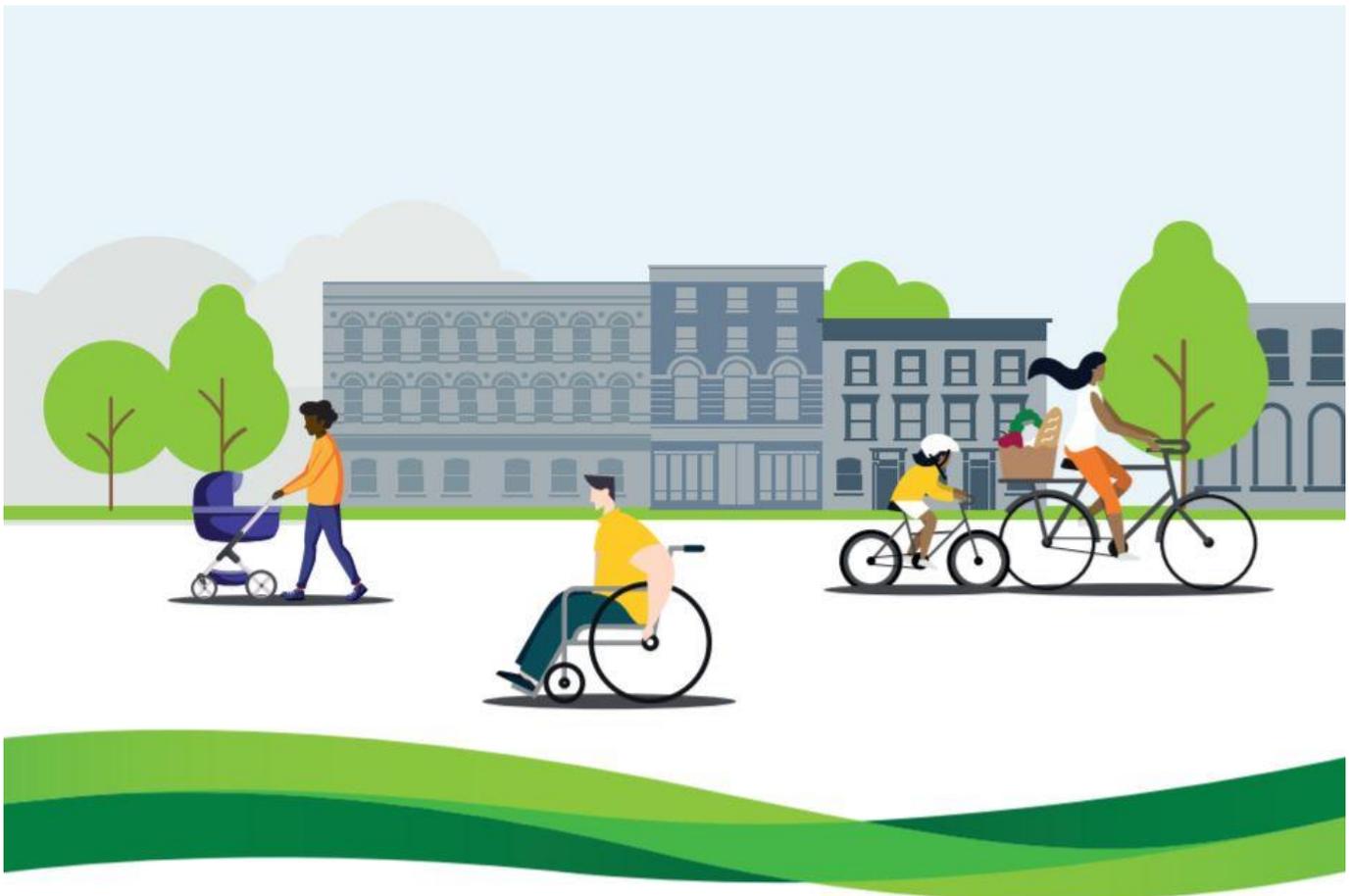


Amwell people-friendly streets Trial Public Consultation and Engagement Analysis



Report
March 2022

Amwell people-friendly streets Trial Public Consultation and Engagement Analysis

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

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- A List of Businesses**
- B Online Town Hall and Q&A full comments and responses**
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1 Introduction

- 1.1 Steer was commissioned by Islington Council (LBI) to provide support in delivering and facilitating people-friendly streets public engagement events and consultation response analysis as part of the Amwell People Friendly Streets (PFS) trial. This trial involved the introduction of a low traffic neighbourhood (LTN) within the Amwell ward beginning in October 2020 (with the scheme becoming operational in November 2020). The trial area sits between the following main roads: Amwell Street, Pentonville Road, King's Cross Road and Rosebery Avenue.
- 1.2 Modal filters were implemented on several roads within the area, which either inhibited vehicle traffic or switched the direction of traffic, but allow people to walk, wheel or cycle through. These were implemented with the objective to reduce traffic and road danger, whilst creating additional space for active modes (walking, cycling and mobility aids). A combination of physical (bollard) modal filters were installed, whilst others are controlled by cameras, which facilitate emergency service vehicles and buses to pass through.
- 1.3 The consultation period was between Wednesday 15th December 2021 and Monday 31st January 2022. The consultation period for the Amwell LTN was longer than the standard four-week period for schemes in the programme to accommodate a two-week break during the Christmas/winter holidays where no events were scheduled. During this period, Steer supported Islington in attending and facilitating engagement events. During the consultation period individuals submitted responses to the survey on the Islington website. In total there were 440 responses, of which no evidence of interference was detected (several responses from same IP addresses).
- 1.4 This report summarises the feedback provided by individuals at consultation events and the findings from our analysis of the consultation survey. This report does not cover the engagement undertaken by Islington Council with statutory consultees.
- 1.5 This report will feed into Islington Council's decision report which will bring together monitoring data, trial feedback survey responses, Commonplace responses, consideration of objections and correspondence over the trial period.

2 Consultation engagement events

Engagement activities

- 2.1 During the Amwell consultation period, engagement events were undertaken by Steer in conjunction with LBI officers. These included:
- Targeted businesses door knocking to boost survey participation
 - An online town hall event open to all residents
 - A drop-in online Q&A event open to all residents (which was intended to be an in-person event but moved to online due to guidance on the Covid-19 Omicron wave from Islington Council)
 - On-street intercepts in targeted areas

Targeted business door knocking

- 2.2 Businesses within the LTN area and on the boundary roads were targeted by Steer staff to speak to in person, with the aim of encouraging businesses to fill in the consultation response survey.
- 2.3 Steer specifically requested businesses to outline how they believed the interventions impacted their operation, positively and negatively.
- 2.4 The targeted business door knocking took place between 10:00-13:00 on Thursday 16th December 2021. Streets where businesses were targeted are indicated in Table 2.1, which includes the scheme's boundary roads.

Table 2.1: Streets targeted for the business door knocking

Street name
King's Cross Road
Amwell Street
Naorji Street

- 2.5 Businesses visited included high-street retail, hotels, pubs, and offices. A full list of businesses which were visited can be found in Appendix A.

Table 2.2: Themes from business engagement

Main themes from Business engagement
Some lack of awareness or opinion on the scheme, particularly among offices and hotels.
All businesses recognised that the Congestion Charging zone and ULEZ already made driving an expensive option for some. In comparison to other areas of Islington they were aware that visitors might be more likely to arrive by modes other than car.
Some of the office premises were either entirely vacant or were temporarily closed with employees working from home.

Some retail/convenience stores on Amwell Street voiced their concerns about a reduction in passing trade with fewer vehicles in the area, and some were concerned about deliveries taking longer.

Shared workspace-style offices reported receiving previous consultation materials and had circulated these materials across the different businesses occupying them.

Online town hall event

- 2.6 An online town hall event was held on Tuesday 11th January 2022 at 17:00-18:00 via Zoom. Six tickets were requested for the event, with approximately ten members of the public in attendance.
- 2.7 The session included a presentation by LBI on the objectives of the scheme and highlights of the October 2021 trial monitoring data followed by a 30-minute period for attendees to provide comments and ask questions. The issues raised are summarised in Table 2.3; a full list of comments, questions and responses are provided in Appendix B.

Table 2.3: Comments and questions raised at the online town hall

Main themes from the online town hall event
Street signage and furniture – issues relating to the quantity and quality of street signage and their impact on the streetscape of Lloyd Square which is home to several Grade II listed property
Consultation – query regarding whether the number of consultation responses at the time of the event was proportional to other Islington PFS consultation schemes.
Road user conflict – vehicles reversing to avoid filters in Lloyd Square, conflicting with cyclists and pedestrians using the filters.
Road safety – the scheme had enabled a young family to more safely walk and cycle to a variety of destinations.
Air quality – response described a noticeable improvement in air quality, improving quality of life for asthmatic children.
Driver confusion – particularly for infrequent visitors and delivery drivers accessing properties located within the LTN.

Drop-in event (rescheduled to online Q&A due to coronavirus concerns)

- 2.8 This online Q&A event was held on Monday 17 January from 16:45 – 17:55. 18 tickets were requested for the event, with approximately 25 individuals attending. The event was originally intended as an in-person drop-in event. On Friday 14 January this event was moved online due to concerns about the transmissibility of the Omicron variant of coronavirus.
- 2.9 The session included a presentation by LBI summarising the objectives of the scheme and highlights of the October 2021 monitoring data followed by a half hour window for attendees to ask questions and provide comments. The themes raised at the event are set out below in Table 2.4; a full list of comments, questions and responses are provided in Appendix B.

Table 2.4: Online Q&A comments and questions

Main themes from the online town hall Q&A event
Equalities – concern about impact on elderly residents who may require vehicles for short journeys, due to the increased complexity of journeys.
Traffic – comment raised that the actual figures are not represented in the monitoring report summary. Response illustrated how they promote modal shift for residents and removing rat-running, which reduces traffic through the area.

Black cabs – suggestion that black cabs should be given an exemption to drive through the filters, particularly as they may be used by disabled people.
Emergency Vehicle access – concern about access by the emergency services, anecdote that in one instance LFB (London Fire Brigade) did not use the lockable-bollard at the Lloyd Square (north side) filter for access.
Electric vehicle access – Suggestion that electric vehicles should be given an exemption to drive through the filters.
Lloyd Square complexity – suggestion to reinvestigate the positioning of modal filters on Lloyd Square and safety concerns (risk to passing cyclists) about turning/reversing vehicles near to the bollards.
Resident access – suggestion that all residents should be given an exemption to drive through the filters.

Targeted on-street intercepts

- 2.10 Door to door knocking was not recommended due to the ongoing national government guidance to adhere to social distancing where possible. As such, the same methodology as the targeted business door knocking was used, whereby Steer analysed postcode data to identify streets with lower levels of survey responses. Subsequent visits to these locations were complemented by intercepting members of the public on streets/junctions with higher levels of pedestrian activity in the Amwell area.
- 2.11 The on-street intercepts, which took place on Wednesday 19 January from 16:00-18:00, included a check for awareness of the consultation and leaflets handout, whilst providing guidance on how to complete the online survey or access a paper copy. The streets which were targeted are set out in Table 2.5.

Table 2.5: Streets targeted in the targeted on-street intercepts

Street name
Lloyd Baker Street
Amwell Street
Vernon Rise
Bevin Court

- 2.12 Those who were intercepted included a combination of residents and people working or walking through the area. The main themes from the on-street intercepts are indicated in Table 2.6.

Table 2.6: Main themes from on-street intercepts

Main themes from on-street intercepts
Vehicle Access – concern the scheme makes it harder for residents to access local amenities by car.
Isolated communities – concern the scheme is creating issues for those living in the area and experiencing loneliness, as others were less likely to visit them because the scheme makes driving harder and more expensive.
Lack of need – not understood why traffic reduction proposals are required as the area is already within the Congestion Charging Zone and ULEZ

Consultation process – concern about the absence of consultation prior to implementation, and confusion about how the scheme could be implemented without prior consultation.

Improved road safety – the scheme had improved the confidence of parents and carers to allow their children to play out on the street.

Concerns about road safety – concern about road danger posed by cyclists because they can be difficult to see or hear and due to their speed and unpredictability as they pass through the filters. Concern about a rise in conflicts between drivers and cyclists.

Reduced Noise from traffic – streets now quieter and calmer, making it more pleasant to spend time outside and in the garden.

3 Consultation Survey

Introduction

- 3.1 This section reports on the analysis of the ‘closed’ questions included in the consultation questionnaire. Closed questions are those with a discrete set of answers from which survey participants select a response. This includes information from questions asking about the current trial and the future of the scheme, the demographics of respondents, their travel patterns, and their connection to the area. Some of these questions were optional so not all respondents answered every question; these are displayed as ‘No response’ in the results.
- 3.2 These results were also cross tabulated with whether respondents had car access (Q14), their connection to the area (Q19) and if they had a disability (Q25).

About the respondents

- 3.3 Overall, 440 responses were submitted to the consultation. Respondents were asked if they were filling out the consultation on behalf of a business. Of the 411 responses to this question, 16 were filled out on behalf of a business, 395 were public responses and 29 had no response so have been assumed to be public responses. These are indicated in Table 3.1.

Table 3.1: Respondent type

Respondent Type	Number	Percentage
Public	424	96.4%
Business	16	3.6%
Total	440	100%

Demographics

- 3.4 This section details the demographic profile of the respondents to the consultation. This includes age group, disability, gender, if their gender is the same as assigned at birth, sexual orientation, religion, and ethnicity. These questions were not obligatory, and each had a ‘prefer not to say’ or ‘no response’ option. These questions were included to see if responses were from a representative sample of Islington’s diverse population, as illustrated by the Islington Census 2011¹.
- 3.5 The graphs in Appendix C display the results of the consultation for each of these demographics. In summary:
- The age group with the largest number of respondents was that of those aged 55-64 at 23%, followed by 45–54-year-olds at 18%. These are greater than the corresponding borough averages of 7% and 11% respectively (Census 2011). Other age groups were under-represented, such as the 25–34-year-olds who account for 26% of the borough population but constituted only 11% of responses.

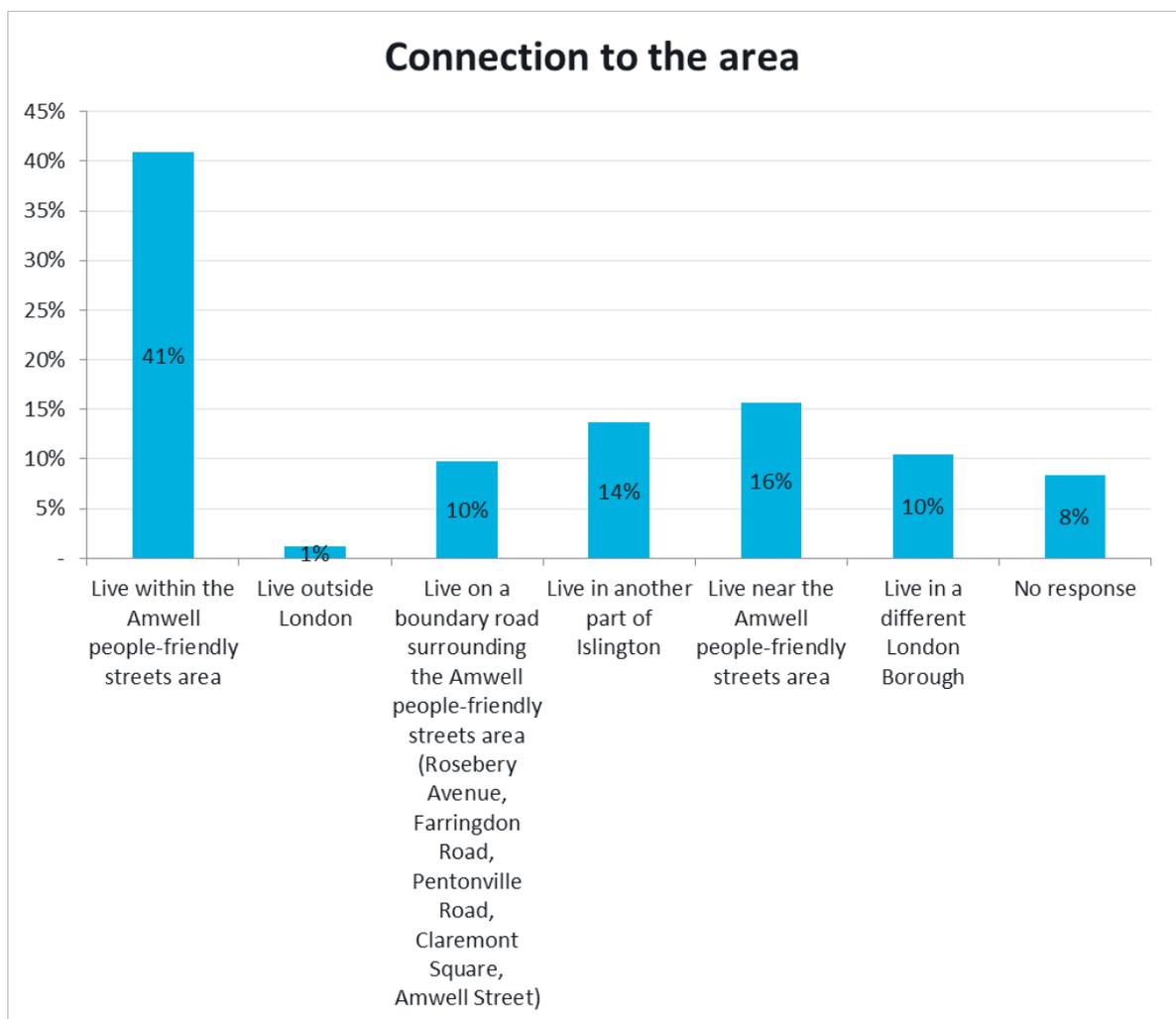
¹ <https://vai.org.uk/wp/wp-content/uploads/2013/01/2012-Census-Islington-Summary.pdf>

- 70% stated they were not disabled and 11% of respondents stated they were disabled. This is lower than the 16% of Islington residents who are disabled (Census, 2011)
- 43% stated they were male, followed by 33% female. 1% identified as non-binary, whilst 10% responded prefer not to say and 12% did not respond. The percentage of male respondents is lower than the borough average at 49%, whilst the response by females was much lower than the borough average of 51% (Census 2011)
- 37% of respondents stated they had no religion; slightly above the borough average of 30%. 22% stated they are Christian and is much lower than the borough average of 40%.
- 60% of respondents stated that their ethnicity is White or White British, which is slightly below the borough average of 68% (Census 2011)

Connection to the area

3.6 Respondents were asked where they live in relation to the Amwell trial scheme area. 41% of respondents stated they live within the area, while another 16% stated that they live near the area. This was followed by 14% living in another part of Islington, as illustrated in Figure 3.1.

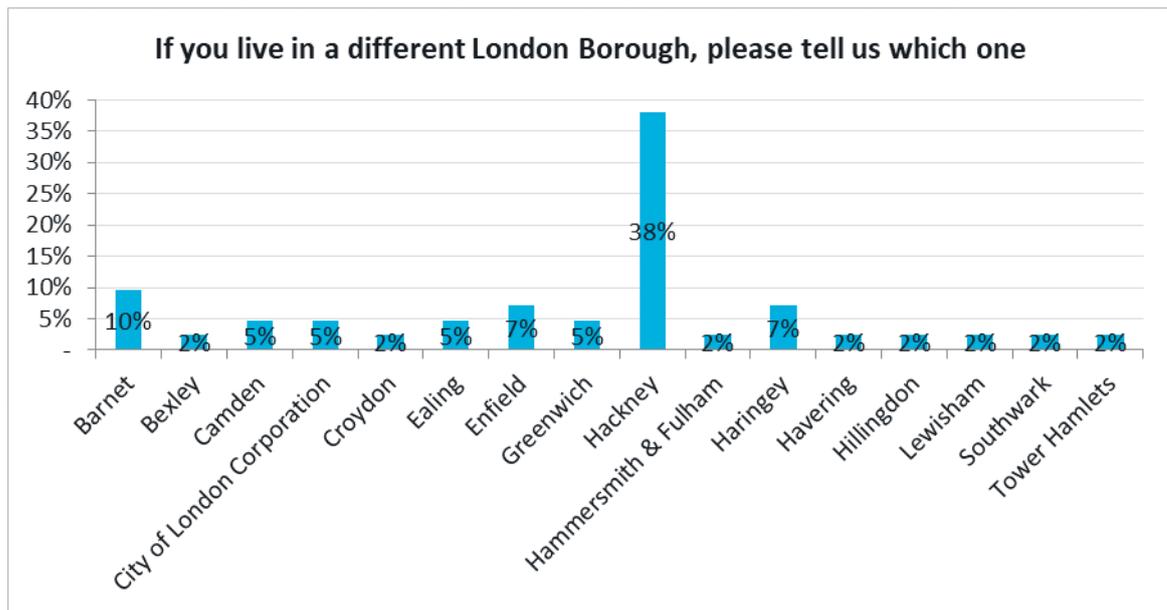
Figure 3.1: Where do you live (Q19)



Number of respondents – 440

3.7 10% of respondents stated they reside within a different London borough, with the greatest proportion of these living in Hackney (38%) (Figure 3.2).

Figure 3.2: Different London Borough (Q20)



Number of respondents – 42

3.8 Respondents were asked their connection to the Amwell people-friendly streets area. They could tick all that apply for this question hence the total percentage does not sum to 100. 45% of respondents are residents in the Amwell area, whilst 37% travel to or through Amwell and 23% own a property in Islington. These responses are illustrated in Table 3.2.

Table 3.2: Connection to the area

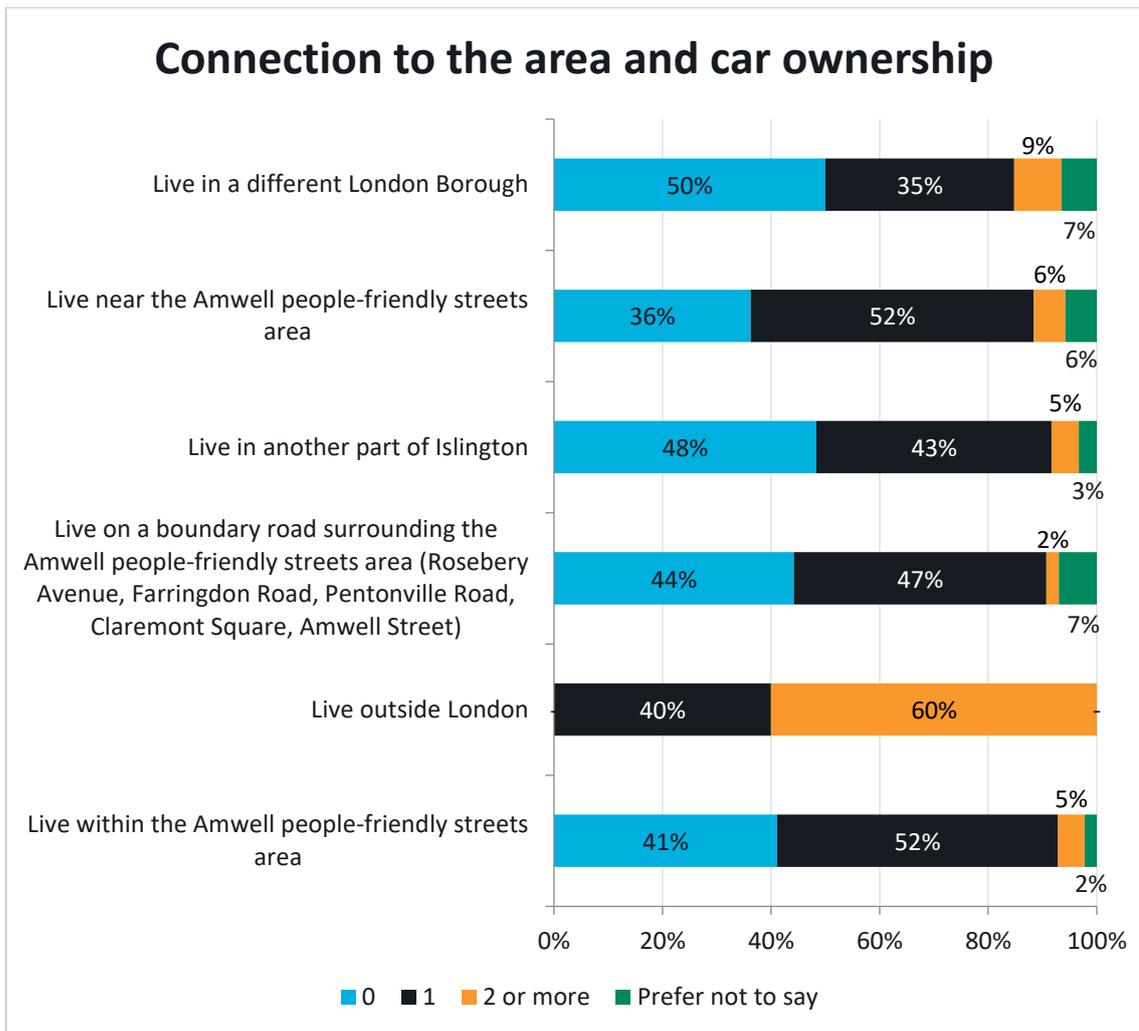
Connection to area (tick all that apply):	Number	Percentage
I am an Amwell resident	198	45%
I own a business in Amwell	8	2%
I work in the Amwell area	35	8%
I travel to / or through Amwell	163	37%
I work elsewhere in Islington	41	9%
I own a property in Islington	100	23%
I am a visitor	30	7%
Other	26	6%

3.9 To understand the levels of car or van ownership among respondents to the survey, respondent's connection to the area was cross tabulated with car ownership levels. No response was not included as all those who did not respond to the car ownership question also did not respond to the connection to the area question.

- 41% of people responding to the consultation who state they live within the Amwell LTN area do not have access to a car or van, with 57% of respondents having access to one or more car or van.
- 44% of those who live on a boundary road to the Amwell people-friendly streets area do not have a car, 49% of respondents have access to one or more car or van.

3.10 Respondents who stated they live within the Amwell LTN area and on the boundary roads of the area exhibit higher car ownership levels than the borough average of 29% of Islington households, as indicated in Figure 3.3 (LTDS, 2019)

Figure 3.3: Connection to the area and car ownership

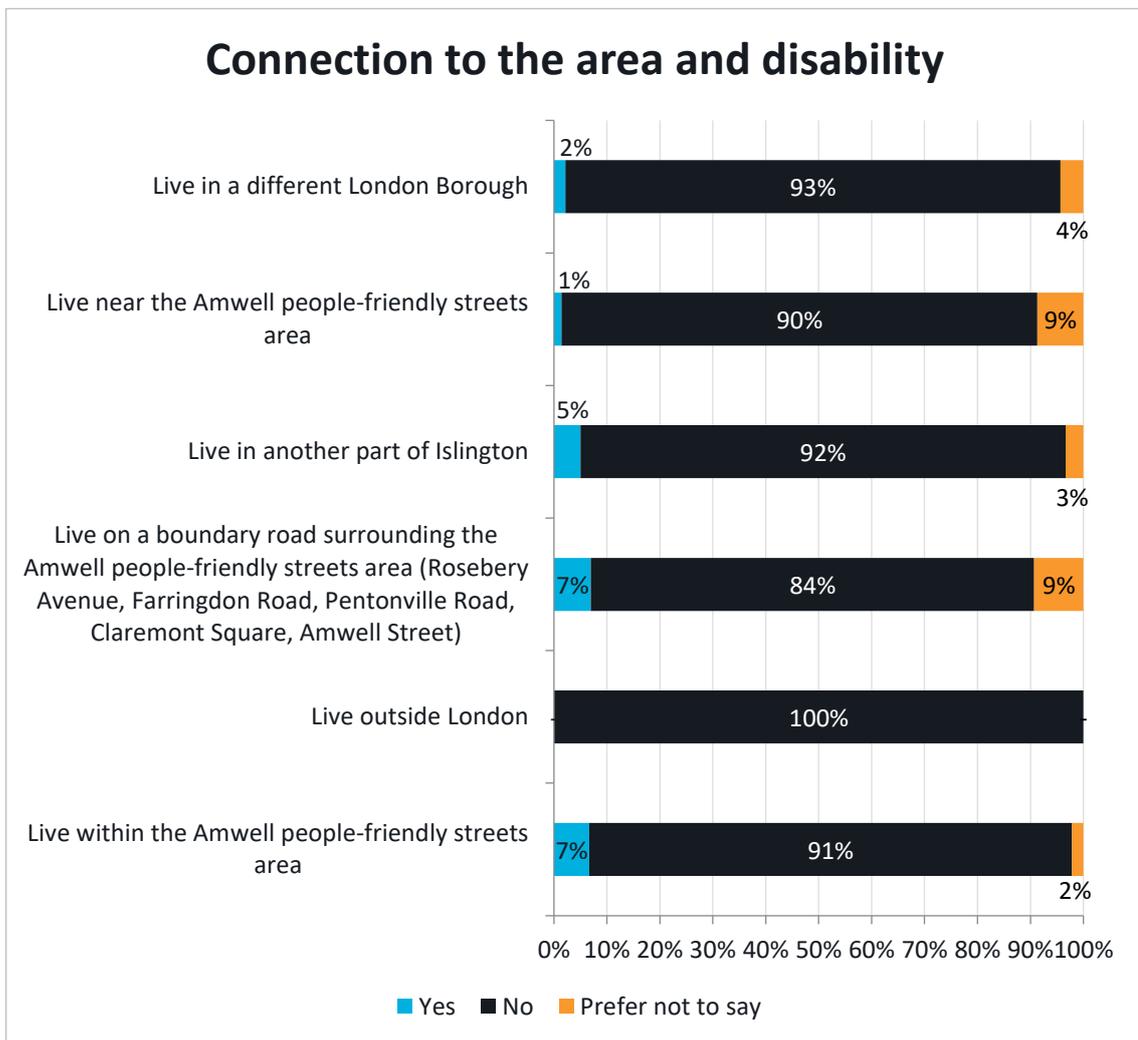


Number of respondents – 440

3.11 7% of respondents who stated that they live within the Amwell LTN area said they are disabled, and 7% of those who live on a boundary road to the area said they are disabled.

3.12 The selection 'No response' was not analysed as those who did not respond to the disability question also did not respond to the connection to the area question.

Figure 3.4: Connection to the area and disability

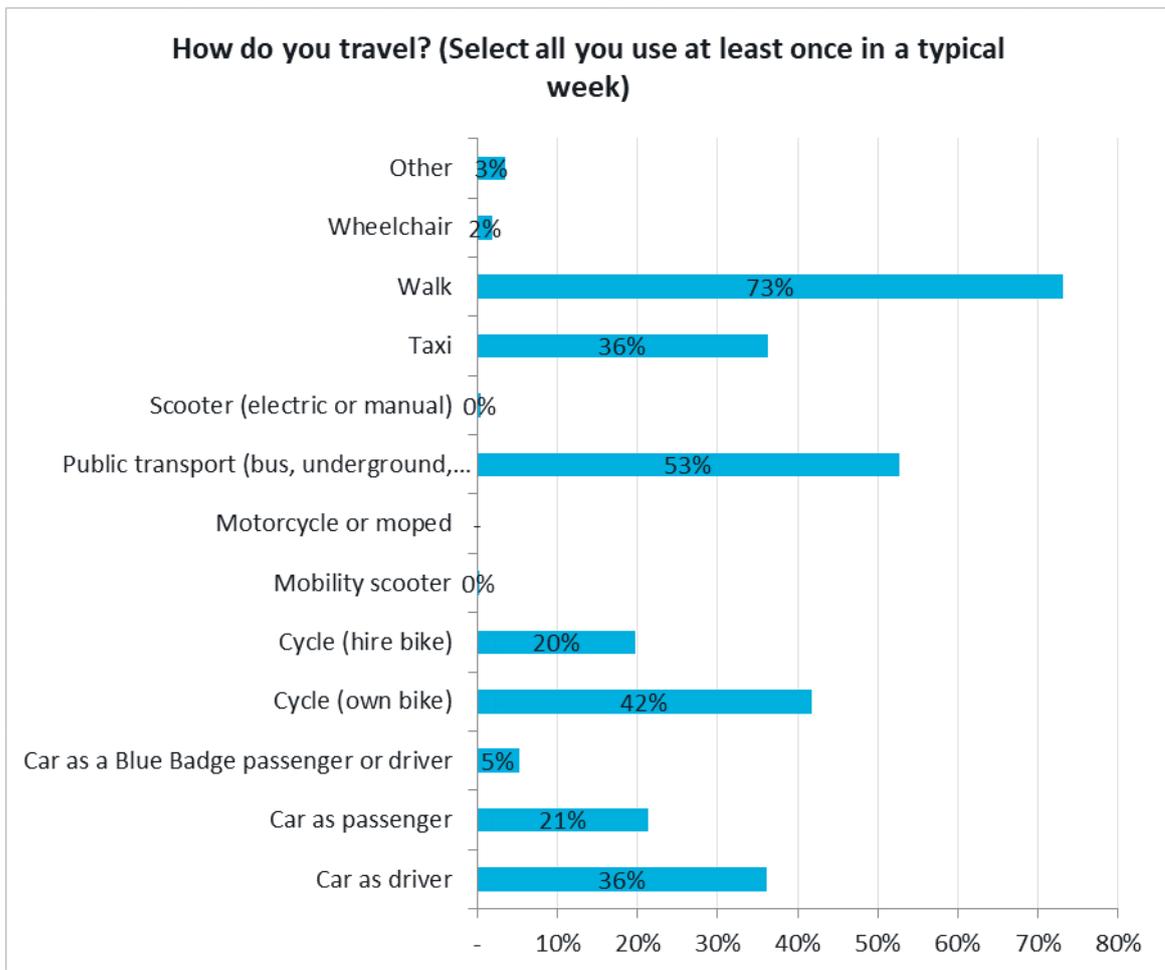


Number of respondents – 440

Travel Patterns

- 3.13 The consultation 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.
- 3.14 As indicated in Figure 3.5 the largest proportions of respondents stated they walk, use public transport or cycle at least once per week. Additionally, a smaller proportion stated they use taxis or travel by car (either as a driver or passenger).

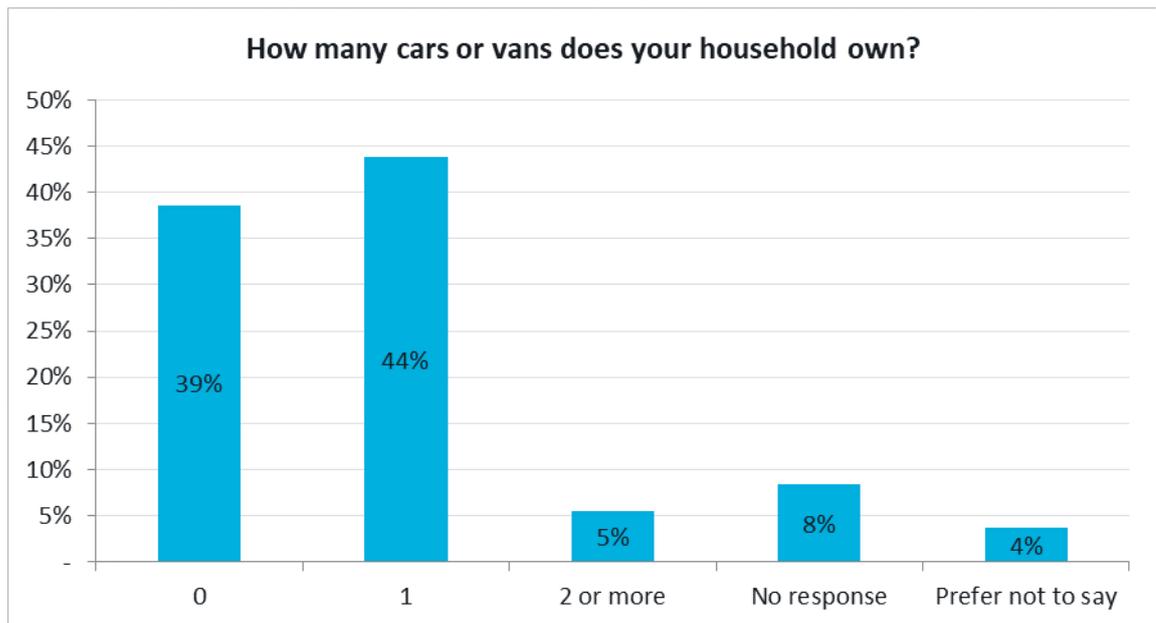
Figure 3.5: How do you travel? (Q13)



Number of respondents – 440

- 3.15 Respondents were asked how many cars or vans they owned in their household. 44% of respondents stated their household owned one car whilst 39% of respondents were from households which did not own a car or van. Car owners are over-represented in the consultation responses in comparison to the borough average for car ownership, where 71% of households in Islington do not own a motor vehicle, and only 29% own one or more (LTDS, 2019)

Figure 3.6: Cars or van your household owns (Q14)

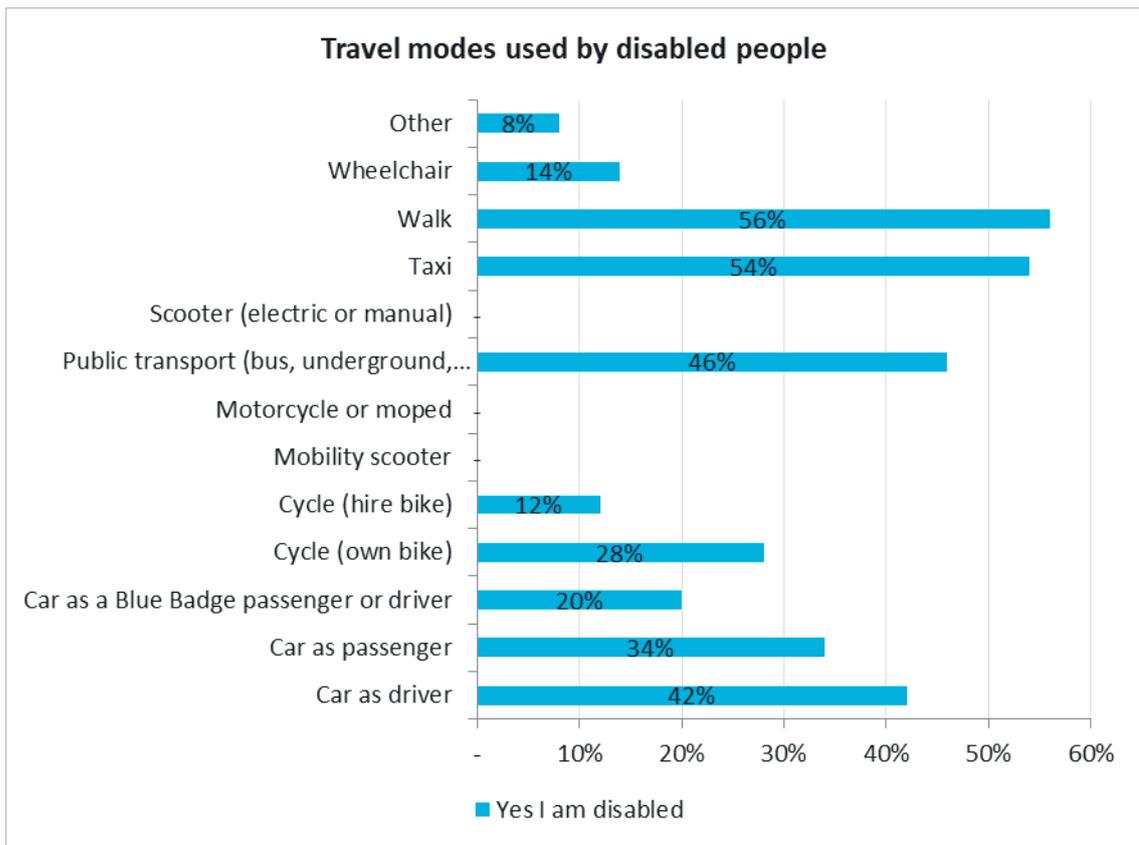


Number of respondents – 440

Travel patterns and car ownership among disabled respondents

- 3.16 The consultation survey informed respondents that LBI will implement a Blue Badge exemption policy for the Amwell scheme and provided a space for respondents to comment. Comments made in response were assessed by Steer using the same methodology as the rest of the survey.
- 3.17 To help inform the introduction of the Blue Badge holder exemption policy, the travel patterns and car ownership responses from disabled people were analysed. Respondents were asked to tick all modes they travelled by in a typical week. This was filtered by respondents who said they were disabled or had a long-term illness or impairment that affects their day-to-day activity. Of respondents that stated they are disabled and illustrated in Figure 3.7, 56% walk, 54% use a taxi, 46% use public transport, 42% use car as a driver, and 34% also use a car as a Blue Badge holder as a driver or passenger. Because respondents could select all modes they use, percentages sum to greater than 100%.

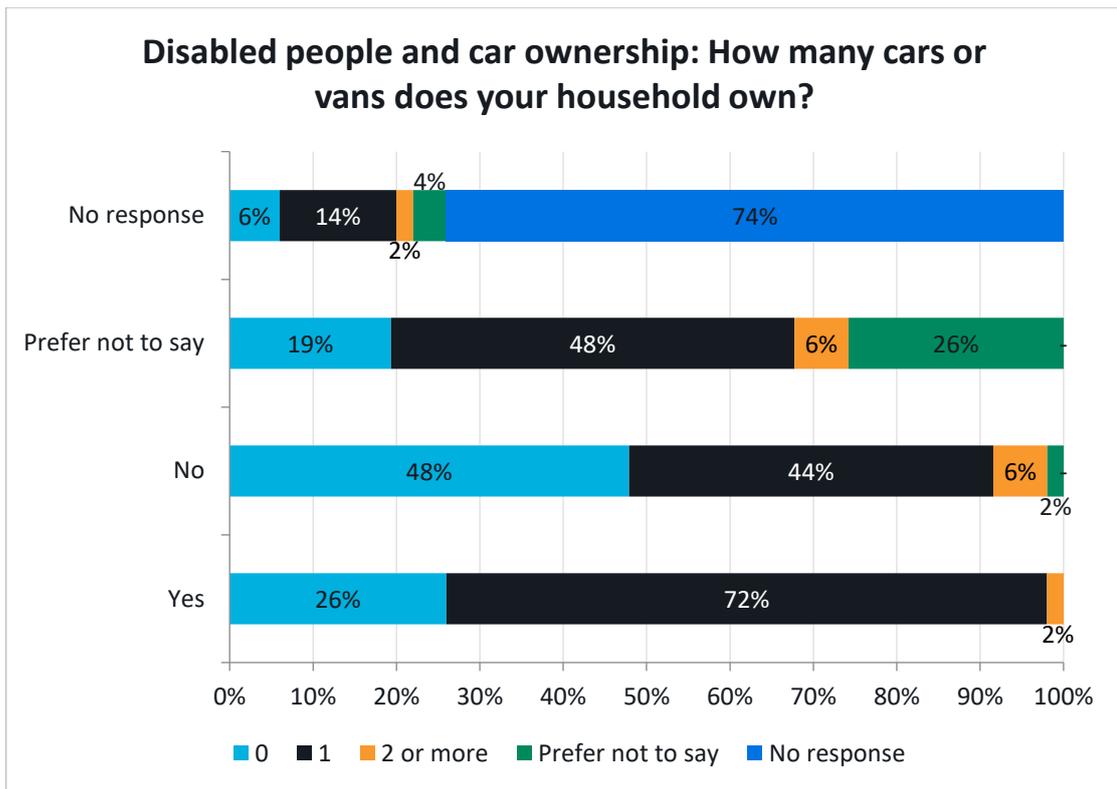
Figure 3.7: Modes used by disabled respondents



Number of respondents – 50

3.18 Indicated in Figure 3.8 respondents were asked how many cars they own. Disabled respondents had a higher level of car ownership at 74% compared to 50% among non-disabled respondents.

Figure 3.8: Access to car/van among disabled respondents

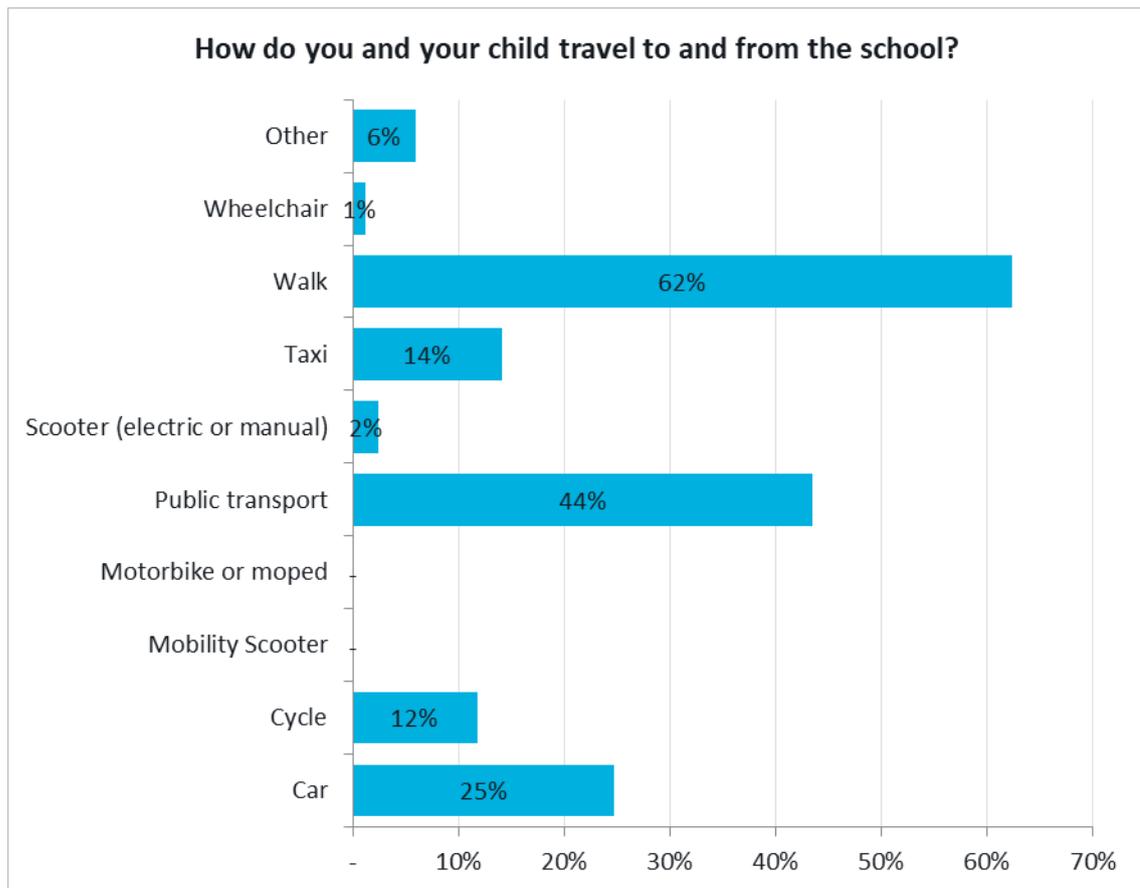


Number of respondents – 440

School Children

- 3.19 40% (175 respondents) stated they had children. Of these respondents who have children, 49% (85 respondents) said they were of school age.
- 3.20 These respondents were asked how they and their child/children travel to and from school with the results indicated in Figure 3.9. 62% stated they walk to school, followed by 44% using public transport, 25% the car and 14% using a taxi.

Figure 3.9: Travel to and from school (Q18)



Number of respondents – 85

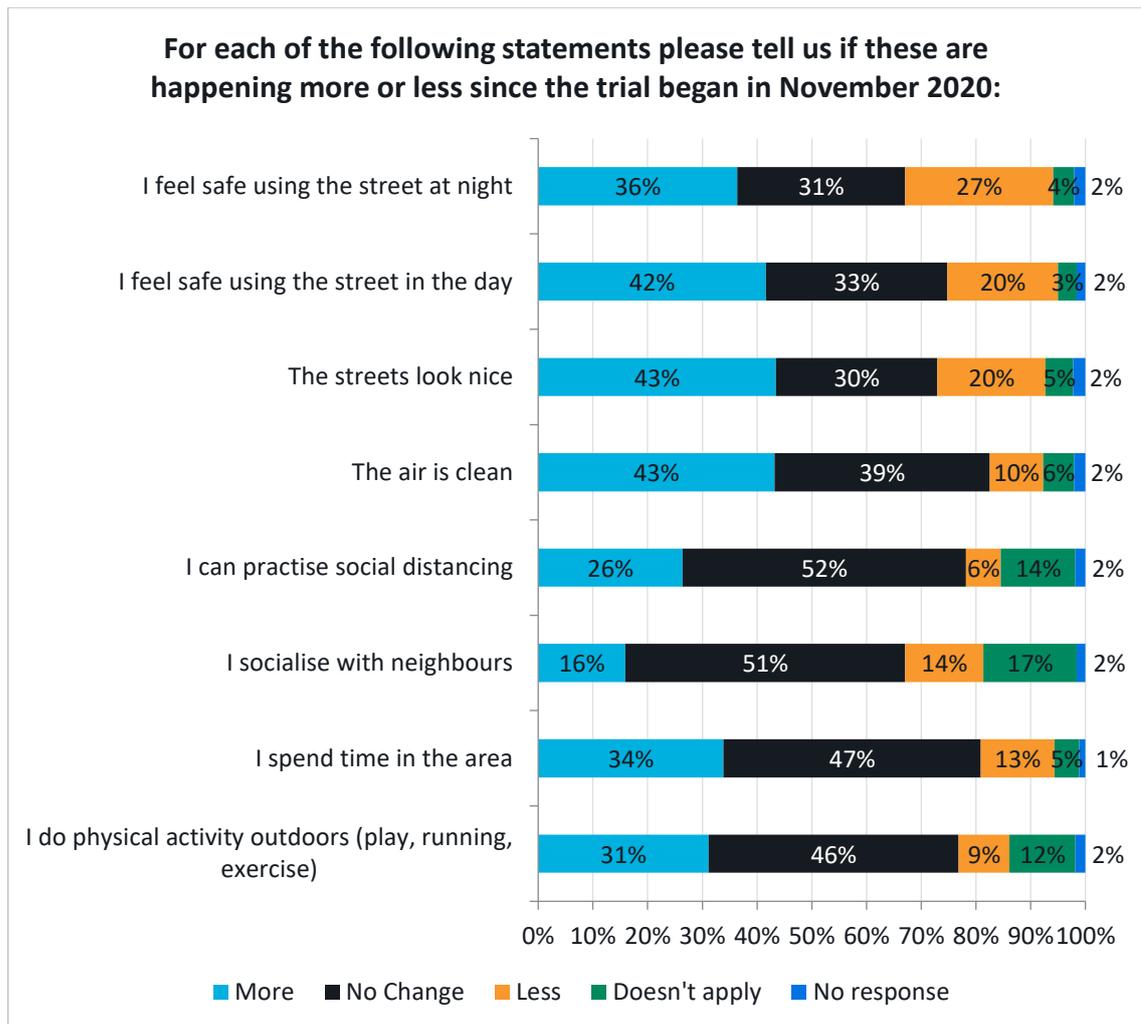
The current trial scheme

- 3.21 Respondents were presented with a series of statements and asked if they thought these things were happening since the trial began in October 2020. (Figure 3.10 to Figure 3.29. Respondents could select if they believed 'no change' had occurred, or if the statement did not apply to them. The statements were grouped into four questions by theme, addressing safety, driving patterns, active modes, and motor traffic respectively.

Safety and the area

- 3.22 As indicated in Figure 3.10, 43% stated that the air is cleaner, 43% stated the streets look nicer and 42% stated that they feel safer using the streets in the day. In comparison, 10% stated that the air is less clean, 20% that the streets look less nice and 20% stated they felt less safe using the streets during the day. 34% spend more time in the area and 31% do more physical activity outdoors since the trial began. 27% stated they felt less safe using the streets at night, compared to 36% who felt safer. A high number of respondents (over 45%) selected 'no Change' for four of the statements, all which relate to spending time outdoors and socialising (Figure 3.10).

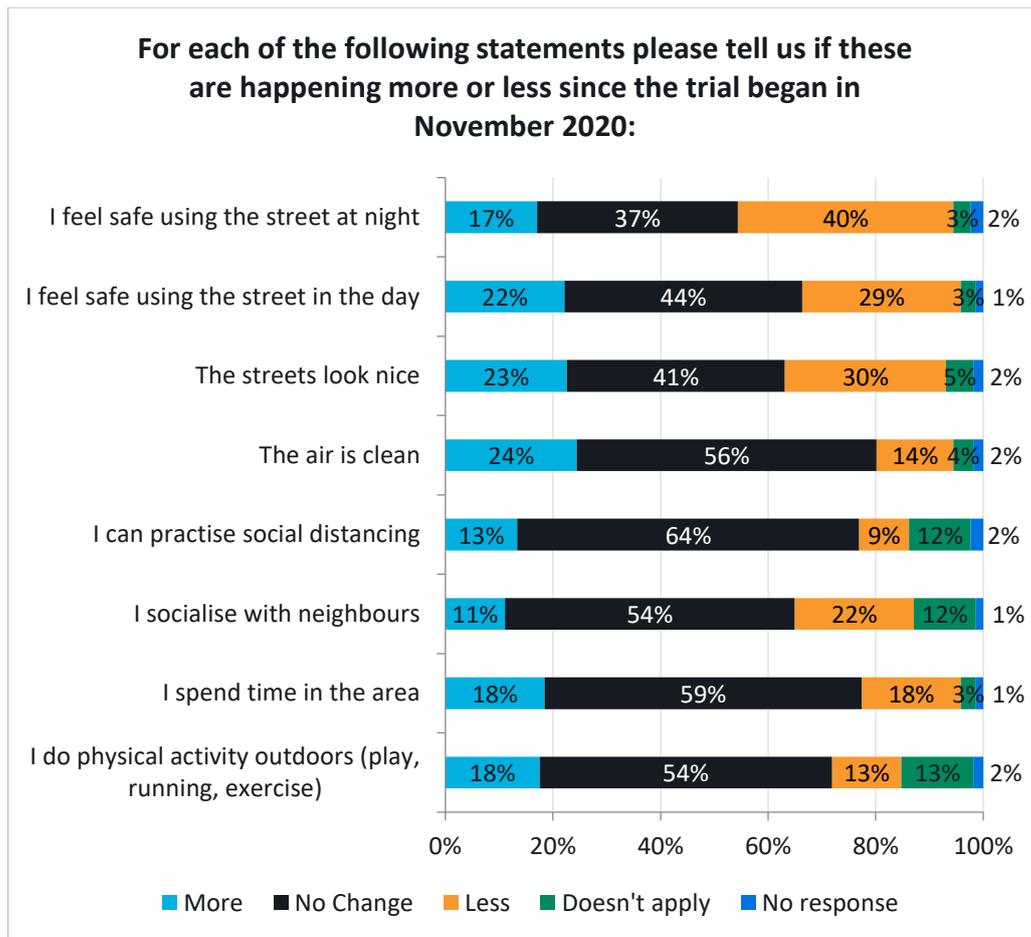
Figure 3.10: Safety and the area (Q1) – all responses



Total Number of respondents – 440

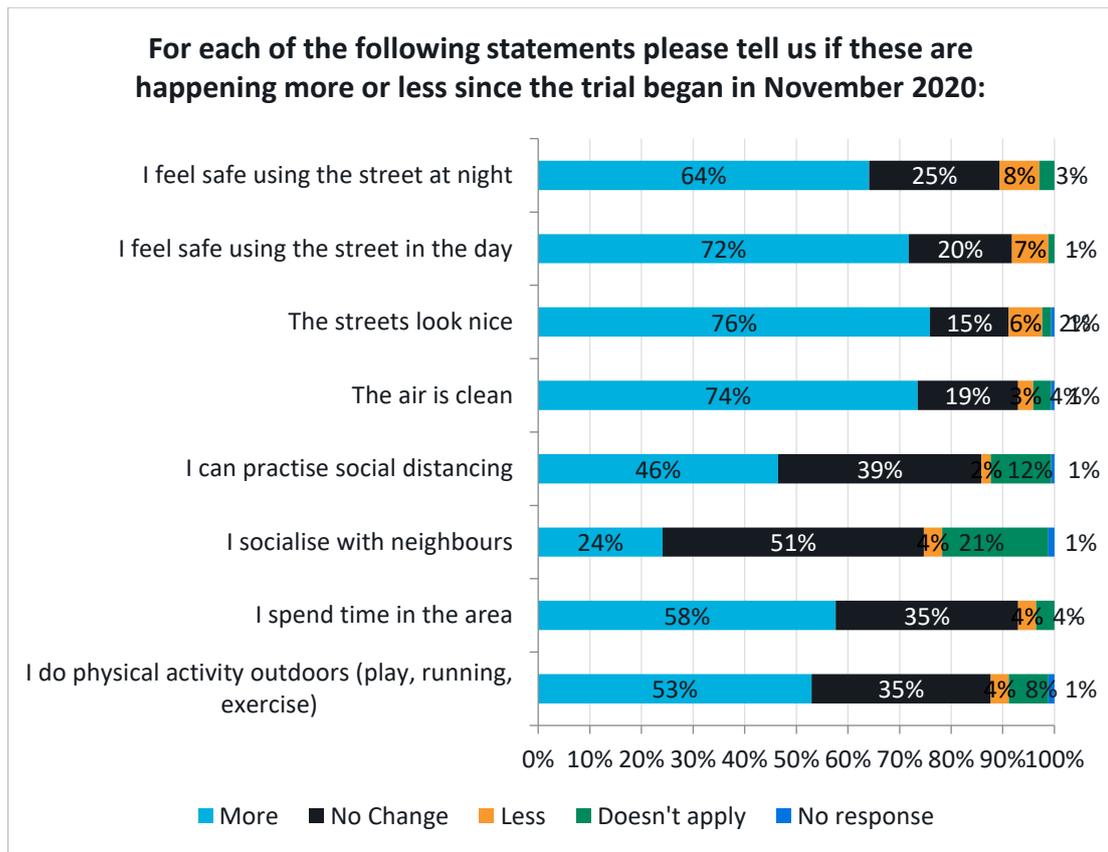
3.23 There were significant differences in opinion between respondents in a household with access to a car/van, and respondents whose household does not have access to a car/van. Households with access to a car/van felt less safe at night than those without a car/van (40% vs 8% selecting 'less safe'). Those without access to a car/van stated that they feel safer using the streets through the day since the introduction of the LTN (72% vs 22% with access to car/van). Respondents from households without a car/van also felt that the streets look nicer and that the air is cleaner, that they spend more time in the area, socialise more with neighbours, do more physical activity and practise social distancing since the introduction of the LTN as demonstrated across Figure 3.11 and Figure 3.12.

Figure 3.11: Safety and the area (Q1) - Responses from those whose household have access 1 or more cars/vans



Number of respondents – 217 (NB 'no response' to car ownership has not been included)

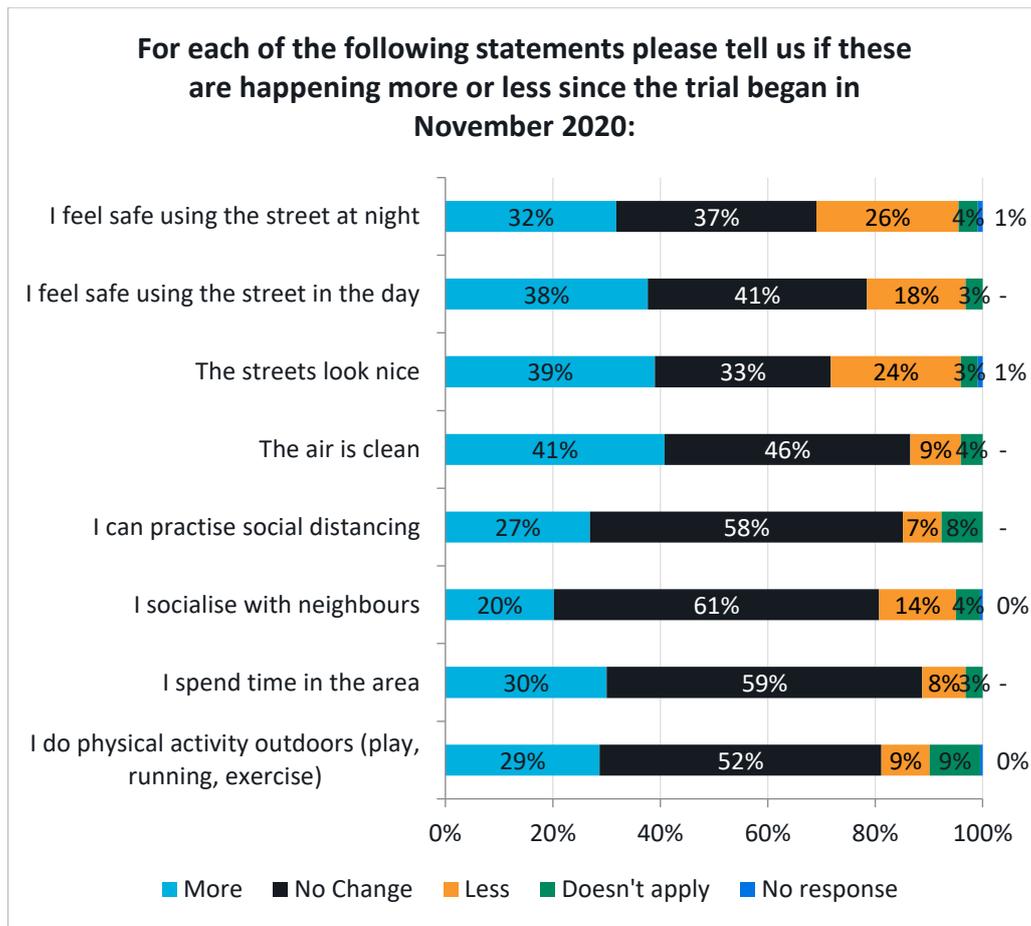
Figure 3.12: Safety and the area (Q1) - Responses from those whose household do not have access a car/van



Number of respondents – 170 (NB 'no response' to car ownership has not been included)

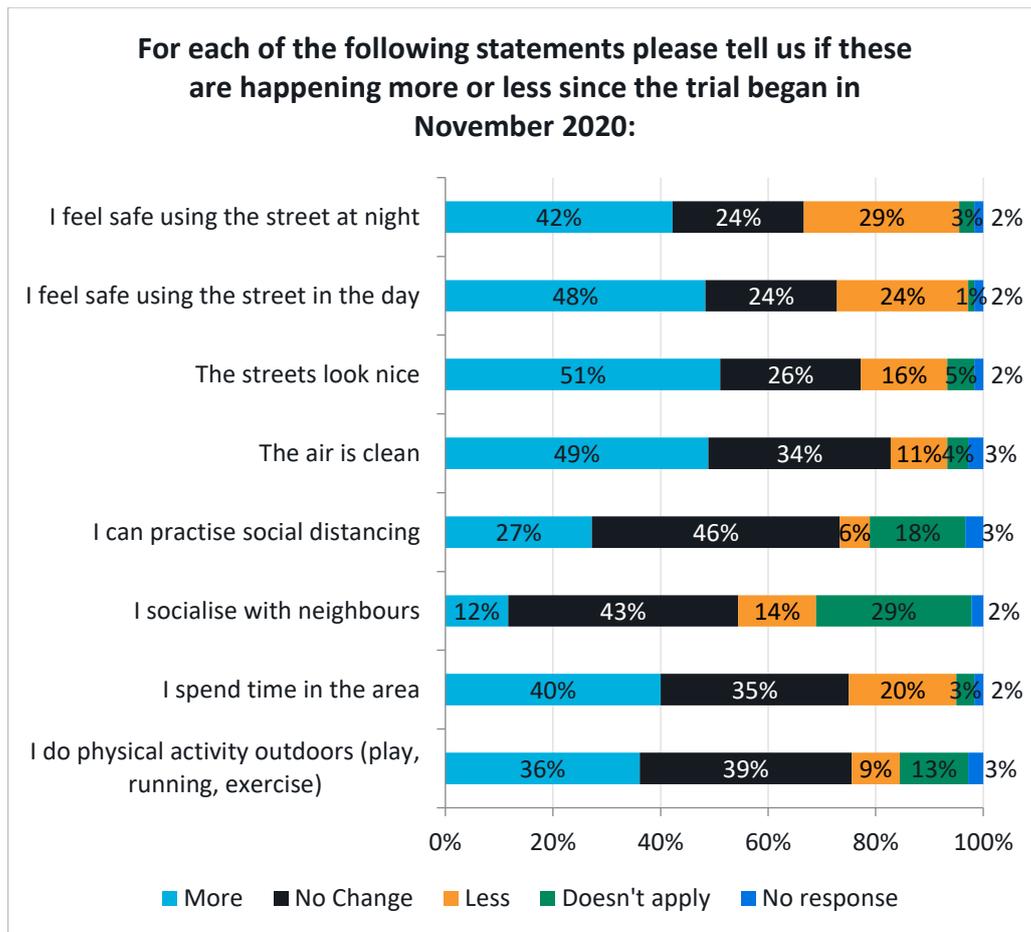
3.24 There were differences in opinion between respondents who lived within the LTN (either within the LTN and on boundary roads) and those who lived outside the LTN (all other respondents). More people who live outside the LTN believed since the trial began safety had improved at both night-time (42% compared to 32%), and during the day (48% compared to 38%) compared to those that live inside the LTN. More people living outside the LTN also stated that they spend more time in the area, do more physical activity outdoors, that the streets look nicer, and the air is cleaner, compared to responses from within the LTN as demonstrated Figure 3.13 and Figure 3.14.

Figure 3.13: Safety and the area (Q1) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 223 (NB 'no response' to connection to the area has not been included)

Figure 3.14: Safety and the area (Q1) – Responses from those who live outside the LTN

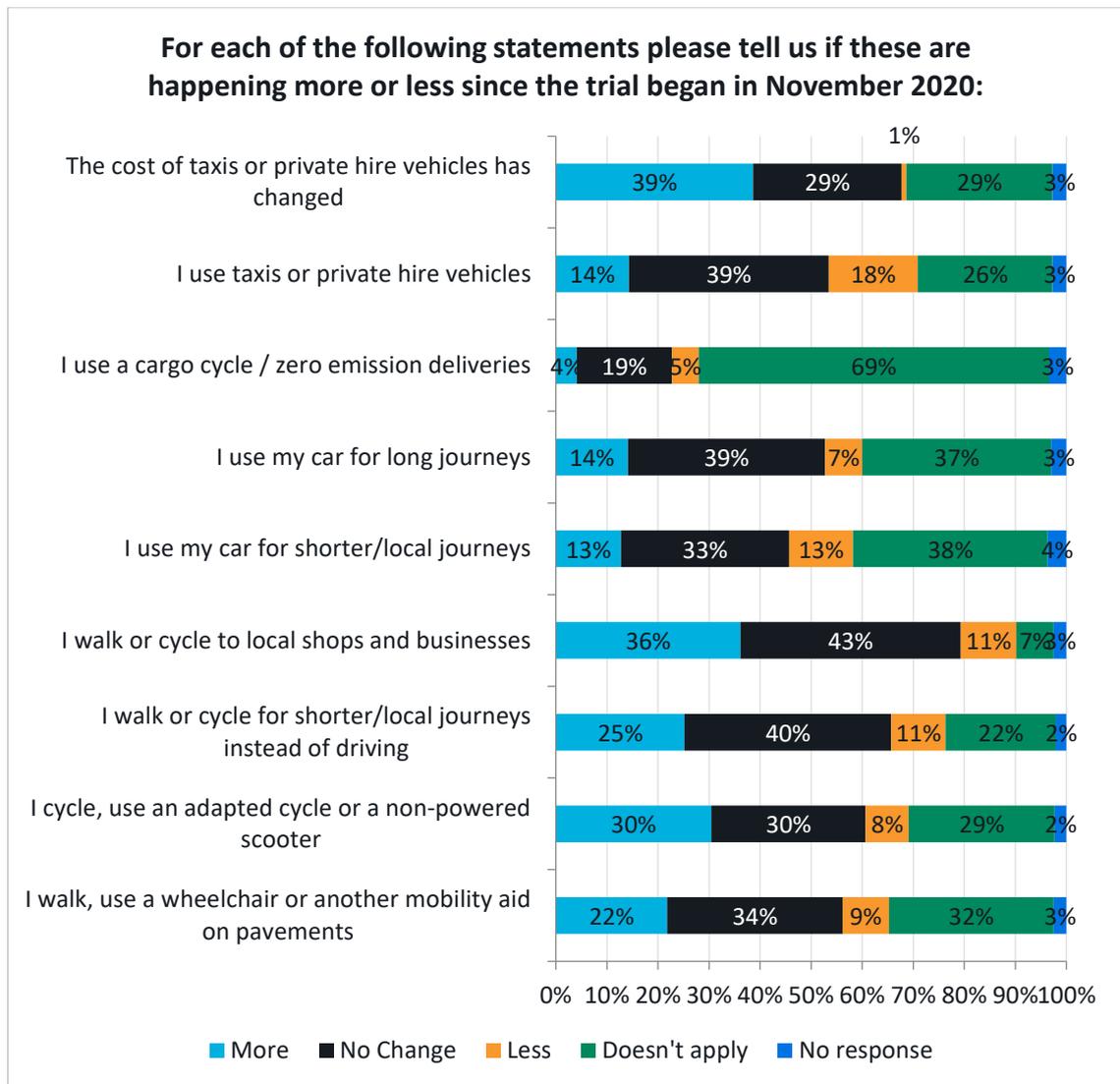


Number of respondents – 180 (NB 'no response' to connection to the area has not been included)

Driving patterns

3.25 36% of respondents stated they walk or cycle more to local shops, in comparison to 11% who reported doing this less. Additionally, 39% thought the cost of taxis or private hire has risen whilst 29% thought that this hasn't changed. 30% of respondents stated that they cycle more, whereas 8% stated they cycle less, and 25% of respondents stated that they walk or cycle more for shorter journeys instead of driving, as demonstrated in Figure 3.15.

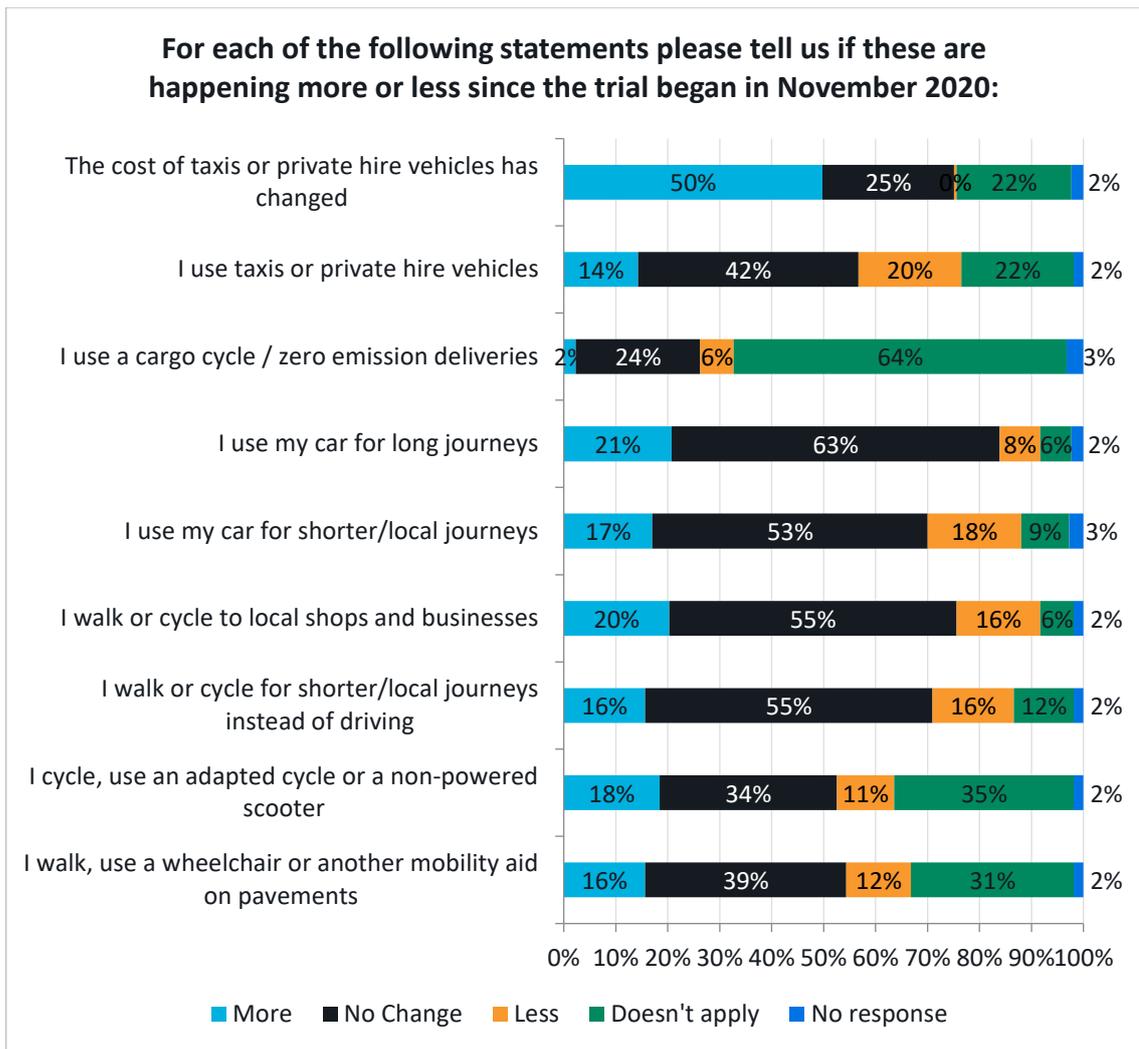
Figure 3.15: Driving patterns (Q2) – all responses



Total Number of respondents – 440

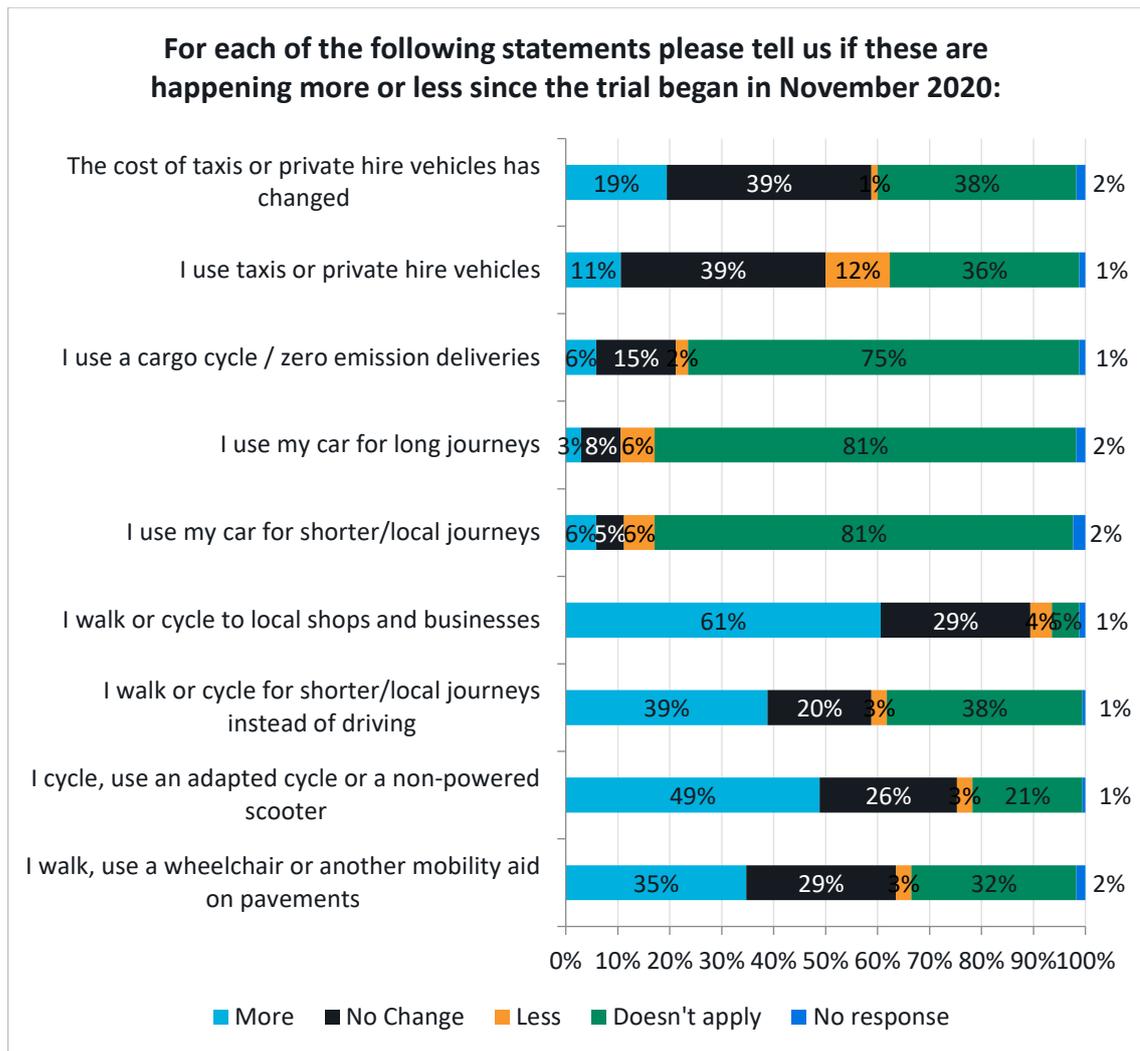
3.26 Respondents from households without access to a car/van stated that they walk or cycle to local shops and businesses more than those who have access to a car/van (61% vs 20%,) cycle more (49% vs 18%) and walk or cycle more for shorter journeys instead of driving (39% vs 16%) since the introduction of the LTN. Those who have access to a car/van reported much higher percentages of 'No Change' in the way they travelled around the area, as demonstrated in Figure 3.16 and Figure 3.17.

Figure 3.16: Driving patterns (Q2) - Responses from those whose household have access 1 or more cars/vans



Number of respondents – 217 (NB 'no response' to car ownership has not been included)

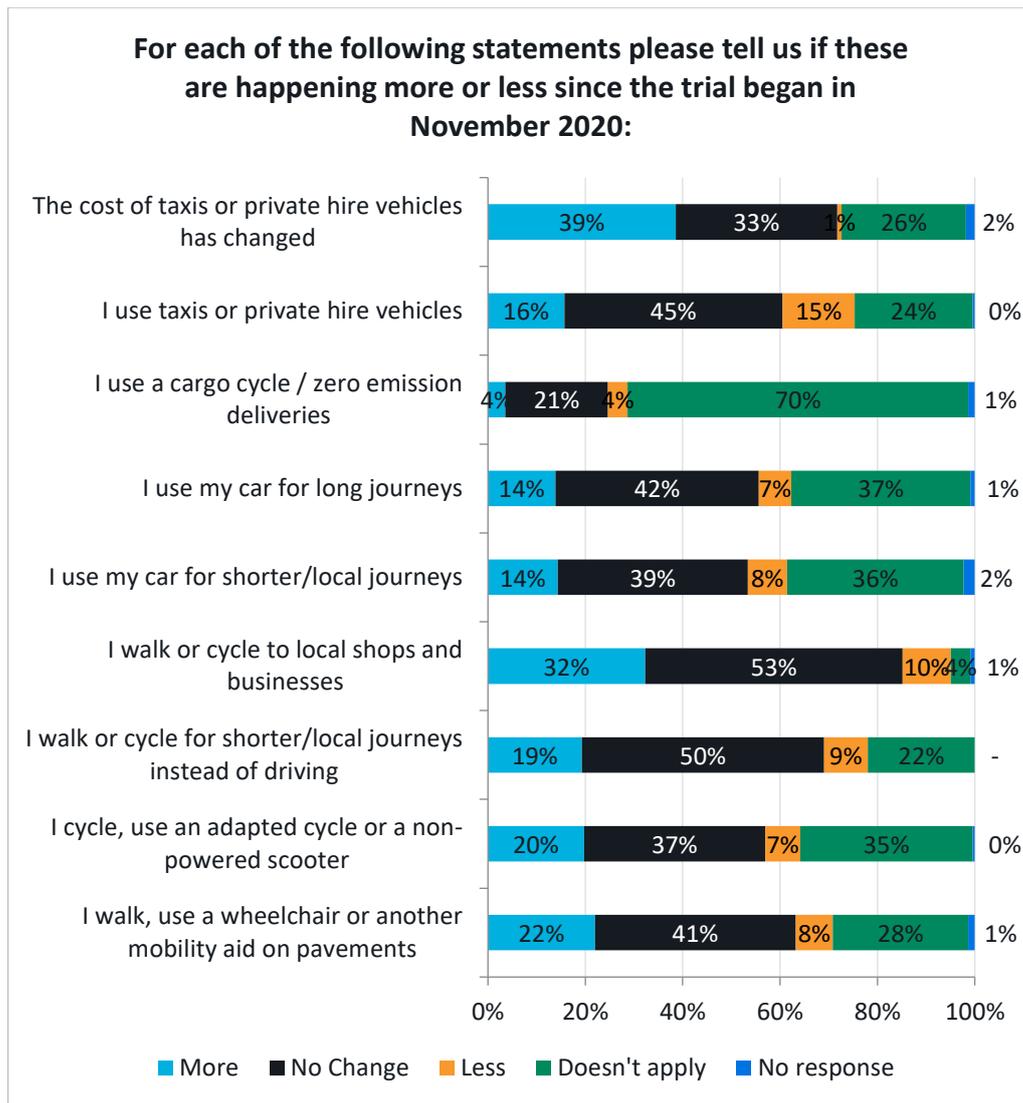
Figure 3.17: Driving patterns (Q2) - Responses from those whose household does not have access to a car/van



Number of respondents – 170 (NB 'no response' to car ownership has not been included)

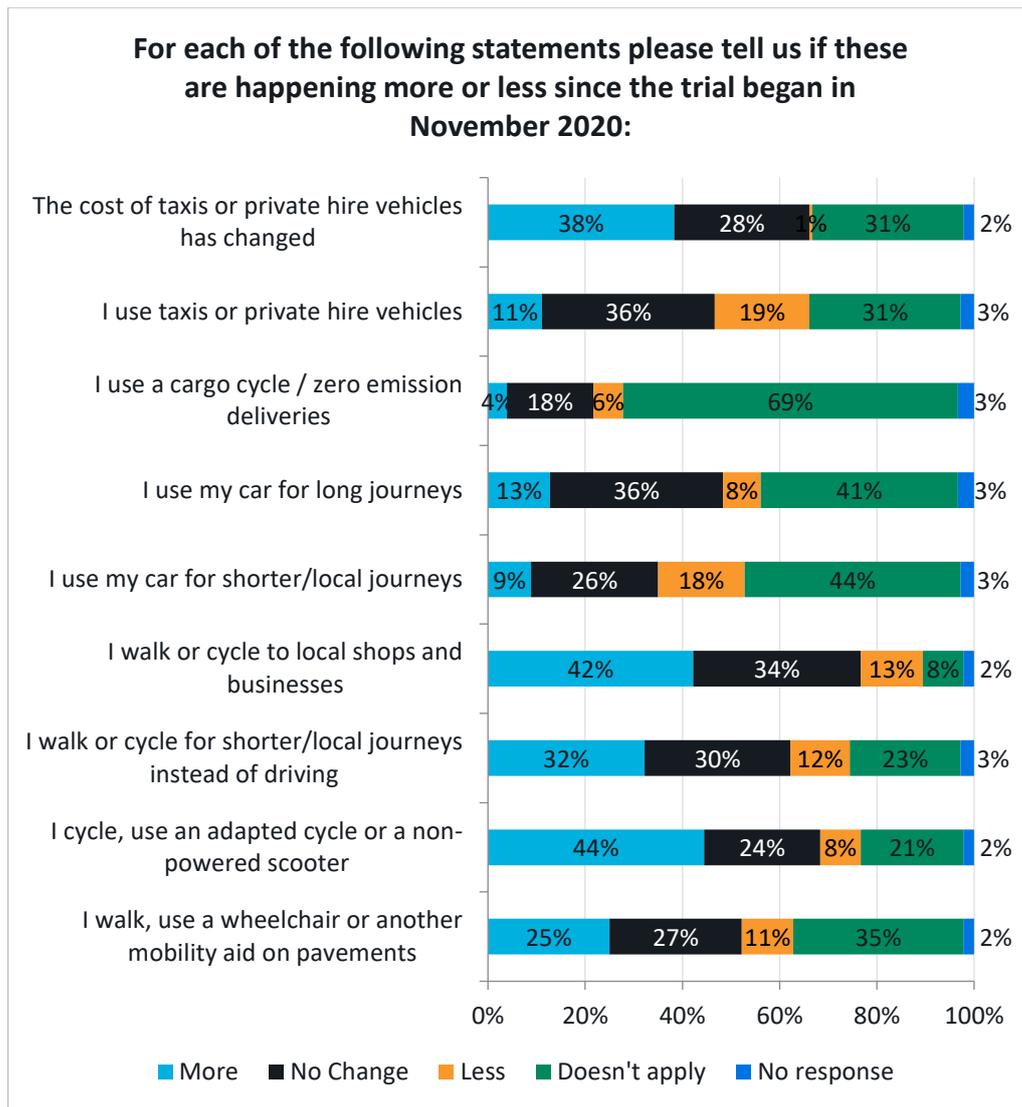
- 3.27 Figures 3.18 and 3.19 show changes in driving patterns split by those who live within the LTN and on boundary roads (Figure 3.18) and those who live outside the LTN (Figure 3.19). Compared to respondents from outside the LTN, a greater proportion of respondents from within the LTN and on boundary roads say they drive more for short journeys now (compared to pre-LTN) – 14% vs 9%. The proportion of respondents walking or cycling more for local journeys is also higher outside the LTN than inside the LTN and on boundary roads – 32% vs 19%.
- 3.28 Respondents living inside the LTN reported much higher percentages of 'No Change' to questions about driving patterns than those outside the LTN, as illustrated in Figure 3.18 and Figure 3.19.

Figure 3.18: Driving patterns (Q2) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 223 (NB 'no response' to connection to the area has not been included)

Figure 3.19: Driving patterns (Q2) - Responses from those who live outside the LTN

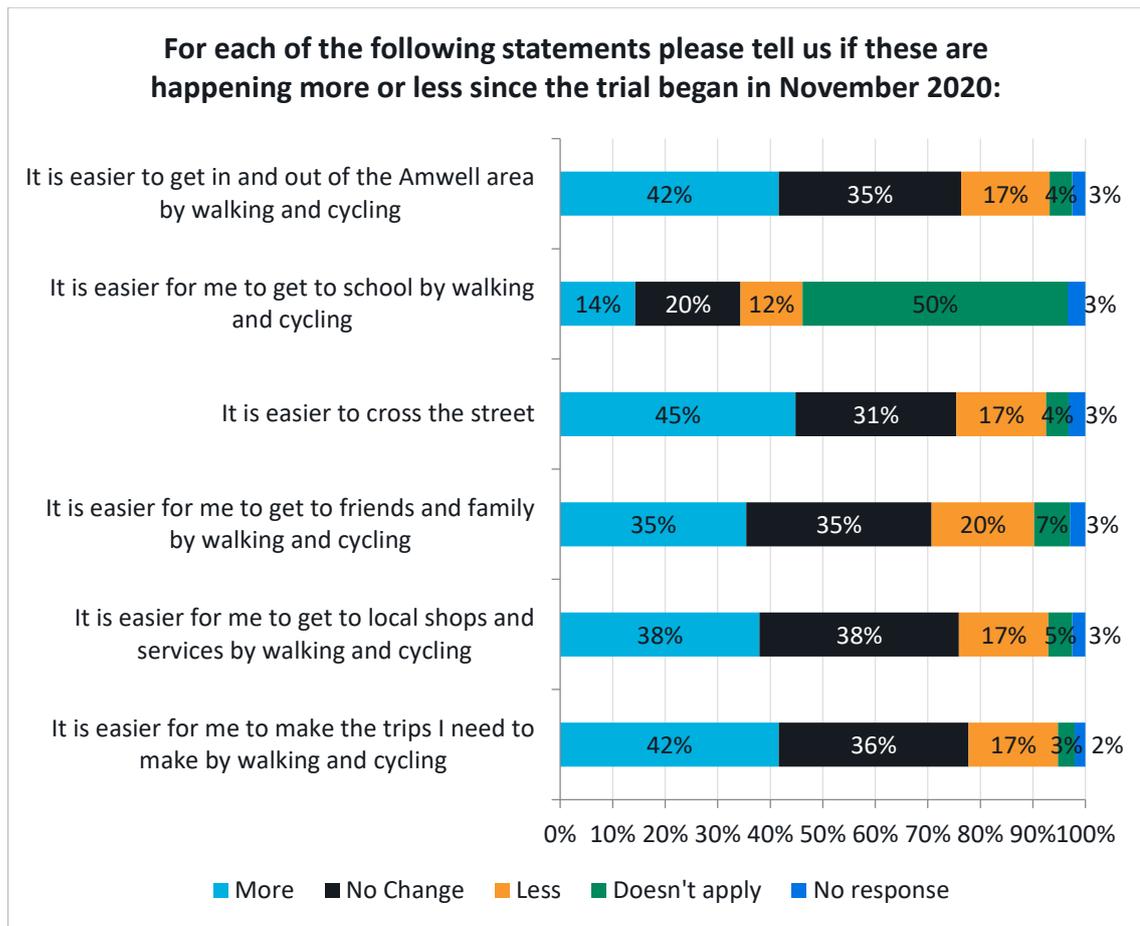


Number of respondents – 180 (NB 'no response' to connection to the area has not been included)

Active modes

3.29 As illustrated in Figure 3.20 there is little variation in how respondents viewed how their ability to walk and cycle through the area since being impacted by the trial measures. Similar proportions responded that for many of the statements the measures had either resulted in 'no change' or made it easier to do the activity in question, with minor proportions saying it had made that activity less safe. The question on ability to get to school had a high level of 'Doesn't apply' responses, reflecting the figures in 3.19 indicating that only 85 respondents have school age children.

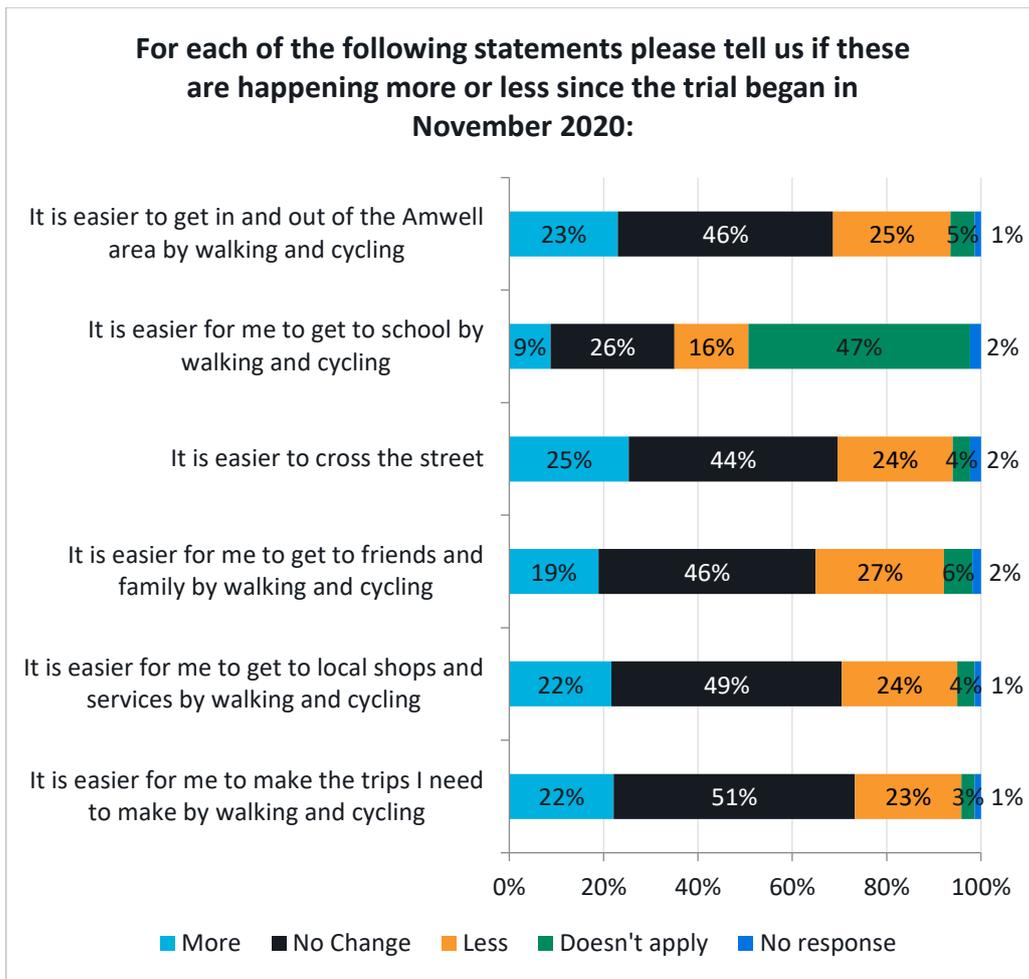
Figure 3.20: Active modes (Q3) – All responses



Number of respondents – 440

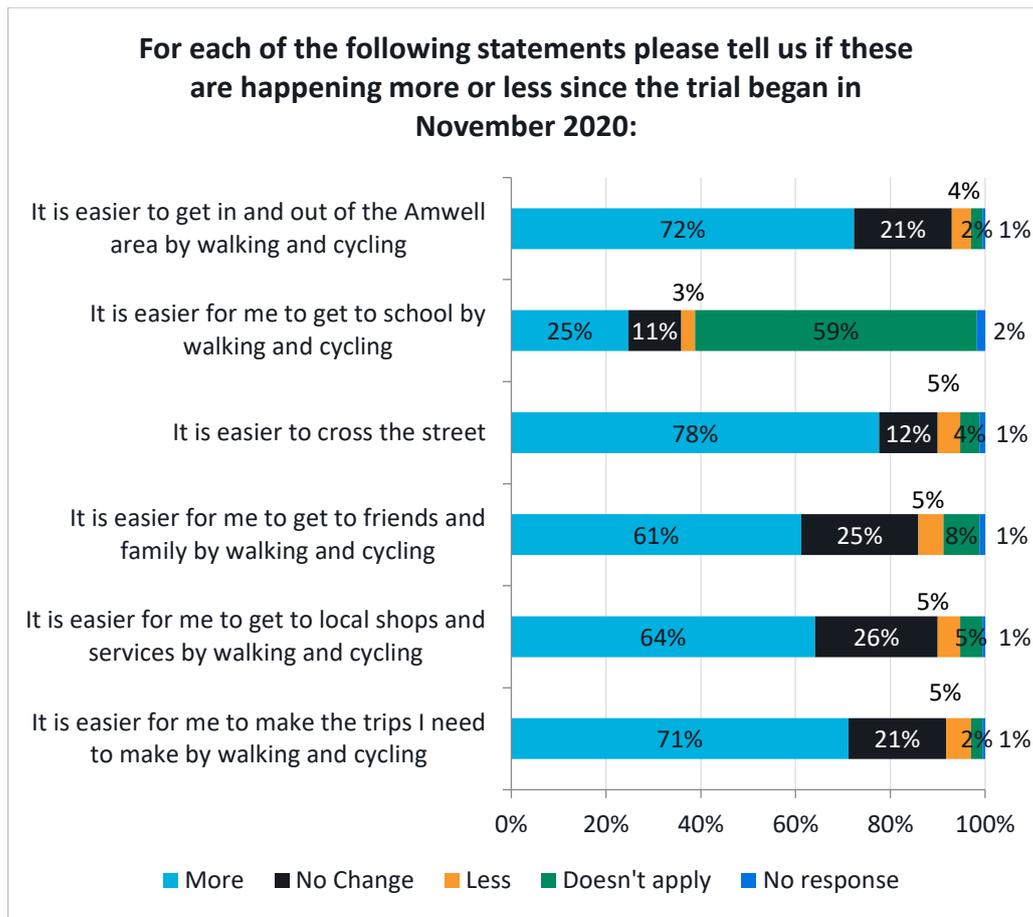
3.30 As with the previous two questions, there are differences between responses from those with access to a car/van, and respondents who live in households without access to a car/van. Responses from those whose household does not have access to a car/van stated that they found it easier now to cycle and/or walk: for crossing the street (78% without a car vs 25% with a car) for getting in and out of the Amwell area (72% vs 23%) making trips they need to (71% vs 22%) to local shops (64% vs 22%), and to see friends and family at (61% vs 19%). Those who have access to a car/van reported much higher percentages of 'No Change' to questions about active travel modes than those who do not have access, as illustrated by Figure 3.21 and Figure 3.22.

Figure 3.21: Active modes (Q3) - Responses from those whose household have access 1 or more cars/vans



Number of respondents - 217 (NB 'no response' to car ownership has not been included)

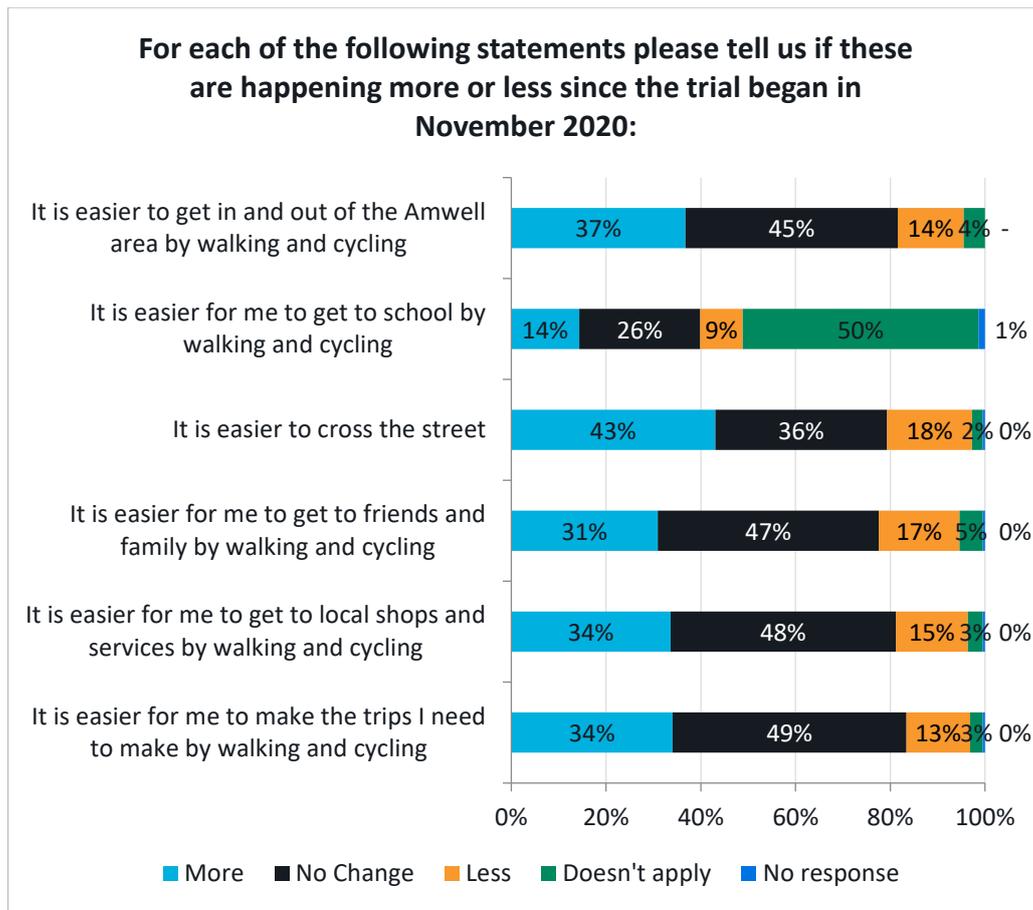
Figure 3.22: Active modes (Q3) - Responses from those whose household do not have access 1 or more cars/vans



Number of respondents – 170 (NB 'no response' to car ownership has not been included)

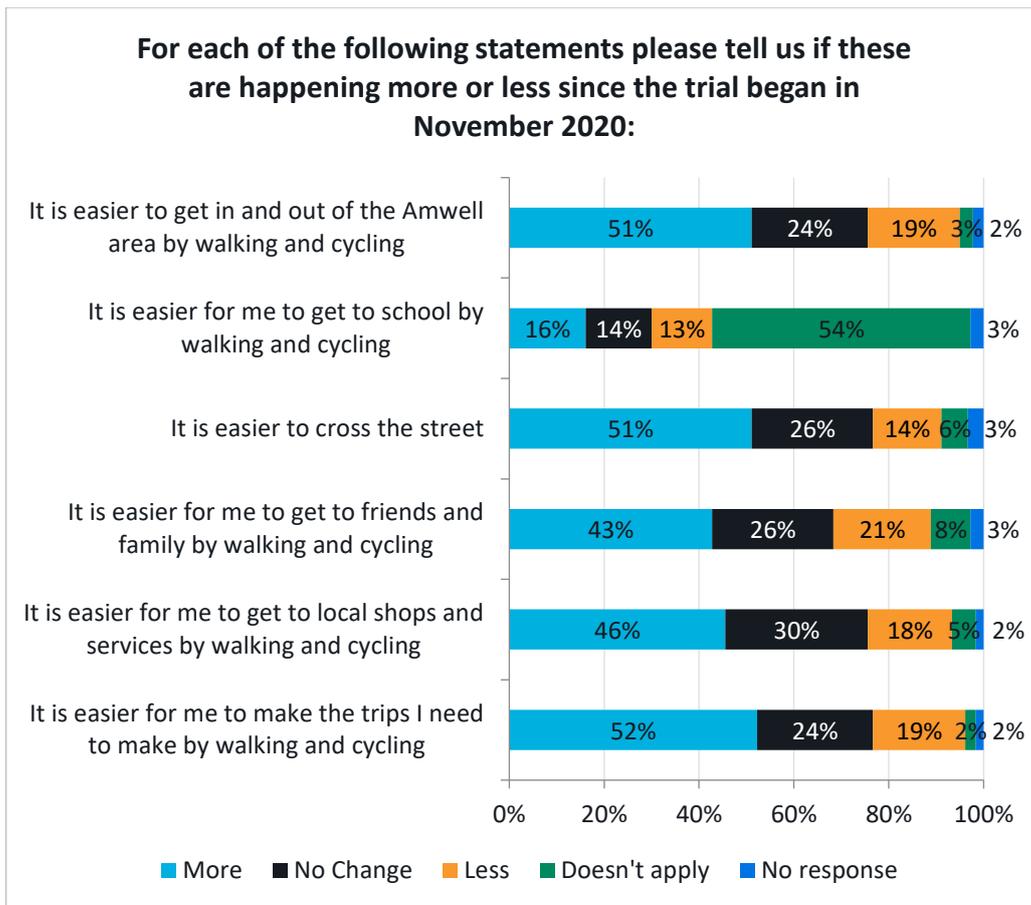
3.31 Compared to responses from people living in the LTN area including boundary roads, more of the responses from those living outside the LTN stated that it was easier to make short trips at 52%, get in and out of the Amwell area at 51% and that it was easier to cross the street at 51%, compared to 34%, 37% and 43% of respondents within the LTN, as demonstrated by Figure 3.23 and Figure 3.24.

Figure 3.23: Active modes (Q3) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 223 (NB 'no response' to connection to the area has not been included)

Figure 3.24: Active modes (Q3) – Responses from those who live outside the LTN

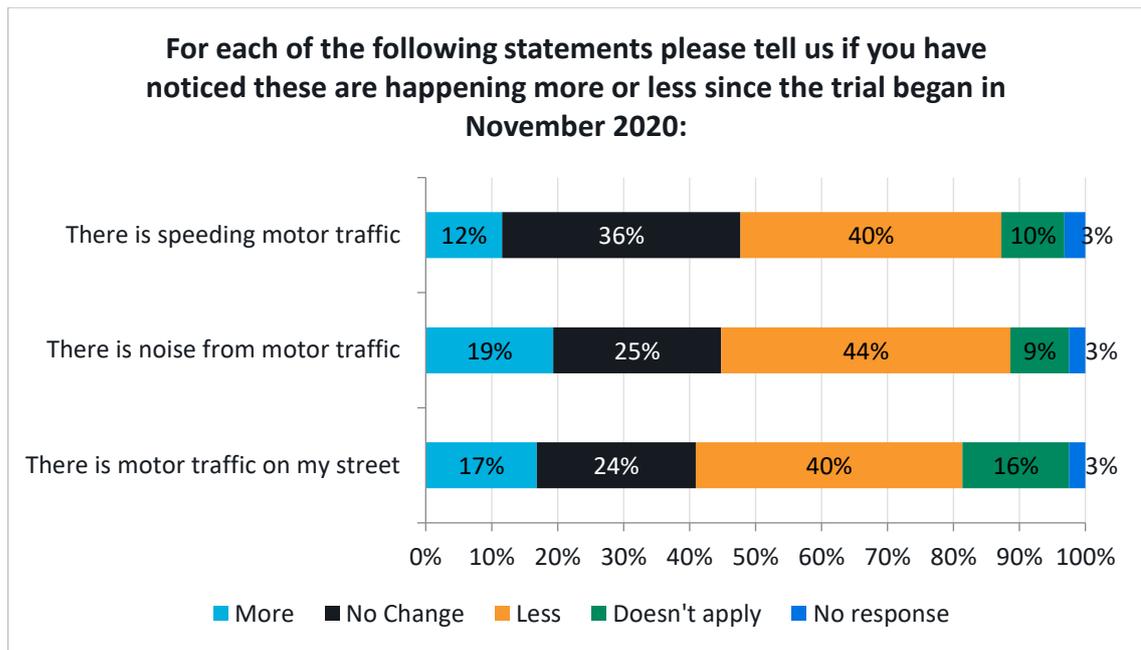


Number of respondents – 180 (NB 'no response' to connection to the area has not been included)

Motor traffic

3.32 Across all respondents, 44% stated that there is less noise from motor traffic, 40% said there is less motor traffic on their street and 40% said there is less speeding motor traffic, as indicated in Figure 3.25.

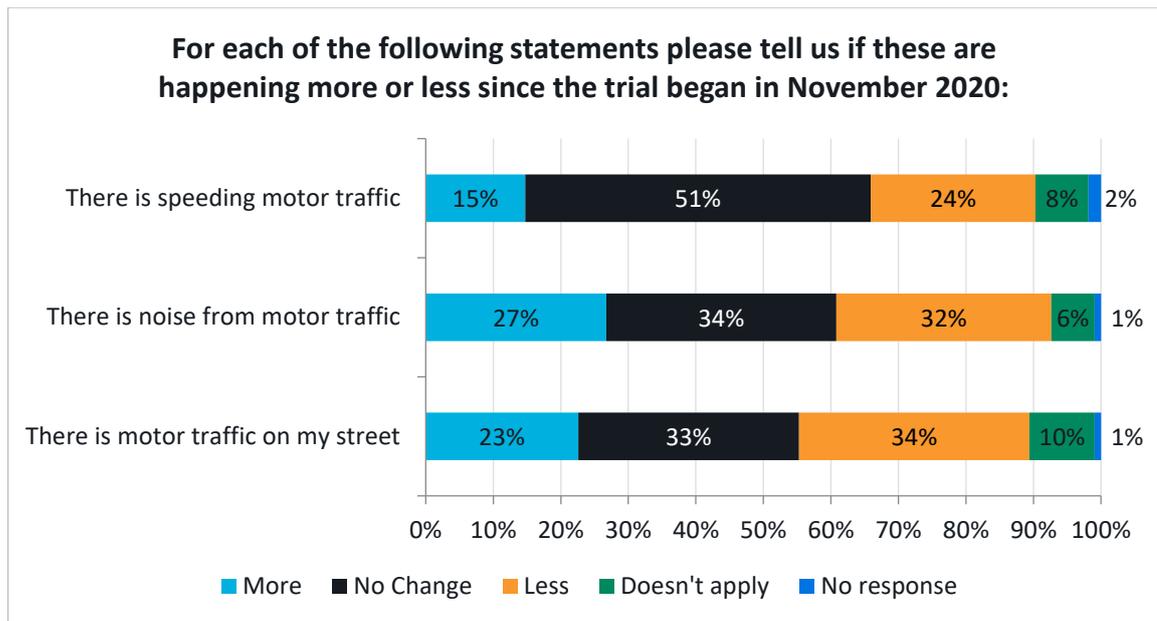
Figure 3.25: Motor traffic (Q4) – all responses



Number of respondents – 440

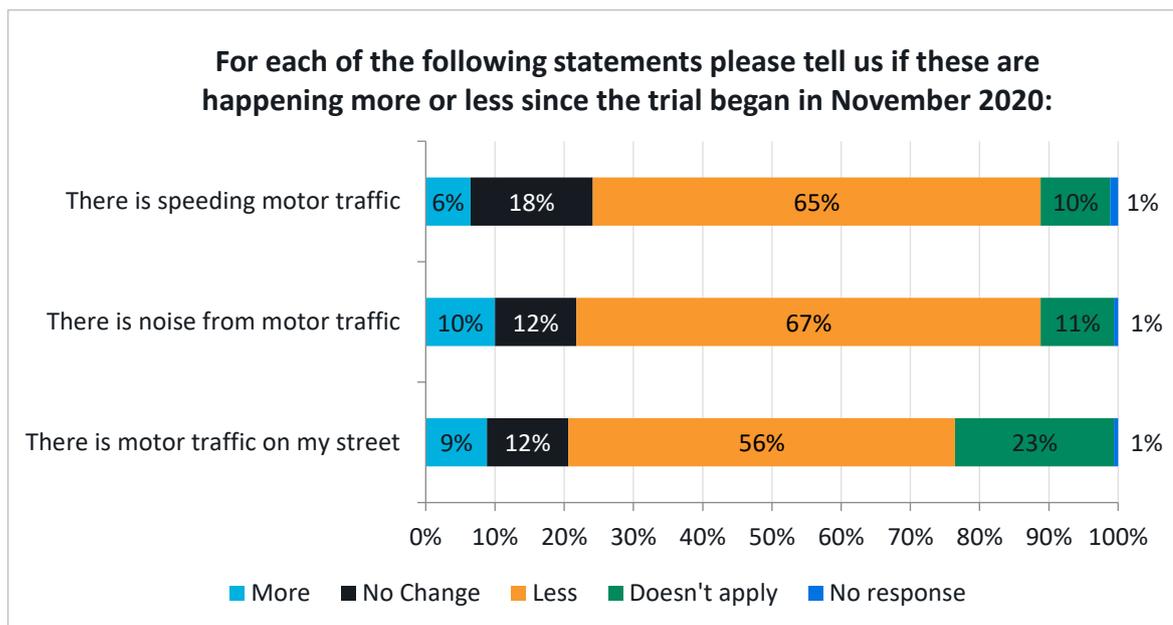
- 3.33 Among those without access to a car/van, 65% said they noticed less speeding motor traffic in comparison to 24% of respondents with access to a car/van, 67% also said they noticed less noise from motor traffic in comparison to 32% among those with access to a car/van, and 56% said they noticed less motor traffic on their streets in comparison to 34% among those with access to a car/van, as shown in Figures 3.26 and 3.27.
- 3.34 Responses from those whose household does have car access noticed increases in speeding motor traffic at 15% compared to 6% among those without car access, noise from motor traffic at 27% compared to 10% among those without car access and motor traffic on their street at 23% compared to 9% among those without car access, as shown in Figures 3.26 and 3.27.

Figure 3.26: Motor traffic (Q4) - Responses from those whose household have access 1 or more cars/vans



Number of respondents – 217 (NB 'no response' to car ownership has not been included)

Figure 3.27: Motor traffic (Q4) - Responses from those whose household do not have access 1 or more cars/vans

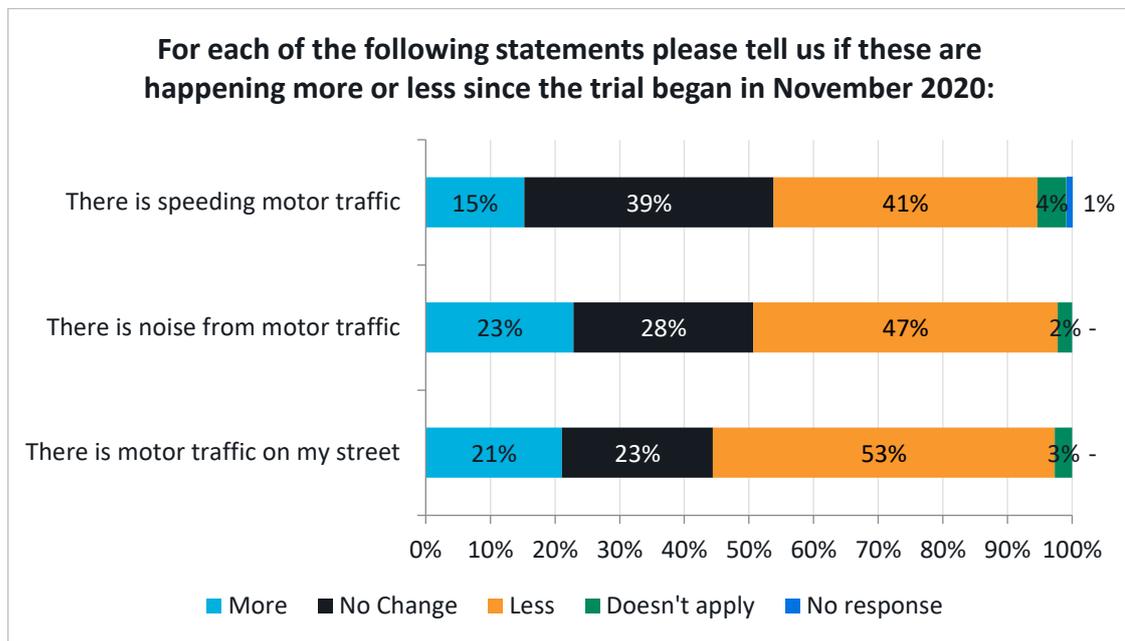


Number of respondents – 170 (NB 'no response' to car ownership has not been included)

3.35 Figures 3.28 and 3.29 show responses to statements about motor traffic split by respondents living within the LTN and on boundary roads, and by respondents living outside the LTN. In comparison to respondents living outside the LTN, a greater proportion of respondents living inside the LTN and on boundary roads said they felt there was more speeding motor traffic now than before the LTN was introduced (15% vs 6%). Similarly, a greater proportion of respondents from within the LTN and on boundary roads compared to respondents from outside the LTN thought there was more motor traffic noise now than before the LTN was introduced (23% vs 16%). Likewise for traffic on their street respondents from within the LTN

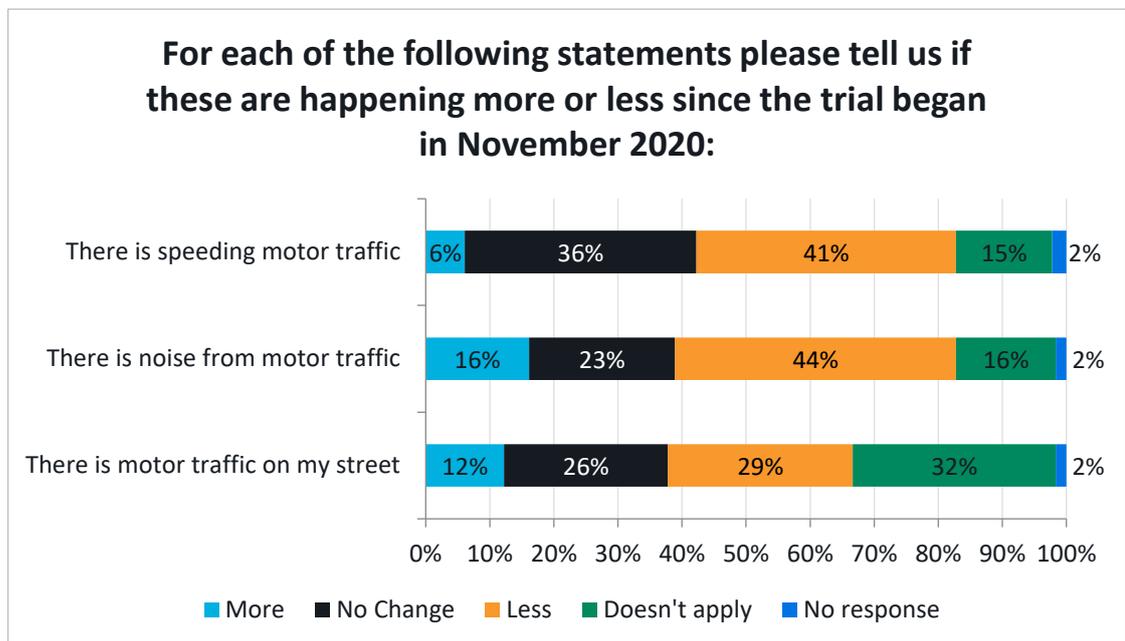
and on boundary were more likely to say the amount of traffic had increased since the LTN was introduced compared to those living outside the LTN (21% vs 12%).

Figure 3.28: Motor traffic (Q4) - Responses from those who live within the LTN and on the boundary roads



Number of respondents – 223 (NB 'no response' to connection to the area has not been included)

Figure 3.29: Motor traffic (Q4) - Responses from those who live outside the LTN



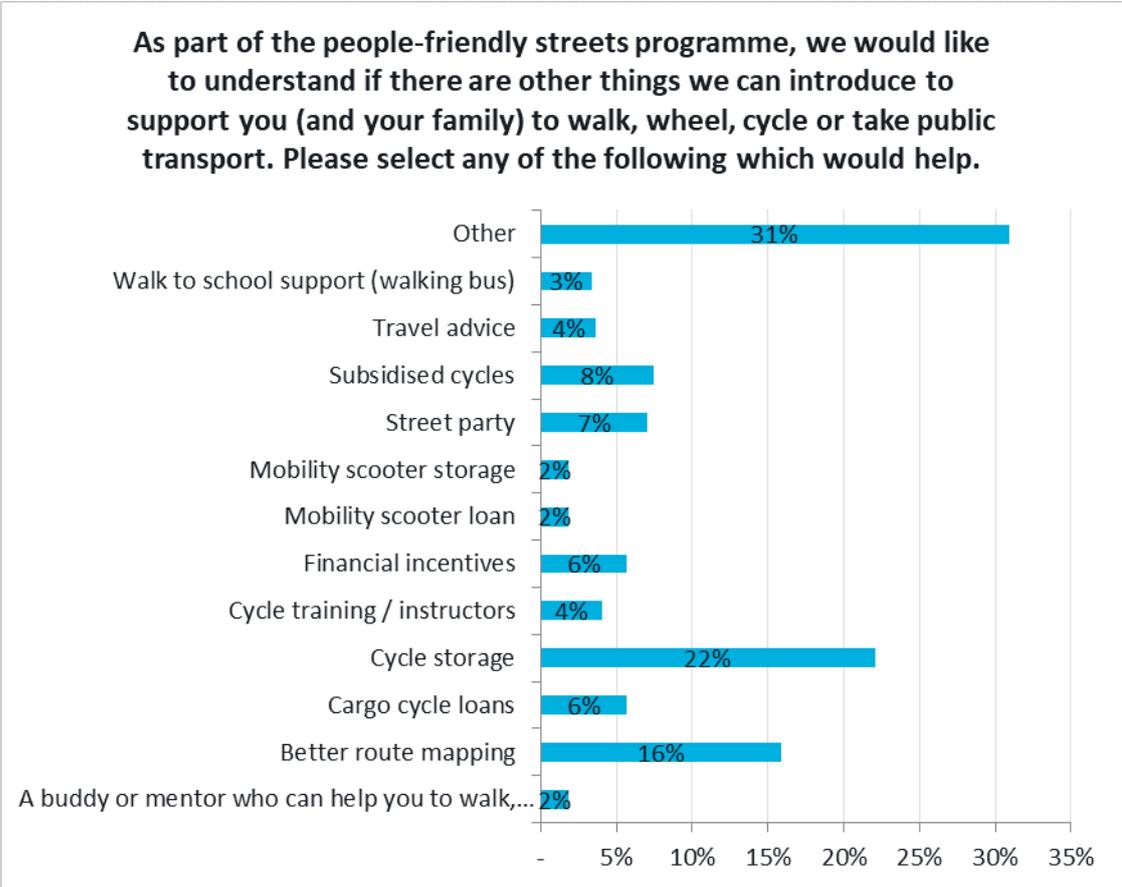
Number of respondents – 180 (NB 'no response' to connection to the area has not been included)

The future of the trial

3.36 The survey asked respondents what things could be introduced to support them and their family to walk, wheel, cycle or take public transport. As indicated in Figure 3.30, 31% selected "Other" with further analysis indicating that many responses suggested to remove the scheme

or to improve cycle infrastructure/storage. 22% stated cycle storage, followed by 16% stating better cycle route mapping is required.

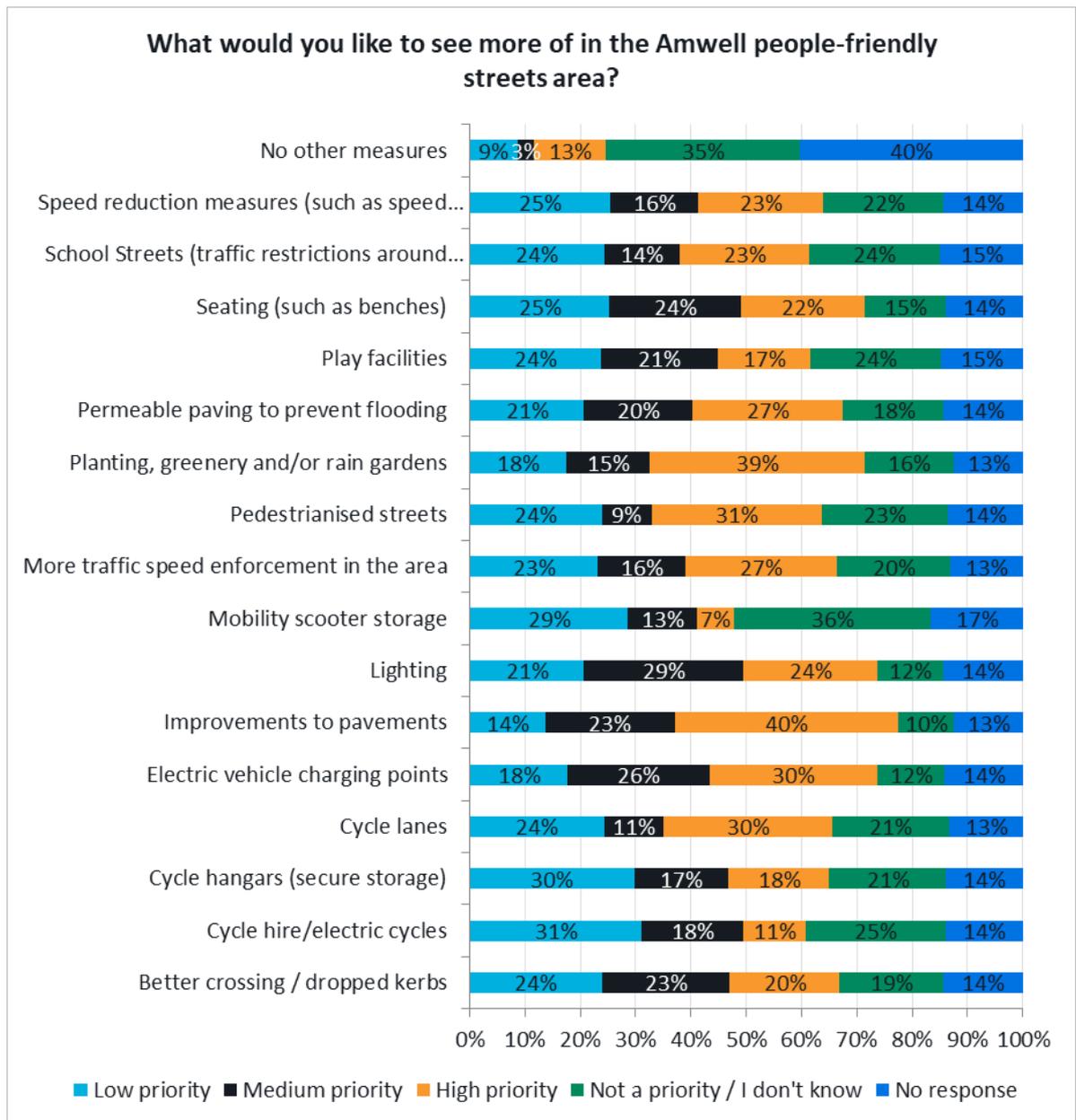
Figure 3.30: Other measures that would support more walking, wheeling, cycling or use of public transport (Q5)



Number of respondents – 440

- 3.37 Respondents were also asked what they would like to see more of in the Amwell people-friendly streets area. Respondents were asked to rate a series of potential improvements as high, medium, or low priority. They also had the option to select “not a priority” / “I don’t know” or not respond to each statement.
- 3.38 As indicated in Figure 3.31, 40% of respondents rated improvements to pavements as a high priority, followed by planting greenery and/or rain gardens (39%), pedestrianised streets (31%), cycle lanes (30%) and electric vehicle charging points (30%).

Figure 3.31: What people would like to see more of in the area (Q6)

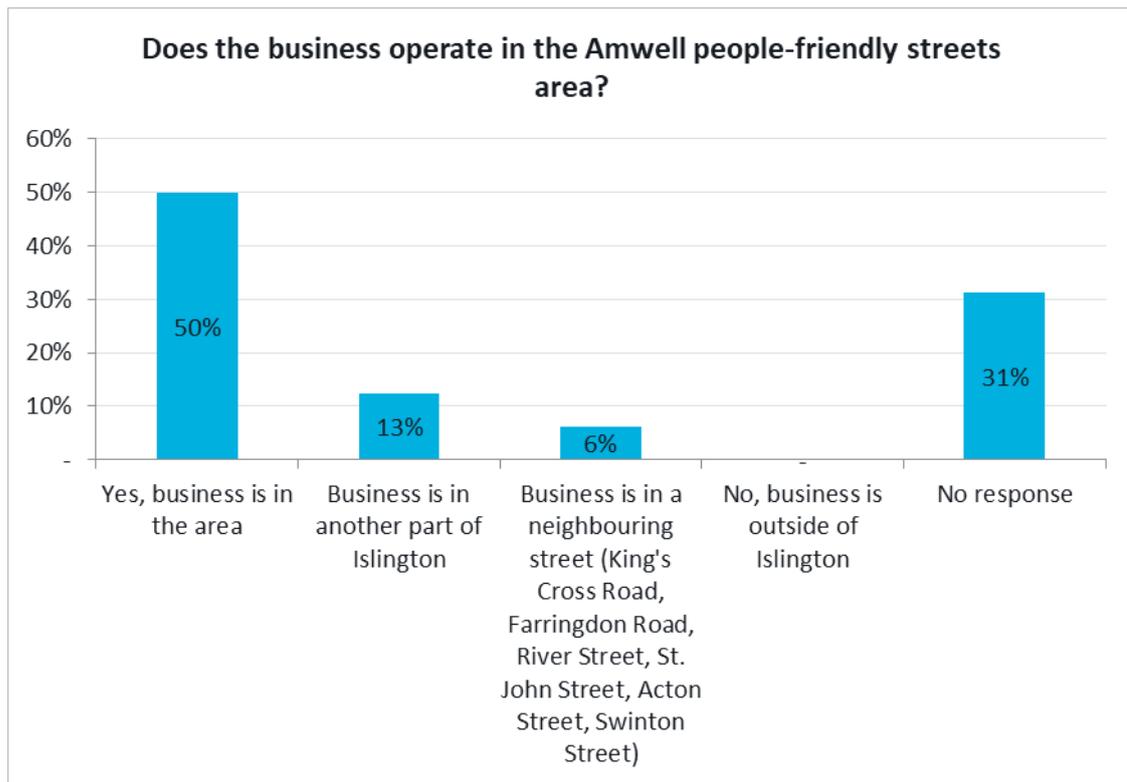


Number of respondents – 440

Business Responses

- 3.39 16 respondents (3.6% of responses) stated they were answering the consultation on behalf of a business.
- 3.40 The respondents were asked if their business operated in the Amwell LTN area. As indicated in Figure 3.32, 50% had a business in the area, followed by 13% having a business in another part of Islington and 6% having a business on a neighbouring street.

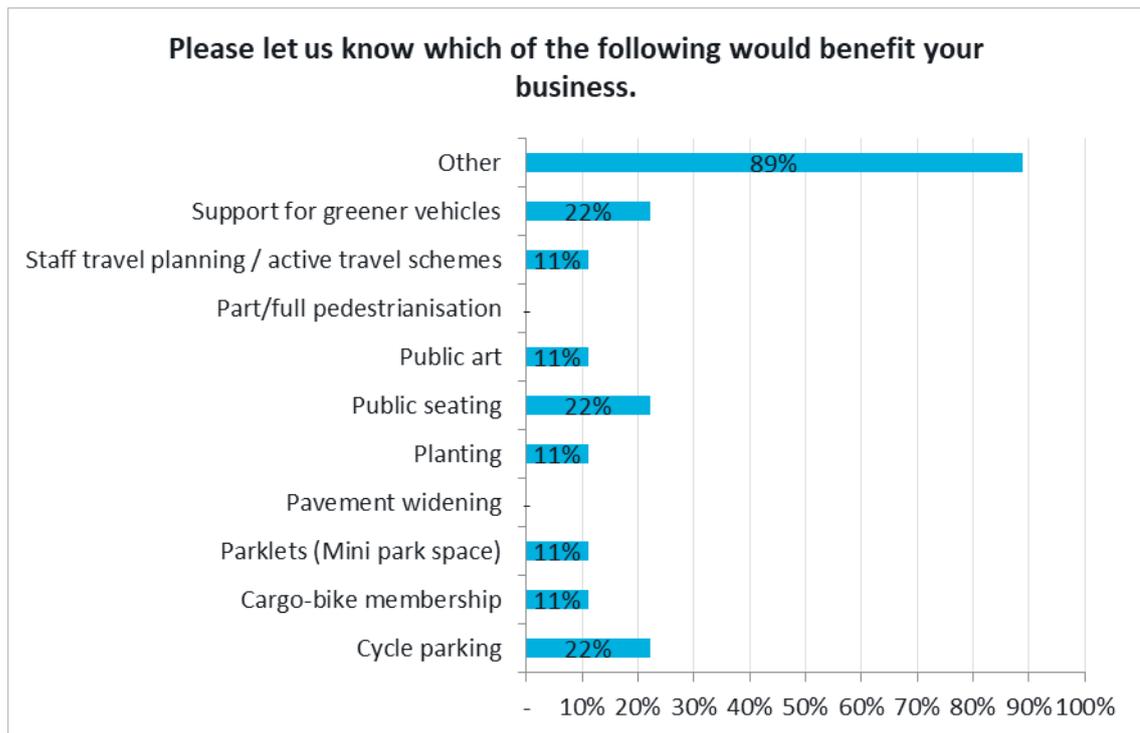
Figure 3.32: Business operation area (Q11)



Number of respondents – 16

- 3.41 9 of the 16 business respondents operated in the Amwell people-friendly streets area or neighbouring street. The survey asked which of several options would benefit their business to support local businesses to become cleaner, greener, and healthier. Respondents were able to select multiple options.
- 3.42 Eight business respondents (89%) in the LTN or on a boundary road stated that “Other measures” would benefit their business, followed by two selecting support for more public seating, two selecting support for greener vehicles and two selecting cycle parking.
- 3.43 Six respondents gave suggestions under “Other measures”, which included two requests for taxi access through the filters), two requests to remove the scheme, one request specifically for delivery and waste vehicle entry, and a request for improved client access to businesses.

Figure 3.33: Which measures would benefit your business (Q12)



Number of respondents – 9

Open question analysis

- 3.44 Respondents were asked three open questions (free text responses) in the consultation questionnaire:
- **Q7:** Is there anything else you would like to tell us about your experience of the Amwell people-friendly streets trial?
 - **Q8:** The council recently announced a policy to allow Blue Badge holders living in a PFS neighbourhood to receive an exemption for designated traffic filters. This policy is not yet operational, and we will be contacting Blue Badge holders directly with more details. If you have any comments on this policy, please add them below:
 - **Q9:** Are there issues in the Amwell area with road danger or safety that you would like to tell us about?
- 3.45 In addition to 440 survey responses, eight pieces of written email correspondence have been included in the open question analysis bringing this to a total of 448. 148 of the respondents provided no response to questions 7 and 9, whilst 168 did not respond to question 8.
- 3.46 Open question analysis works by assigning – or coding – the points made by each respondent to one or more codes within a code frame. Each code is a point raised by respondents in their response. This enables the same or very similar points to be raised by multiple individuals (and expressed by individuals in a variety of ways) to be categorised within the code frame. From this it is possible to count how many times the same or very similar points have been raised by respondents. Each response was coded to one or multiple codes, depending on the number of points raised by the respondent.
- 3.47 Codes were organised by themes such as equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.

Analysis of responses to Questions 7 and 9

3.48 Table 3.3 below presents the top twenty most raised codes, excluding the percentage of people who gave no response, so percentages are calculated from the 300 responses.

3.49 148 (33% n:448) provided no response submissions which are omitted from Table 3.3. The full code frame output can be found in Appendix D.

Table 3.3: Top twenty comments in the open text responses for questions 7 and 9.

Theme	Code	Number	Percentage
Safety	Concern about dangerous and speeding cyclists	56	19%
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads (Amwell Street)	49	16%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	45	15%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	37	12%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	35	12%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	26	9%
General	Request that the scheme is removed	25	8%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	24	8%
Accessibility	Concern that the LTN reduces access for residents and their visitors	23	8%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	23	8%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	21	7%
General	Support scheme, no further detail provided	19	6%
Local Environment	Concern that the aesthetic of the LTN is poor (too many signs/bollards)	19	6%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	18	6%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	17	6%
Cycling	Support due to encouraging / increased number of cycling journeys	17	6%
Safety	Concern about speeding vehicles within the LTN	17	6%

Safety	Concern about speeding/dangerous driving among moped/e-bike/scooter users	17	6%
Pollution	Support the LTN due to reduced noise pollution	16	5%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	16	5%

Number of respondents – 300

3.50 The most common concerns raised were:

- That cyclists speed and ride dangerously within the LTN. 56 respondents raised this concern (19%).
- That the LTN increases vehicle traffic on unsuitable nearby roads/boundary roads as mentioned by 49 respondents (16%).
- Concern that the LTN reduces, or does not improve, air quality as raised by 45 respondents (15%).

3.51 The most common supportive comments were:

- The most prevalent category was support (for the?) reduction in through-traffic within the LTN, raised by 24 respondents (8%).
- The second highest was general support for the scheme, as mentioned by 19 respondents (6%).
- This was followed by support for the scheme because it encourages/increases the number of cycling journeys, raised by 17 respondents (6%).

Responses from those who have one or more car or van

3.52 Analysis in section 2 of this report highlights that a higher proportion of respondents to this consultation own a car than the borough average of car ownership. We have analysed the free-text responses from people who own a car/van to see how the issues they raise compare to the dataset (i.e., in comparison to Table 3.3) as respondents who own a car/van may be more likely to use this mode of travel and so experience the effects of the LTN differently to those who do not travel by car/van.

3.53 There were 56 (26% n:217) no response submissions which are omitted from Table 3.4. The table percentages are shown out of a total of 161 respondent who submitted a response.

Table 3.4: Open text responses to questions 7 and 9 from those who own one or more car or van.

Theme	Code	Number	Percentage
Safety	Concern about dangerous and speeding cyclists	41	25%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	31	19%
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads (Amwell Street)	30	19%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	29	18%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	26	16%

General	Request that the scheme is removed	20	12%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	20	12%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	19	12%
Accessibility	Concern that the LTN reduces access for residents and their visitors	18	11%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	18	11%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	12	7%
Local Environment	Concern that the aesthetic of the LTN is poor (too many signs/bollards)	12	7%
Safety	Concern about speeding/dangerous driving among moped/e-bike/scooter users	12	7%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	10	6%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	10	6%
Consultation	Concern about lack of consultation / undemocratic methods for consultation (e.g. consultation won't be listened to)	9	6%
General	Oppose scheme, no further detail provided	9	6%
Equalities	Concern about impact on those who rely on taxis vehicles for transport due to limited mobility	8	5%
Consultation	Concern that the questions included on the the consultation are leading / biased / not the questions that should be asked	7	4%
Equalities	Concern about impact on disabled people	7	4%

Number of respondents – 161

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

- 3.54 To analyse further how the perceptions of those who live within the LTN and on the Amwell boundary roads may differ, the table below shows the most common codes from respondents who live within the LTN and on the boundary roads. 51% of respondents live on a boundary road or within the Amwell LTN.
- 3.55 There were 38 (17% n:223) no response submissions which are omitted from Table 3.5. Percentages are shown out of the 177 respondents who submitted a response.

Table 3.5: Open text responses from those who live within the LTN and on boundary roads.

Theme	Code	Number	Percentage
Safety	Concern about dangerous and speeding cyclists	46	26%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	31	18%
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads (Amwell Street)	30	17%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	24	14%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	23	13%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	19	11%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	18	10%
Accessibility	Concern that the LTN reduces access for residents and their visitors	17	10%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	17	10%
Local Environment	Concern that the aesthetic of the LTN is poor (too many signs/bollards)	15	8%
Safety	Concern about speeding/dangerous driving among moped/e-bike/scooter users	15	8%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	14	8%
Pollution	Support the LTN due to improved air quality	13	7%
Pollution	Support the LTN due to reduced noise pollution	13	7%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	12	7%
Safety	Concern about speeding vehicles within the LTN	12	7%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	12	7%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	11	6%
General	Support scheme, no further detail provided	10	6%
Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	8	5%

Number of respondents – 177

Analysis of all respondents to Question 8 (Blue Badge Exemption policy)

- 3.56 Question 8 received 440 responses. The survey asked respondents the following:
- **Q8:** The council recently announced a policy to allow Blue Badge holders living in a PFS neighbourhood to receive an exemption for designated traffic filters. This policy is not yet operational, and we will be contacting Blue Badge holders directly with more details. If you have any comments on this policy, please add them below:
- 3.57 Table 3.6 presents the top 20 codes raised in response to these questions.
- 3.58 There were 168 (38% n:440) no response submissions. These are omitted from the table below, therefore percentages are shown out of the 272 respondents who provided responses. The fully code frame output can be found in Appendix E.

Table 3.6: Top twenty comments from the open text responses to question 8

Theme	Code	Number	Percentage
General	Support for the Blue Badge Exemption Policy as is	55	20%
Suggested Amendment	Suggest that exemption should apply to all residents and tradespeople or local businesses	25	9%
General	Concern about people abusing the scheme/ request for monitoring	18	7%
Suggested Amendment	Suggest exemptions should be made for Taxis/ Black Cabs	16	6%
General	Support Blue Badge exemption but have suggestions on how to improve it	15	6%
Equalities	Concern the exemption does not include people with physical or mental impairments but who don't qualify for a Blue Badge	12	4%
General	Concern that the Blue Badge exemption was not part of the trial scheme from the outset	10	4%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	9	3%
Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	8	3%
Equalities	Concern about impact on disabled people	8	3%
Other	Comment unclear	7	3%
General	Oppose Blue Badge Exemption Policy	7	3%
Equalities	Concern about impact on older people	6	2%
Equalities	Concern about fraudulent use of Blue Badges	6	2%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers and family members	5	2%
Other	Comment Out of Scope of Amwell LTN	3	1%
Suggested Amendment	Suggest exemptions are more limited (eg to only EVs)/ access some filters only	3	1%
Suggested Amendment	Suggest to remove the LTN	3	1%
General	Request for more information about the Blue Badge exemptions	3	1%
Other	Comment relates to another survey question	2	1%

Number of respondents – 272

Appendices

Appendix A - List of Businesses

Table A.1: Businesses/stakeholders targeted in the Amwell area

Business	Address
Clerkenwell Computers	43-53 Myddleton Square EC1R 1YD
Canvas Home	57 Amwell Street EC1R 1UR
Tripp Gallery	59 Amwell Street EC1R 1UR
The George and Monkey	68 Amwell Street EC1R 1UU
St. Mark's Church	Myddleton Square EC1R 1XX
Union Tavern	52 Lloyd Baker Street WC1X 9AA
Levitate Architects	26 Lloyd Baker Street WC1X 9AW
Brownings Garage	71A Great Percy Street WC1X 9QX
The Easton Pub	22 Easton Street WC1X 0DS
Wallace Sewell	24 Lloyd Baker Street WC1X 9AZ
King's Chemist	35 Amwell Street EC1R 1UR
Sadler Wells Theatre	Roseberry Ave EC1R 4TN
Hugh Myddleton Primary School	Myddleton Street EC1R 1YJ
Clerkenwell Mount Nursery	27-29 Amwell Street EC1R 1UN
The King's Cross Baptist Church	Vernon Square WC1X 9EW
Blueprint Theatre Company	54 Bevin Co WC1X 9HA
The Family School London	4-8 Rodney Street N1 9JH
The Gower Primary School	10 Cynthia Street N1 9JF
Weston Rise Community Center	187 Pentonville Rd N1 9NZ
Roman Catholic Church of St Peter and St Paul	3-5 Amwell Street EC1R 1UL
Urdang Academy	Old Finsbury Town Hall EC1R 4RP
The Ethiopian Coffee Company	61 Amwell Street EC1R 1UR
Amwell Veterinary Practice	52 Amwell Street EC1R 1XS
Digit Grow	3 Margery Street WC1X 0HT
Aspect Surveyors	4 King's Cross Road WC1X 9QA
Sense	101 Pentonville Rd N1 9LG
Houzz	115-123 Pentonville Rd N1 9LG
World Cancer Research Fund	140 Pentonville Rd N1 9FW
Myddletons Delicatessen	25A Lloyd Baker Street WC1X 9AT
Timorous Beasties	44-46 Amwell Street EC1R 1XS
The Courtauld Institute of Art	Vernon Square, Penton Rise WC1X 9EW
College of Naturopathic Medicine	25 Percy Circus WC1X 9EU
Travelodge London Farringdon	42 King's Cross Road WC1X 9QE
Travelodge London King's Cross Royal Scot	100 King's Cross Road WC1X 9DT

Appendix B –Online town hall and Q&A event notes

Online town hall event notes

Question (as captured during meeting)	Answer summary
<p>Lloyd Square on Lloyd Baker Street – traffic no longer a problem and scheme unnecessary. 47 street signs clutter Lloyd Square and unsightly impact on streetscape. Air quality improvement has been negligible.</p>	<p>A: Commonplace exercise undertaken before the scheme, 6,000 responses from this. Not fair to say a universal view given this response. Transport Strategy and Net Zero Strategy both consulted on and this scheme prioritises.</p>
<p>Are 266 responses to the consultation (as per the presentation) proportionate to the size of the area? Is there a really a mixed-response to these LTN consultations, as seems most are negative? Says there's not a significant impact on emergency services but surely there shouldn't be any impact?</p>	<ul style="list-style-type: none"> - Scheme aims to improve conditions for those who were originally did not feel safe walking and cycling and provide an alternative. - Amwell impact on streetscape will be considered for the final decision. Did go through due diligence as part of the proposed design. - Similar attendance across all online meetings. Have got a strategy to improve consultation response rates and are always looking for ideas to improve this. - Mix of responses, both positive and negative responses. Published St. Peters consultation report indicating this mix of views.
<p>Agreement with first response/question. Removed life and area is now soulless. Belief that wheelchair users won't use the streets. Many vehicles still going up to the barriers and undertaking 3-point turn, dangerous for vulnerable road users (as cycle route), and on pedestrians using crossings. Wharton Street seen an increase in the number of cars, sightlines on Wharton Street are poor and potentially dangerous and should be addressed.</p>	<ul style="list-style-type: none"> - Statutorily required to consult Emergency services, we make changes where required. Whether it is a significant impact, the emergency services determine the scope of significance. Any delay to an ambulance would be directly reported to LBI but there has been zero. Fire brigade response times are within their required response times. - Personal safety, perception of crime is a separate issue to crime levels. LBI has initiatives on improving women's safety. - LBI will investigate impacts on Wharton Street. - All different views on perceptions of living on quieter streets.
<p>Little provision for people to give a sophisticated response to the consultation. Lloyd Baker Street, feedback on the level of signage within it, why is there so much signage in Lloyd Square. Lloyd Square, tricky for people to turn it around. More cyclists causing stress for drivers who are using the roads.</p>	<p>S: Role of Steer has been to read every response submitted and report back to LBI and councillors on the scheme. These events are one forum and online consultation is another which is read by a person. A: Everybody entitled to their opinions and perceptions of living.</p> <ul style="list-style-type: none"> - Council committed to a People Friendly Pavements programme in terms of improving pavements (re-laying, street clutter consolidation). Accessibility Audit is being undertaken to determine prioritisation for pavement improvements.
<p>Positive experience of Margery Street, making young family safer for them to walk and cycle to nursery and work etc. As it is very quiet, but very much impacted by lack of people living in the area as resulting from Covid. Margery Street Access only signage is confusing for some drivers.</p>	<ul style="list-style-type: none"> - Amwell area part of Cycleway 27 which traverses through several new and existing LTNs in Islington and as such this scheme does improve this. - Margery Street unique in that it's one-way. Without removing the existing cycle lane no way to make it a two-way street, hence making it access-only. Could do better signage and leaflet drop. There is a high level of compliance on Margery Street.

Question (as captured during meeting)	Answer summary
<p>This online town hall will be turned into it looks like people are entirely for the schemes. Why isn't there be a for or against in terms of the consultation?</p>	<p>A: Presenting policies and data is role as a civil servant for LBI, why it sounds like reeling off a script.</p> <ul style="list-style-type: none"> - For residents driving through the area, the overall objective is to reduce the total number of trips and make local people undertake a transition to other means, hence why the feedback has not changed. - Commonplace 6,000 people responded from Islington. We did receive responses from Amwell. No evidence for responses from people outside the area. - Noted about the impact of fast-moving cyclists and reversing traffic on personal safety. - Would not be looking to block pavements as part of signage.
<p>The LTN is being very confusing for residents who are being trapped in Lloyd Square. Particularly in relation to impact on disabled users. Should be exemptions for all residents within the scheme rather than just blue badge holders. The existing bollards/posts are having an unsightly impact on the existing streetscape. Need to improve the quality of the existing pavements to make them easier to use for wheelchair users.</p>	
<p>Commonplace misrepresented the existing population; nobody knew that it existed. Overall majority of people who responded from outside the area. Would support something where Access for all residents is allowed via the shortest route.</p>	
<p>Safety related to danger on cyclists speeding through the area and drivers reversing. Quality of pavements and signage has blocked the pavement for those pushing buggies.</p>	

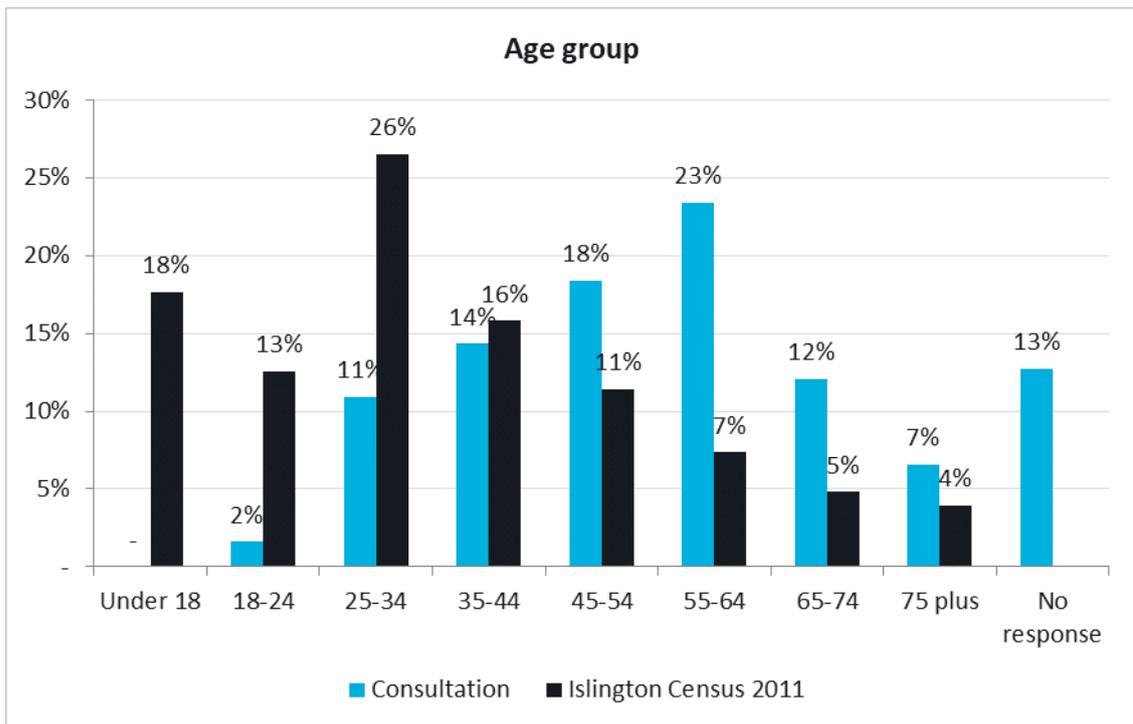
Online drop-in Q&A event notes

Question (as captured during meeting)	Answer summary
<p>Issue for older people in terms of complexity and distance of journeys. Query about why not allowing residents to drive freely through filters, this should be a simple solution? Thought that this would be a low number of residents that would looking to drive anyway.</p>	<p>M: These schemes form part of the wider policy picture. Understood not all older residents are able to do this. Islington has been looking at this for those with Blue Badges and has introduced a policy to give an exemption for those holding Blue Badges.</p>
<p>How does the scheme reduce traffic in the area? Not understanding how the level of residents traffic would impact the wider logic.</p>	<p>R: LTNs are a well-tested design, and we understood how this impacts boundary roads. Needed a solution to the issue of rapidly increasing traffic in Islington. These are enabling a shift in behaviour for residents, whilst also negating rat-running. Islington supports those in changing their journey patterns. Two-part aspect of LTNs.</p>
<p>Response that this has made Lloyd Square dangerous through cyclists speeding through the area. Increased danger through drivers making turns within the area. Impact on the streetscape with number of signs etc. Elderly people will always want to use our cars.</p>	
<p>I'm younger and don't use a car. Walk and cycling. Why can't black cabs access the bollards, particularly for those with disabilities. Had an issue with a fire engine access the property, questioning how the centre bollard is removed for emergency access.</p>	<p>M: Similar reason for ANPR exemptions. Aim to reduce traffic, every address is still accessible. Something Islington is looking at in terms of those with Blue Badges, but issue of linking that with Taxis – technology at this stage is not accessible. R: LAs are looking at this M: Emergency services are always engaged in terms of their requirements. In some places there are bollards and in others cameras which enable this. Fire tenders will have the tools to drop the bollards if required. Ambulances and met police do not have this.</p>
<p>Speeding has reduced along with traffic levels. NOx observations went up slightly when the trial was introduced. Started low, and still low. Favouring eV vehicles by using the filters, could this be controlled by ANPR? What would it take for any change to the LTN by any amount of response to the consultation?</p>	<p>M: With eV's, these are not the cleanest alternative to other vehicles. Still impact congestion etc. Overtime eV exemption would result in a high-traffic neighbourhood. Still contribute to road danger, and certain elements of air pollution. Islington do listen and make changes, e.g., Blue Badge holder exemption if the LTN is remained in place. In St. Peter's, the council relocated a filter as response to consultation.</p>
<p>Two improvements to Lloyd Square. Area has been turned into two cul-de-sacs and air pollution impacted here due to turning vans etc. Dominant arrival via the west than the east.</p>	<p>M: Noted in terms of the locations of the filters and placing them back towards Amwell Street and in terms of turning vehicles. Always try to position filters to avoid U-turns.</p>

Question (as captured during meeting)	Answer summary
<p>Lloyd Square could be made simpler in terms of parking. Overall, didn't need the project in the area.</p>	
<p>Everybody must do a U-turn on Lloyd Square currently, issue between cyclists and turning vehicles. Not understanding of the need for the scheme in the area given lack of support.</p>	<p>M: For PFS taken different approach to consultation by doing it after implementation. We are listening to feedback on how this works. We can undertake amendments when required.</p>
<p>Must use taxis frequently to University College London Hospital. Like to support for taxis to access and use Lloyd Square freely, especially due to lack of availability for taxis as they provide a very useful service. Issue with the meeting having been curtailed from the original timings.</p>	<p>M: Not easy to give a straight-forward answer in terms of proposed changes from the community. Lots of other factors including statutory consultation with others etc need to be considered. Seems straightforward but needs careful consideration. We are actively listening and making changes when required.</p>
<p>Islington only wants to listen to positive feedback rather than negative. Doesn't believe that traffic has increased on local roads. Question regarding the feedback on the existing consultation. How many resident passes would need to be given if this approach is undertaken?</p>	<p>M: Feedback survey allows for those to give negative feedback on the questionnaires, including free box responses. Balance on those who wrote to Islington. More people respond negatively than positively and is common across all. Islington used Commonplace to give feedback on aspects which was effective. Everything will be captured within a consultation report and is based on all feedback. Can see how this worked on St. Peters. Not known how many passes would be required, but could integrate with parking permits but this would not include those using driveways/garages etc. We are exempting Blue Badge users.</p>

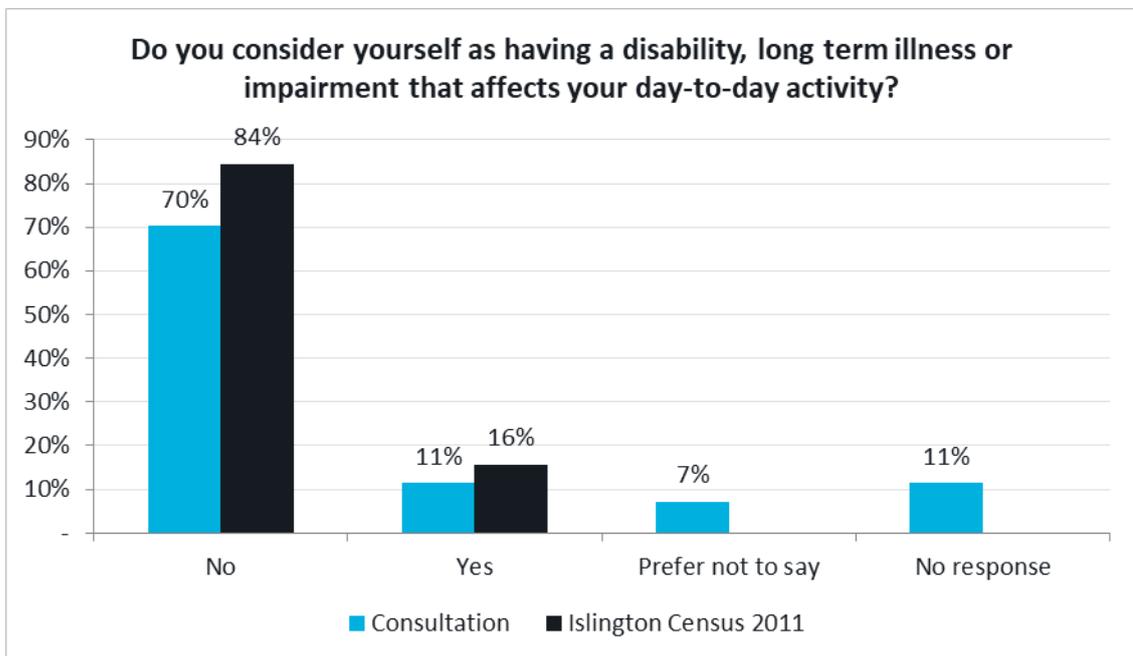
Appendix C – Demographics

Figure C.1: Age group (Q24)



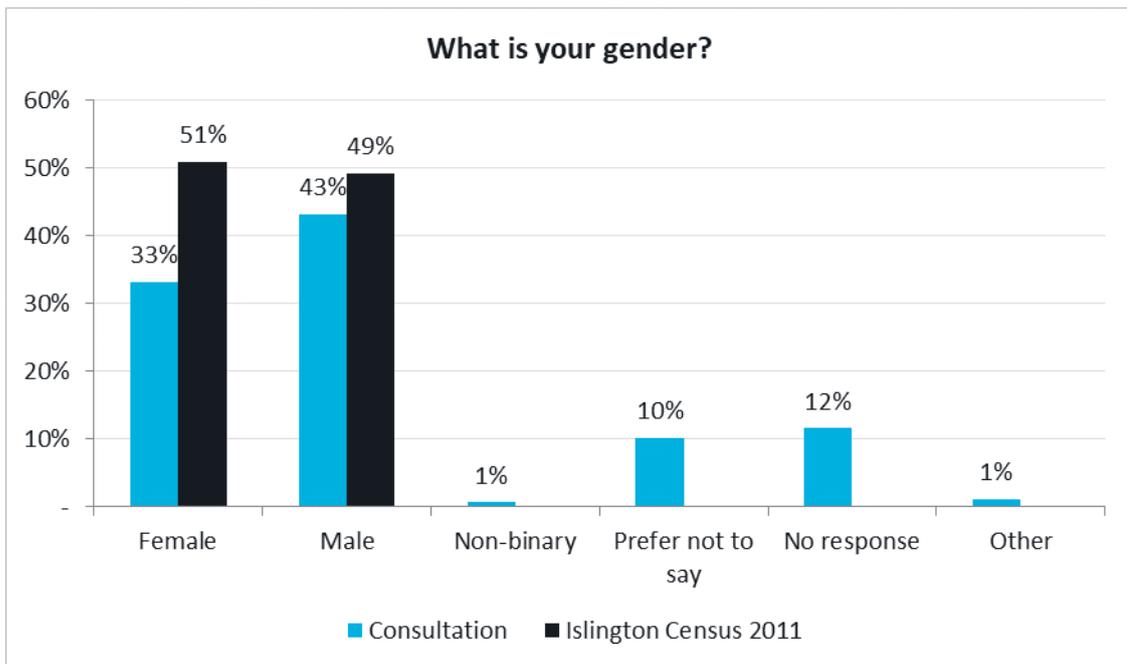
Number of respondents – 440 (consultation) and 206,125 (2011 Census)

Figure C.2: Disability (Q25)



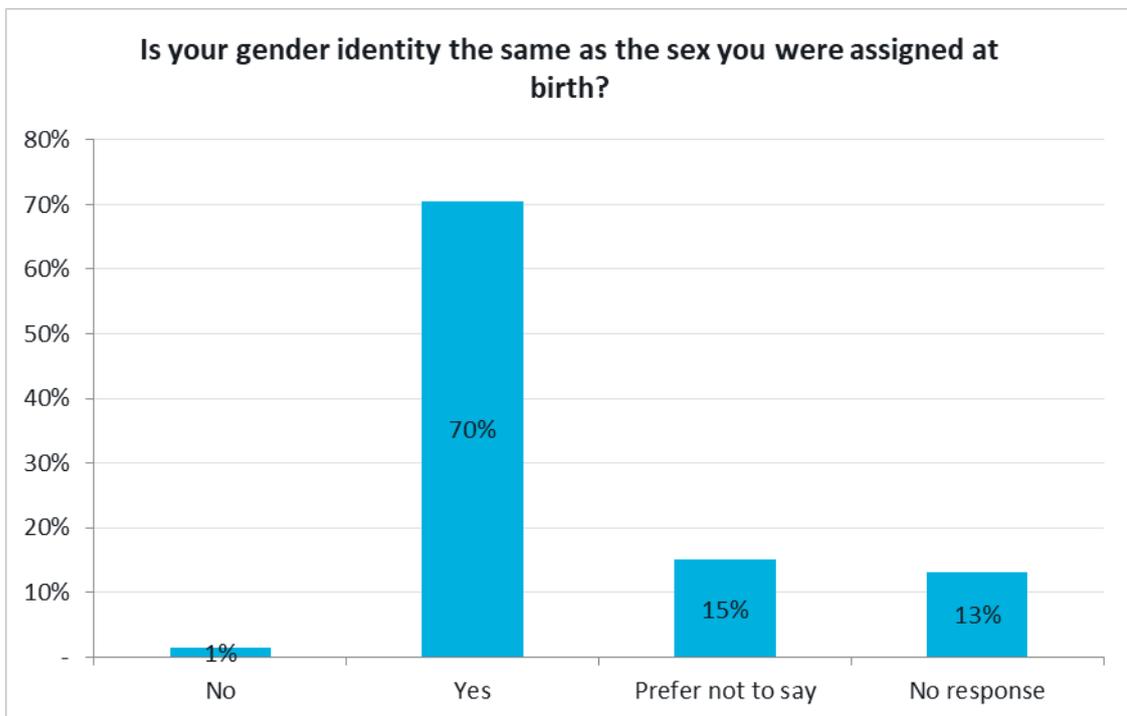
Number of respondents – 440 (consultation) and 206,125 (2011 Census)

Figure C.3: Gender (Q26)



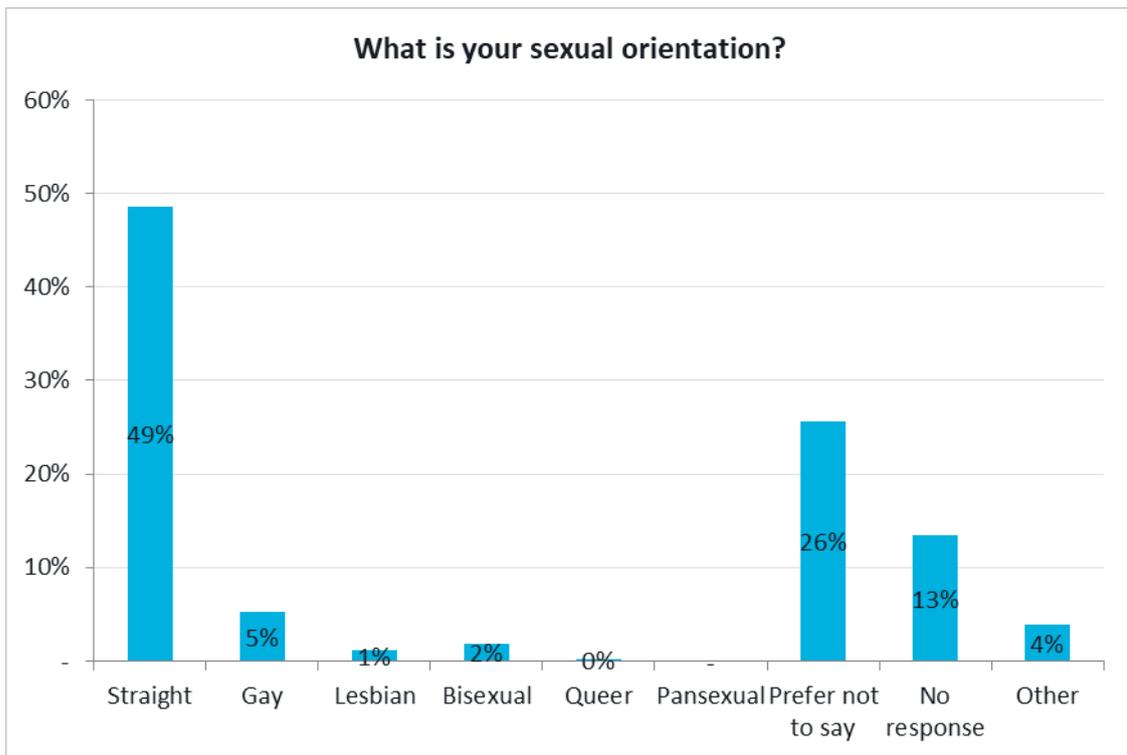
Number of respondents – 440 (consultation) and 206,125 (2011 Census)

Figure C.4: Gender re-assignment (Q27)



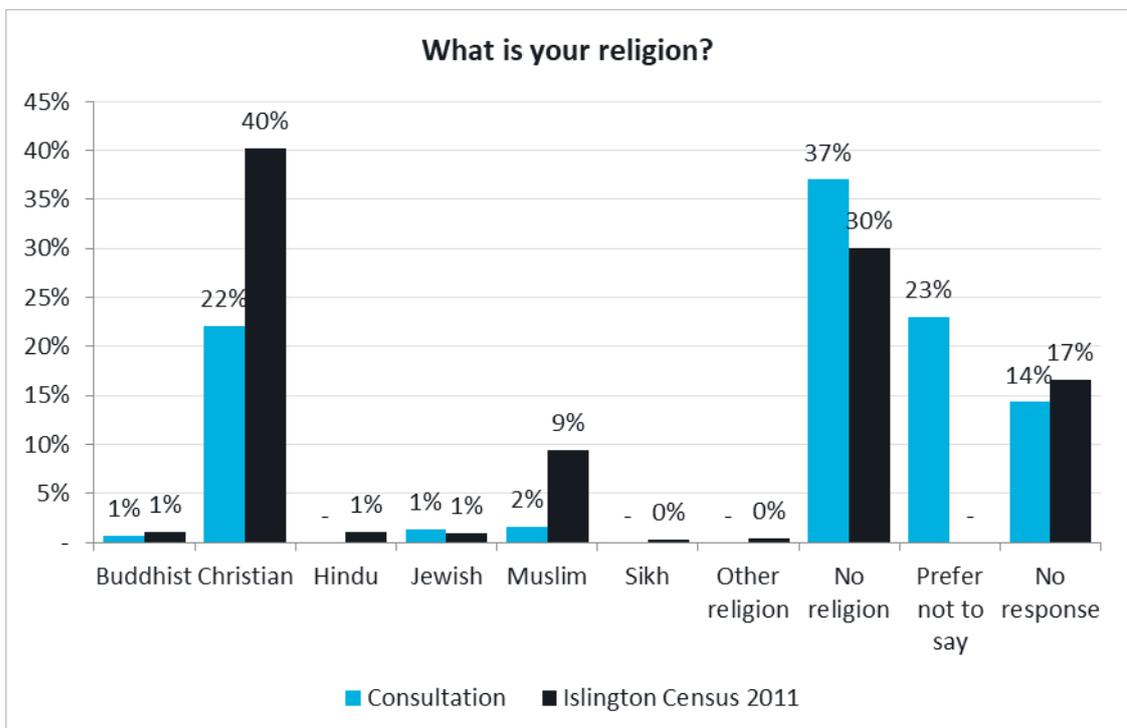
Number of respondents – 440 (consultation) and 206,125 (2011 Census)

Figure C.5: Sexual orientation (Q28)



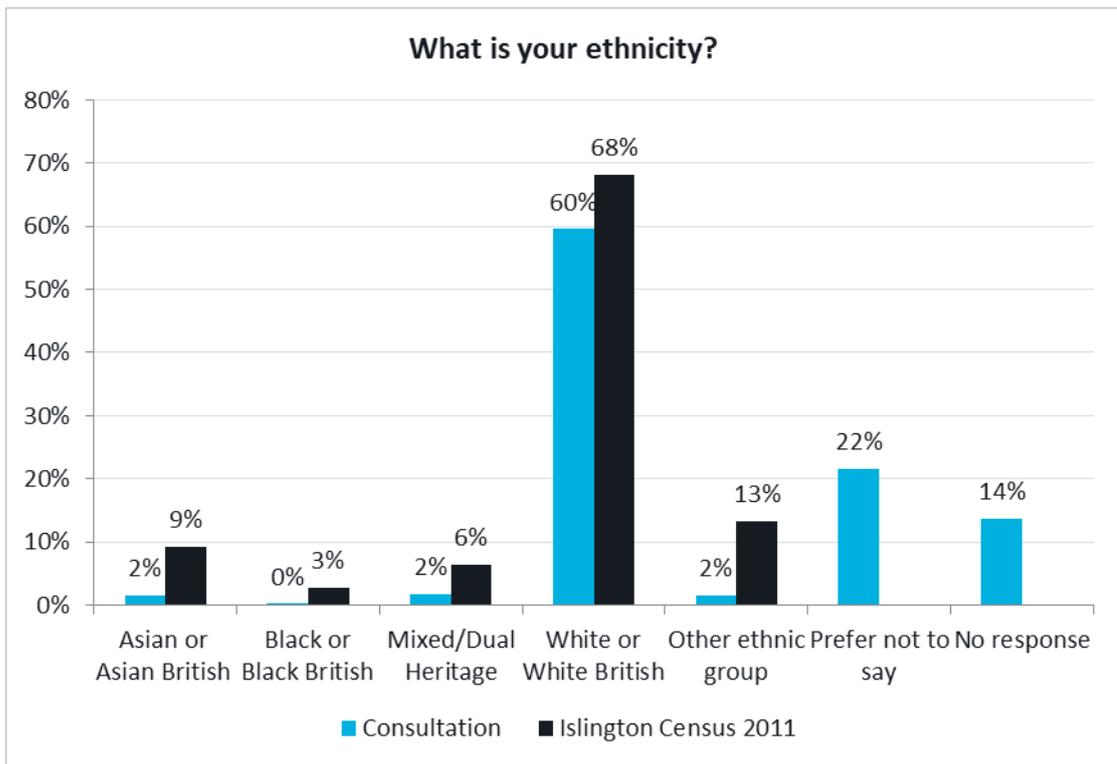
Number of respondents – 440 (consultation) and 206,125 (2011 Census)

Figure C.6: Religion (Q29)



Number of respondents – 440 (consultation) and 206,125 (2011 Census)

Figure C.7: Ethnicity (Q32)



Number of respondents – 440 (consultation) and 206,125 (2011 Census)

Appendix D – Full Code Frame Output Q7 and Q9

All responses excluding those who provided no response (n:300)

Code ID	Theme	Code	Number	Percentage
S14	Safety	Concern about dangerous and speeding cyclists	56	19%
PVT04	Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads (Amwell Street)	49	16%
P01	Pollution	Concern that the LTN reduces air quality / does not improve air quality	45	15%
PVT02	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	37	12%
PC01	Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	35	12%
S02	Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	26	9%
G01b	General	Request that the scheme is removed	25	8%
PVT09	Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	24	8%
A01	Accessibility	Concern that the LTN reduces access for residents and their visitors	23	8%
IR01	Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	23	8%
W01	Walking	Concern that the LTN does not improve pedestrian safety / environment / pedestrian safety continues to be poor	21	7%
G02	General	Support scheme, no further detail provided	19	6%
LE01	Local Environment	Concern that the aesthetic of the LTN is poor (too many signs/bollards)	19	6%
CO04	Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	18	6%
A04	Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	17	6%
CY05	Cycling	Support due to encouraging / increased number of cycling journeys	17	6%
S05	Safety	Concern about speeding vehicles within the LTN	17	6%
S05b	Safety	Concern about speeding/dangerous driving among moped/e-bike/scooter users	17	6%
P06	Pollution	Support the LTN due to reduced noise pollution	16	5%

SA02	Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	16	5%
P04	Pollution	Support the LTN due to improved air quality	15	5%
CO02	Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	13	4%
SA09	Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	13	4%
EQ01	Equalities	Concern about impact on disabled people	12	4%
S13	Safety	Concern that new restrictions create conflict/safety issue between different road users (e.g. cars overtaking cyclists closely)	12	4%
EQ05	Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	11	4%
A03	Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	10	3%
CY04	Cycling	Support due to improved cyclist safety	10	3%
EQ07	Equalities	Concern about unequal impact on people based on geographic location of residence	10	3%
G01	General	Oppose scheme, no further detail provided	10	3%
CO05	Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	9	3%
EQ02	Equalities	Concern about impact on older people	9	3%
S15	Safety	Concern about safety issues at junctions (e.g. Margery street, Wharton St with King's Cross Rd)	9	3%
SA34	Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	9	3%
SA20	Suggested Amendments	Suggest that there should be increased 'greening'	9	3%
SA26	Suggested Amendments	Tighten restrictions on cyclists/ calming cyclists (encourage helmet use, safe cycling, speeding, paying road tax)	9	3%
W04	Walking	Support due to encouraging / increased number of walking journeys	9	3%
E02	Economy	Concern about reduced footfall / accessibility to local businesses	8	3%
IR03	Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	8	3%
LE04	Local Environment	Support as the LTN has had a positive impact on the local environment	8	3%
W05	Walking	Pavements too narrow and/or poor quality (Margery Street and Amwell Street)	8	3%

E01	Economy	Concern about the impact on local businesses / economy, no further detail provided	7	2%
G07	General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	7	2%
G10	General	Concern the LTN restrictions are not being followed	7	2%
PC02	Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	7	2%
P03	Pollution	Concern that the LTN causes increased noise pollution	7	2%
PVT01	Private Vehicle Traffic	Concern that the LTN restricts road access	7	2%
PVT03	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	7	2%
S01	Safety	Concern that the LTN causes road safety issues, no further detail provided	7	2%
SA08	Suggested Amendments	Suggest that the Council now focuses on resolving speed and volume of traffic	7	2%
A02	Accessibility	Concern that the LTN reduces access for emergency services	6	2%
A05	Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	6	2%
CY01a	Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	6	2%
EQ04	Equalities	Concern about impact on women / particular sex	6	2%
G08	General	Request scheme made permanent	6	2%
S04	Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	6	2%
S06	Safety	Support as the LTN has improved road safety, no further detail provided	6	2%
SA15	Suggested Amendments	Suggest to improve signage for measures	6	2%
SA18	Suggested Amendments	Suggest to improve pedestrian crossings, widen pavements	6	2%
SA25	Suggested Amendments	Suggestion to improve cycle infrastructure (e.g. improve surfaces, separate lane)	6	2%
IR04	Impact on Residents	Concern that the LTN(s) have divided communities	5	2%

IR05a	Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	5	2%
IR05b	Impact on Residents	Support the LTN(s) creating a stronger feeling of community	5	2%
LE02	Local Environment	Concern that the LTN has had a negative impact on the local environment	5	2%
S03	Safety	Concern that the LTN has reduced safety for children	5	2%
S08	Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	5	2%
SA03	Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	5	2%
W03	Walking	Support due to improved pedestrian safety	5	2%
CP01	Car Parking	Concern about reduced / restricted parking for residents	4	1%
EQ06a	Equalities	Concern about impact on lower income groups	4	1%
CP03	Car Parking	Concern that the parking situation is dangerous	3	1%
G04	General	Support scheme, but concerned support is being overshadowed by vocal opposition	3	1%
PVT10	Private Vehicle Traffic	Concern speed bumps are causing problems	3	1%
PVT08	Private Vehicle Traffic	Support objectives of the LTN in theory, but concern about practicalities / particular elements	3	1%
SA01	Suggested Amendments	Suggest amendments, no further detail provided	3	1%
SA12	Suggested Amendments	Suggest removing/ controlling parking spaces	3	1%
CY03	Cycling	Concern that the cycle infrastructure in the local area is poor	2	1%
G09	General	Support scheme initiative but not the implementation	2	1%
P05	Pollution	Support the LTN as it aligns with the climate change agenda	2	1%
PVT12	Private Vehicle Traffic	Support the LTN due to reducing the need for car usage	2	1%
SA11	Suggested Amendments	Suggestion to improve street lighting	2	1%
SA13	Suggested Amendments	Suggest regulating 'rat running'	2	1%
SA27	Suggested Amendments	Enforce restrictions on e-scooter use	2	1%

SA29	Suggested Amendments	Suggest bollards and pavement obstructions removed	2	1%
SA31	Suggested Amendments	Suggestion to improve road infrastructure (road surfaces)	2	1%
CO03	Consultation	Concern that the consultation / proposals have not been widely communicated / public unaware of proposal	1	0%
CY02	Cycling	Concern that the LTN will not encourage cycling journeys	1	0%
CY06	Cycling	Concern cycle lane obstructed by construction works	1	0%
E06	Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	1	0%
E04	Economy	Support the LTN due to the impact on local businesses / economy, no further detail provided	1	0%
EQ03	Equalities	Concern about impact on younger people	1	0%
EQ09	Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	1	0%
G03	General	Oppose scheme due to cumulative impact of nearby schemes	1	0%
G05	General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	1	0%
G06	General	Concern that the scheme is a money-making tool	1	0%
O02	Other	Response contains personal data (replaced with XX)	1	0%
O06	Other	Comment Out of Scope of Amwell LTN	1	0%
P02	Pollution	Concern that the LTN does not align with the climate change agenda	1	0%
PVT11	Private Vehicle Traffic	Concern road surfaces are dangerous	1	0%
PT01	Public Transport	Concern due to longer bus journey times due to increased congestion	1	0%
SA35	Suggested Amendments	Suggest the roads are physically blocked off in the LTN	1	0%
SA06	Suggested Amendments	Suggest to make roads one-way instead of LTN	1	0%
SA07	Suggested Amendments	Suggestion to widen pavements	1	0%
SA22	Suggested Amendments	Suggest that there should be early release lights for cyclists	1	0%
SA23	Suggested Amendments	Suggestion to provide motorcycle parking	1	0%
SA28	Suggested Amendments	Suggest delivery vehicles should be restricted	1	0%

SA30	Suggested Amendments	More regular street cleaning needed	1	0%
SA32	Suggested Amendments	Amwell street should be filtered	1	0%
SA33	Suggested Amendments	Camera enforcement integrated into street lighting	1	0%
W02	Walking	Concern that the LTN will not encourage walking journeys	1	0%
A06	Accessibility	Opposition to the use of ANPR cameras to enforce restrictions	-	0%
CP02	Car Parking	Support due to improved parking for residents	-	0%
CP04	Car Parking	Support as reduced parking improves experience for active travel	-	0%
CO01	Consultation	Concern about consultation - non specific	-	0%
CO09	Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	-	0%
CO06	Consultation	Request rationale for proposal / publication of evidence to demonstrate that current fine is not sufficient	-	0%
CO07	Consultation	Concern that the consultation is not available to all (e.g. those without access to internet)	-	0%
CO08	Consultation	Technical issue with consultation	-	0%
CO09	Consultation	Concern than no direct response from the council was received from previous communication	-	0%
CO10	Consultation	Concern that the council has provided information that does not match personal experience	-	0%
CO11	Consultation	Concern that people are not being listened to during consultation events	-	0%
CO12	Consultation	Concern that consultation can be accessed by anyone	-	0%
E03	Economy	Concern that the LTN causes longer journey times, impacting on businesses	-	0%
E07	Economy	Concern that LTN reduces footfall due to poor local environment	-	0%
E05	Economy	Support the LTN due to increased footfall / accessibility to local businesses	-	0%
EQ06 b	Equalities	Concern about impact on higher income groups	-	0%
EQ08	Equalities	Opposition to giving blue badge exemptions/ concern about them being used fraudulently	-	0%
LE05	Local Environment	Concern that not enough 'greening' has been done as part of PFS	-	0%
LE03	Local Environment	Support the LTN, but concern that the infrastructure has been vandalised	-	0%

O03	Other	Stakeholder response	-	0%
O04	Other	Duplicate Response	-	0%
O05	Other	Campaign Response	-	0%
O07	Other	Comment unclear	-	0%
O08	Other	Ask Simon	-	0%
O09	Other	Comment relates to another survey question	-	0%
PC03	Policy Context	Support the scheme as it is necessary to target congestion / through-traffic / safety issues	-	0%
PVT05	Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	-	0%
PVT06	Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	-	0%
PT02	Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	-	0%
S07	Safety	Support as the LTN has reduced anti-social behaviour / crime / fear of crime	-	0%
S09	Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	-	0%
SA04	Suggested Amendments	Suggestion to only enforce LTN restrictions during peak periods	-	0%
SA05	Suggested Amendments	Suggest to focus on enforcing speed limits instead of/in addition to LTN	-	0%
SA14	Suggested Amendments	Suggest that disabled/blue badge holders should be exempt from restrictions	-	0%
SA24	Suggested Amendments	Suggestion to make parking permit holders exempt	-	0%

Appendix E – Full Code Frame Output Q8

All responses excluding those who provided no response (n:272)

Code ID	Theme	Code	Number	Percentage
G05	General	Support for the Blue Badge Exemption Policy as is	55	20%
SA03	Suggested Amendment	Suggest that exemption should apply to all residents and tradespeople or local businesses	25	9%
G07	General	Concern about people abusing the scheme/ request for monitoring	18	7%
SA04	Suggested Amendment	Suggest exemptions should be made for Taxis/ Black Cabs	16	6%
G04	General	Support Blue Badge exemption but have suggestions	15	6%
EQ08	Equalities	Concern the exemption does not include people with physical or mental impairments but who don't qualify for a Blue Badge	12	4%
G02	General	Concern that the Blue Badge exemption was not part of the trial scheme from the outset	10	4%
EQ04	Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	9	3%
SA06	Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	8	3%
EQ01	Equalities	Concern about impact on disabled people	8	3%
O07	Other	Comment unclear	7	3%
G01	General	Oppose Blue Badge Exemption Policy	7	3%
EQ02a	Equalities	Concern about impact on older people	6	2%
EQ07	Equalities	Concern about fraudulent use of Blue Badges	6	2%
SA02	Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers and family members	5	2%
O06	Other	Comment Out of Scope of Amwell LTN	3	1%
SA07	Suggested Amendment	Suggest exemptions are more limited (eg to only EVs)/ access some filters only	3	1%
SA09	Suggested Amendment	Suggest to remove the LTN	3	1%
G08	General	Request for more information about the Blue Badge exemptions	3	1%
O09	Other	Comment relates to another survey question	2	1%
SA05	Suggested Amendment	Suggest exemptions should be made for women/ people with young children/ vulnerable people alone	2	1%
SA08	Suggested Amendment	Suggest exemptions should be extended to all BB holders across London	2	1%
G06	General	Support as long as restricted to one car and non-transferrable	2	1%
C01	Consultation	Concern consultation is biased/ undemocratic	1	0%

SA01	Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to more than one car	1	0%
EQ03	Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	1	0%
O02	Other	Response contains personal data (replaced with XX)	-	0%
O03	Other	Stakeholder response	-	0%
O04	Other	Duplicate Response	-	0%
O05	Other	Campaign Response	-	0%
O08	Other	Ask Simon	-	0%
G03	General	Support Blue Badge Exemption Policy but against wider LTN scheme	-	0%
EQ02 b	Equalities	Concern about impact on younger people	-	0%
EQ05a	Equalities	Concern about impact on lower income groups	-	0%
EQ05 b	Equalities	Concern about impact on higher income groups	-	0%
EQ06	Equalities	Concern about unequal impact on people based on geographic location of residence	-	0%

