

May 2022

Highbury West people-friendly streets trial public consultation and engagement analysis



London Borough of Islington
Our ref: 24127009

steer

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- A List of businesses**
- B Summary of comments and responses from online and on-street events**
- C Demographics**
- D Full code frame outputs**

1 Introduction

- 1.1 Steer was commissioned by Islington Council (LBI) to provide support in delivering and facilitating people-friendly streets public engagement events and consultation response analysis as part of the Highbury West low traffic neighbourhood (LTN) trial. This trial involved the introduction of a LTN within the Highbury, Arsenal and Finsbury Park wards beginning in January 2021. The trial area sits between the following main roads: Holloway Road, Hornsey Road, Tollington Road, Seven Sisters Road, Blackstock Road, and Highbury Grove. Traffic cameras, bollards and planters were installed to reduce traffic and road danger and create more space for active modes (such as walking, cycling and using mobility aids), while still allowing emergency vehicles to pass through.
- 1.2 The consultation period was between Monday 7th February and Monday 14th March 2022. 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 1,973 responses to the online survey, six paper copies were also submitted.
- 1.3 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.
- 1.4 This report will feed into Islington Council's decision report which will bring together monitoring data, consideration of objections and correspondence over the trial period

2 Consultation engagement events

Engagement activities

2.1 During the Highbury West consultation period engagement events were undertaken by Steer in conjunction with LBI officers. The consultation for the Highbury West LTN trial was held at the same time as the Highbury Fields consultation. All engagement events were used as engagement opportunities for both schemes. These included:

Business visits to boost survey participation

On street intercepts in the LTN

An online town hall Q&A event open to all residents

A focus group session with members Elizabeth House Community Centre

Drop-in session with parents/ guardians at Finsbury Park Mosque

An advertised drop-in at the junction with Highbury Crescent and Highbury Terrace

Leafleting at drop-off and pick-up times at Ambler Primary School and Gillespie Primary School

On street intercepts and business visits

2.2 Once the consultation survey had been open for two weeks, Steer analysed the postcode data to identify streets and locations which had relatively few responses to the survey. This indicated locations to check residents’ awareness of the consultation and provide information about how to complete the survey. Due to the Covid-19 Omicron wave, it was decided that it was not appropriate to knock on doors and so the team engaged people on the streets or in public places. The streets which were targeted are set out in Table 2.1. The intercepts took place on 23rd February 2022 from 13:30-15:30pm and the businesses targeted visits place on 13th December 2021 (all day) and 22nd February 2022 from 10am-1pm.

Table 2.1: Streets targeted in the street intercepts

Street Name
Fieldway Crescent
Highbury Crescent
Highbury Place
Benwell Road
Ronalds Road
Arvon Road

2.3 Businesses within the LTN area and on the boundary roads were visited by Steer staff to remind or inform them about the ongoing consultation. 107 businesses were targeted in the area and 94 were visited and offered a consultation leaflet. 13 businesses were either closed or occupied and so were not visited. Due to the Covid19 Omicron wave in London, advice from Islington’s Inclusive Economies team, staff were only allowed to engage with businesses about the scheme outside, largely businesses did not want to do this and were more willing to take a consultation leaflet instead. A full list of businesses visited can be found in Appendix A.

Online town hall

- 2.4 An online Q&A was held on Saturday 26th February 2022 from 4-5pm. 63 people registered for the event and 47 people attended. LBI officers presented the monitoring data which had been collected during the Highbury West and Highbury Fields trials with the remainder of the meeting dedicated to a Q&A facilitated by Steer. A summary of the themes raised at the event are set out below in Table 2.2; a full list of comments, questions and responses are provided in Appendix B.

Table 2.2: Summary of themes at online event

Main themes from the online town hall event
Consultation - Concern findings have been reported in a biased way with negative impacts not given the same attention as positive impacts.
Consultation - Concern about errors in the interim data report published previously by the council and a desire for the council to tell residents about the errors in the report.
Consultation - Concern about the data and figures presented in the council's reports, concern that the road danger to children is overplayed in comparison to the number of young people stabbed.
Economy - Concern about negative impact on local businesses and query about whether the council is talking to businesses to understand how they have been affected.
Equalities - Concern about the impact of the scheme on children and young people who are scared to walk on quieter streets (personal safety).
Equalities - Support for the scheme because it has enabled children to play in the streets.
Equalities - Support for the scheme voiced on behalf of children who can now walk independently within the LTN. Query about what the council is doing to gather the views (both positive and negative) of children.
Planning - Live on a boundary road and the scheme has had a major (negative) impact on day-to-day life. Feel trapped by the traffic and it's difficult to leave London.
Planning - Concern that the scheme hasn't met the stated objectives and query about what it will take (findings or consultation feedback) for the scheme to be changed.
Planning - Query about how the council will address congestion in the long term and the strategy for managing traffic as more LTNs are introduced in Islington and other boroughs.
Planning - Concern about the impact on the top end of Blackstock Road, large increase in traffic. Concern about traffic level on Rock Street.
Planning - Concern about congestion on roads outside the LTN including boundary roads. Increased noise and disruption to sleep for people living on Blackstock Road.
Planning - Concern the council is giving out mixed messages about car use, on the one hand implementing LTNs, on the other providing infrastructure such as electric vehicle charging points to facilitate use of electric cars.
Planning - Support for the scheme because car use has to be addressed and LTNs are a way of doing that.

Focus group at Elizabeth House Community Centre

- 2.5 A focus group was held at the Elizabeth House Community Centre on 9th February 2022 from 12:30-13:30pm following an over-50s exercise class. The focus group aimed to provide a space to discuss the scheme with Islington officers and Steer staff. Paper copies of the survey were provided, and people were supported in filling these out if they wished. 10 residents attended

the focus group and spoke with officers and Steer staff and residents were supported to fill out paper copies.

Drop-in session at Finsbury Park Mosque

- 2.6 A drop-in session was held at the Finsbury Park Mosque on 3rd March 2022 from 16:30-17:30pm. The purpose of the event was to speak to people entering and leaving the Mosque. The session aimed to provide a space to discuss the scheme with Islington officers and Steer staff. Paper copies of the survey were provided, and people were supported in filling these out if they wished. 60 leaflets were handed out on street to residents.

Drop-in session at Highbury Crescent and Highbury Terrace junction

- 2.7 An advertised drop-in session was held at the junction with Highbury Crescent and Highbury Terrace on 1st March 2022 from 16:30-17:30pm. The purpose of the event was to speak to residents about the two trial LTNs. The session aimed to provide a space to discuss the schemes with Islington officers and Steer staff. Leaflets were provided to attendees. Paper copies of the survey were also provided, and people were supported in filling these out if they wished.
- 2.8 50 residents attended the drop in and spoke with officers and Steer staff. The feedback from the session is summarised in Table 2.3.

Table 2.3: Themes raised at the Highbury Crescent and Highbury Terrace drop-in event

Main themes from the Highbury Crescent and Highbury Terrace event
Consultation – Concern around biased survey, question structure/phrasing and inaccurate information.
Consultation – Concern that advertised events are hard to get to, as well as a lack of paper consultation copies at the event.
Impact – Concern about access to residents that use vehicles, as well as general division of communities.
Impact – Support the scheme as it improves the overall feel of the area and tackles traffic.
Planning – Suggestion that the Blue Badge Holder exemption policy should be extended to all residents.

Schools leafleting

- 2.9 Leaflets about the consultation were distributed at two schools; Ambler Primary School at drop-off time and Gillespie Primary School at pick up time on 10th March 2022. Around 60 leaflets were given out to parents and guardians at these two schools.

3 Consultation Survey

Introduction

- 3.1 This section reports on the analysis of the ‘closed’ and ‘open’ questions included in the consultation questionnaire. Closed questions are those with a discrete set of answers from which survey participants select a response. 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 owned a car (Q14), their connection to the area (Q21) and if they were disabled (Q25).
- 3.3 The online survey dataset was checked for evidence of potential interference such as the submission of multiple responses from the same individual. In this instance, it is considered that there was no interference.

About the respondents

- 3.4 Overall, 1,973 responses were submitted to the consultation online including 6 paper copies. Respondents were asked if they were filling out the consultation on behalf of a business. Of the 1,973 responses to this question, 31 were filled out on behalf of a business, 1,860 were public responses and 82 had no response so have been assumed to be public responses.

Table 3.1: Respondent type

	Number	Percentage
Public	1,942	98
Business	31	2
Total	1,973	100

Demographics

- 3.5 This section details the demographic profile of respondents. This includes age group, disability, gender, if their gender is the same as assigned at birth, sexual orientation, religion and ethnicity. Responding to these questions was not mandatory, and each question included a ‘prefer not to say’ or ‘no response’ option. These questions were included to see if responses were from a representative sample of Islington’s diverse population.

3.6 The graphs in Appendix C display the results of the consultation for each of these demographics in comparison to borough-wide demographic data from the 2011 Census. In summary:

- The age group which provided the most responses was 45-54 years (24%), followed by the 35-44 age range (23%), and the 55-64 age range (18%). These proportions are higher than the proportion of residents in these age groups across the borough as a whole (11%, 16% and 7% respectively (Census, 2011)).
- 10% of respondents say that they are disabled, while 76% stated they are not. This is lower than the 16% of Islington residents who are disabled according to the 2011 Census.
- 42% of respondents were male and 40% were female (this does not add to 100% as some respondents did not reply). Both are lower than the borough averages of 49% and 51% respectively (Census, 2011).
- 39% of respondents stated that they had no religion; this is above the borough average of 30%. This is followed by a quarter (25%) of preferring not to say and 21% stating they are Christian, which is much lower than the borough average of 40% (Census, 2011).
- Almost half (46%) of respondents stated that their ethnicity is White British, this is marginally below the borough average of 48% (Census, 2011). This was followed by 21% saying that they 'Prefer not to say'. 11% identified as 'any other white background', while 4% identified as 'White Irish'.

3.7 When considering the above it should be noted that not all respondents to this survey live in Islington, as set out in the 'connection to the area' section below. We have included this comparison of the demographics of respondents with the demographics of the whole borough as an indication of how representative a sample was achieved. It should also be noted that the consultation respondents were self-selecting and unlike a piece of research, quotas were not set for any particular characteristics.

Connection to the area

3.8 Respondents were asked where they live in relation to the Highbury West trial scheme area. 55% of respondents stated that they live within the area, while 19% stated that they live near the area. This was followed by 14% who said they live on a boundary road (these include Holloway Road, Hornsey Road, Seven Sisters Road, Blackstock Road, Highbury Barn).

3.9 4% of respondents live in a different London borough with the greatest proportion of these living in Hackney (30%).

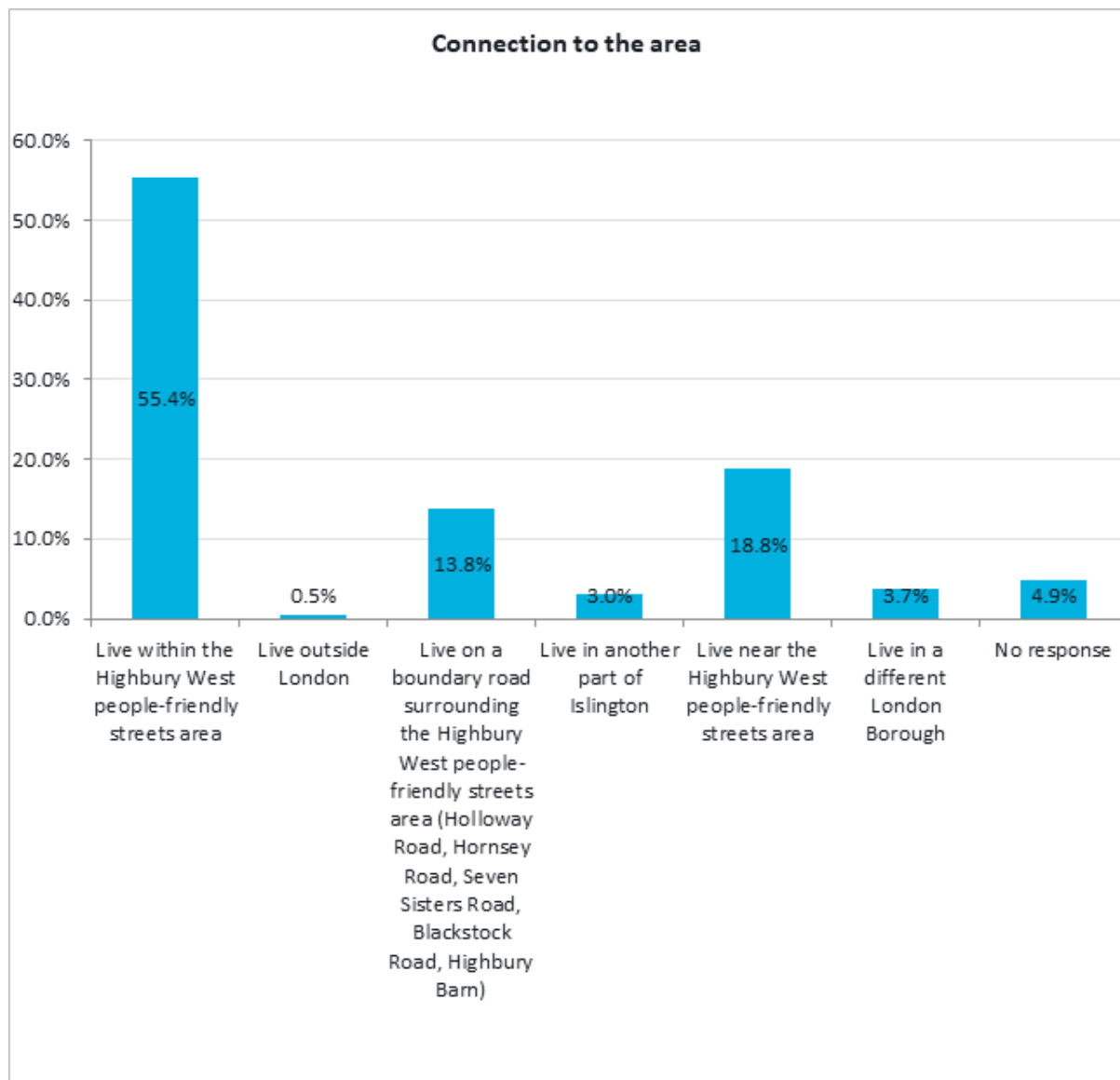
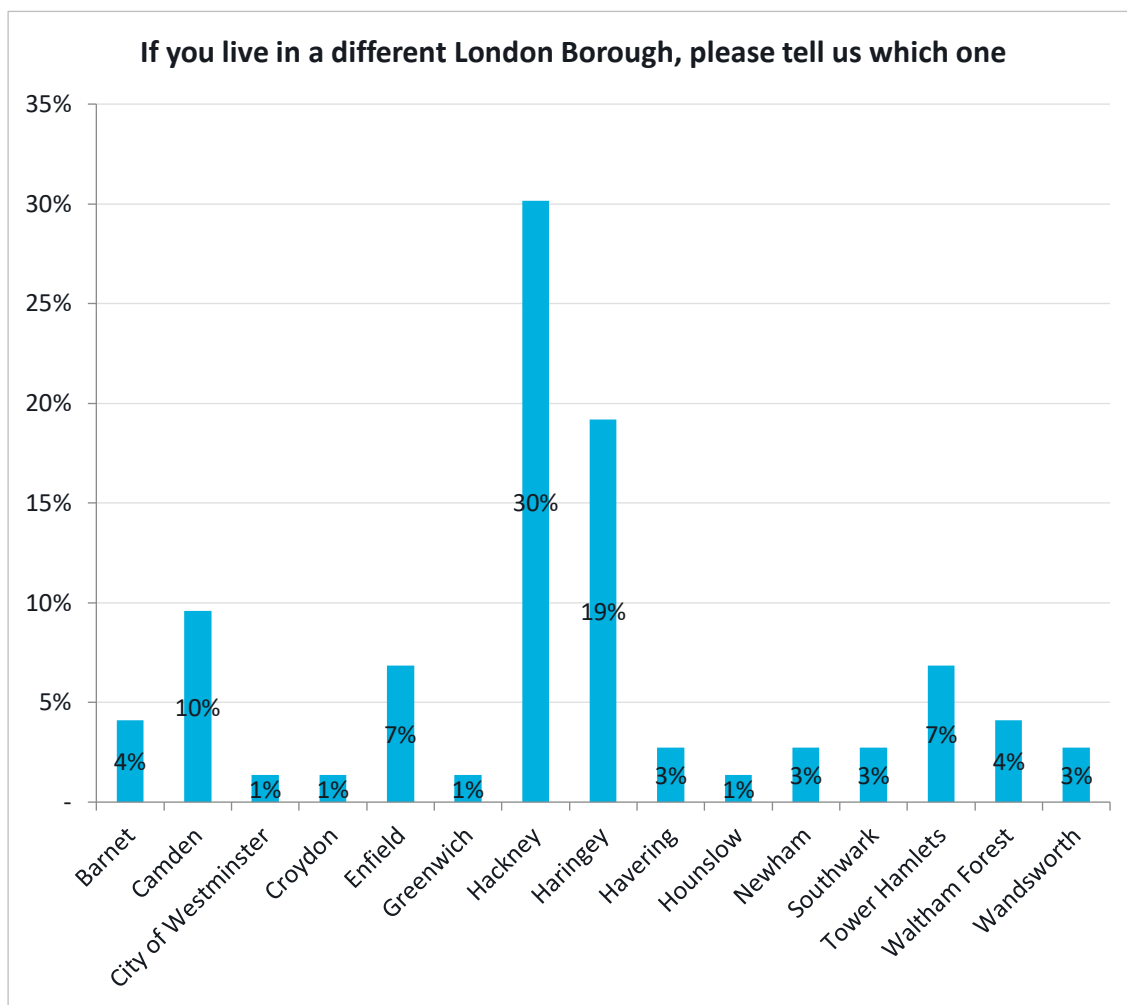


Figure 3.1: Where do you live in relation to the Highbury West PFS area? (Q19)

Number of respondents: 1,973

Figure 3.2: Respondents who live in a different London borough (Q20)



Number of respondents: 73

3.10 Respondents were asked about their connection to the Highbury West people-friendly streets area. They could tick all that apply for this question hence the total percentage does not sum to 100. Almost two-thirds (64%) of respondents are Highbury West residents, 26% travel to or through the area, and 22% own a property in Islington.

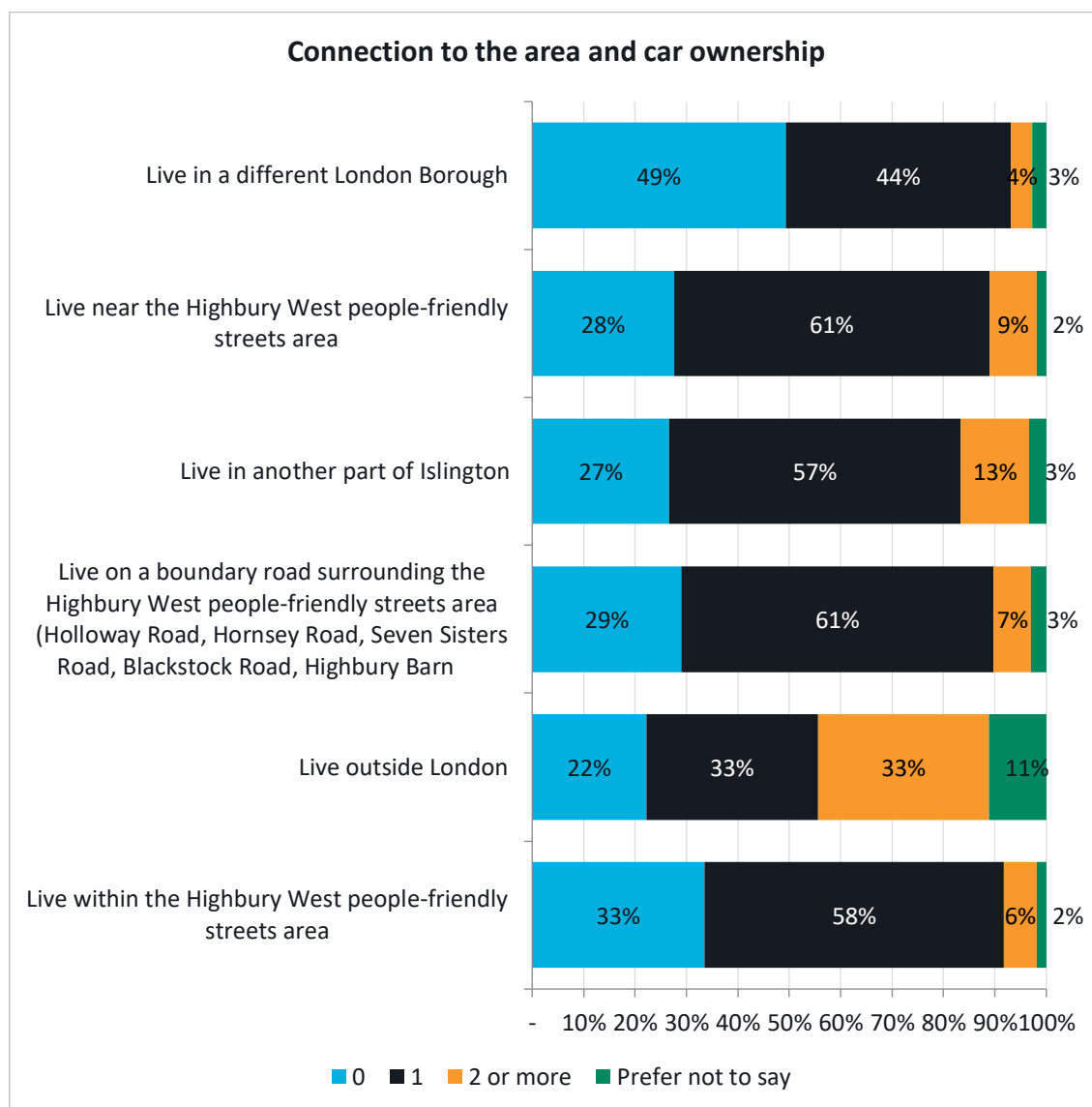
Table 3.2: Connection to the area

Connection to area (tick all that apply)	Number	Percentage
I am a Highbury West resident	1,270	64%
I own a business in Highbury West	38	2%
I work in the Highbury West area	89	5%
I travel to/or through Highbury West	506	26%
I work elsewhere in Islington	92	5%
I own a property in Islington	434	22%
I am a visitor	72	4%
Other	134	7%

3.11 To understand how car or van ownership impacted responses to the survey, respondents' connection to the area was cross tabulated with car ownership levels. 33% of respondents who said they live in the Highbury West people-friendly streets area do not have a car or van, while 64% of respondents have access to at least one car or van. 29% of those who live on a boundary road to the Highbury West people-friendly streets area do not have a car or van, while 68% have access to at least one car or van.

3.12 Respondents who stated they live within the Highbury West LTN area and on the boundary roads have higher car ownership levels than the borough average of 29% of Islington households (LTDS, 2019).

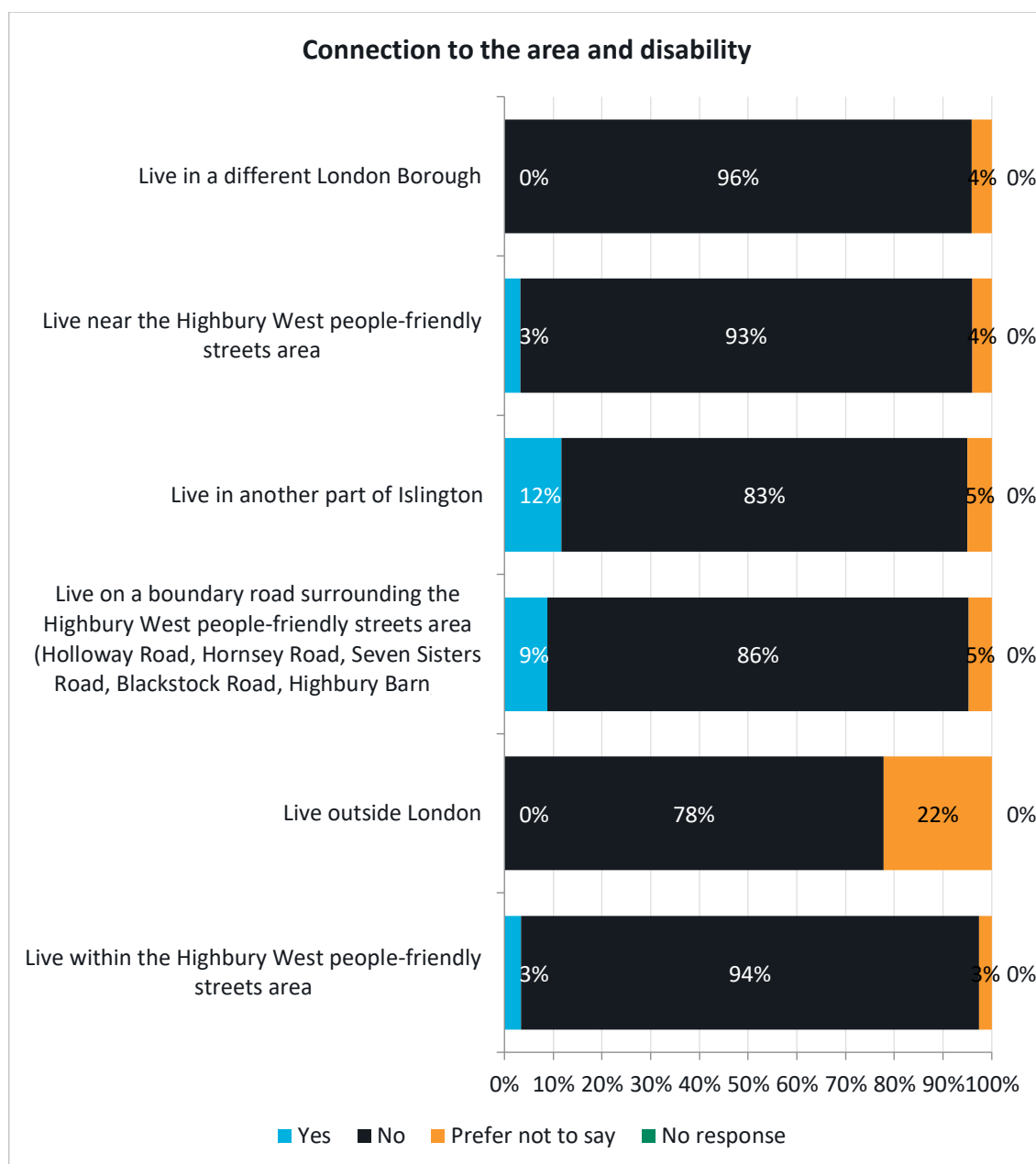
Figure 3.3: Connection to the area and car ownership



Number of respondents: 1,973 (NB 'no response' has not been included).

3.13 3% of respondents who stated that they live within the Highbury West LTN, and 9% of respondents that live on a boundary road said they are disabled.

Figure 3.4: Connection to the area and disability



Number of respondents: 1,973 (NB 'no response' has not been included)

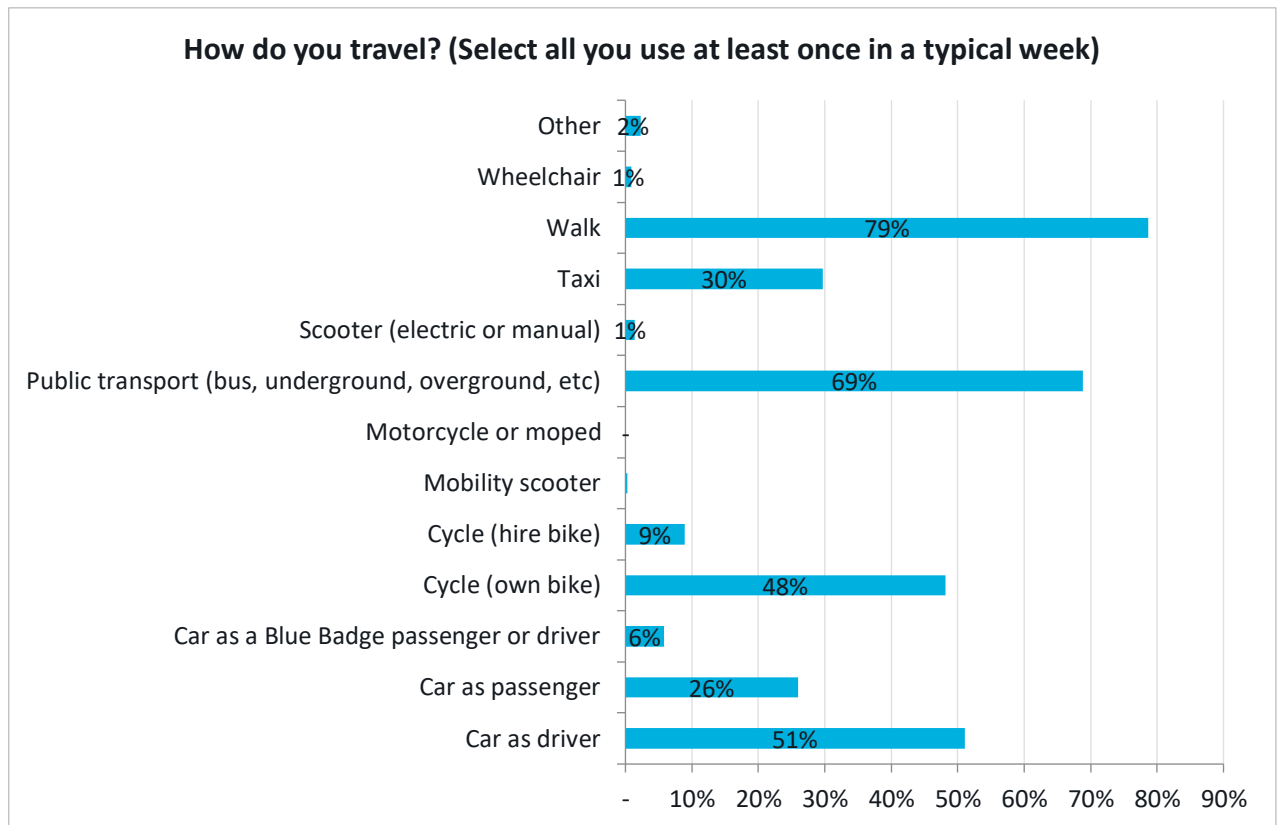
Travel patterns

- 3.14 Respondents were asked about the modes of transport they use in a typical week. All respondents (both those responding as a resident and those as a business) could select all modes they use at least once in a typical week.
- 3.15 In summary, 79% of respondents stated they walk, 69% that they use public transport, 51% that they use the car as a driver, 48% that they cycle (own a bike) and 26% that they use the car as a passenger.
- 3.16 For this question, 46 respondents (2%) stated that they used 'other' methods to travel and were then asked to specify their 'other'. Out of the 2%, over a quarter (26%) provided

responses that were already specified in the question, while a further 26% provided comments not related to the question. 15% said that they run to get around the area, followed by 11% who use car hire and 9% who use a delivery/company vehicle. The code frame output is shown in Table 3.3: Other modes of transport.

3.17 89% of respondents used a mix of transport modes including a motorised form of transport on a weekly basis; 10% used walking, cycling (own bike or hire bike), and/or wheelchair without using a motorised form of transport.

Figure 3.5: How do you travel? (Q13)



Number of respondents – 1,973

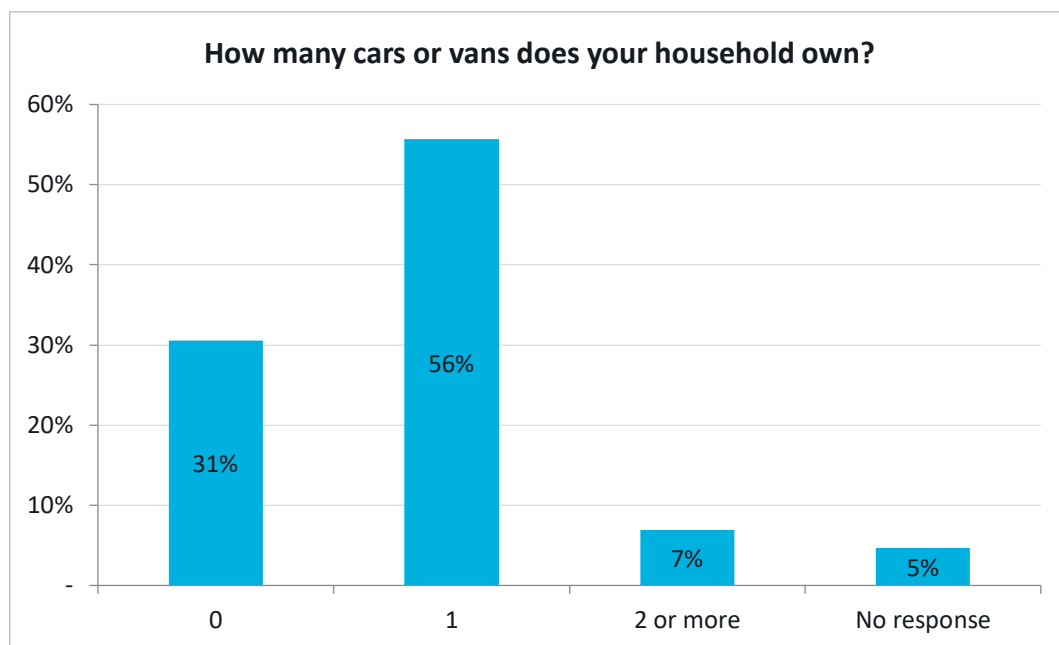
Table 3.3: Other modes of transport stated by respondents

Mode	Number
Method already specified	12
Unspecified	2
Car Hire	5
Cargo Bike	1
Running	7
Delivery/company vehicle	4
Electric bike/scooter	2
Car Sharing	1
Not related to question	12

Number of respondents - 46

3.18 Respondents were asked how many cars or vans they owned in their households. 31% of respondents were from households which do not own a car or van, while 63% were from households which own one or more cars or vans. Car owners are over-represented in the consultation responses in comparison the borough average for car ownership; 71% of households in Islington do not own a motor vehicle, and only 29% own one or more (LTDS, 2020).

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



Number of respondents – 1,973

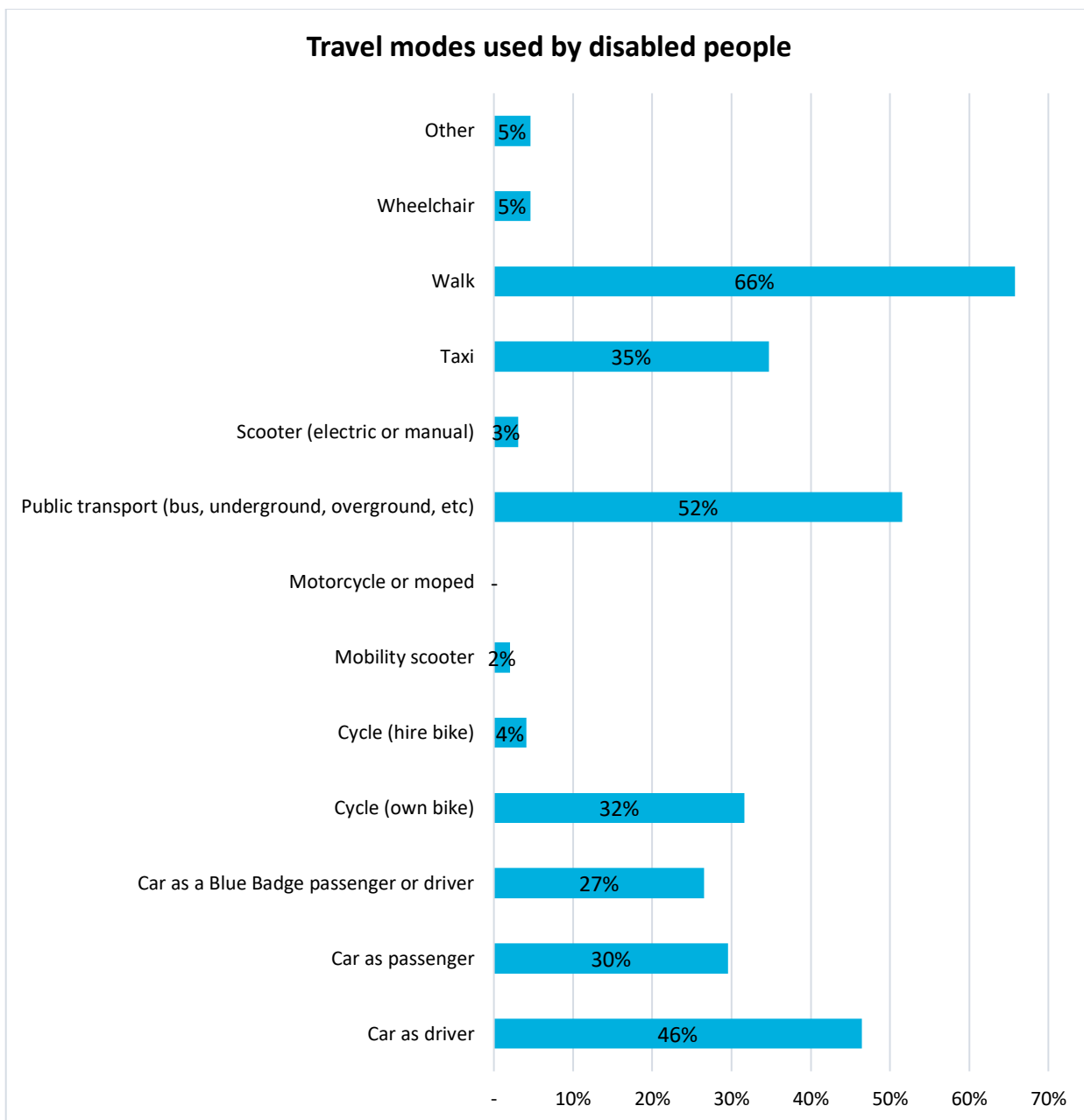
Travel patterns and car ownership among disabled residents

3.19 Respondents were invited to comment on the Council’s exemption policy for Blue Badge holders which was introduced in December 2021; analysis of responses to this question is included in the open question section below (paragraph 3.44 onward).

3.20 To help assess the impact of the introduction of the Blue Badge holder exemption policy during the trial, the travel patterns and car ownership responses from disabled respondents were analysed. Respondents were asked how they travelled 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 activities. Of the respondents that said they are disabled, 66% walk, 52% use public transport, 46% drive a car, 35% use the taxi and 30% use the car as a passenger. 27% use the car as a Blue Badge driver or passenger (please note respondents could select all modes that are applicable hence percentages sum to more than 100).

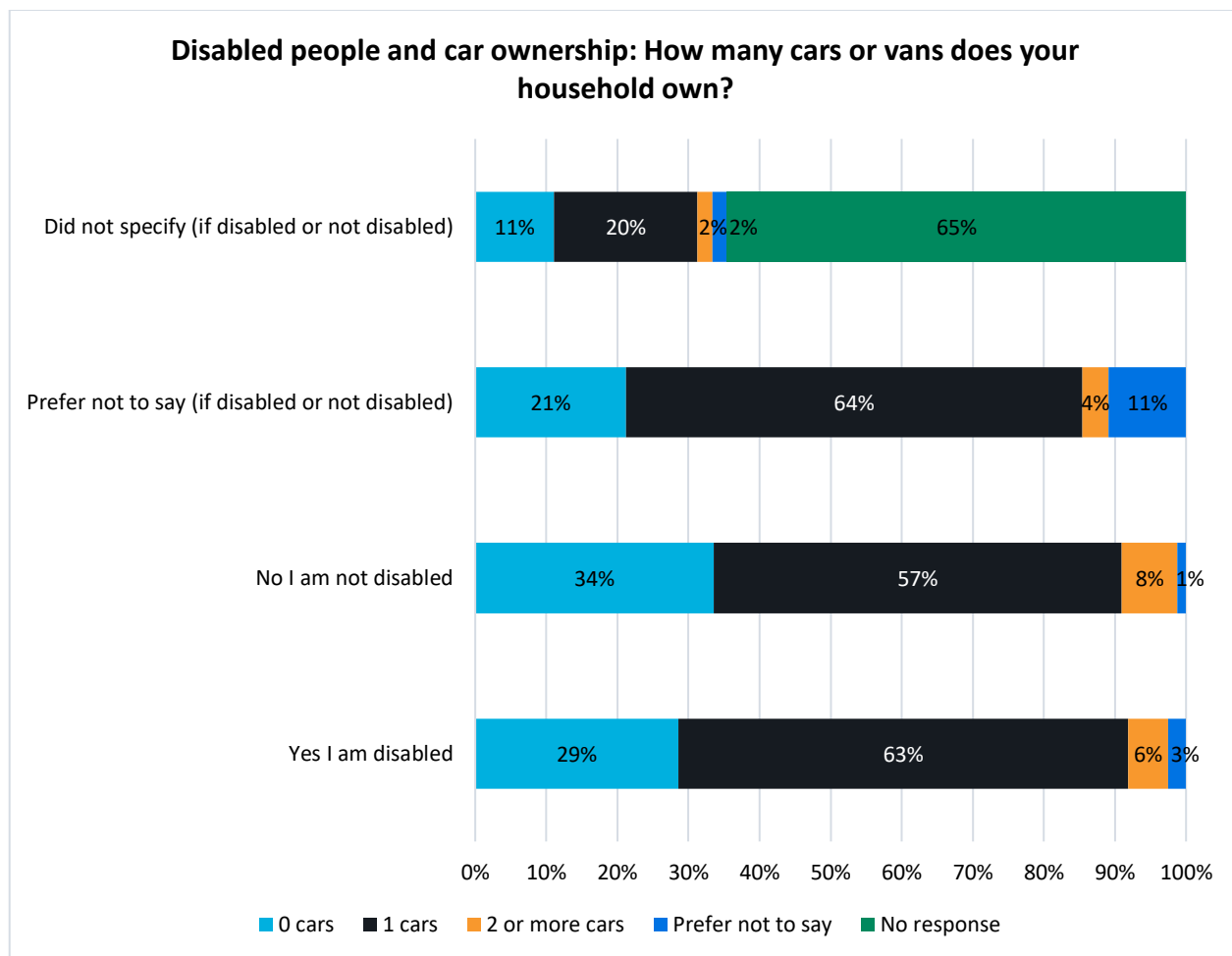
3.21 Respondents were asked how many cars they own; generally the level of car ownership was higher among disabled respondents (69%) compared to non-disabled people (65%).

Figure 3.7: Modes used by disabled respondents



Number of respondents – 196

Figure 3.8: Car/van ownership among disabled respondents



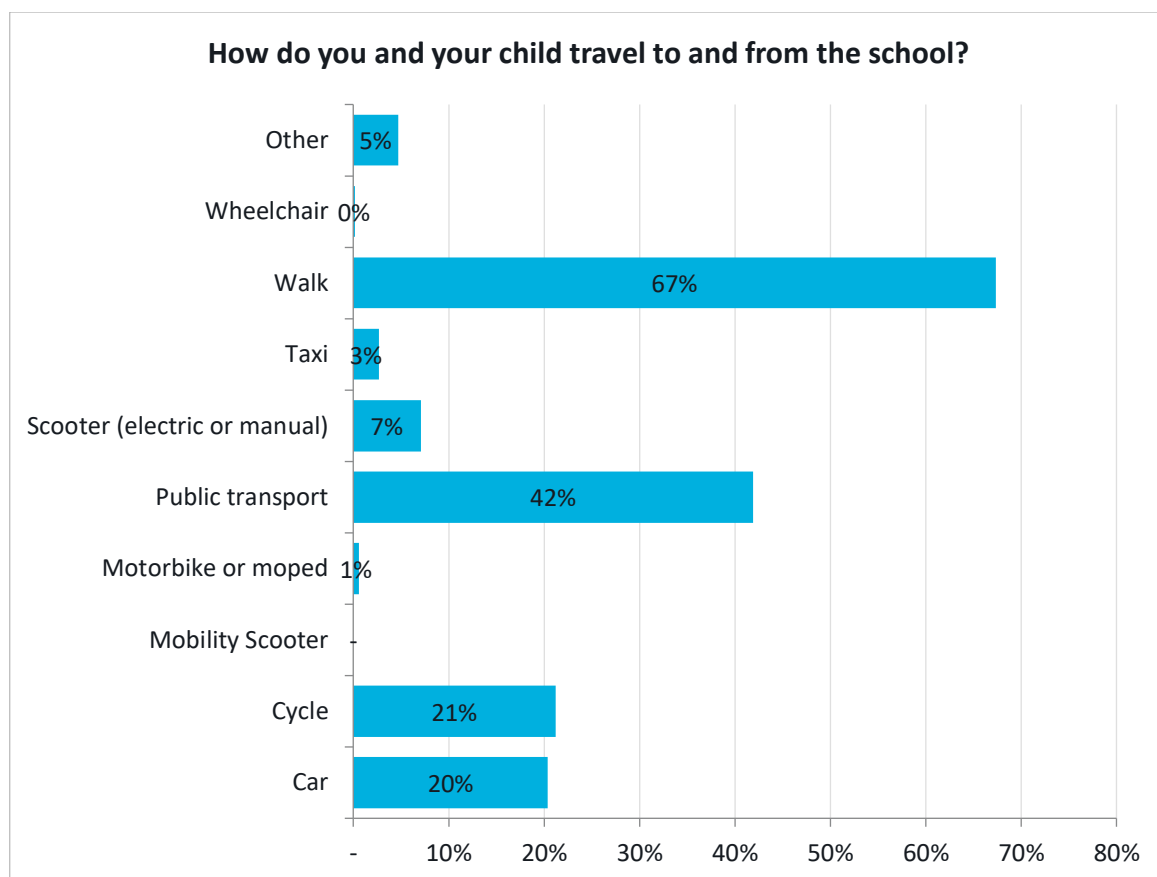
Number of respondents – 1,973

School children

3.22 51% (1,000 respondents) said they had children. Of these, 32% (637 respondents) said that their children were of school age.

3.23 These respondents were asked how they and their child/children travel to and from school. Over two thirds (67%) stated that they walk to school, followed by 42% taking public transport, 21% cycling and 20% using the car. Please note that respondents could choose all applicable modes, therefore percentages do not sum to 100.

Figure 3.9: Travel to and from school (Q18)



Number of respondents - 637

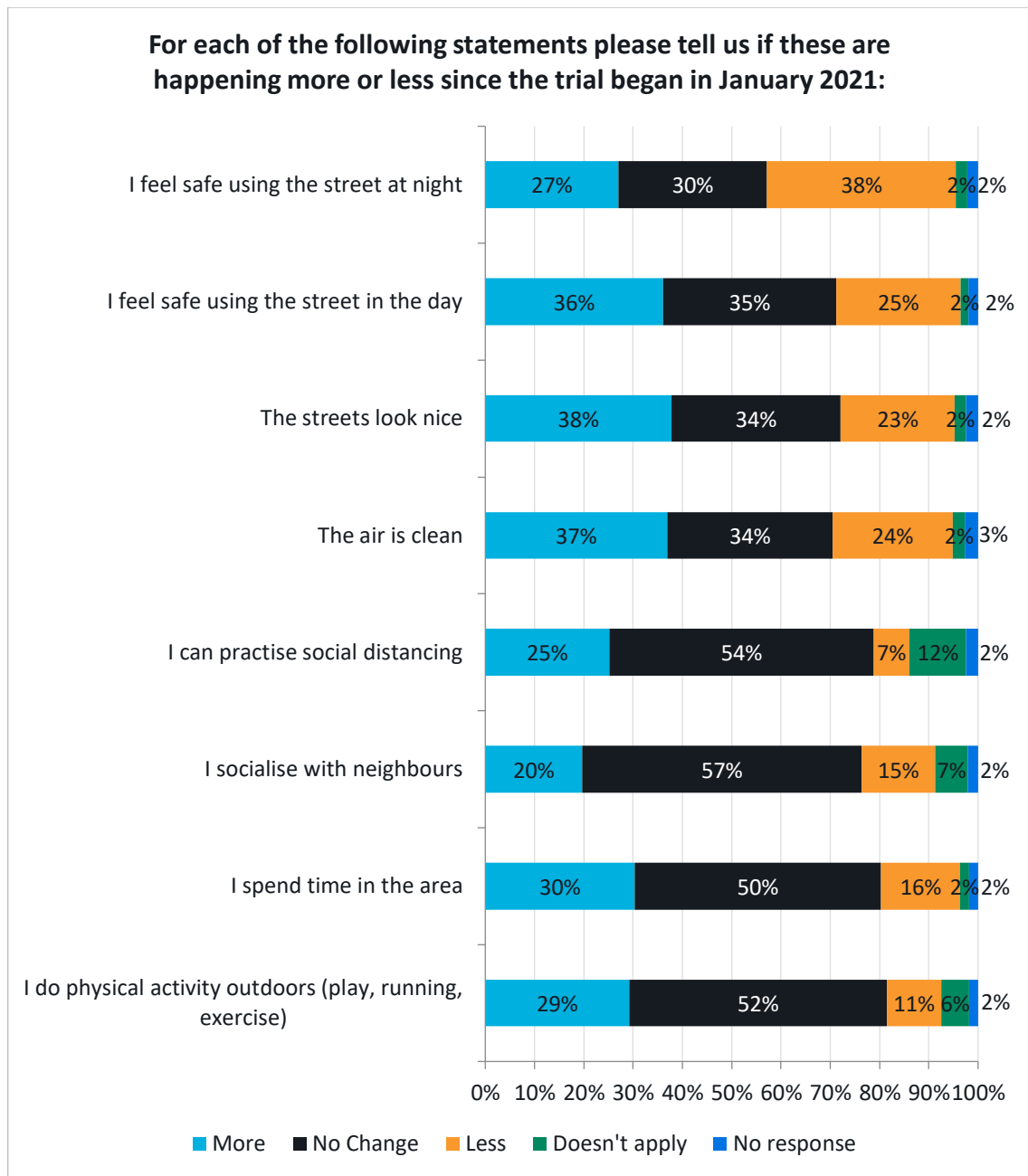
The trial scheme

- 3.24 Respondents were presented with a series of statements and asked if they thought these were happening more or less since the trial began in January 2021 (Figures 3.10 to 3.29). Respondents could select if they thought no change had occurred, or if the statement did not apply to them. The statements were group into four questions by theme, addressing safety, driving patterns, active modes, and motor traffic respectively.

Safety and the area

- 3.25 Over a third (38%) of respondents stated that the streets look nicer, 37% said that the air is cleaner, and 36% that they feel safer using the streets in the day. In comparison, 23% said that the streets look less nice, 24% that the air is less clean and 25% that they feel less safe using streets in the day. However, 38% said they felt less safe at night-time, compared to 27% who said they felt safer. Over half of respondents said that there was 'no change' to four of the statements, all of which relate to spending time outdoors (Figure 3.10).

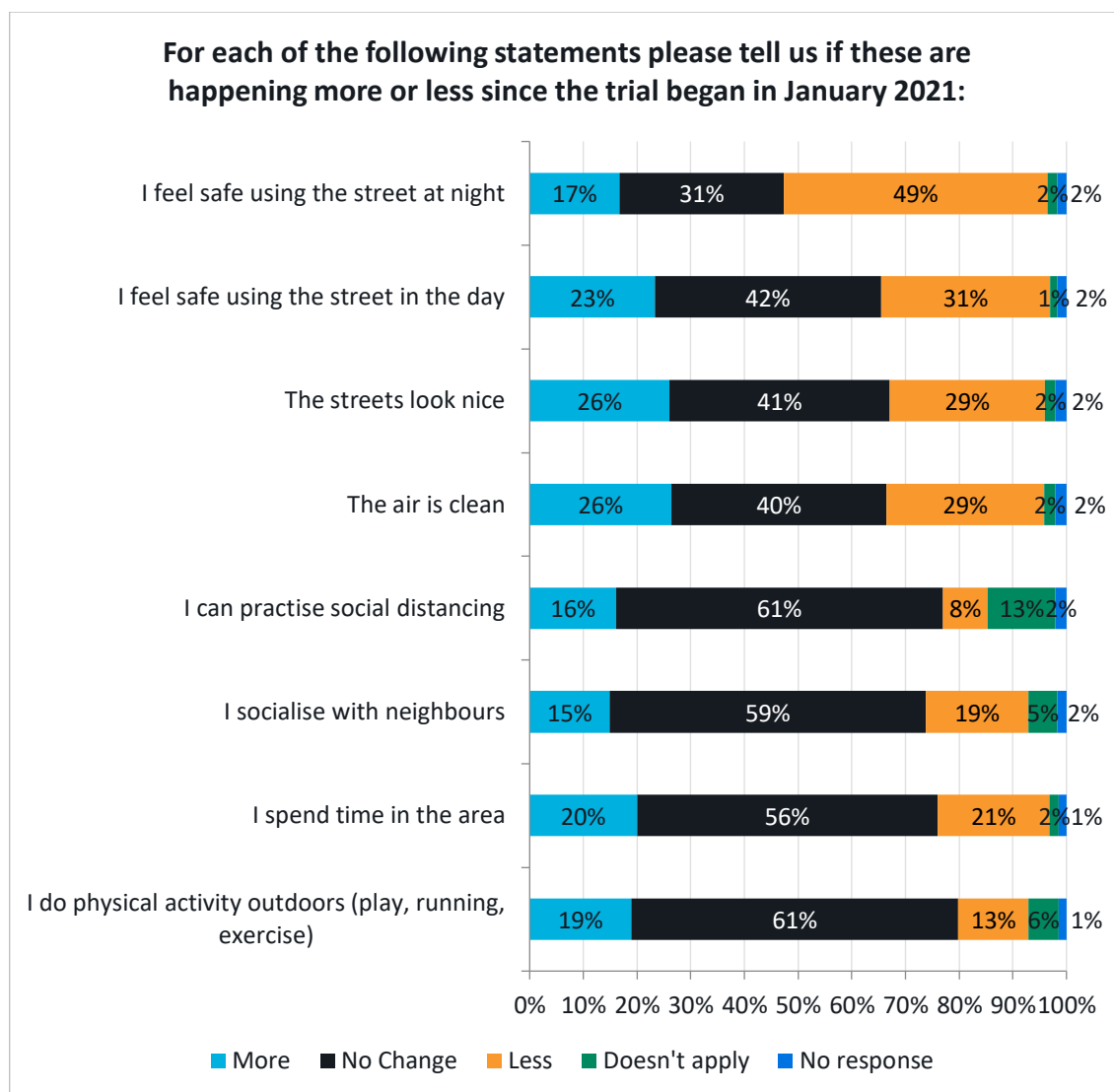
Figure 3.10: Safety and the area (Q1) – all responses



Number of respondents – 1,973

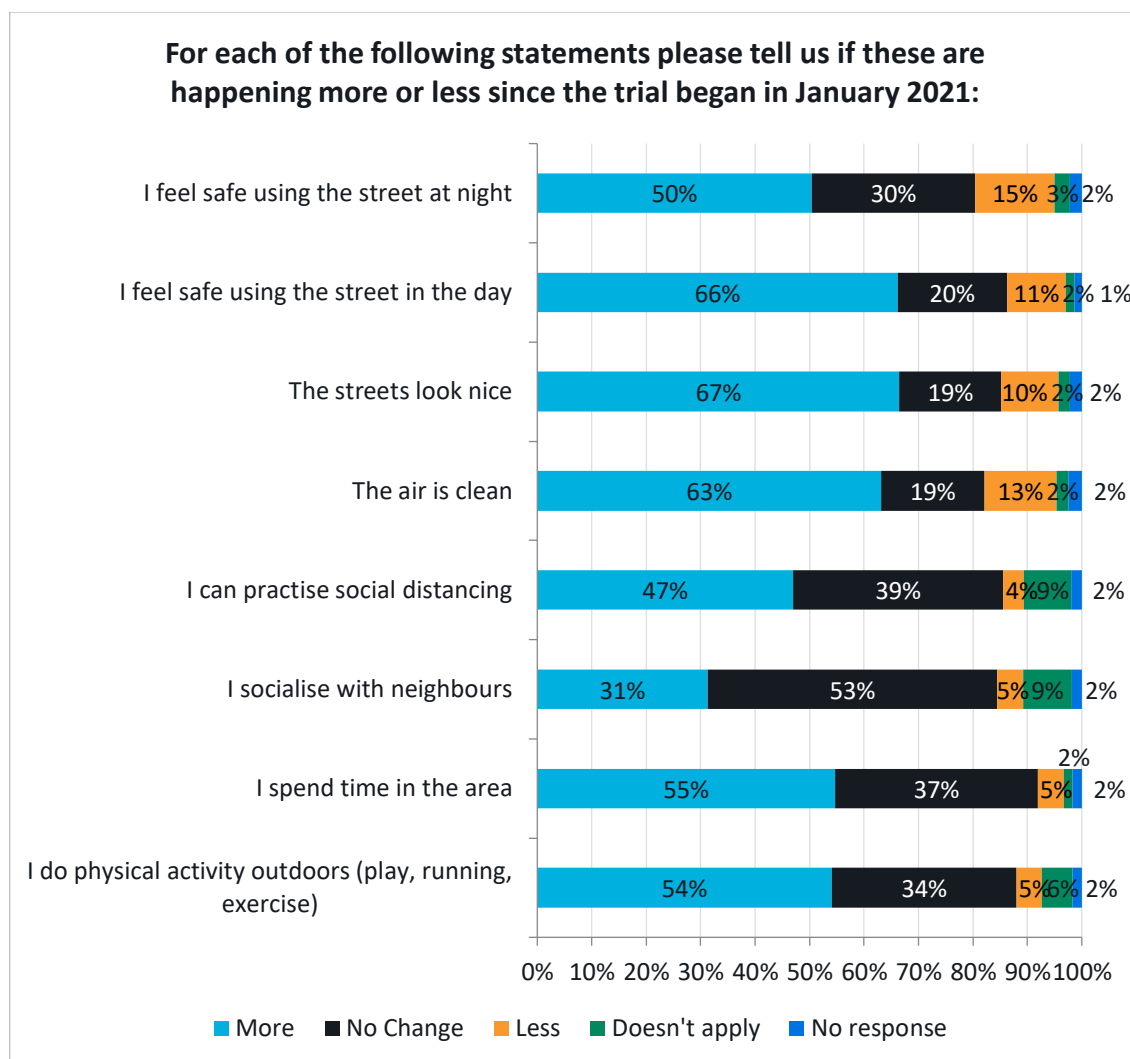
3.26 There were differences in opinion between respondents who own a car/van, and respondents who do not own a car/van. Respondents who own a motor vehicle felt less safe using the streets at night (49% vs 15% of those who do not own a car or van) and during the day (31% vs 11% of those who do not own a car or van). Respondents who do not own a motor vehicle thought that the streets looked nicer (67% vs 26% of those who own a car or van), and that the air was cleaner (63% vs 26% of those who own a car or van). Likewise, respondents without a car/van socialised more with neighbours, spent more time in the area and did more physical activity outdoors than those who own a car/van (Figures 3.11 and 3.12).

Figure 3.11: Safety and the area (Q1) – responses from those who have access to a car/van.



Number of respondents – 1,236 (NB: does not include 'no response' to car ownership)

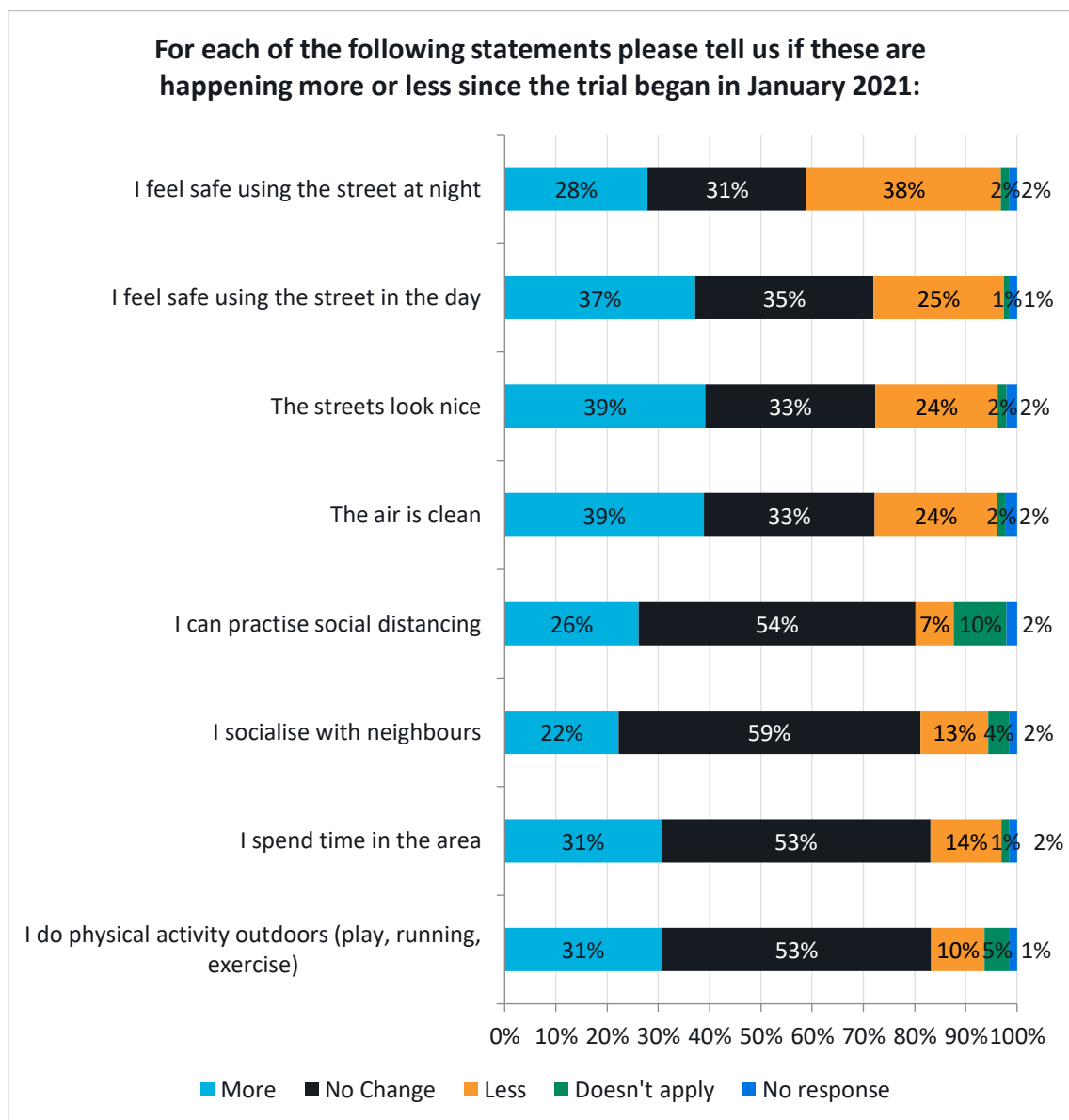
Figure 3.12: Safety and the area (Q1) – responses from those who do not have access to a car/van.



Number of respondents – 603 (NB: does not include 'no response' to car ownership)

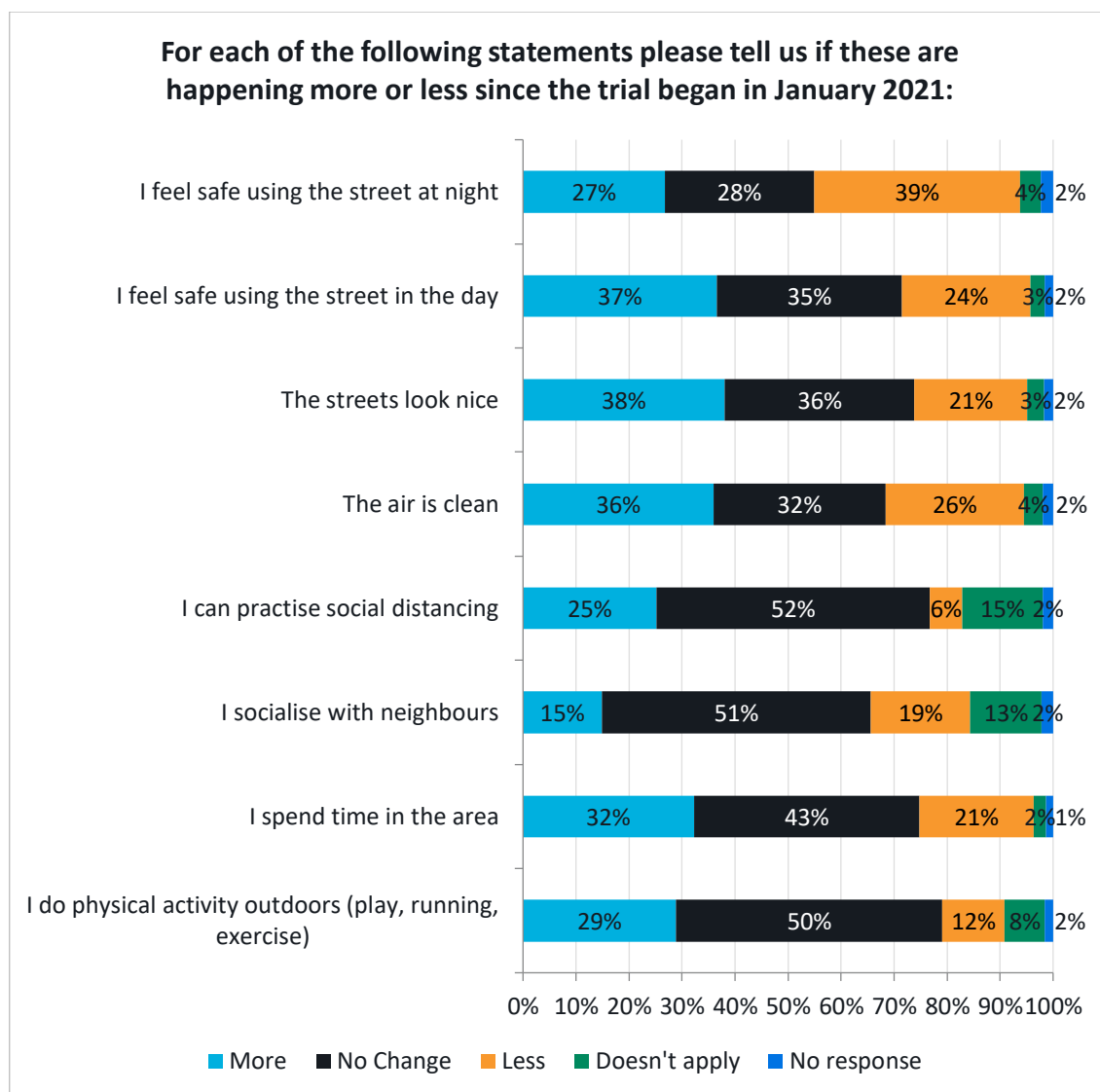
3.27 There were also some differences in opinion between respondents who live within the LTN (those in the LTN and on boundary roads) and those who live outside the LTN (all other respondents). Similar proportions of respondents in- and out- of the LTN thought the streets felt less safe at night (38% vs 39% of those outside the LTN) but safer during the day (37% vs 37% of those outside the LTN). Slightly more respondents inside the LTN thought the air was cleaner (39% vs 36% of those outside the LTN) and that the streets looked nicer (39% vs 38% of those outside the LTN). People living outside of the LTN thought they could socialise with neighbours less, spend less time in the area, and do less physical activity outdoors. 59% of respondents living in the LTN saw ‘no change’ in how much they socialised with their neighbours, while the same applied to 51% of respondents living outside of the LTN (Figures 3.13 and 3.14).

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



Number of respondents – 1,365 (NB: does not include ‘no response’ to connection to the area)

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

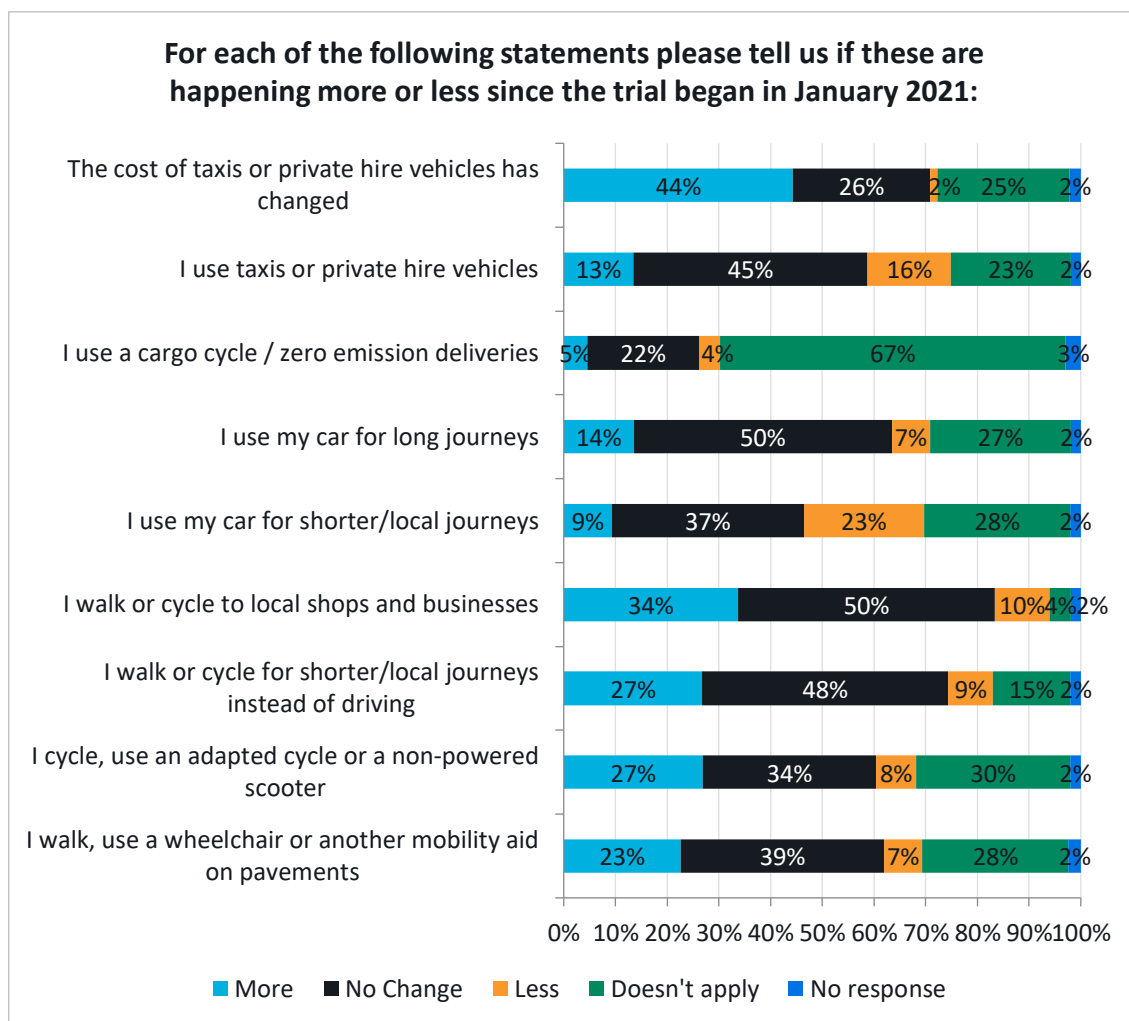


Number of respondents – 512 (NB: does not include 'no response' to connection to the area)

Local travel patterns

Over a third (34%) of respondents said that they walk or cycle more to local shops and businesses, compared to 10% who have done this less and 50% who reported no change. 27% of respondents said they walk or cycle for local journeys more instead of using the car, while 23% said they use wheelchairs or other mobility aid on pavements more frequently. 9% and 7% of respondents respectively did these things less. 44% said that the cost of taxis/private hire vehicles increased, while only 2% said it has decreased (Figure 3.15).

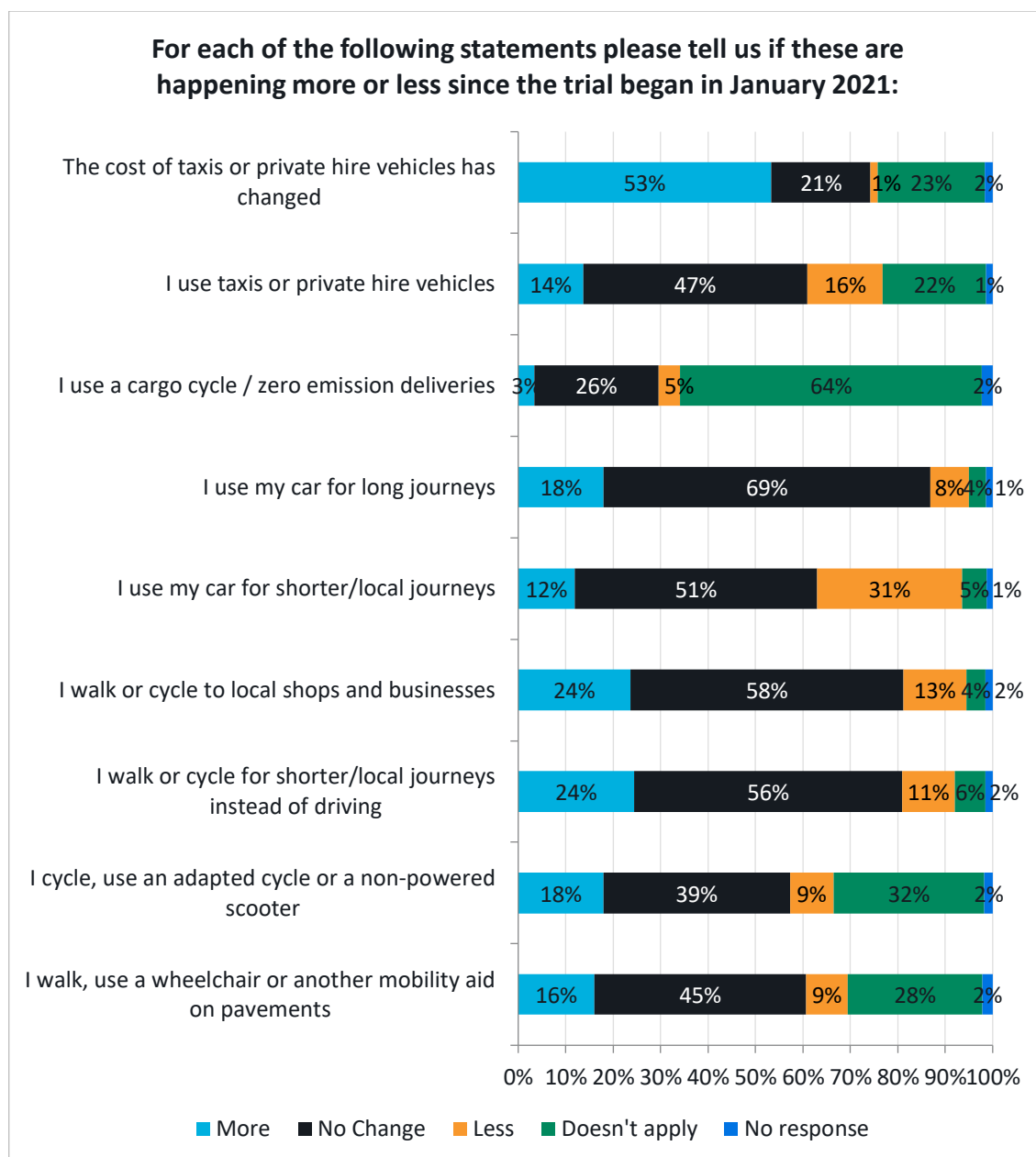
Figure 3.15: Local travel patterns (Q2) – all responses



Number of respondents – 1,973

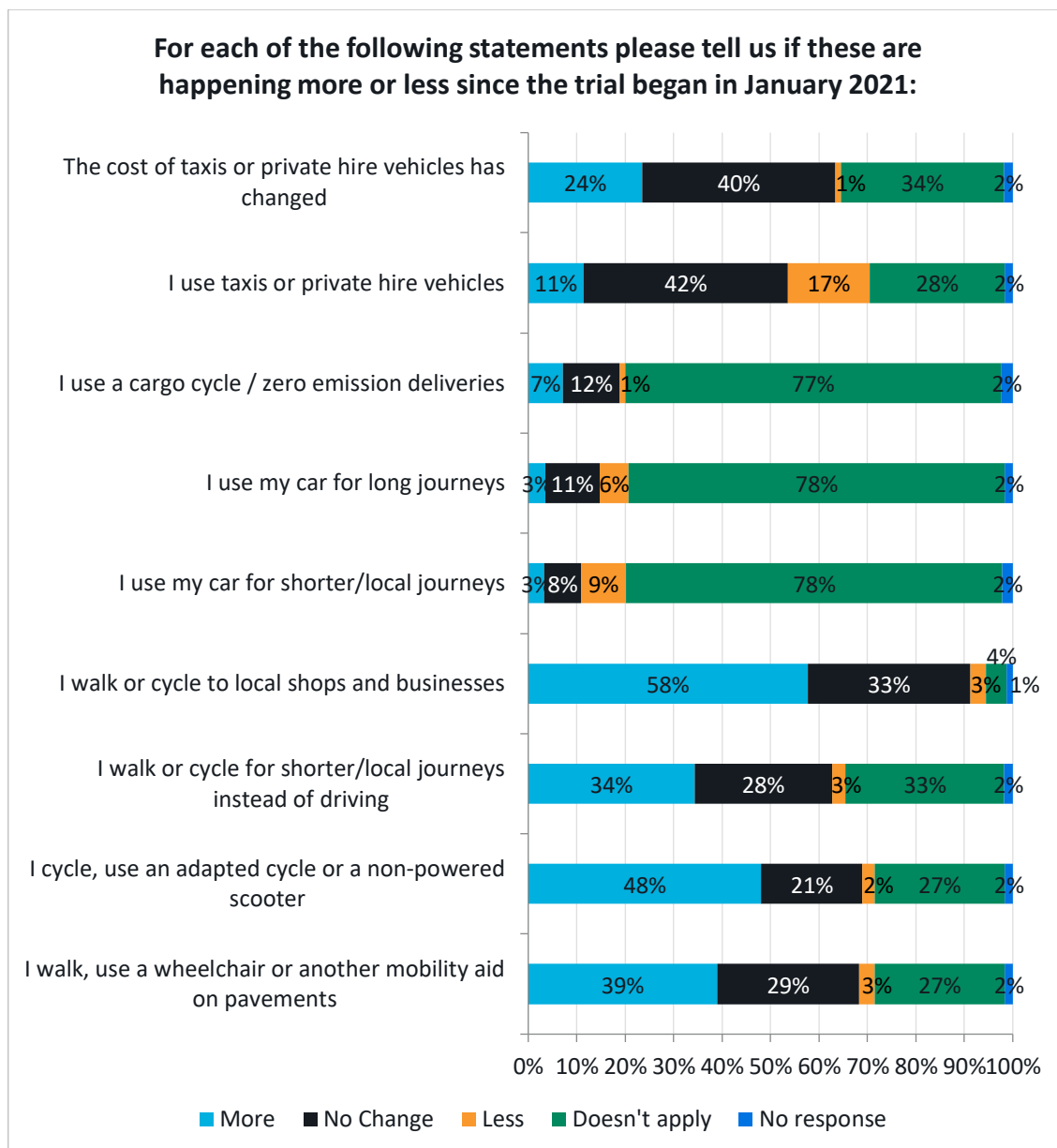
3.28 There were differences in opinion between respondents who own a car/van and those that do not. Respondents that do not have a motor vehicle said that they walk and cycle more to local shops and businesses (58% vs 24% of those who have a car) and for local journeys in general (34% vs 24% of those who have a car). Those who do not own a car/van also cycle, use an adapted cycle or non-powered scooter more often (48% vs 18% of those who have a car) and walk, use wheelchairs or mobility aid on pavements more frequently (39% vs 16% of those who have a car). On the other hand, more car/van owners said that the cost of taxis and private hire vehicles has increased (53% vs 24% of those who do not have a car). Those who own a car/van cited much higher percentages of ‘no change’ for the way they travelled around the area (Figure 3.16 and 3.17).

Figure 3.16: Local travel patterns (Q2) – responses from those who own a car/van.



Number of respondents – 1,236 (NB: does not include 'no response' to car ownership)

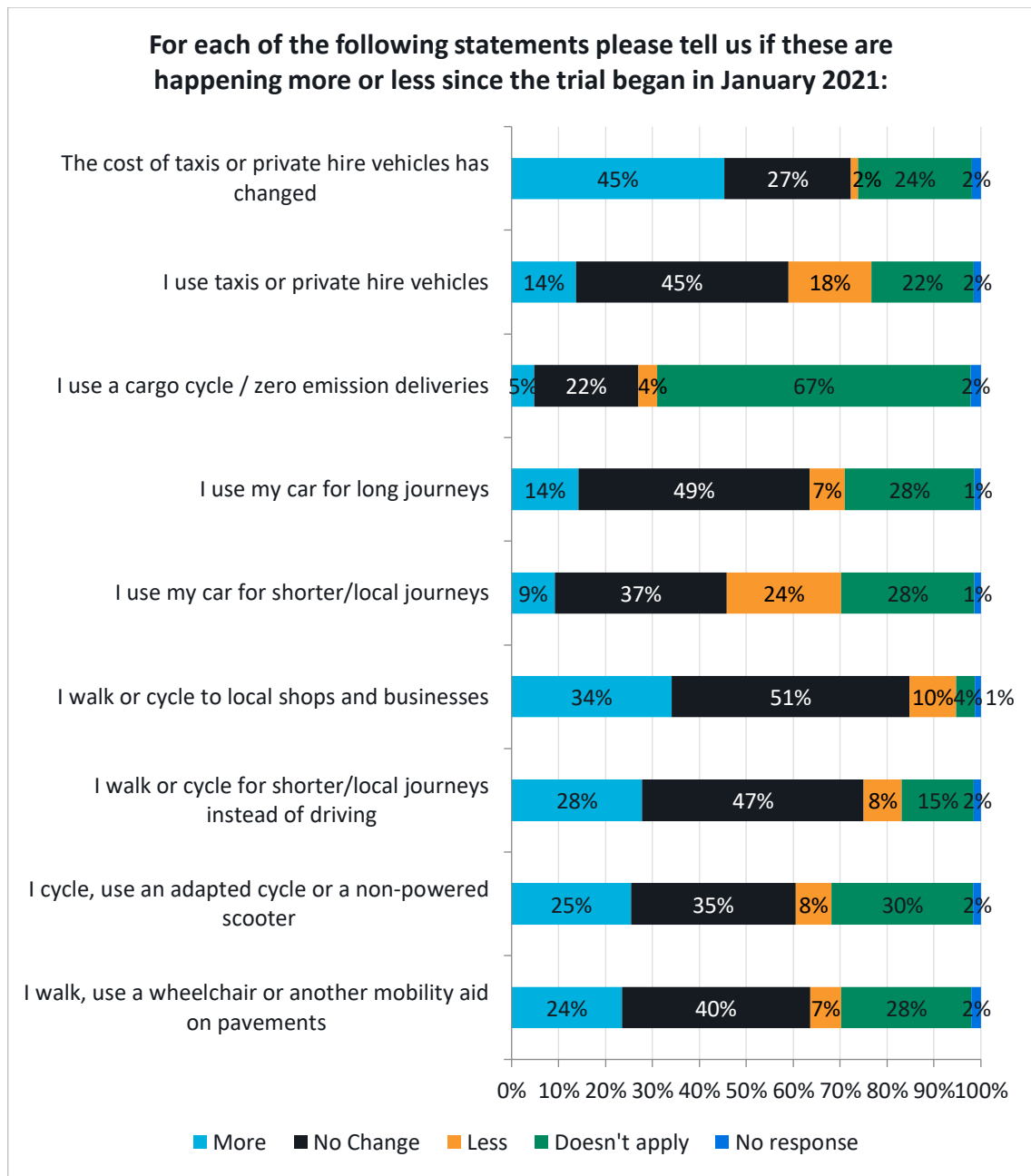
Figure 3.17: Local travel patterns (Q2) – responses from those without a car/van.



Number of responses – 603 (NB: does not include ‘no response’ to car ownership)

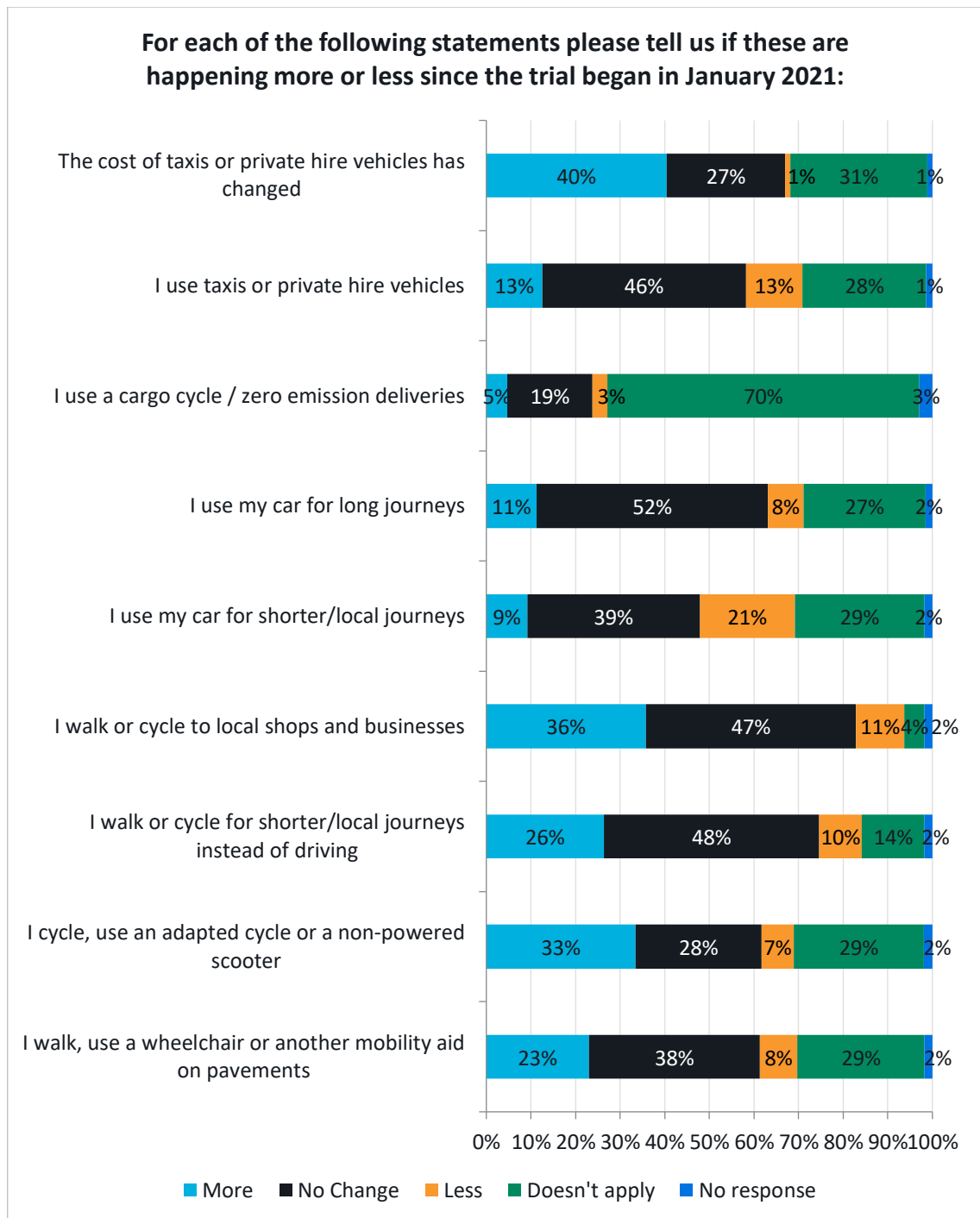
3.29 There were also differences in response between those who live within the LTN (and on boundary roads) and those who live outside of the LTN although it should be noted the differences in proportions are relatively slight for certain of the statements. Respondents from within the LTN use their car less for local journeys (24% vs 21% of those who live outside the LTN) and make more local journeys by walking or cycling (28% vs 26% of those who live outside the LTN). However, respondents outside of the LTN tend to walk and cycle more to local shops (36% vs 34% of those who live inside the LTN) and use a cycle, adapted cycle or non-powered scooter more frequently (33% vs 25% of those who live inside the LTN). Both groups exhibit similar proportions of respondents citing ‘no change’ across the different statements (Figures 3.18 and 3.19).

Figure 3.18: Local travel patterns (Q2) – responses from those who live within the LTN and on boundary roads.



Number of respondents – 1,365 (NB: does not include 'no response' to connection to the area)

Figure 3.19: Local travel patterns (Q2) – responses from those who live outside the LTN.

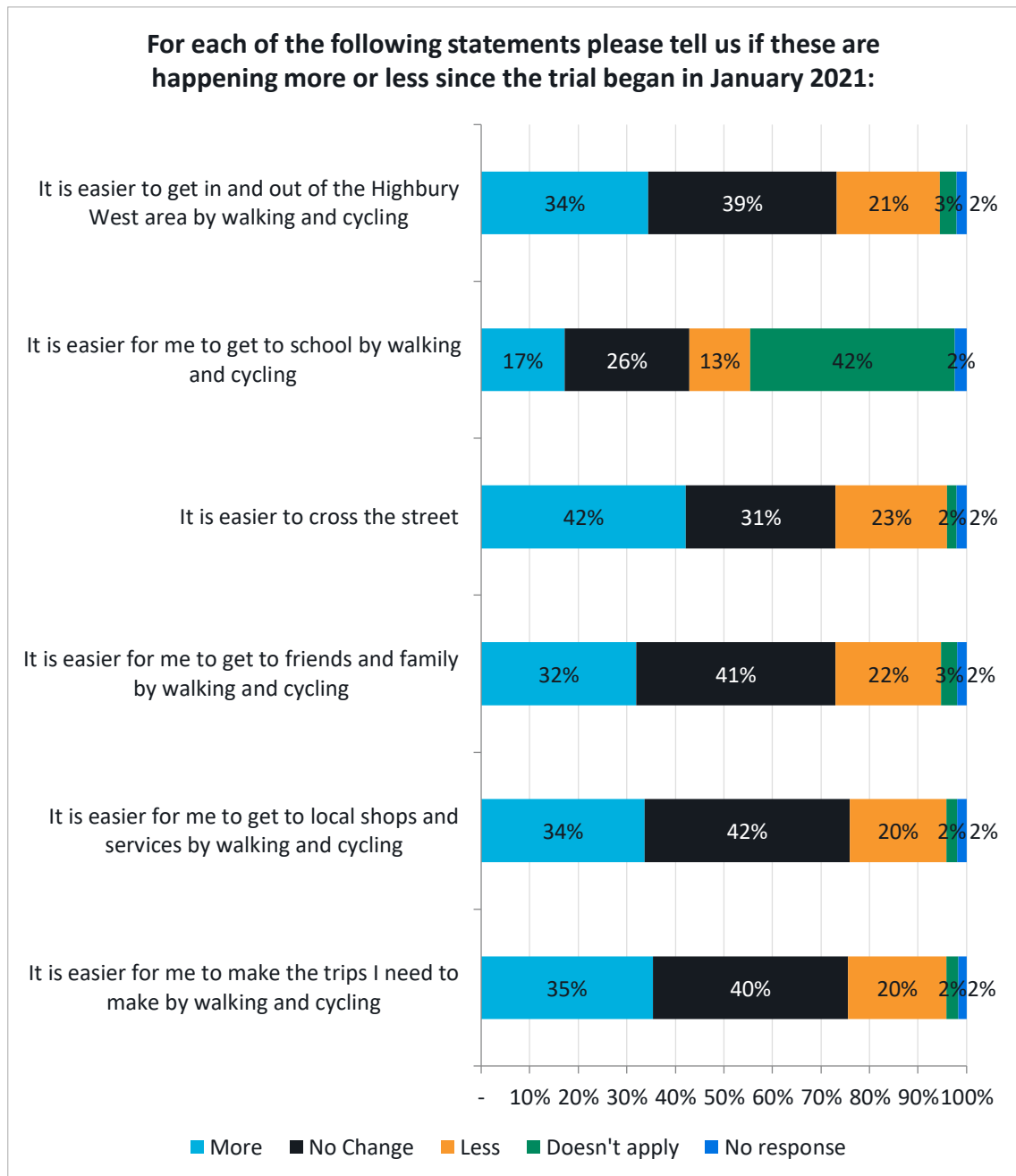


Number of respondents – 512 (NB: does not include 'no response' to connection to the area)

Active modes

3.30 42% of respondents stated it is now easier to cross the streets, while 23% said it was harder and 31% reported no change. 35% stated it is now easier to make trips they need to make by walking and cycling, while 20% said it was harder and 40% reported no change. 34% said it is easier to get in and out of the Highbury West area by walking and cycling, and a further 34% said that it is easier to get to local shops and services by walking and cycling. 21% and 20% respectively said it was now harder to do these things (Figure 3.20).

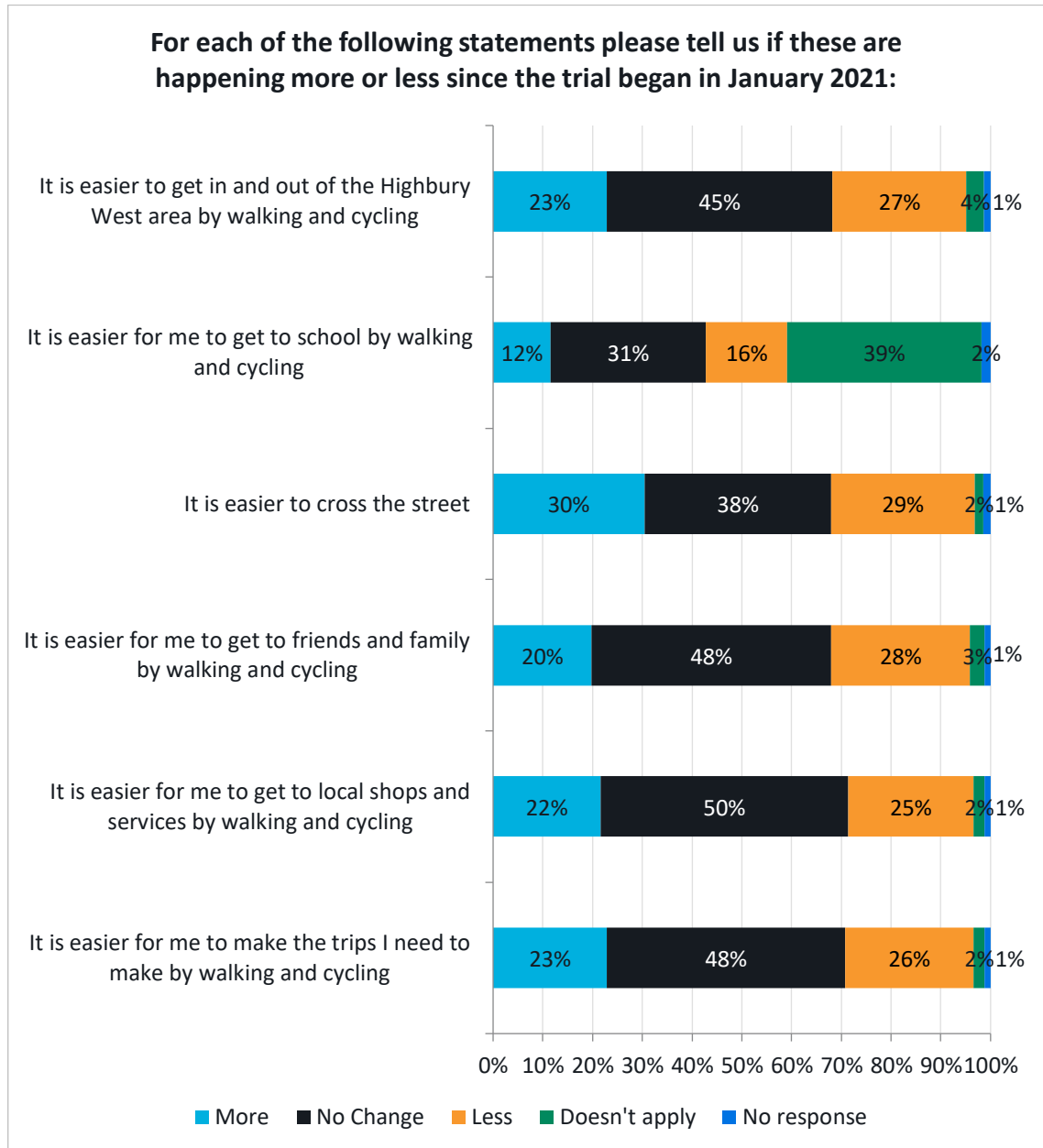
Figure 3.20: Active modes (Q3) – all responses



Number of respondents – 1,973

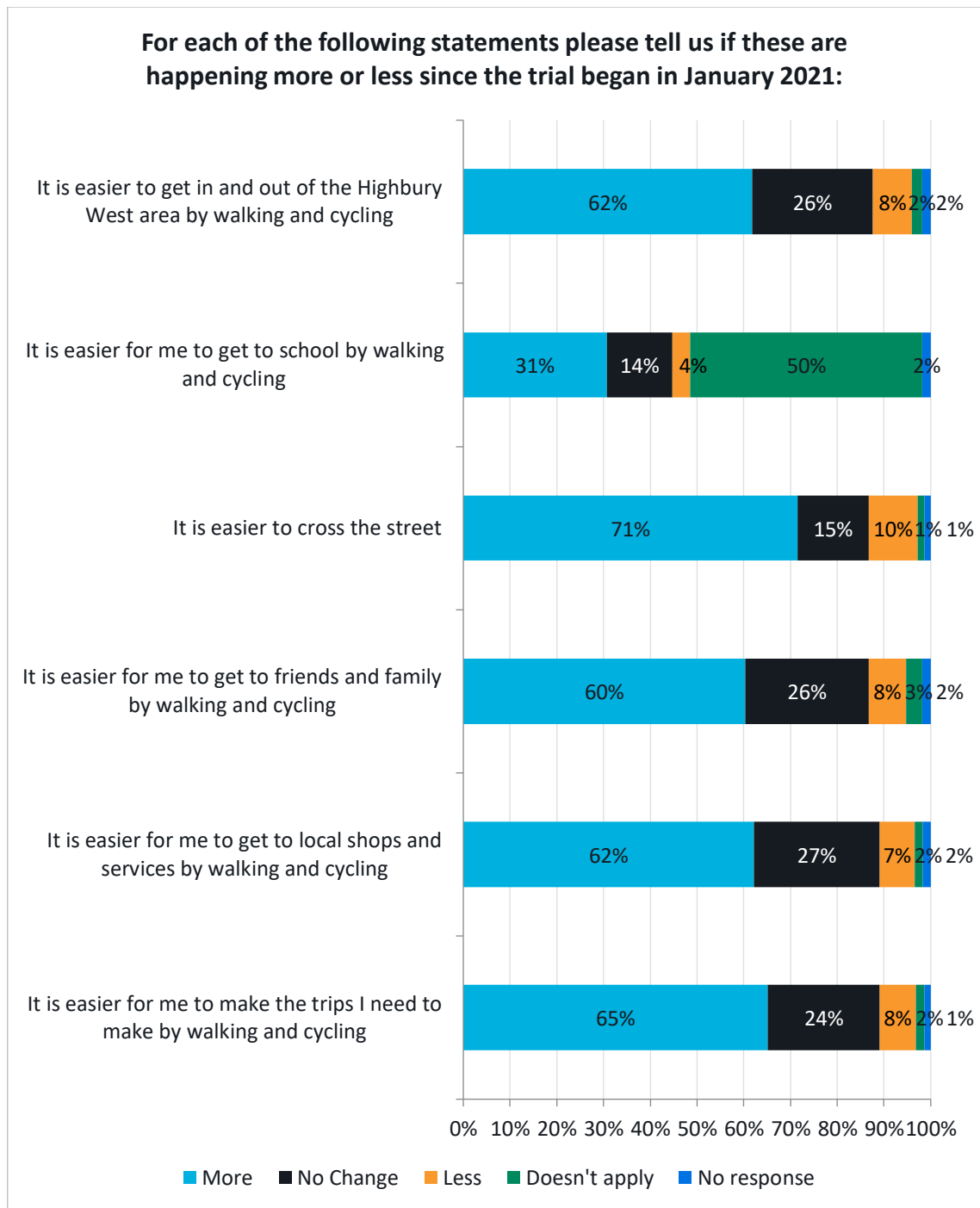
3.31 There were differences in opinion between respondents that own a car/van and those that do not. Respondents that do not own a motor vehicle stated that it is now easier to cross the street (71% vs 30% of those who do own a vehicle), easier to make necessary trips by walking and cycling (65% vs 23% of those who do own a vehicle), to get out of the Highbury West area by walking and cycling (62% vs 23% of those who do own a vehicle), and to get to local shops and services by walking and cycling (62% vs 22% of those who do own a vehicle). Respondents that own a car/van exhibited higher levels of ‘no change’ responses than those without a car/van.

Figure 3.21: Active travel (Q3) – responses from those who own a car/van



Number of respondents – 1,236 (NB: does not include ‘no response’ to car ownership)

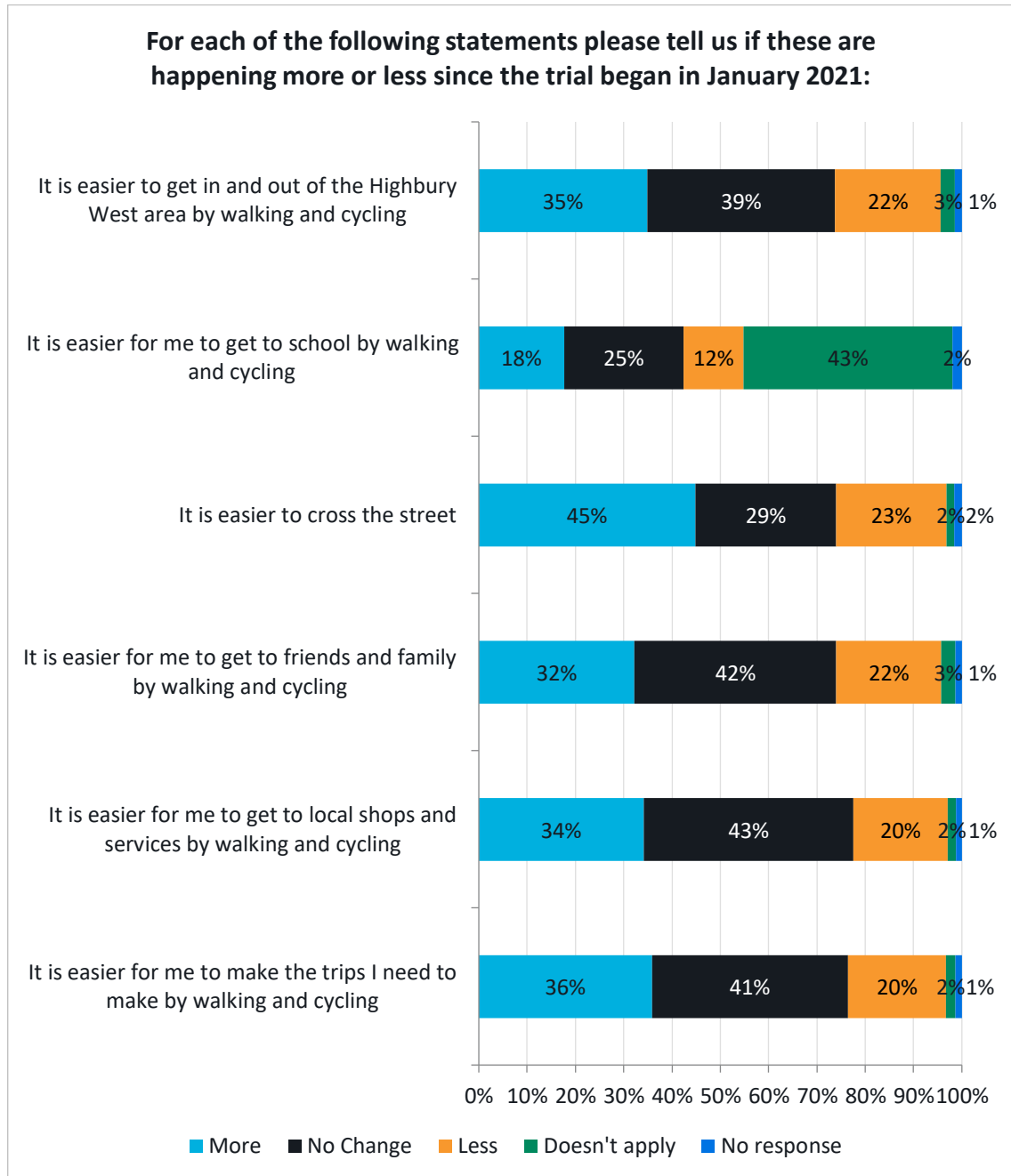
Figure 3.22: Active travel (Q3) – responses from those who do not own a car/van



Number of respondents – 603 (NB: does not include 'no response' to car ownership)

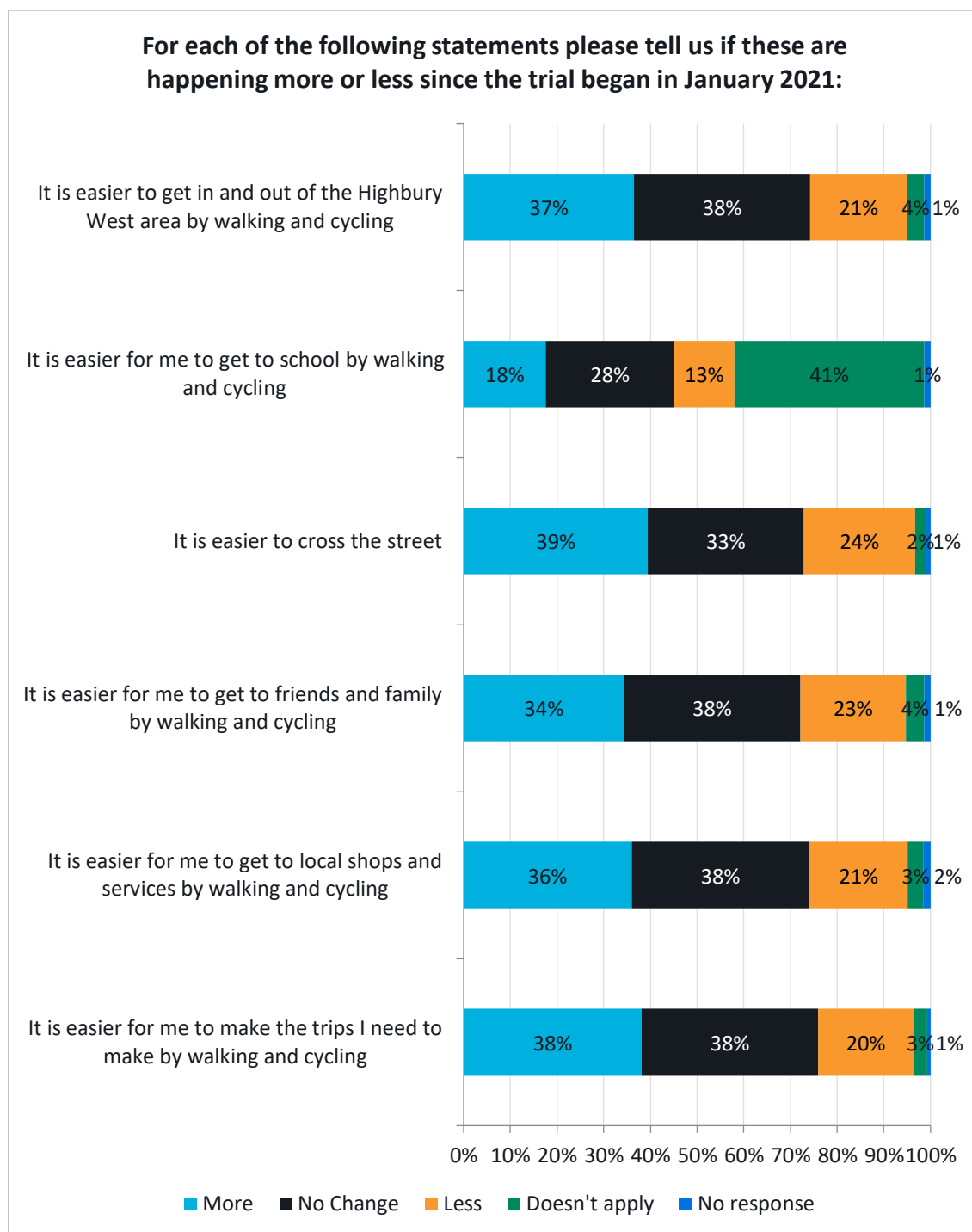
3.32 There were also differences in opinion between those living in the LTN (and on boundary roads) and those outside of the LTN, although the differences are relatively slight. Respondents from within the LTN stated it is now easier to cross the street (45% vs 39% of those who live outside the LTN). However, respondents living outside the LTN said it is easier to make necessary trips by walking and cycling (38% vs 36% of those who live inside the LTN), easier to get in and out of the Highbury West area by walking and cycling (37% vs 35% of those who live inside the LTN), and easier to get to local shops and services by walking and cycling (36% vs 34% of those who live inside the LTN) (Figures 3.23 and 3.24).

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



Number of respondents – 1,365 (NB: does not include 'no response' to connection to the area)

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

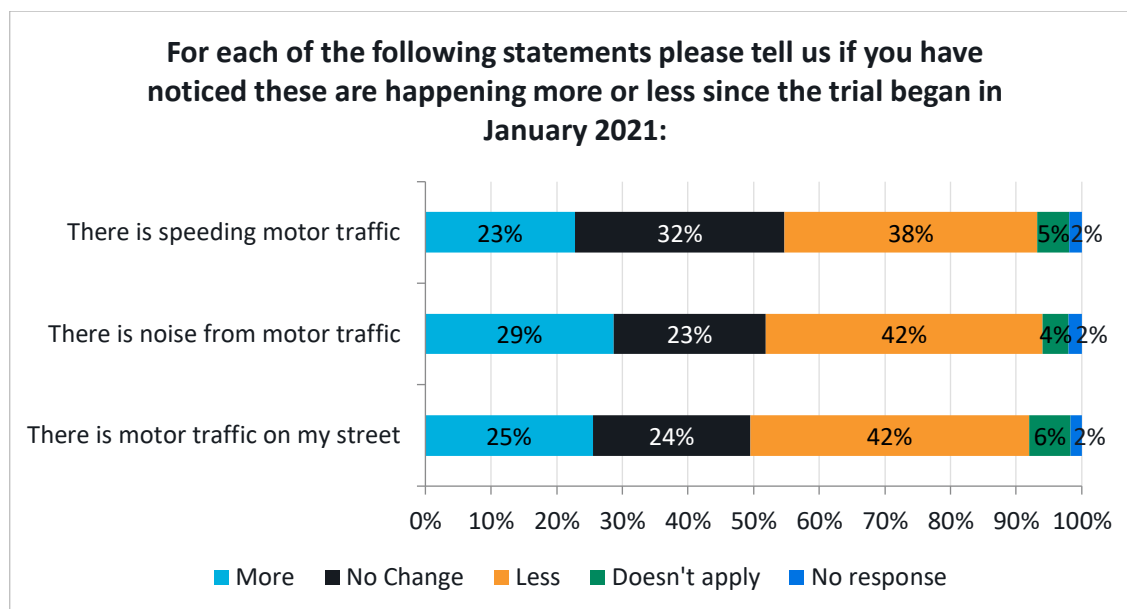


Number of respondents – 512 (NB: does not include 'no response' to connection to the area)

Motor traffic

Across all respondents, 42% said there is less motor traffic on their street, while 25% said there is an increase and 24% saw no change. 42% said that there is less noise from motor traffic, compared to 29% who said there is more. 38% stated that there is less speeding motor traffic, while 23% said there is an increase and 32% saw no change (Figure 3.25).

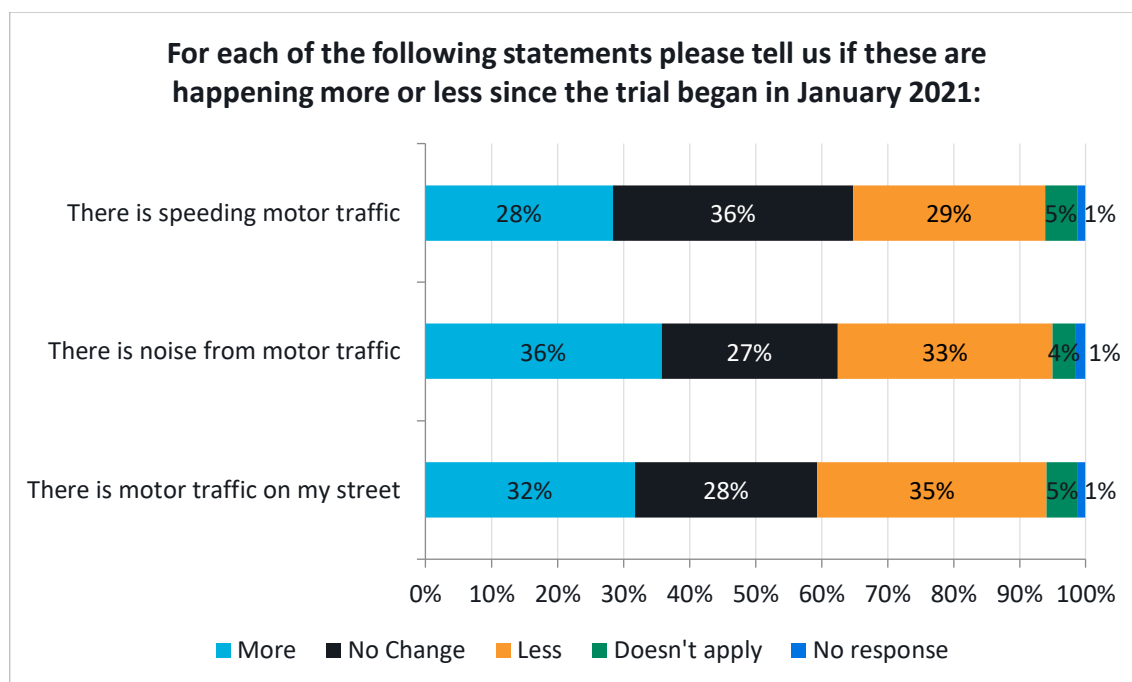
Figure 3.25: Motor traffic (Q4) – all responses



Number of respondents – 1,973

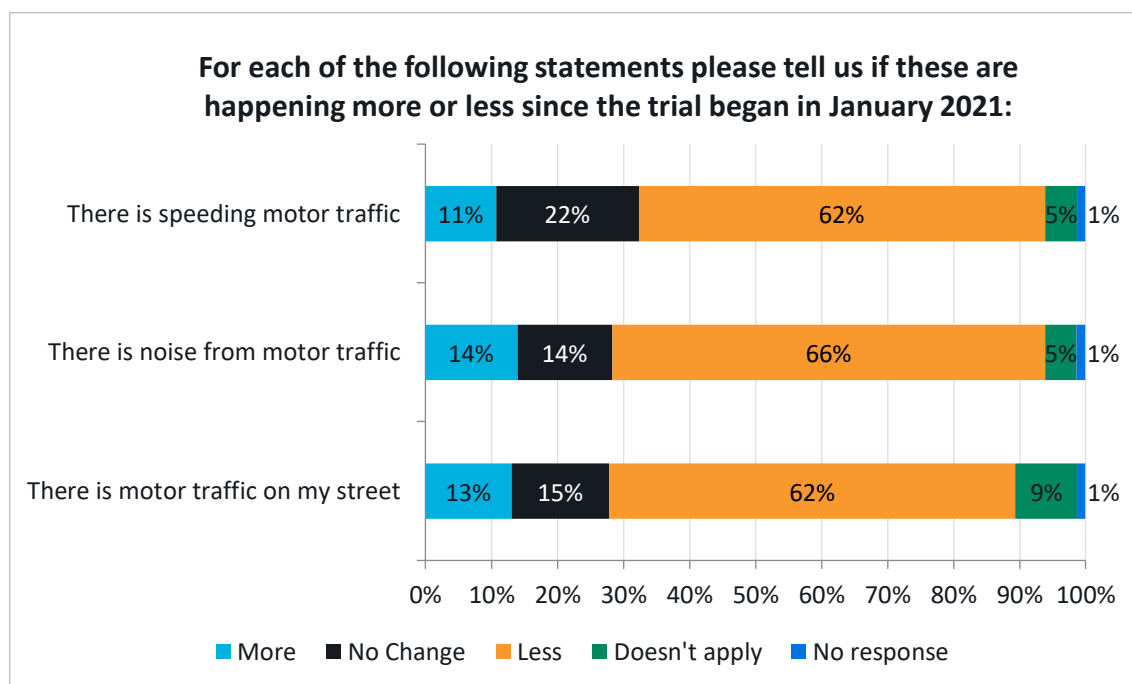
3.33 There were differences in opinion between respondents who own a car/van and those that do not. Two thirds (66%) of those who do not own a motor vehicle stated that noise from motor traffic is lower, while only 33% of car/van owners agreed. 62% of those that do not own a motor vehicle said there is less speeding motor traffic, and a further 62% said that there is less motor traffic on their street. In comparison, only 29% of car/van owners said there is less speeding traffic and 35% said there is less motor traffic on their street (Figure 3.26 and 3.27).

Figure 3.26: Motor traffic (Q4) – response from those who own a car/van



Number of respondents – 1,236 (NB: does not include 'no response' to car ownership)

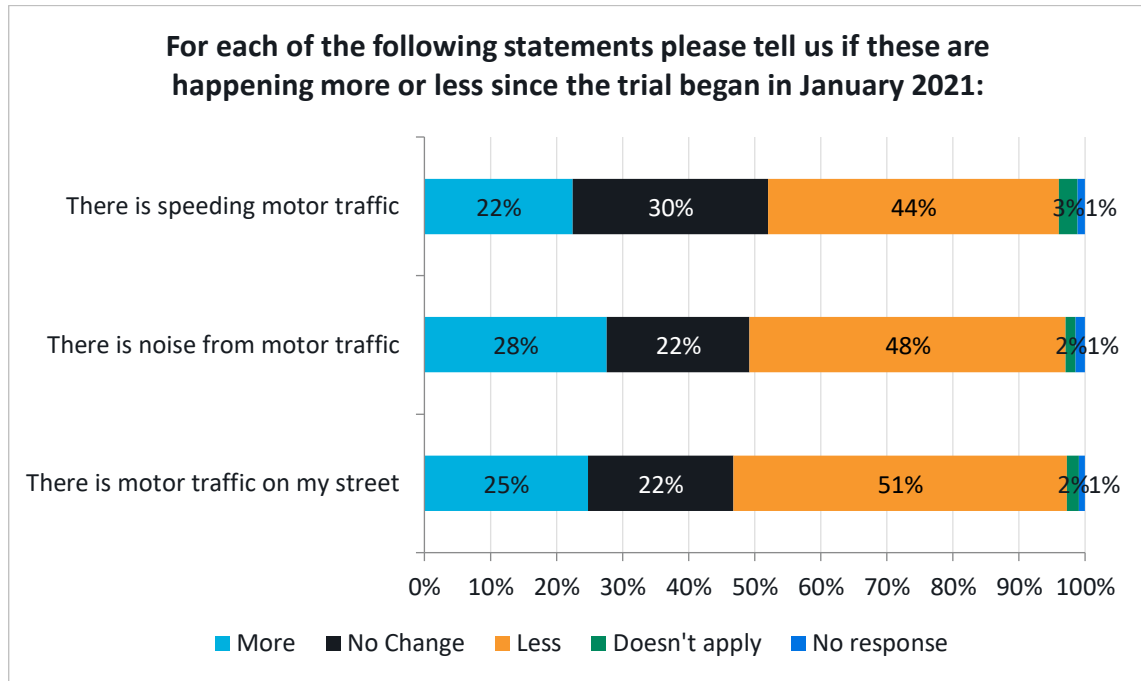
Figure 3.27: Motor traffic (Q4) – responses from those who do not own a car/van



Number of respondents – 603 (NB: does not include 'no response' to car ownership)

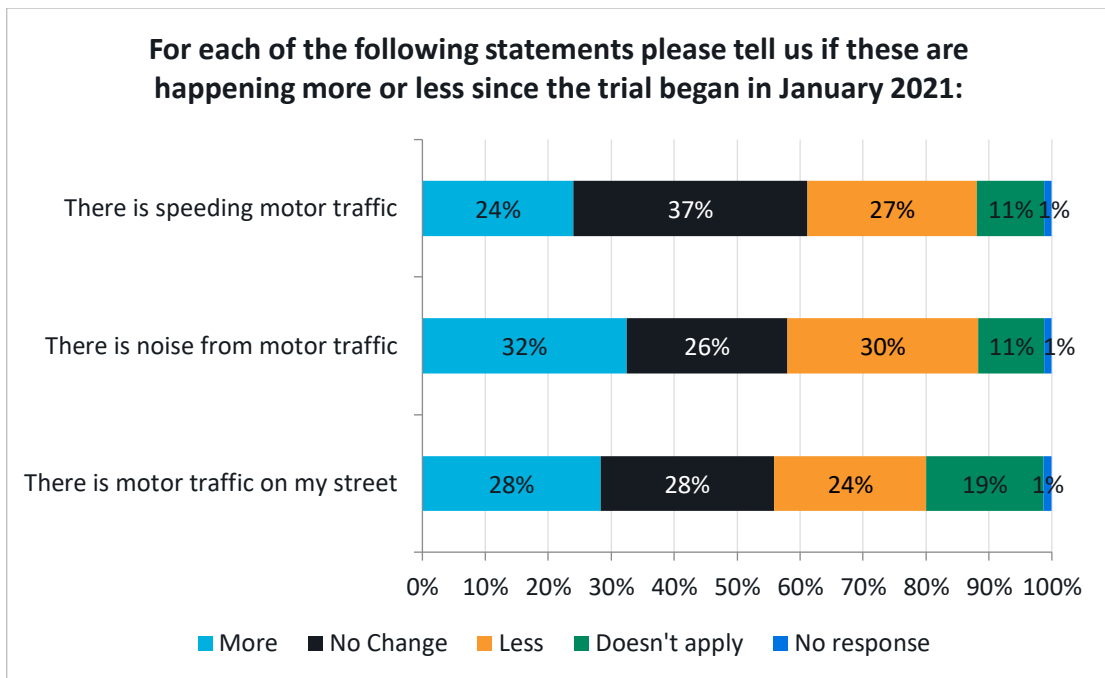
3.34 There were also differences in opinion between respondents who live in the LTN (and on boundary roads) and those that live outside of the LTN. Respondents from within the LTN stated that there was less motor traffic on their streets (51% vs 24% of those who live outside the LTN), less noise from motor traffic (48% vs 30% of those who live outside the LTN) and less speeding motor traffic (44% vs 27% of those who live outside the LTN). Those outside of the LTN were more likely to say that all of the above had increased, and a higher proportion of them stated that there was ‘no change’ compared to those from within the LTN (Figure 3.28 and 3.29).

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



Number of respondents – 1,365 (NB: does not include ‘no response’ to connection to the area)

Figure 3.29: Motor traffic (Q4) – responses from those who live outside the LTN.

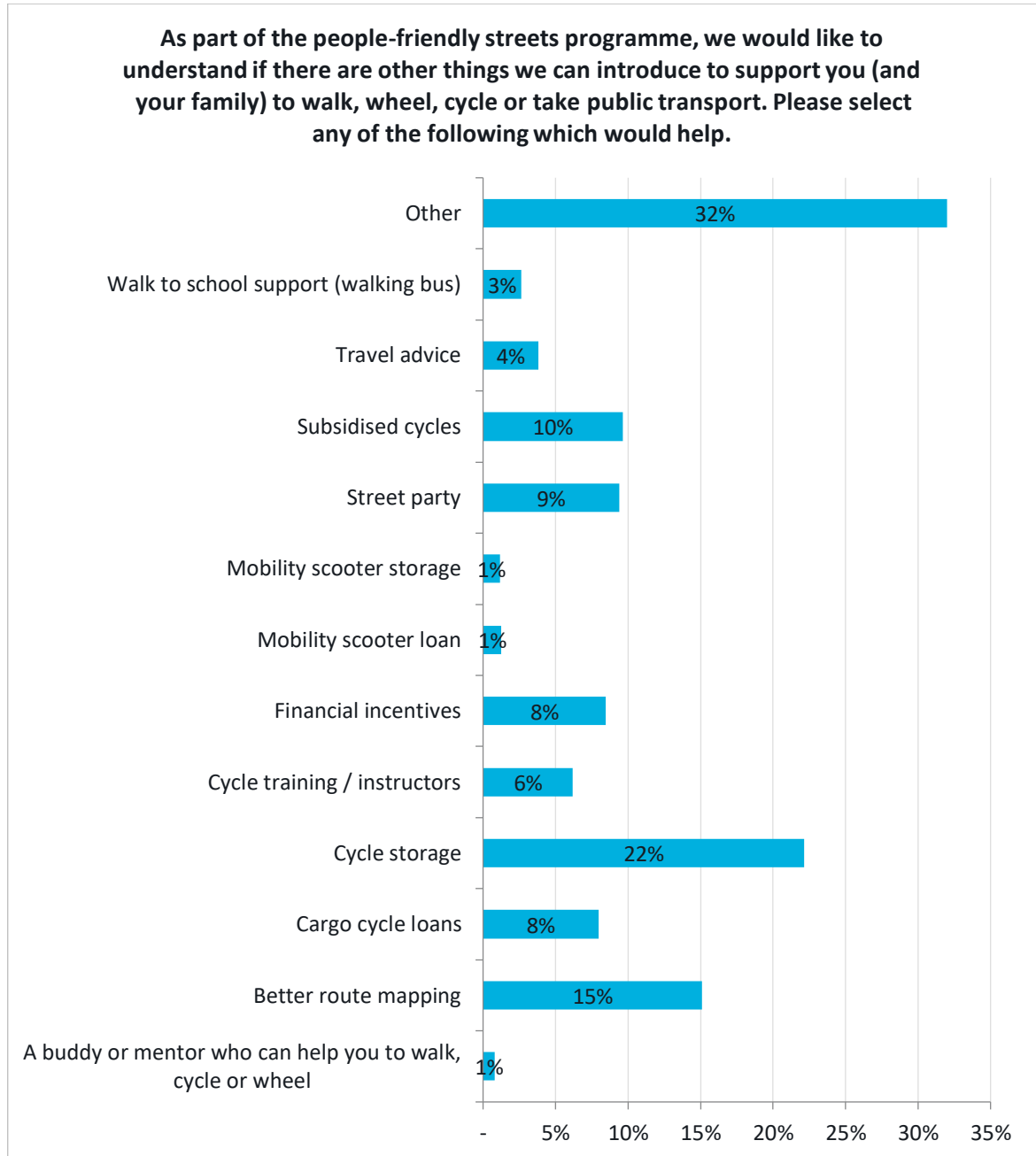


Number of respondents – 512 (NB: does not include 'no response' to connection to the area)

The future of the trial

3.35 The survey asked respondents what other things could be introduced to support them and their family to walk, wheel, cycle or take public transport. Almost a third (32%) selected ‘Other’ things. Further analysis on this showed that these types of responses covered issues like better cycling safety and infrastructure, tackling traffic on main roads, improving pedestrian road safety and general safety, as well as calls to remove road filters. Respondents also used this section to provide their overall opinion on the Highbury West trial itself. Less than a quarter (22%) stated cycle storage, followed by 15% stating better route mapping.

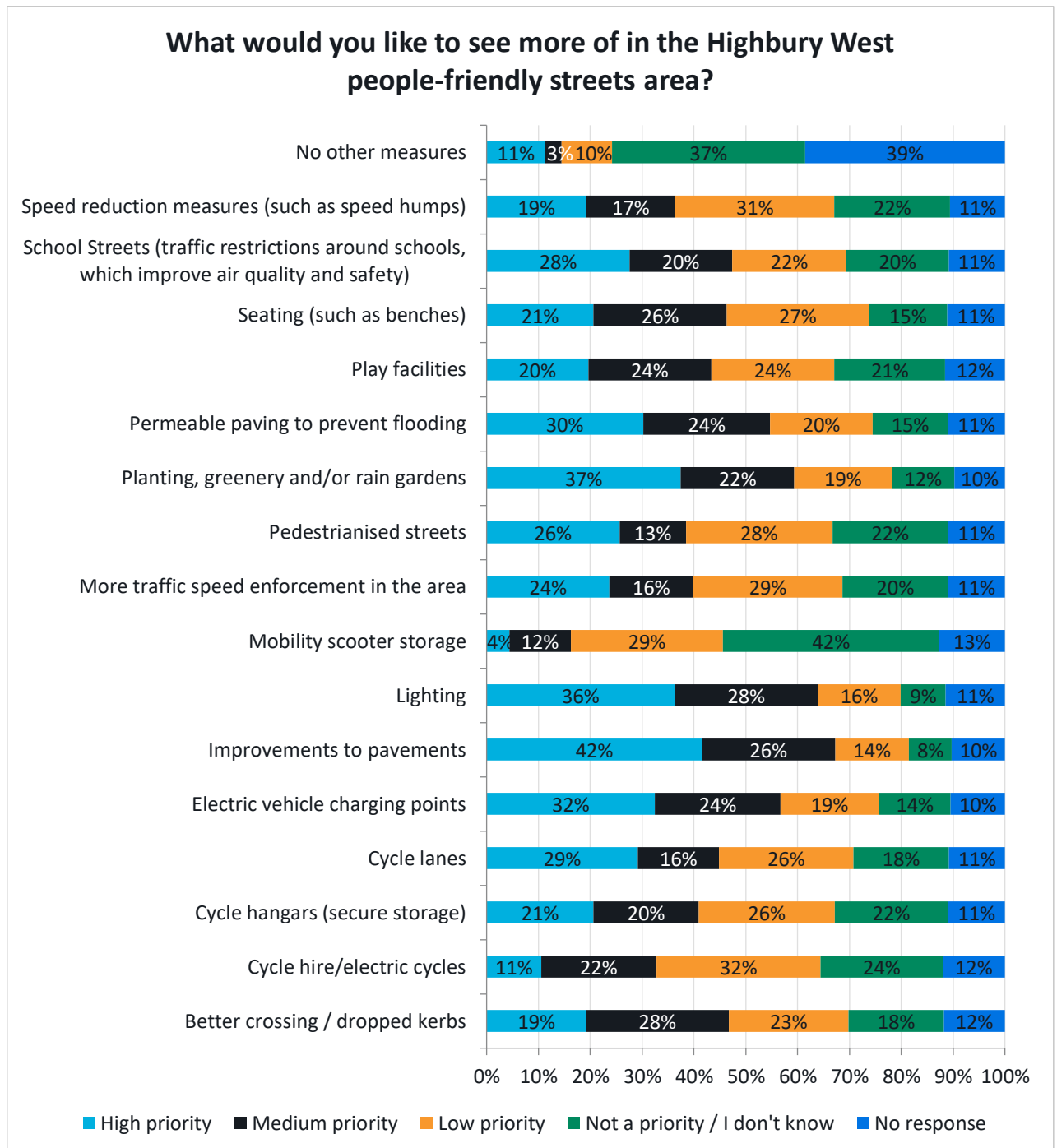
Figure 3.30: Other measures that would support more walking, wheeling, cycling or use of public transport (Q5)



Number of respondents – 1,973

- 3.36 Respondents were also asked what they would like to see more of in the Highbury West LTN area. Respondents were asked to rate a series of potential improvements as high, medium, or low priority. They could also select 'not a priority/I don't know' or not respond to each statement.
- 3.37 Over two fifths (42%) of respondents rated improvements to pavements as high priority, followed by planting, greenery and/or rain gardens (37%), better lighting (36%) and electric vehicle charging points (32%).

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

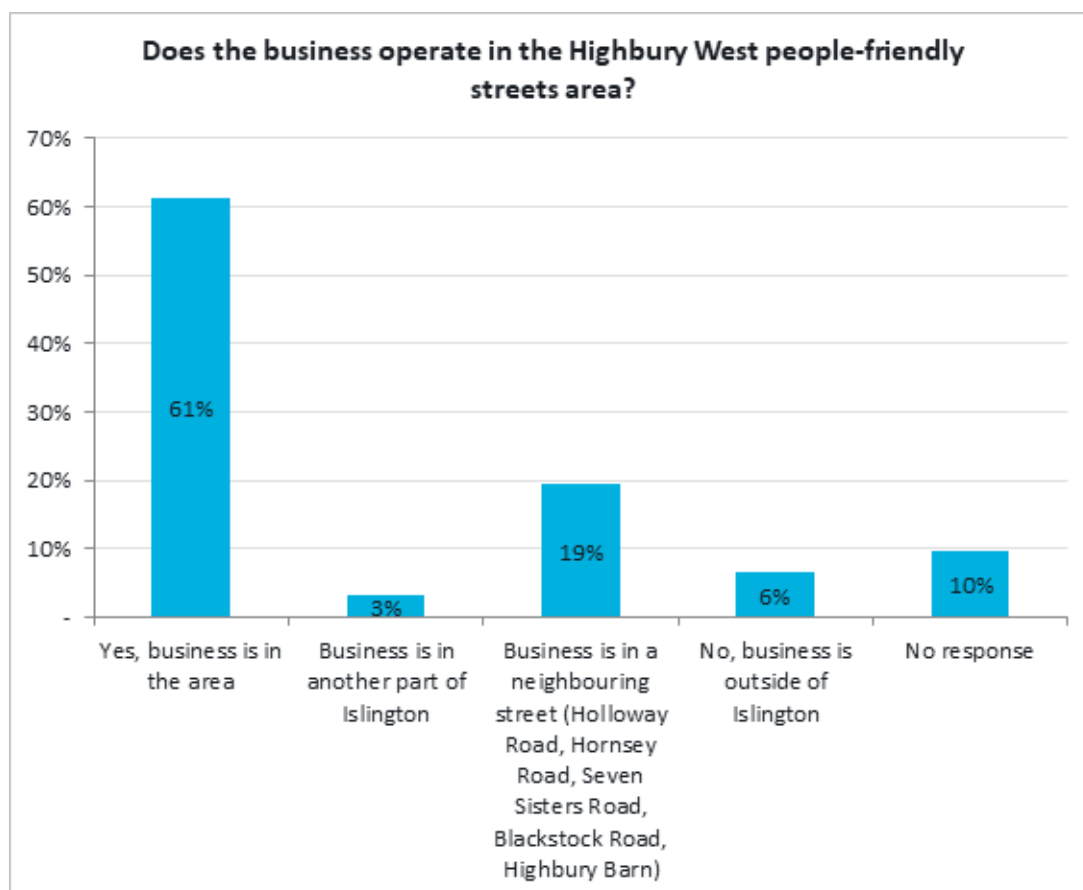


Number of respondents – 1,973

Business responses

- 3.38 31 respondents (2%) stated they were answering the consultation on behalf of a business. There were two questions specifically for businesses.
- 3.39 The respondents were asked if their business operated in the Highbury West LTN area. Almost two thirds (61%) had a business in the area, followed by 19% who had a business on a neighbouring street, 10% who provided no response, and 6% who had a business outside of Islington. Only 3% had a business in another part of Islington.

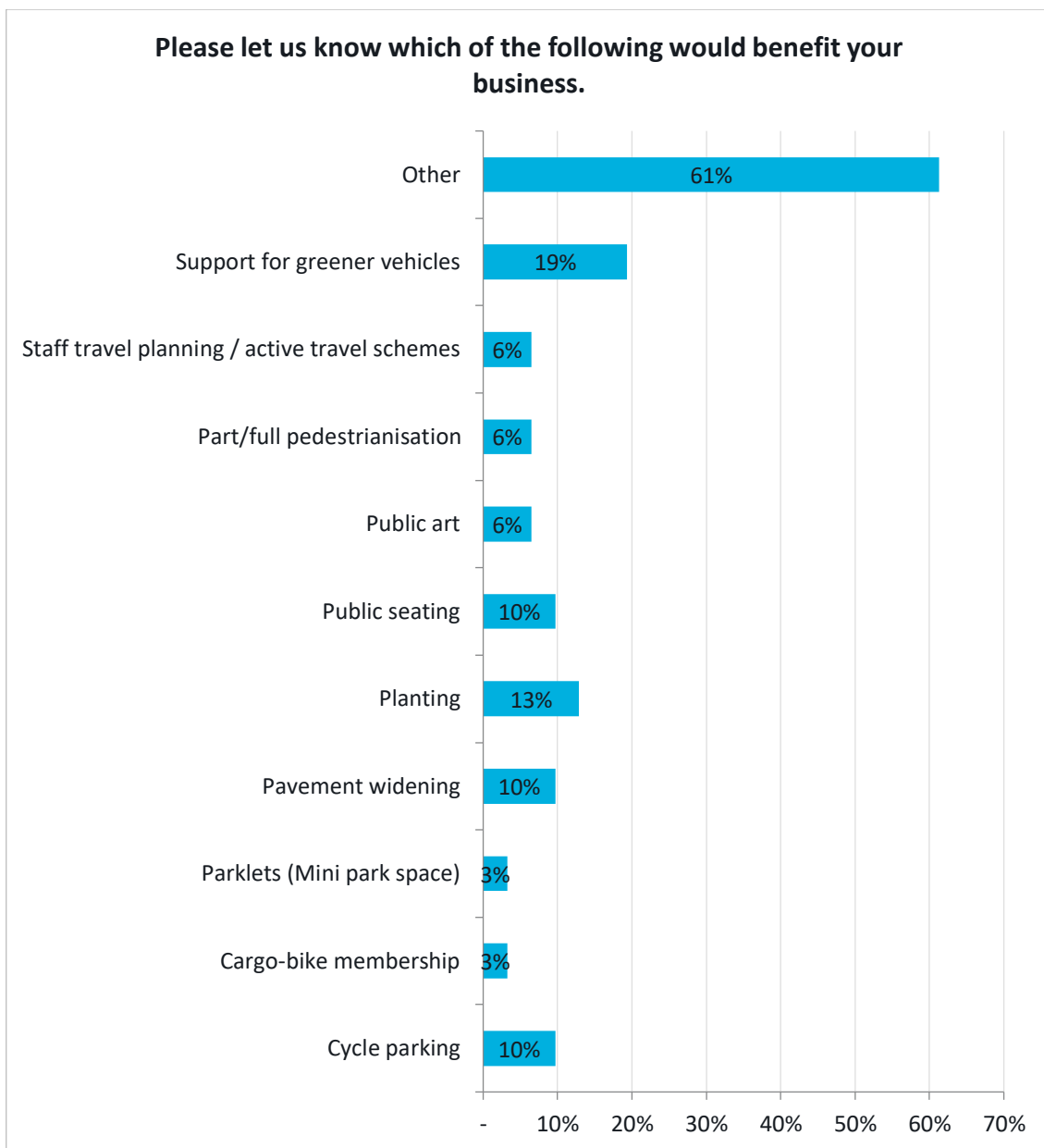
Figure 3.32: Business operation area (Q13)



Number of respondents – 31

- 3.40 25 businesses operated in the Highbury West people-friendly streets area or on a neighbouring street (80%). The survey asked which of several options would benefit their business in order to support local businesses to become cleaner, greener and healthier. Respondents were able to select multiple options.
- 3.41 Almost two thirds (61%) of these respondents stated that 'Other' measures would benefit their business, followed support for greener vehicles (19%) and planting (10%).
- 3.42 19 respondents said 'Other' measures including requests for taxi access, business access, more electric charging points, as well as taking away the measures.

Figure 3.33: Which measures would benefit your business?



Number of respondents – 25

Open question analysis

3.44 Respondents were asked three open questions in the consultation questionnaire:

Q7: Is there anything else you would like to tell us about your experience of the Highbury West people-friendly streets trial?

Q8: As of 13 December 2021 Blue Badge holders have been exempt from the camera-enforced filters in the Highbury West and Highbury Fields LTNs. Please provide any feedback on how this has been working for you, or any feedback on the policy in general.

Q9: Are there issues in the Highbury West area with road danger or safety that you would like to tell us about?

3.45 There were 1,973 respondents to the survey, and a further 53 pieces of correspondence, which have been included in the open question analysis. This brings the total to 2,026 responses. 470 respondents did not provide an answer to questions 7 and 9, while 1232 respondents did not provide an answer 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 responses. 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, concerns or suggestions.

Analysis of responses to Questions 7 and 9

3.48 Table 3.2 below presents the top twenty most raised codes from the full code frame in response to questions 7 and 9, plus the percentage of people who gave no response.

3.49 There were 470 (23%) no response submissions, these are omitted from the table below, but included in the full code frame output in Appendix D.

Table 3.4: Top twenty most raised codes in answers to questions 7 and 9

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	695	34%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	437	22%
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)	222	11%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	198	10%
Public Transport	Concern due to longer bus journey times due to increased congestion	178	9%

Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	162	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)	151	7%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	149	7%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	144	7%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	123	6%
Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	110	5%
Private Vehicle Traffic	Concern that the LTN restricts road access	107	5%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	102	5%
Equalities	Concern about impact on disabled people	98	5%
Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	97	5%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	91	4%
Safety	Concern about safety at specified location	91	4%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	87	4%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	85	4%

3.50 The most common concerns raised were:

- That the LTN increase vehicle traffic on unsuitable nearby roads/boundary roads. 695 respondents (34%) raised this concern.
- That the LTN reduces air quality/does not improve air quality. 437 respondents (22%) raised this.
- Concern that the LTN has caused in increased anti-social behaviour/crime/hear of crime due to quieter streets (especially during dark hours/on dimly lit streets). 222 respondents (11%) raised this concern.

3.51 The most common supportive comments were:

- Support for the LTN due to a reduction in through-traffic, raised by 149 respondents (7%).
- Support the LTN because it has had a positive impact on local residents and their visitors (improved quality of life and health). This was raised by 110 respondents (5%).
- Support the LTN due to improved air quality, raised by 84 respondents (4%).

3.52 144 respondents (7%) suggested that residents should be exempt from LTN restrictions (enforced by ANPR cameras).

Responses from those who have or more car or van

3.53 As noted in Section 2 above, respondents who own a car/van are overrepresented in the dataset. We have analysed the free-text responses from people who own a car/van to see how the issues they raise compare to the dataset as a whole (i.e. in comparison to Table 3.2). Respondents who own a car/van may be more likely to travel by car/van and so experience the effects of the LTN differently to those not travelling by car/van.

3.54 There were 207 (17%) no response submissions, these are omitted from the table below, but included in the full code frame output in Appendix D.

Table 3.5: Top twenty open text responses to questions 7 and 9 from those who own one or more car/van.

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	523	42%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	332	27%
Other	No response	207	17%
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)	162	13%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	157	13%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	135	11%
Public Transport	Concern due to longer bus journey times due to increased congestion	131	11%
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)	129	10%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	120	10%
Private Vehicle Traffic	Concern that the LTN restricts road access	87	7%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	83	7%
Equalities	Concern about impact on disabled people	77	6%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	63	5%
Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	63	5%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	61	5%

Private Vehicle Traffic	Concern about increased traffic outside of schools	60	5%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	59	5%
Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	57	5%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	57	5%

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

3.55 In order to analyse further how the perceptions of those whole within the LTN (and on boundary roads) may differ to overall responses/those living outside of the LTN, Table 3.4 below shows the most common codes from respondents who live within the Highbury West LTN and on the boundaries. 54% of respondents live within the LTN while 13% live on boundary roads around Highbury West.

3.56 There were 252 no response submissions, these are omitted from the table below, but included in the full code frame output in Appendix D.

Table 3.6: Top twenty open text responses to questions 7 and 9 from those who live within the LTN and on boundary roads

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	467	34%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	290	21%
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)	163	12%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	136	10%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	125	9%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	120	9%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	110	8%
Public Transport	Concern due to longer bus journey times due to increased congestion	110	8%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	110	8%

Safety	Concern about speeding/dangerous driving among moped/e-bike/users	101	7%
Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	97	7%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	89	7%
Safety	Concern about safety at specified location	74	5%
Pollution	Support the LTN due to reduced noise pollution	74	5%
Private Vehicle Traffic	Concern that the LTN restricts road access	70	5%
Pollution	Support the LTN due to improved air quality	69	5%
Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	68	5%
Equalities	Concern about impact on disabled people	66	5%

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

3.57 Question 8 received 1973 responses. The survey asked respondents the following:

Q8: As of 13 December 2021 Blue Badge holders have been exempt from the camera-enforced filters in the Highbury West and Highbury Fields LTNs. Please provide any feedback on how this has been working for you, or any feedback on the policy in general.

3.58 Table 3.5 below presents the top 20 codes raised in response to these questions.

3.59 There were 1232 (62%) no response submissions, these are omitted from the table below, but included in the full code frame output in Appendix D.

Table 3.7: Top twenty open text responses to question 8

Theme	Code	Number	Percentage
Suggested Amendment	Suggest that an exemption wider than for just Blue Badge Holders should apply to the LTN, i.e. for all local residents, taxis, delivery vehicles, parking permit holders, EVs	191	10%
General	Support for the Blue Badge Exemption Policy as is	152	8%
General	Support for Blue Badge Exemption but concern that it took a long time for policy to come into effect / should have been implemented earlier	61	3%
Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	45	2%
Equalities	Concern about fraudulent use of Blue Badges	38	2%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers / family members / helpers / support	36	2%

Other	Comment Out of Scope	30	2%
General	Concern policy doesn't provide enough for disabled people	29	1%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	29	1%
Other	Comment unclear	28	1%
General	Oppose Blue Badge Exemption Policy	27	1%
General	Concern that exemption has not been communicated / minimal information provided to all residents	27	1%
Equalities	Concern about impact on disabled/people with limited mobility who may not qualify for a blue badge	25	1%
Equalities	Concern the exemption does not include other vulnerable people who don't qualify for a Blue Badge	20	1%
Other	Opposition to LTNs, not specific to this scheme	17	1%
General	Concern that exemption only within BBH's LTN limits accessibility	17	1%
Suggested Amendment	Suggest that Blue Badge use is monitored or enforced effectively	16	1%

Appendices

Appendix A – List of Businesses

Table A.1: Businesses visited in the Highbury West area

Business		
Value 4 money	House of Hodge	Winkworth estate agents
RSPCA	Beam	Arsenal supermarket
Ludlow Thompson	Instinct	Riley furnishings
River lane	Eco solve dry cleaners	PIA off licence
Ethiopian delicatessen	Louis Farouk	
M.K. Supermarket	Art @ 111	
Al barka	Highbury vinters	
K Food Store	Nail art	
Laundrette	The sauce	
Dentist	Highbury natural	
La Princesse	The master	
Arsenal food & wine	Five boys	
LVC	Bourne's quality seafood	
Salt the radish	F. Godfrey	
Blighty	Highbury barber shop	
Gunners off licence	Pia's	
Arsenal cafe	Hot block estate agents	
PFC	Andrews dry cleaners	
International call centre	Wine and spirits	
Salem butchers	Pharmacy	
Al Bahdia	Rendezvous cafe	
Al Bahia	China's taste	
Nano	Hardware store	
Zorza salon	Lee's news	
Passion	Cleanways dry cleaners	
Black stock kitchen	Highbury barn	
Margaux	La Fromagerie	
Beer shop	De mario	
Carpets and flooring	Doma Sofia	
Whiteley's dry cleaners	Farang	
White brothers green grocers	Ink @ 48	
Finsbury Park audio	Frank's	
First choice hardware	David Andrews estate agents	
Sari cicek	Seasons and blossoms	
Buckenham key cutters	Instin	
Gozleme	Zebra	
Bookbar	Portico estate agents	

Appendix B – Summary of comments and responses from online and on-street events

Table B.2: Comments raised at the online event

Theme	Online event comments
Concern	Live on a boundary road and concern the scheme has had a major (negative) impact on day-to-day life. Feel trapped by the traffic and it's difficult to leave London.
Concern	Concern that findings have been reported in a biased way with negative impacts not given the same attention as positive impacts.
Concern	Concern that the scheme hasn't met the stated objectives and query about what it will take (findings or consultation feedback) for the scheme to be changed.
Query	Query about how the council will address congestion in the long term and the strategy for managing traffic as more LTNs are introduced in Islington and other boroughs.
Concern	Concern about the impact on the top end of Blackstock Road, large increase in traffic. Concern about traffic level on Rock Street.
Concern	Concern about congestion on roads outside the LTN including boundary roads. Increased noise and disruption to sleep for people living on Blackstock Road.
Concern	Concern the council is giving out mixed messages about car use, on the one hand implementing LTNs, on the other providing infrastructure such as electric vehicle charging points to facilitate use of electric cars.
Concern	Concern about errors in the interim data report published previously by the council and a desire for the council to tell residents about the errors in the report. Query about the council's processes for checking reports that have been outsourced to consultants.
Concern	Concern about the impact of the scheme on children and young people who are scared to walk on quieter streets (personal safety).
Concern	Concern about the data and figures presented in the council's reports, concern that the road danger to children is overplayed in comparison to the number of young people stabbed.
Concern	Concern about the cumulative effect of LTNs and if the Blue Badge exemption only applies to people within the LTN and concern disabled people living between the Highbury LTNs who rely on cars are disproportionately affected.
Concern	Concern about negative impact on local businesses and query about whether the council is talking to businesses to understand how they have been affected.
Support	Support for the scheme because it has enabled children to play in the streets.
Support	Support for the scheme because it has helped regain confidence cycling following a crash.
Support	Support for the scheme because car use has to be addressed and LTNs are a way of doing that.
Support	Support for the scheme because it has made streets within the LTN quieter e.g. easier to sleep at night without traffic going past.
Support	Support for the scheme voiced on behalf of children who can now walk independently within the LTN. Query about what the council is doing to gather the views (both positive and negative) of children.

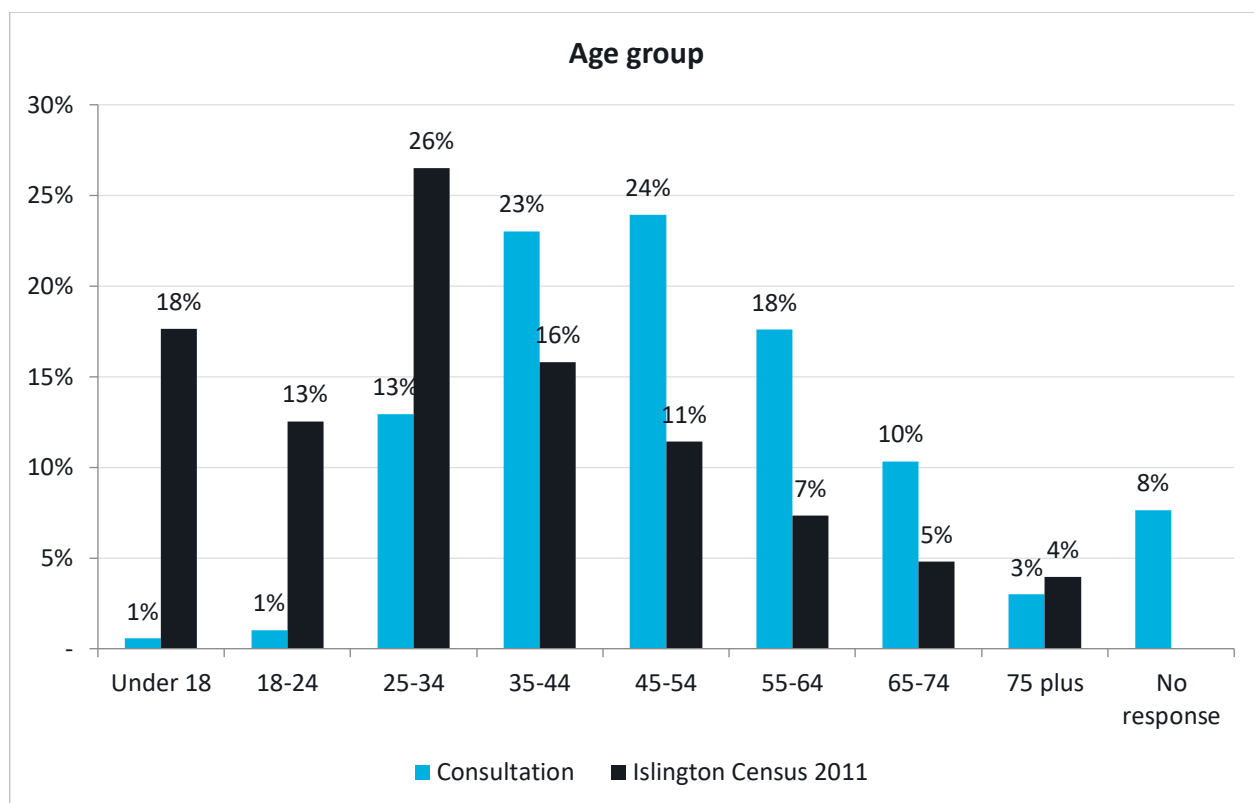
Table B.3: Comments raised at the Highbury Terrace on-street event

Theme	Highbury Terrace on-street event comments
Concern	Concern scheme is dividing communities
Concern and suggestion	Concern 1 hour drop in cannot be considered a consultation. Suggestion that paper consultation forms to be present
Concern	Concern that Covid is the reason for traffic increase and shouldn't be associated with PFS
Suggestion and Concern	Suggestion that local people to have access to the scheme e.g. resident exemptions. Concern the scheme discriminates against older people (not just the ones that are disabled) as it is harder for older people to get around
Suggestion	Suggest the scheme operate differently on Arsenal match days
Support	Support of the scheme – it has improved the feel of the area
Concern	Concern Keep Highbury Moving are spreading false statements which are damaging and inaccurate information
Suggestion	Suggestion that hard data needs to be used to make decisions and not one loud minority voice as they do not speak for all
Concern	Concern their newsletter is spreading false information
Concern	Concern from resident that surveys are written in a biased way
Concern	Concern PFS has rerouted traffic from rich to poor areas e.g. Holloway Road
Concern	Concern resident can no longer reach elderly resident. The BBE doesn't help as the elderly resident doesn't drive
Concern	Concern local businesses are struggling
Concern	Concern that AQ wasn't a problem before, and it is now
Concern	Concern that the events advertised are hard to get to
Concern	Concern consultation is just a box ticking exercise
Query	Query how is the consultation taking account for local people?
Concern	Concern BBE is too limiting for people that live near/ just outside the area
Concern	Concern about emergency vehicles
Suggestion	Suggestion BBE policy should be all users across the borough
Support	Support scheme and ETO method as people can experience the scheme
Query	Query over how the engagement process informs the design
Concern	Concern driving instructor can no longer do his job and is losing custom
Concern and suggestion	Concern LTNs are too big in size, suggestion that they would be better if they were much smaller
Suggestion	Suggestion that timed gates would help
Support	Support from local disabled resident for the scheme and has found it really beneficial – have now got rid of their car as they can get around more easily.
Concern	Concern from resident of Highbury Grange who was frustrated about the scheme and the impact it has had on their ability to drive. They have an electric car and thought local residents should be able to drive through filter locations if it is just about stopping others using local streets as through roads.
Concern	Concern that the reduction in traffic on side roads had made them feel dangerous. Resident was also critical of the monitoring but was complementary about the most recent report. Resident didn't see the need to reduce traffic in London if cars were

	to become electric in the coming years. Suggested that the council hadn't thought of truly innovative solutions so just did the thing everyone else was doing that doesn't work.
Concern	Concern from a resident of or very near to Blackstock Road. Issues with the scheme including the increased traffic levels on Blackstock Road. Scheme was using a 'sledgehammer to crack a nut' and that it will be detrimental to local businesses. Poor approach due to main roads bearing all through traffic. Lack of motor traffic would lead to muggings on quiet streets
Support	Support from a representative of one of the local resident groups. Balanced view on the scheme but was supportive of the removal of through traffic.
Concern	Concern from all three as they were critical of the survey and particularly criticised the question construction/phrasing. Aside from that they were all positive

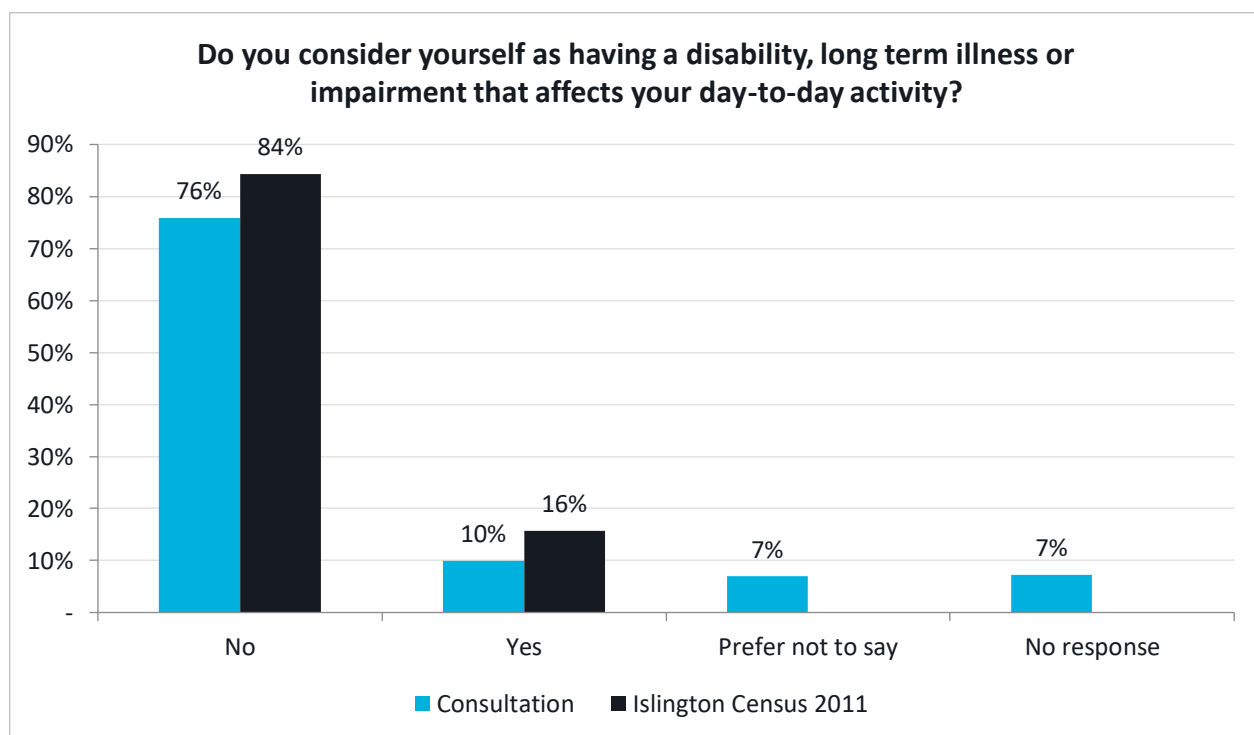
Appendix C – Demographics

Figure C.1: Age group (Q24)



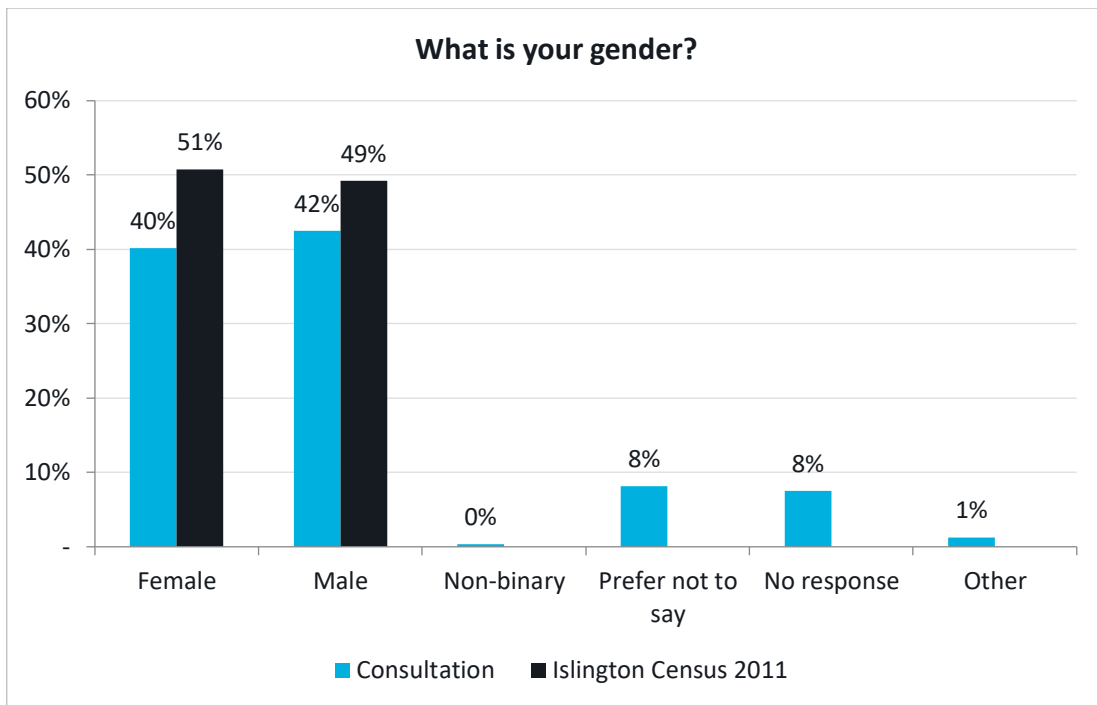
Number of respondents – 1,973

Figure C.2: Disability (Q25)



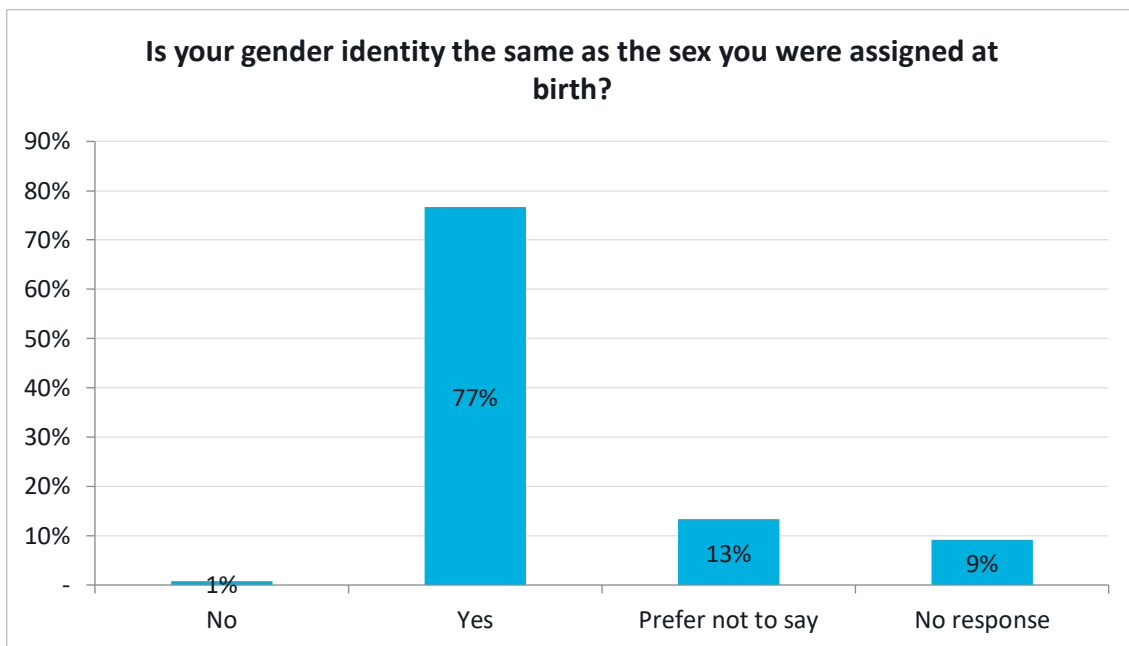
Number of respondents – 1,973

Figure C.3: Gender (Q26)



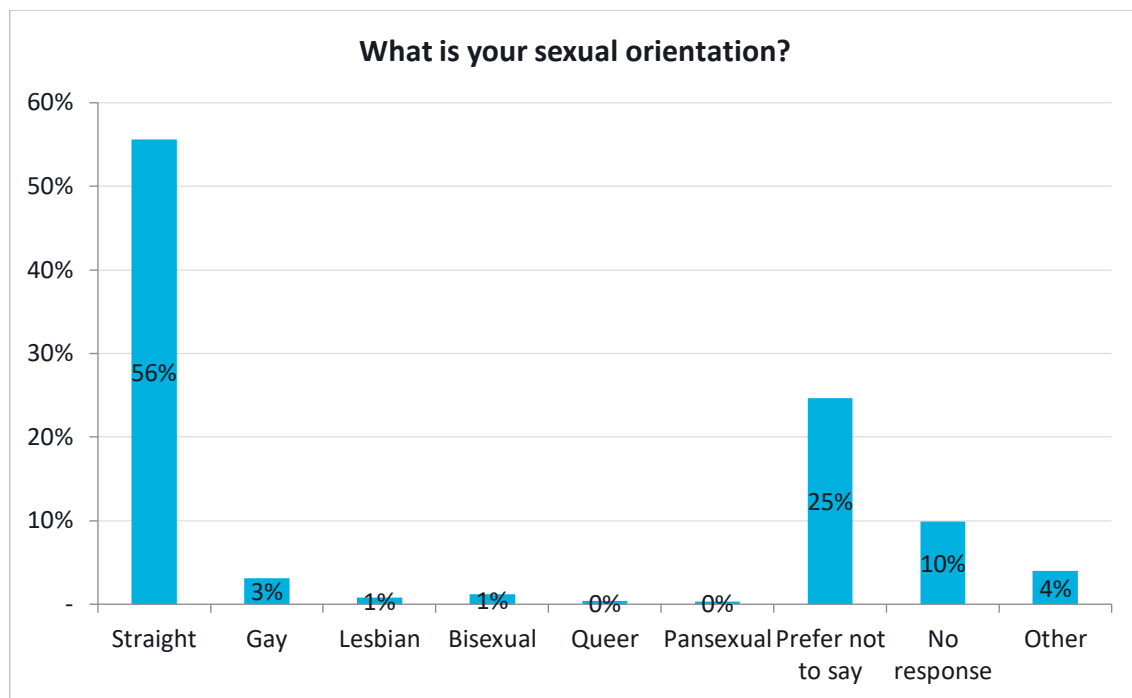
Number of respondents – 1,973

Figure C.4: Gender identity (Q27)



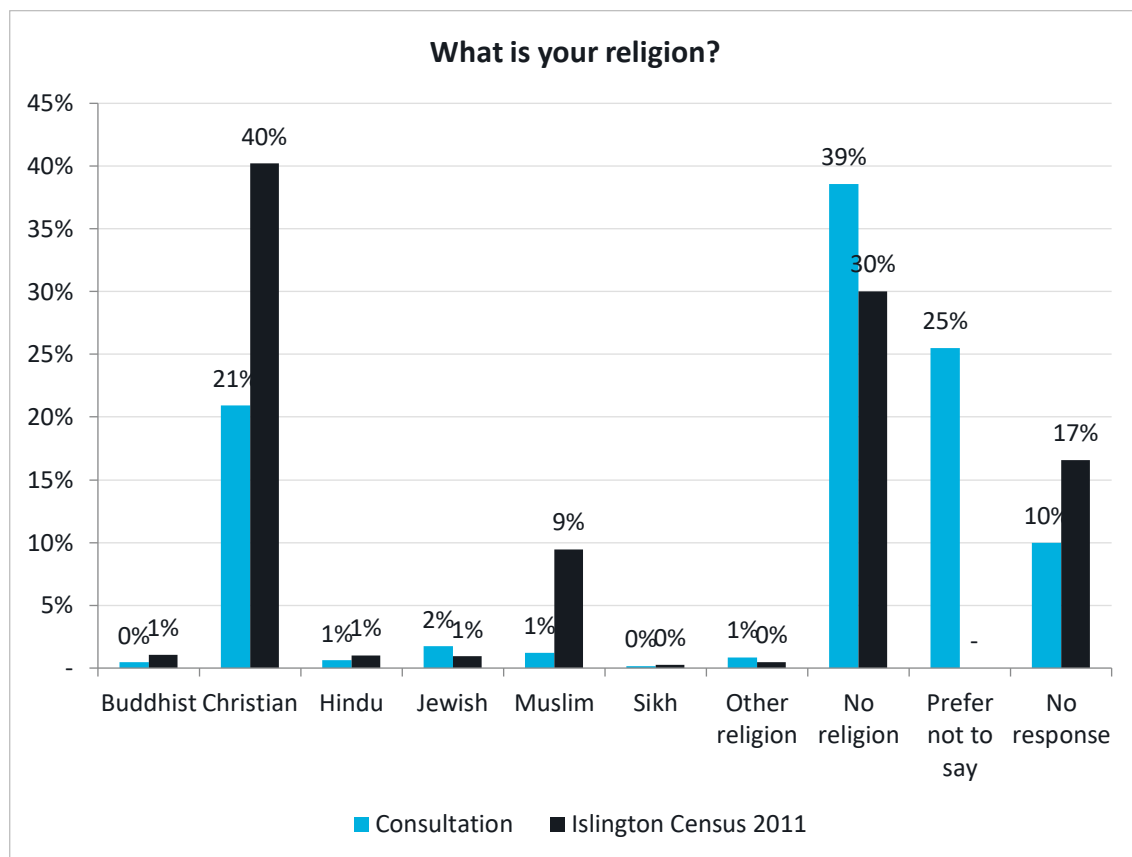
Number of respondents – 1,973

Figure C.5: Sexual orientation (Q28)



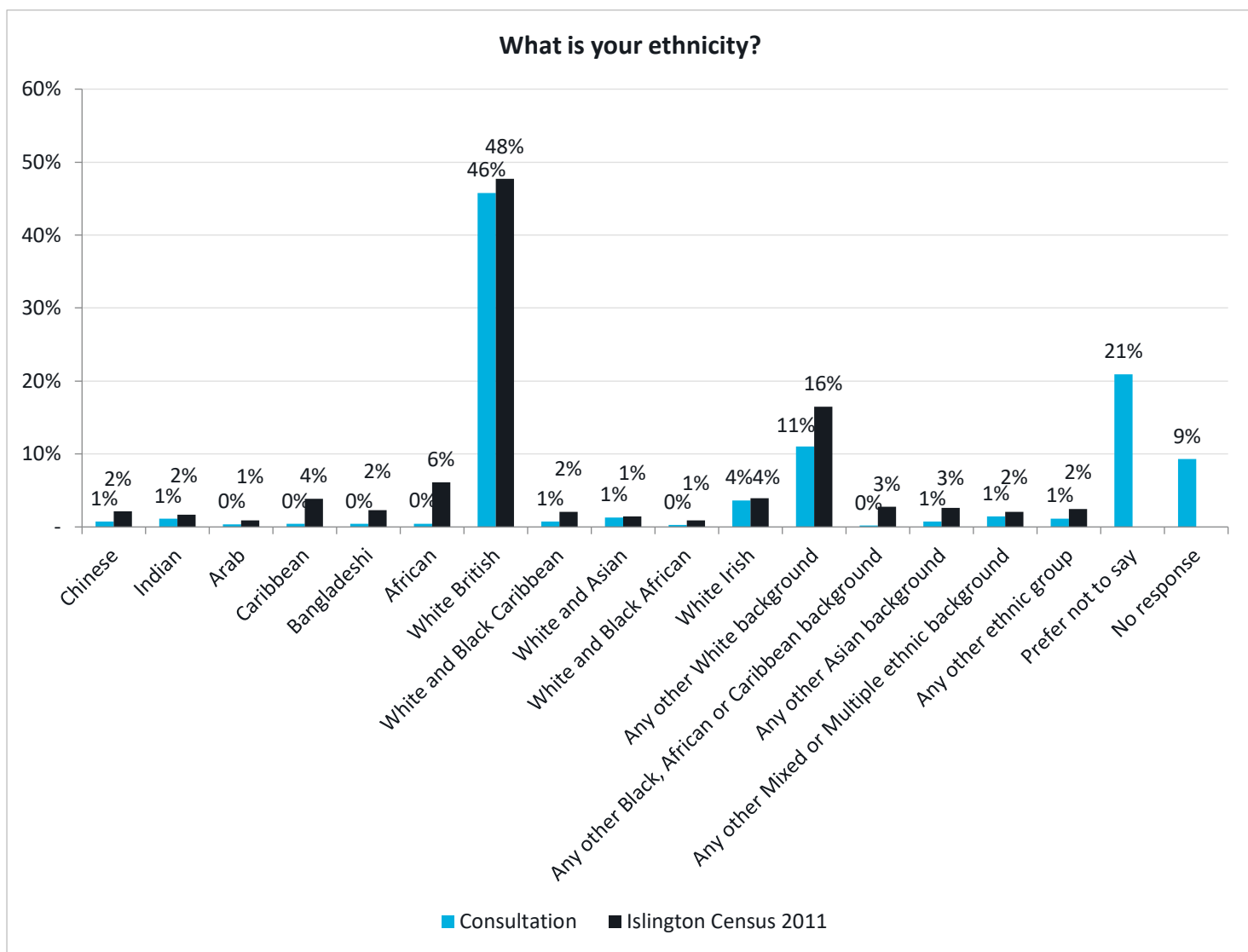
Number of respondents – 1,973

Figure C.6: Religion (Q29)



Number of respondents – 1,973

Figure C.7: Ethnicity (Q30)



Number of respondents – 1,973

Appendix D – Full Code Frame Outputs

Table D.1: All responses to questions 7 and 9.

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	695	34%
Other	No response	470	23%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	437	22%
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)	222	11%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	198	10%
Public Transport	Concern due to longer bus journey times due to increased congestion	178	9%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	162	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)	151	7%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	149	7%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	144	7%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	123	6%
Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	110	5%
Private Vehicle Traffic	Concern that the LTN restricts road access	107	5%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	102	5%

Equalities	Concern about impact on disabled people	98	5%
Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	97	5%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	91	4%
Safety	Concern about safety at specified location	91	4%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	87	4%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	85	4%
Pollution	Support the LTN due to improved air quality	84	4%
Cycling	Support due to encouraging / increased number of cycling journeys	83	4%
Pollution	Support the LTN due to reduced noise pollution	83	4%
Walking	Support due to encouraging / increased number of walking journeys	81	4%
Private Vehicle Traffic	Concern about increased traffic outside of schools	81	4%
General	Support scheme, no further detail provided	71	4%
Suggested Amendments	Suggest that the Council introduces measures to reduce speeding	70	3%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	69	3%
Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	66	3%
Equalities	Concern about impact on lower income groups	66	3%

Policy Context	Concern about the validity of data reported regarding PFS	64	3%
Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	63	3%
Economy	Concern about reduced footfall / accessibility to local businesses	63	3%
Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	60	3%
Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	59	3%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	56	3%
Cycling	Support due to improved cyclist safety	54	3%
Walking	Support due to improved pedestrian safety	52	3%
Pollution	Concern that the LTN causes increased noise pollution	50	2%
Safety	Concern about safety of crossings/lack of crossings on boundary roads (Blackstock road, Holloway road, Highbury barn)	48	2%
Suggested Amendments	Suggest to improve signage for measures	47	2%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	44	2%
Equalities	Concern about impact on older people	43	2%
Equalities	Concern about unequal impact on people based on geographic location of residence	43	2%
Local Environment	Support as the LTN has had a positive impact on the local environment	41	2%
Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection/tradespeople	39	2%
Policy Context	Support objectives of scheme but not implementation or design	38	2%

Impact on Residents	Concern that the LTN(s) have divided communities	38	2%
Suggested Amendments	Suggest reviewing infrastructure on main roads to alleviate congestion	38	2%
Accessibility	Concern that the LTN reduces access for emergency services	36	2%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	35	2%
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)	35	2%
Safety	Support as the LTN has improved road safety, no further detail provided	34	2%
Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	33	2%
Economy	Concern that LTN reduces footfall due to poor local environment	33	2%
Safety	Concern that the LTN causes road safety issues, no further detail provided	32	2%
Suggested Amendments	Suggest improving quality of surfacing to improve active travel safety/experience (pavements, cycle lanes, roads) - including better design of speedbumps	32	2%
Safety	Concern about safety on Drayton Park (especially at junction with Holloway Road)	29	1%
Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	28	1%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	26	1%
Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	25	1%
Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	24	1%

General	Concern that the scheme is a money-making tool	21	1%
Equalities	Concern about impact on parents	21	1%
Equalities	Concern that Blue Badge access changes are not sufficient	20	1%
Safety	Concern about safety of junctions turning onto boundary roads (Melgund, Monsell, H Grange, Gillespie, Mount Grove)	20	1%
Economy	Concern about the impact on local businesses / economy, no further detail provided	20	1%
Impact on Residents	Support the LTN(s) creating a stronger feeling of community	19	1%
Suggested Amendments	Suggest reviewing design of segregated cycle lane on Drayton Park	18	1%
General	Oppose scheme, no further detail provided	17	1%
Suggested Amendments	Suggest additional entry/exit/access points	16	1%
Equalities	Concern about impact on younger people	15	1%
Private Vehicle Traffic	Concern scheme makes road network less resilient (e.g. traffic after a crash or road works)	15	1%
Suggested Amendments	Suggestion to use alternative measures to increase walking and cycle/reduce car usage instead/not related to LTN	15	1%
Consultation	Concern that consultation is overshadowed by vocal opposition	14	1%
Car Parking	Concern about reduced / restricted parking for residents	14	1%
General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	13	1%
Suggested Amendments	Suggest that there should be increased 'greening'	13	1%
Local Environment	Concern that the LTN has had a negative impact on the local environment	12	1%

Pollution	Support the LTN as it aligns with the climate change agenda	12	1%
Economy	Concern that the LTN causes longer journey times, impacting on businesses	12	1%
Suggested Amendments	Suggestion to only enforce LTN restrictions during peak periods	12	1%
Equalities	Concern about impact on women / particular sex	11	1%
Cycling	Concern that cycling is prioritised at expense of other road users	11	1%
General	Suggest that the scheme is removed no further detail provided	10	0%
Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	10	0%
Suggested Amendments	Suggest improving lighting within PFS	10	0%
Safety	Concern that vehicles speed within PFS due to quieter streets	9	0%
Private Vehicle Traffic	Concern about access/congestion/confusion on Arsenal match days	9	0%
Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	8	0%
Economy	Support the LTN due to increased footfall / accessibility to local businesses	8	0%
Suggested Amendments	Suggest making improvements to improve accessibility for disabled or elderly (e.g. more benches, dropped curbs)	8	0%
Suggested Amendments	Suggest reopening Drayton Park and/Aubert Park as are wide/have cycle lanes	8	0%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	7	0%
Policy Context	Concern that LTNs/PFS are not appropriate for London context	7	0%

Suggested Amendments	Suggest to focus on enforcing speed limits instead of LTN	7	0%
Suggested Amendments	Suggest improving public transport	7	0%
Policy Context	Support the scheme as it is necessary to target congestion / through-traffic / safety issues	6	0%
Equalities	Support for changes made to access for Blue Badge holders	6	0%
Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	6	0%
Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	6	0%
Pollution	Concern that the LTN does not align with the climate change agenda	6	0%
Suggested Amendments	Suggest to break up existing LTNs into smaller sections	6	0%
Suggested Amendments	Suggest need for a scheme which makes sustainable transport financial accessible	6	0%
Other	Comment Out of Scope of Highbury West LTN	5	0%
Consultation	Concern that the consultation / proposals have not been widely communicated / public unaware of proposal	5	0%
Private Vehicle Traffic	Support due to improved traffic on Arsenal match days	5	0%
Suggested Amendments	Suggest increasing provisions for EVs	5	0%
Suggested Amendments	Suggest increased services to ensure clean streetscape (e.g. more street cleansing, bins)	5	0%
Suggested Amendments	Suggest widening pavements within PFS area	5	0%
Other	Response contains personal data	4	0%

Equalities	Support due to positive impact on equalities	4	0%
Safety	Concern that the LTN has reduced safety for children	4	0%
Safety	Support as the LTN has reduced anti-social behaviour / crime / fear of crime	4	0%
Local Environment	Concern that the aesthetic of the LTN is poor	4	0%
Suggested Amendments	Suggest accompanying measures with behaviour change or community measures	4	0%
Other	Duplicate Response	3	0%
Other	Comment unclear	3	0%
Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	3	0%
Consultation	Concern that the council has provided information that does not match personal experience	3	0%
Cycling	Concern that the LTN will not encourage cycling journeys	3	0%
Private Vehicle Traffic	Support objectives of the LTN in theory, but concern about practicalities / particular elements	3	0%
Consultation	Concern that the consultation is not available to all (e.g. those without access to internet)	2	0%
Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	2	0%
Accessibility	Concern that the LTN reduces access for residents and their visitors	2	0%
Accessibility	Concern about accessibility of Arsenal Stadium	2	0%
Safety	Concern about emergency vehicles moving through PFS at high speeds	2	0%
Safety	Concern about safety on Aubert Park	2	0%
Suggested Amendments	Suggest that Islington council vehicles should not have exemptions	2	0%

Consultation	Concern than no direct response from the council was received from previous communication	1	0%
Consultation	Concern that people are not being listened to during consultation events	1	0%
General	Oppose scheme due to cumulative impact of nearby schemes	1	0%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	1	0%
Safety	Concern that new restrictions create conflict/safety issue between different road users	1	0%
Car Parking	Concern that the parking situation is dangerous	1	0%
Suggested Amendments	Suggestion to let motorcycles pass through filters	1	0%

Number of respondents – 1,973

Table D.2: Responses to questions 7 and 9 from those who have access to a car or van in their household.

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	523	42%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	332	27%
Other	No response	207	17%
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)	162	13%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	157	13%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	135	11%
Public Transport	Concern due to longer bus journey times due to increased congestion	131	11%

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)	129	10%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	120	10%
Private Vehicle Traffic	Concern that the LTN restricts road access	87	7%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	83	7%
Equalities	Concern about impact on disabled people	77	6%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	63	5%
Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	63	5%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	61	5%
Private Vehicle Traffic	Concern about increased traffic outside of schools	60	5%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	59	5%
Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	57	5%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	57	5%
Safety	Concern about safety at specified location	53	4%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	51	4%
Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	50	4%

Equalities	Concern about impact on lower income groups	50	4%
Economy	Concern about reduced footfall / accessibility to local businesses	50	4%
Policy Context	Concern about the validity of data reported regarding PFS	47	4%
Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	47	4%
Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	42	3%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	41	3%
Pollution	Concern that the LTN causes increased noise pollution	41	3%
Suggested Amendments	Suggest that the Council introduces measures to reduce speeding	41	3%
Walking	Support due to encouraging / increased number of walking journeys	39	3%
Pollution	Support the LTN due to improved air quality	36	3%
Cycling	Support due to encouraging / increased number of cycling journeys	35	3%
General	Support scheme, no further detail provided	33	3%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	32	3%
Equalities	Concern about unequal impact on people based on geographic location of residence	32	3%
Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	32	3%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	32	3%
Impact on Residents	Concern that the LTN(s) have divided communities	30	2%

Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection/tradespeople	30	2%
Safety	Concern about safety of crossings/lack of crossings on boundary roads (Blackstock road, Holloway road, Highbury barn)	29	2%
Cycling	Support due to improved cyclist safety	29	2%
Pollution	Support the LTN due to reduced noise pollution	29	2%
Suggested Amendments	Suggest to improve signage for measures	29	2%
Economy	Concern that LTN reduces footfall due to poor local environment	28	2%
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)	27	2%
Equalities	Concern about impact on older people	27	2%
Accessibility	Concern that the LTN reduces access for emergency services	27	2%
Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	27	2%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	26	2%
Walking	Support due to improved pedestrian safety	26	2%
Safety	Concern that the LTN causes road safety issues, no further detail provided	25	2%
Policy Context	Support objectives of scheme but not implementation or design	24	2%
Suggested Amendments	Suggest reviewing infrastructure on main roads to alleviate congestion	24	2%
Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	21	2%

Equalities	Concern about impact on parents	20	2%
Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	20	2%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	19	2%
Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	19	2%
Safety	Concern about safety on Drayton Park (especially at junction with Holloway Road)	18	1%
Suggested Amendments	Suggest improving quality of surfacing to improve active travel safety/experience (pavements, cycle lanes, roads) - including better design of speedbumps	18	1%
Economy	Concern about the impact on local businesses / economy, no further detail provided	16	1%
General	Concern that the scheme is a money-making tool	15	1%
Equalities	Concern that Blue Badge access changes are not sufficient	15	1%
Local Environment	Support as the LTN has had a positive impact on the local environment	15	1%
Suggested Amendments	Suggest reviewing design of segregated cycle lane on Drayton Park	15	1%
General	Oppose scheme, no further detail provided	14	1%
Equalities	Concern about impact on younger people	14	1%
Safety	Support as the LTN has improved road safety, no further detail provided	12	1%
Private Vehicle Traffic	Concern scheme makes road network less resilient (e.g. traffic after a crash or road works)	12	1%
Car Parking	Concern about reduced / restricted parking for residents	12	1%

Safety	Concern about safety of junctions turning onto boundary roads (Melgund, Monsell, H Grange, Gillespie, Mount Grove)	11	1%
Suggested Amendments	Suggestion to use alternative measures to increase walking and cycle/reduce car usage instead/not related to LTN	10	1%
Suggested Amendments	Suggest additional entry/exit/access points	10	1%
General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	9	1%
Local Environment	Concern that the LTN has had a negative impact on the local environment	9	1%
Equalities	Concern about impact on women / particular sex	8	1%
Cycling	Concern that cycling is prioritised at expense of other road users	8	1%
Economy	Concern that the LTN causes longer journey times, impacting on businesses	8	1%
Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	8	1%
General	Suggest that the scheme is removed no further detail provided	7	1%
Impact on Residents	Support the LTN(s) creating a stronger feeling of community	7	1%
Safety	Concern that vehicles speed within PFS due to quieter streets	7	1%
Private Vehicle Traffic	Concern about access/congestion/confusion on Arsenal match days	7	1%
Suggested Amendments	Suggestion to only enforce LTN restrictions during peak periods	7	1%
Suggested Amendments	Suggest improving lighting within PFS	7	1%
Suggested Amendments	Suggest reopening Drayton Park and/Aubert Park as are wide/have cycle lanes	7	1%

Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	6	0%
Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	6	0%
Pollution	Support the LTN as it aligns with the climate change agenda	6	0%
Suggested Amendments	Suggest that there should be increased 'greening'	6	0%
Suggested Amendments	Suggest improving public transport	6	0%
Consultation	Concern that consultation is overshadowed by vocal opposition	5	0%
Policy Context	Concern that LTNs/PFS are not appropriate for London context	5	0%
Equalities	Support for changes made to access for Blue Badge holders	5	0%
Suggested Amendments	Suggest to focus on enforcing speed limits instead of LTN	5	0%
Suggested Amendments	Suggest making improvements to improve accessibility for disabled or elderly (e.g. more benches, dropped curbs)	5	0%
Policy Context	Support the scheme as it is necessary to target congestion / through-traffic / safety issues	4	0%
Pollution	Concern that the LTN does not align with the climate change agenda	4	0%
Economy	Support the LTN due to increased footfall / accessibility to local businesses	4	0%
Suggested Amendments	Suggest need for a scheme which makes sustainable transport financial accessible	4	0%
Other	Comment Out of Scope of Highbury West LTN	3	0%
Consultation	Concern that the consultation / proposals have not been widely communicated / public unaware of proposal	3	0%

Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	3	0%
Consultation	Concern that the council has provided information that does not match personal experience	3	0%
Safety	Concern that the LTN has reduced safety for children	3	0%
Safety	Support as the LTN has reduced anti-social behaviour / crime / fear of crime	3	0%
Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	3	0%
Local Environment	Concern that the aesthetic of the LTN is poor	3	0%
Suggested Amendments	Suggest to break up existing LTNs into smaller sections	3	0%
Suggested Amendments	Suggest increased services to ensure clean streetscape (e.g. more street cleansing, bins)	3	0%
Other	Duplicate Response	2	0%
Other	Comment unclear	2	0%
Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	2	0%
Consultation	Concern that the consultation is not available to all (e.g. those without access to internet)	2	0%
Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	2	0%
Accessibility	Concern that the LTN reduces access for residents and their visitors	2	0%
Accessibility	Concern about accessibility of Arsenal Stadium	2	0%
Cycling	Concern that the LTN will not encourage cycling journeys	2	0%

Private Vehicle Traffic	Support objectives of the LTN in theory, but concern about practicalities / particular elements	2	0%
Private Vehicle Traffic	Support due to improved traffic on Arsenal match days	2	0%
Suggested Amendments	Suggest that Islington council vehicles should not have exemptions	2	0%
Suggested Amendments	Suggest increasing provisions for EVs	2	0%
Consultation	Concern that people are not being listened to during consultation events	1	0%
General	Oppose scheme due to cumulative impact of nearby schemes	1	0%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	1	0%
Equalities	Support due to positive impact on equalities	1	0%
Safety	Concern about emergency vehicles moving through PFS at high speeds	1	0%
Safety	Concern that new restrictions create conflict/safety issue between different road users	1	0%
Safety	Concern about safety on Aubert Park	1	0%
Car Parking	Concern that the parking situation is dangerous	1	0%
Suggested Amendments	Suggestion to let motorcycles pass through filters	1	0%
Suggested Amendments	Suggest accompanying measures with behaviour change or community measures	1	0%

Number of respondents – 1,973

Table D.3: Responses to questions 7 and 9 from those who live in the Highbury West LTN and/or boundary roads.

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	467	34%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	290	21%

Other	No response	252	19%
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)	163	12%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	136	10%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	125	9%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	120	9%
Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	110	8%
Public Transport	Concern due to longer bus journey times due to increased congestion	110	8%
Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	110	8%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	101	7%
Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	97	7%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	89	7%
Safety	Concern about safety at specified location	74	5%
Pollution	Support the LTN due to reduced noise pollution	74	5%
Private Vehicle Traffic	Concern that the LTN restricts road access	70	5%
Pollution	Support the LTN due to improved air quality	69	5%
Cycling	Concern that people cycle dangerously/speed/anti-social cycling/parking	68	5%

Equalities	Concern about impact on disabled people	66	5%
Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	65	5%
Walking	Support due to encouraging / increased number of walking journeys	64	5%
Cycling	Support due to encouraging / increased number of cycling journeys	61	5%
Private Vehicle Traffic	Concern about increased traffic outside of schools	57	4%
Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	56	4%
Suggested Amendments	Suggest that the Council introduces measures to reduce speeding	56	4%
Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	52	4%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	52	4%
Equalities	Concern about impact on lower income groups	50	4%
General	Support scheme, no further detail provided	46	3%
Walking	Concern that the LTN does not improve pedestrian safety / environment / pedestrian safety continues to be poor	44	3%
Walking	Support due to improved pedestrian safety	43	3%
Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	42	3%
Economy	Concern about reduced footfall / accessibility to local businesses	42	3%
Policy Context	Concern about the validity of data reported regarding PFS	40	3%

Safety	Concern about safety of crossings/lack of crossings on boundary roads (Blackstock road, Holloway Road, Highbury barn)	39	3%
Suggested Amendments	Suggest to improve signage for measures	37	3%
Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	36	3%
Local Environment	Support as the LTN has had a positive impact on the local environment	36	3%
Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	36	3%
Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	35	3%
Cycling	Support due to improved cyclist safety	35	3%
Private Vehicle Traffic	Concern about congestion related to Highbury Corner	33	2%
Pollution	Concern that the LTN causes increased noise pollution	33	2%
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)	28	2%
Safety	Support as the LTN has improved road safety, no further detail provided	28	2%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	27	2%
Impact on Residents	Concern that the LTN(s) have divided communities	27	2%
Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection/tradespeople	27	2%
Equalities	Concern about impact on older people	26	2%

Safety	Concern about safety on Drayton Park (especially at junction with Holloway Road)	25	2%
Suggested Amendments	Suggest reviewing infrastructure on main roads to alleviate congestion	25	2%
Equalities	Concern about unequal impact on people based on geographic location of residence	24	2%
Safety	Concern that the LTN causes road safety issues, no further detail provided	23	2%
Suggested Amendments	Suggest improving quality of surfacing to improve active travel safety/experience (pavements, cycle lanes, roads) - including better design of speedbumps	23	2%
Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	22	2%
Policy Context	Support objectives of scheme but not implementation or design	21	2%
Accessibility	Concern that the LTN reduces access for emergency services	20	1%
Economy	Concern that LTN reduces footfall due to poor local environment	19	1%
Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	19	1%
Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	19	1%
Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	18	1%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	17	1%
Impact on Residents	Support the LTN(s) creating a stronger feeling of community	15	1%
Suggested Amendments	Suggest reviewing design of segregated cycle lane on Drayton Park	15	1%

Equalities	Concern about impact on parents	13	1%
General	Concern that the scheme is a money-making tool	12	1%
Equalities	Concern about impact on younger people	12	1%
Safety	Concern about safety of junctions turning onto boundary roads (Melgund, Monsell, H Grange, Gillespie, Mount Grove)	12	1%
Economy	Concern about the impact on local businesses / economy, no further detail provided	12	1%
Car Parking	Concern about reduced / restricted parking for residents	11	1%
Suggested Amendments	Suggestion to use alternative measures to increase walking and cycle/reduce car usage instead/not related to LTN	11	1%
Equalities	Concern that Blue Badge access changes are not sufficient	10	1%
Pollution	Support the LTN as it aligns with the climate change agenda	10	1%
Economy	Concern that the LTN causes longer journey times, impacting on businesses	10	1%
Suggested Amendments	Suggest that there should be increased 'greening'	10	1%
Suggested Amendments	Suggest improving lighting within PFS	10	1%
Suggested Amendments	Suggest additional entry/exit/access points	10	1%
General	Oppose scheme, no further detail provided	9	1%
General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	9	1%
Safety	Concern that vehicles speed within PFS due to quieter streets	9	1%

Private Vehicle Traffic	Concern scheme makes road network less resilient (e.g. traffic after a crash or road works)	9	1%
General	Suggest that the scheme is removed no further detail provided	8	1%
Local Environment	Concern that the LTN has had a negative impact on the local environment	8	1%
Cycling	Concern that cycling is prioritised at expense of other road users	8	1%
Equalities	Concern about impact on women / particular sex	6	0%
Private Vehicle Traffic	Concern about access/congestion/confusion on Arsenal match days	6	0%
Suggested Amendments	Suggest making improvements to improve accessibility for disabled or elderly (e.g. more benches, dropped curbs)	6	0%
Consultation	Concern that consultation is overshadowed by vocal opposition	5	0%
Policy Context	Support the scheme as it is necessary to target congestion / through-traffic / safety issues	5	0%
Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	5	0%
Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	5	0%
Economy	Support the LTN due to increased footfall / accessibility to local businesses	5	0%
Suggested Amendments	Suggest to focus on enforcing speed limits instead of LTN	5	0%
Suggested Amendments	Suggest increasing provisions for EVs	5	0%
Suggested Amendments	Suggest increased services to ensure clean streetscape (e.g. more street cleansing, bins)	5	0%
Suggested Amendments	Suggest widening pavements within PFS area	5	0%

Suggested Amendments	Suggest improving public transport	5	0%
Other	Comment Out of Scope of Highbury West LTN	4	0%
Safety	Concern that the LTN has reduced safety for children	4	0%
Private Vehicle Traffic	Support due to improved traffic on Arsenal match days	4	0%
Pollution	Concern that the LTN does not align with the climate change agenda	4	0%
Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	4	0%
Suggested Amendments	Suggest reopening Drayton Park and/Aubert Park as are wide/have cycle lanes	4	0%
Suggested Amendments	Suggest accompanying measures with behaviour change or community measures	4	0%
Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	3	0%
Policy Context	Concern that LTNs/PFS are not appropriate for London context	3	0%
Equalities	Support for changes made to access for Blue Badge holders	3	0%
Equalities	Support due to positive impact on equalities	3	0%
Safety	Support as the LTN has reduced anti-social behaviour / crime / fear of crime	3	0%
Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	3	0%
Suggested Amendments	Suggest to break up existing LTNs into smaller sections	3	0%
Suggested Amendments	Suggest need for a scheme which makes sustainable transport financial accessible	3	0%

Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	2	0%
Consultation	Concern that the council has provided information that does not match personal experience	2	0%
Accessibility	Concern that the LTN reduces access for residents and their visitors	2	0%
Safety	Concern about safety on Aubert Park	2	0%
Local Environment	Concern that the aesthetic of the LTN is poor	2	0%
Cycling	Concern that the LTN will not encourage cycling journeys	2	0%
Suggested Amendments	Suggest that Islington council vehicles should not have exemptions	2	0%
Suggested Amendments	Suggestion to only enforce LTN restrictions during peak periods	2	0%
Other	Duplicate Response	1	0%
Other	Comment unclear	1	0%
Consultation	Concern that the consultation / proposals have not been widely communicated / public unaware of proposal	1	0%
Consultation	Concern that the consultation is not available to all (e.g. those without access to internet)	1	0%
Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	1	0%
Safety	Concern about emergency vehicles moving through PFS at high speeds	1	0%
Private Vehicle Traffic	Support objectives of the LTN in theory, but concern about practicalities / particular elements	1	0%

Number of respondents – 1,973

Table D.4: All responses to question 8.

Theme	Code	Number	Percentage
Other	No response	692	56%
Suggested Amendment	Suggest that an exemption wider than for just Blue Badge Holders should apply to the LTN, i.e. for all local residents, taxis, delivery vehicles, parking permit holders, EVs	169	14%
General	Support for the Blue Badge Exemption Policy as is	80	6%
General	Support for Blue Badge Exemption but concern that it took a long time for policy to come into effect / should have been implemented earlier	54	4%
Suggested Amendment	Suggest that Blue Badge holders have exemptions to all LTNs within the borough	38	3%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to carers / family members / helpers / support	26	2%
Equalities	Concern about impact on disabled/people with limited mobility who may not qualify for a blue badge	24	2%
Equalities	Concern about fraudulent use of Blue Badges	23	2%
Other	Comment Out of Scope	22	2%
General	Concern policy doesn't provide enough for disabled people	22	2%
General	Concern that exemption has not been communicated / minimal information provided to all residents	22	2%
Other	Comment unclear	20	2%
Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	18	1%

Equalities	Concern the exemption does not include other vulnerable people who don't qualify for a Blue Badge	18	1%
General	Oppose Blue Badge Exemption Policy	17	1%
General	Concern that exemption only within BBH's LTN limits accessibility	15	1%
Suggested Amendment	Suggest clearer signage regarding Blue Badge exemptions / presence of cameras	14	1%
General	Concern over accidentally receiving a fine / fines are being issued incorrectly	14	1%
Other	Opposition to LTNs, not specific to this scheme	13	1%
Equalities	Concern about unequal impact on people based on geographic location of residence	12	1%
General	Concern that Blue Badge holders and residents are unaware of Blue Badge exemption / exemption areas	9	1%
Suggested Amendment	Suggest that Blue Badge use is monitored or enforced effectively	8	1%
Suggested Amendment	Suggest others be exempt from the camera-enforced filters at certain times of the day	7	1%
General	Support Blue Badge Exemption Policy but against wider LTN scheme	6	0%
Other	Comment relates to another survey question	5	0%
General	No noticeable difference recognised	5	0%
General	Concern it does not work operationally if Blue Badges are not registered to cars	5	0%
General	Concern about pedestrian and cyclist safety	5	0%

Suggested Amendment	Suggest that exemption applies to visitors who are Blue Badge holders (residing outside LBI)	4	0%
Suggested Amendment	Suggest exemptions are more limited/ access some filters only	3	0%
General	Concern about increased / heavy traffic	3	0%
Other	Comment requests information from LBI	2	0%
Suggested Amendment	Suggest Blue Badge Exemption Policy is extended to more than one car	2	0%
General	Policy is not working / helping (unspecified reason)	2	0%
Equalities	Concern that having no policy will have an impact on disabled people	2	0%
Other	Duplicate Response	1	0%

Number of respondents – 1,973

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