



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

# Highbury West people-friendly streets trial

## pre-consultation and engagement report



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**People-Friendly Streets**  
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# Highbury West people-friendly streets

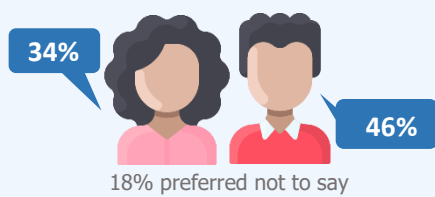
## Pre-consultation engagement summary

**Commonplace feedback** (May 2020 to March 2021) **760** responses received

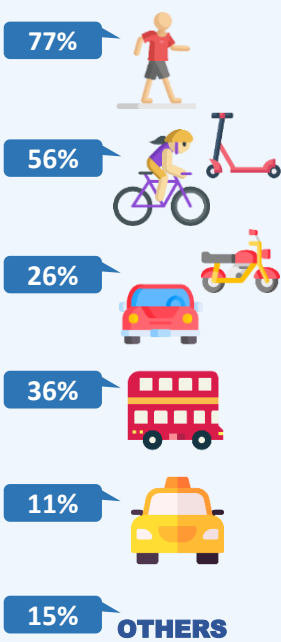
Responses from



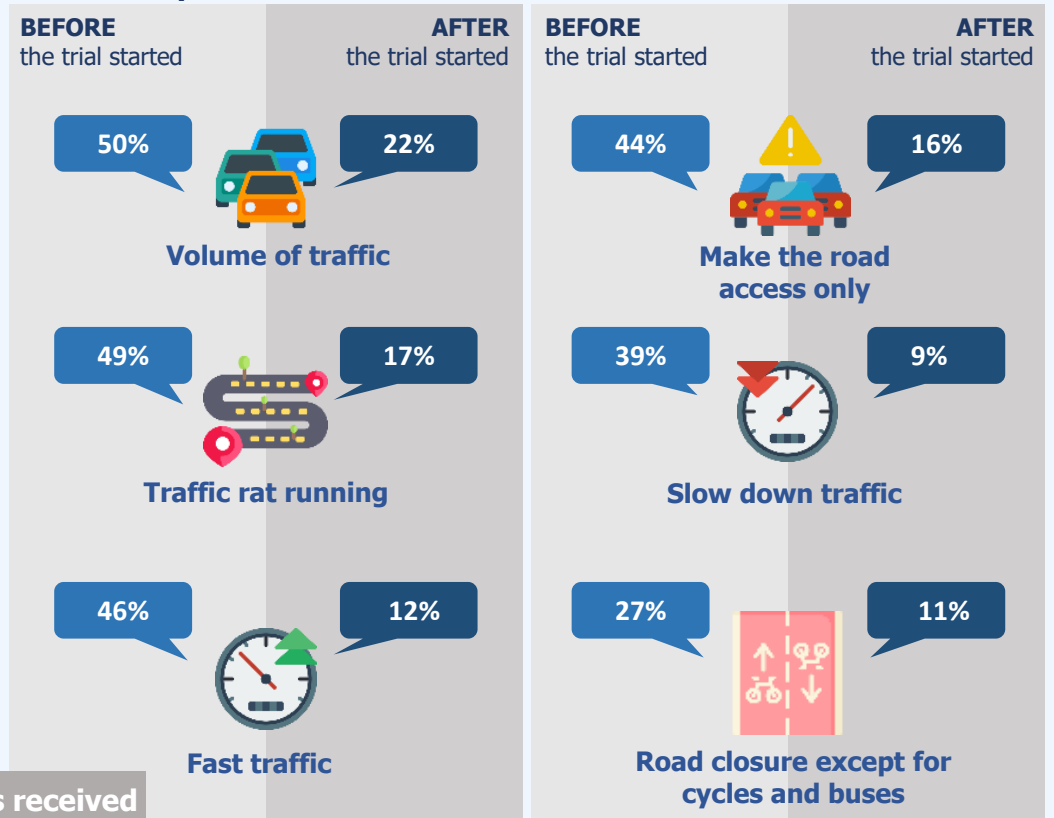
Respondents by Gender



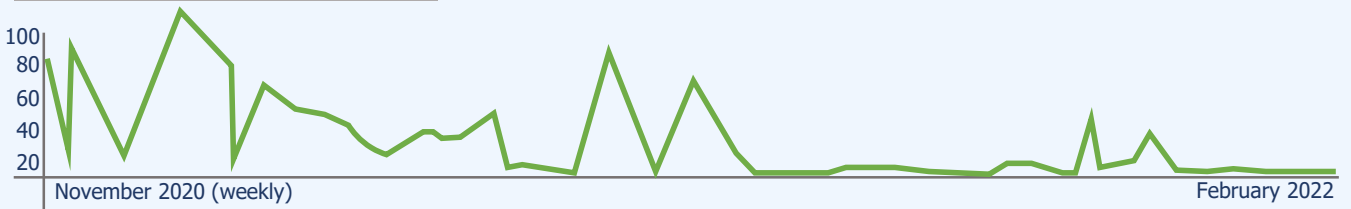
How do people travel?



What's the problem?



**1276 emails received**





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# Highbury West people-friendly streets

## Pre-consultation engagement summary

**Trial Feedback Survey** (November 2020 to February 2022) **2771** responses received

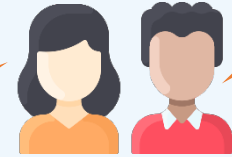
Responses from **Highbury West's residents**

59%

**Age & Gender**

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

40%



7% preferred not to say

44%

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

### How do people travel?

74%



28%

dislike nothing

52%



23%

dislike nothing

80%



10%

dislike nothing

61%



24%

dislike nothing

23%



6%

dislike nothing

9%

**OTHERS**

9%

dislike nothing

### What do you like about this trial?



25%

Reduces traffic

17%



Make area more pleasant

22%



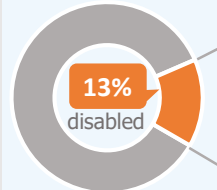
Reduces air pollution

18%



Safer & easier to cross the street

### Disability & car ownership



19%



81%



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



72%

26%

\*30% of Islington households own a car

### What do you dislike about this trial?



57%

Increases traffic on main roads



31%

Increases air pollution

40%



Car trips inconvenient

33%



I wasn't asked about my views

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



51%



15%



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



24%



64%





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# Highbury West people-friendly streets

## Summary consultation results

### Consultation Questionnaire

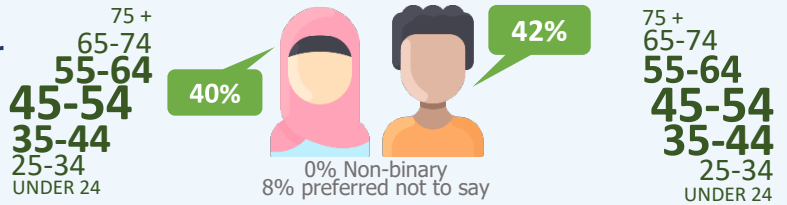
February 2022 to March 2022

**1973** responses received

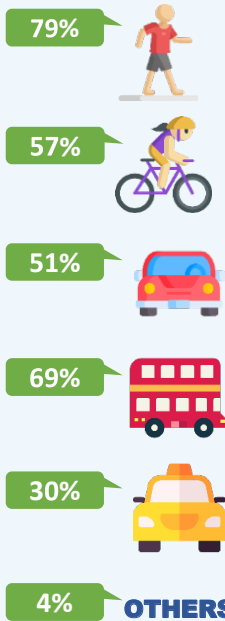
#### Responses from



#### Age & Gender



#### How do people travel?



#### Since the trial began in 2021, people think

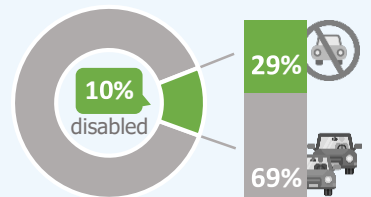
#### LESS



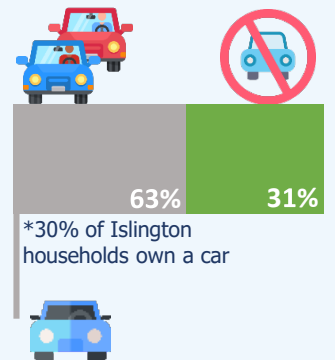
#### NO CHANGES



#### Disability & car ownership

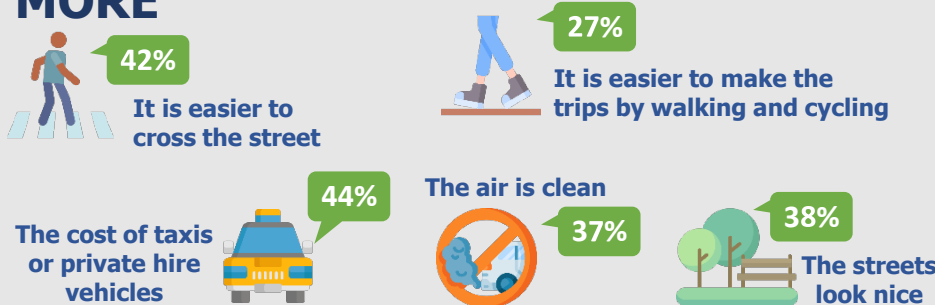


#### Car ownership\*



\*30% of Islington households own a car

#### MORE



**24%** of car owners walk and cycle for shorter journeys instead of driving



# Pre-consultation engagement report – Highbury West people-friendly streets low traffic neighbourhood

Date: 31 May 2022

Ward(s): Highbury, Arsenal, Finsbury Park

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# 1. Summary

- 1.1. This report sets out the results, findings and learnings from the engagement and consultation over the trial period for the Highbury West low traffic neighbourhood (LTN), implemented under the people-friendly streets (PFS) programme, which was agreed by the council's Executive on 18 June 2020 and further committed to on 14 October 2021. The traffic orders for the Highbury West scheme came into force in December 2020 and the scheme became operational in January 2021.
- 1.2. This report outlines the results from the engagement prior to public consultation which took place between 7 February and 14 March 2022. This report includes the results from the Commonplace engagement, the two formal 6-month objection periods to experimental traffic orders (ETOs), trial feedback survey responses, and general correspondence. The report also includes a short summary of the results from the public consultation; a full independent consultation report can be found as Appendix 9 to the delegated decision report. These reports together will inform future decision-making on the scheme.
- 1.3. 760 Commonplace comments were submitted on the Highbury West area and on the boundary roads, 124 formal objections to Highbury West and 890 formal objections which relate jointly to Highbury West and Fields traffic orders, there were 2,771 responses to the trial feedback survey and 1276 emails were received during the trial.
- 1.4. Before the council implemented the trial, 49% of the comments submitted via Commonplace said that "traffic rat running" in the area was a problem, while 35% of respondents also felt it was unsafe for children. 50% of respondents cited "volume of traffic" and 46% said "fast traffic" were key challenges in Highbury West.
- 1.5. After the trial was implemented, the trial feedback survey indicates that 68% of participants said they liked something or things about the trial.
- 1.6. The consultation questionnaire responses are analysed in more detail in the independent consultation report found at Appendix 9 to the delegated decision report. Results from this analysis indicate that many participants said they felt that the air was cleaner (37% agreed, 24% disagreed) that the streets look nice (38% agreed, 23% disagreed) while 42% agreed 'it is easier to cross the street' (23% disagreed) and 35% said that it is easier to make the trips they need by walking and cycling (20% disagreed) while 34% said it is easier to get in and out of the Highbury West area by walking or cycling (21% disagreed). A total of 42% of respondents noted a decrease in noise from motor traffic, while 25% noted an increase in noise motor traffic.

1.7. The most commonly cited concerns include:

- Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads;
- Concern that the LTN reduces air quality / does not improve air quality; and
- 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)

## 2. Introduction and background

2.1. The Highbury West LTN is located in the Highbury, Arsenal and Finsbury Park wards (effective May 2022, at the time of implementation and until May 2022 these were Highbury West, Highbury East and Finsbury Park wards) in Islington. Currently available data does not include demographics for the new wards, thus 2011 Census data for Highbury West, Highbury East and Finsbury Park wards was used. Data from the 2011 Census shows that a total of 15,030 residents live in the Highbury West ward, 11,634 residents live in the Highbury East ward and 14,358 residents live in Finsbury Park ward. Table 1 highlights the population profile of the area.

	<b>London</b>	<b>Islington</b>	<b>Highbury West Ward</b>	<b>Highbury East Ward</b>	<b>Finsbury Park Ward</b>
	Total: 8,173,941	Total: 206,125	Total: 15,030	Total: 11,634	Total: 14,358
Gender: Female	51%	51%	51%	51%	50%
Gender: Male	49%	49%	49%	49%	50%
Age: Under 16	20%	16%	15%	17%	18%
Age: 16-24	12%	14%	12%	11%	14%
Age: 25-44	36%	42%	49%	43%	42%
Age: 45-64	21%	19%	17%	19%	18%
Age: 65+	11%	9%	7%	10%	8%
Disabled	14%	16%	19%	14%	26%
Ethnic group: BME	40%	32%	32%	23.5%	43%
Ethnic group: White	60%	68%	68%	76.5%	57%
Religion or belief: Christian	49%	40%	39%	40%	38%

Religion or belief: Muslim	12%	9%	10%	7%	16%
Religion or belief: Other	10%	4%	3%	4%	0.5%
Religion or belief: No religion	21%	30%	31%	34%	25%
Religion not stated	9%	17%	17%	15%	17%

Table 1 - demographics of London, Islington, Highbury West ward and Highbury East Ward

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

- 2.2. The Highbury West LTN came into force in December 2020 and became operational in January 2021 as the sixth LTN in the people-friendly streets programme as a trial under an Experimental Traffic Order (ETO) for a maximum duration of 18-months. Traffic filters were planned for eight locations to remove through traffic in the neighbourhood: on Aubert Park, Benwell Road, Gillespie Road, Highbury Hill, Monsell Road, St. Thomas’s Road, Avenell Road and Plimsoll Road.
- 2.3. As part of the PFS programme the council committed to holding a public consultation once each LTN has been in place for at least twelve months, and to give full and proper regard to the outcome of that consultation when taking a decision on whether to keep, change or remove each scheme. The public consultation for Highbury West took place between 7 February 2022 and 14 March 2022.

### 3. Engagement prior to public consultation

#### a. Commonplace

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



- 3.3 The council received 760 responses via the Commonplace tool for the Highbury West area, between 29 May 2020 and 2 March 2021. The graphs below show the comments received before and after 23 November 2020, when the Highbury West LTN was first announced. From the total of 760 responses, 622 responses were made before 23 November 2020, prior to the scheme in Highbury West being advertised (blue bars on Figures 1 to 4), and 138 responses after the scheme was advertised on 23 November 2020, (black bars on Figures 1 to 4).
- 3.4 Respondents identifying a problem were asked to say what it was, either selecting from a list of options or selecting 'other' and describing the problem themselves in a free-text box. Figure 1 shows the number of comments posted for each listed problem on the Commonplace tool during the survey periods. Volume of traffic is a historical issue, and 'volume of traffic' featured in 50% of responses received prior to the scheme being advertised. 'Traffic rat running' was also reported (49%), followed by 'fast traffic' (46%) and 'bad driving' (37%). After the scheme was advertised, 22% of respondents selected 'volume of traffic' as a problem, 17% 'rat running' and 12% 'fast traffic'.
- 3.5 Commonplace respondents could also select 'other' to the 'what's the problem' question, which opened a free text box. Before the scheme was advertised 14% of 'before scheme' participants selected this option and the key themes were related to: poor lighting, safety, pollution, dangerous driving, not being pedestrian friendly, lack of greenery, and cyclists and cars going too fast. By contrast, after the scheme was advertised, 41% of 'post advertising' comments selected the same option, and most of the comments stated that they did not have an issue with the area. Other comments mentioned issues related to pollution, lack of access due to new LTN and difficulties driving in the area.

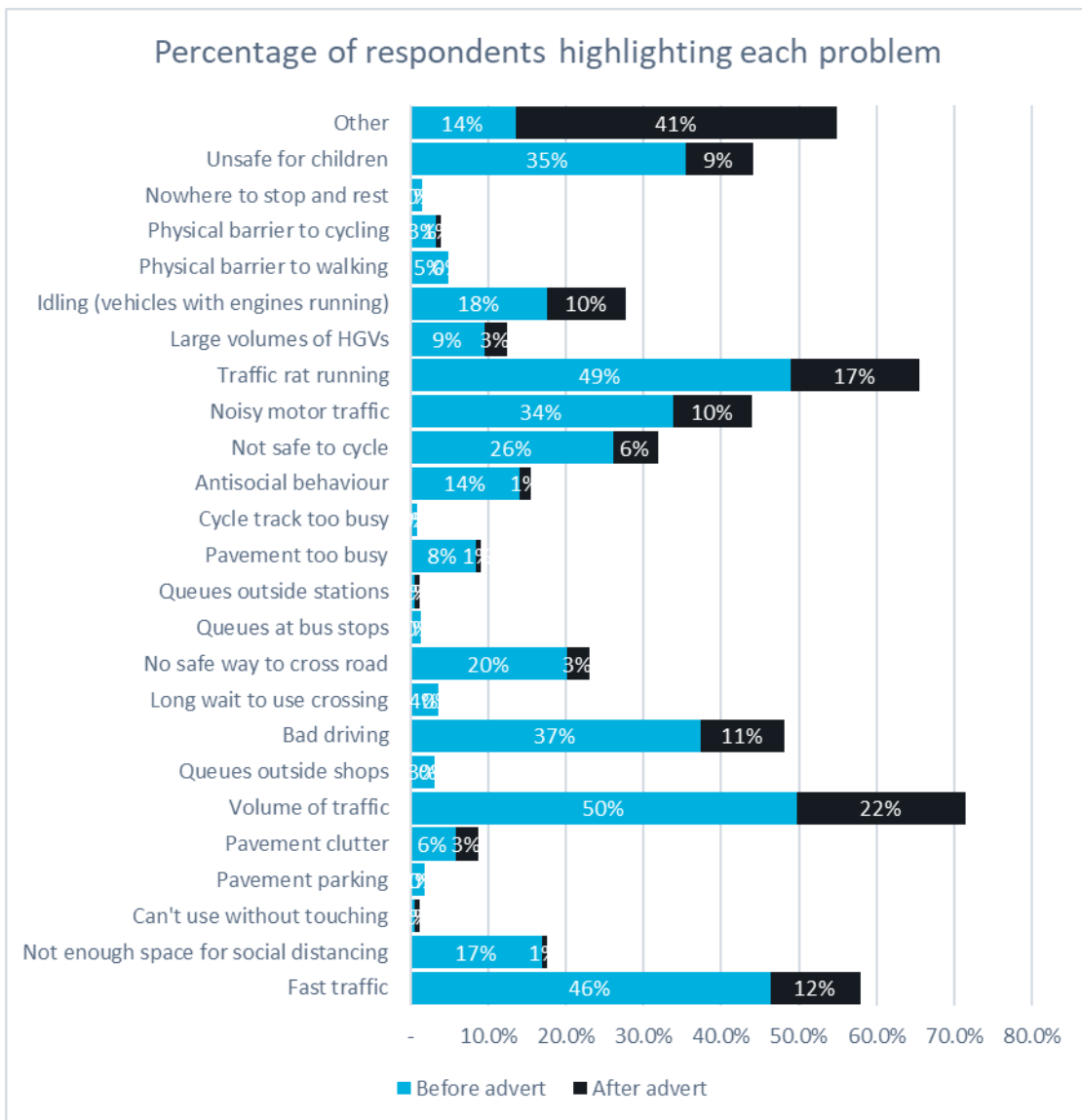


Figure 1: number of comments posted for each listed problem on Commonplace, question: 'What is the problem?' (before: n:622; after n:138)

3.6 Figure 2 shows the results of the question: 'How could we make it better?' where the top three options in the Highbury West area were 'Make the roads access only' and 'Slow down traffic' and 'Road closure except for cycles and buses' with 44%, 39% and 27% respectively before the scheme was advertised. By comparison, after the scheme was advertised 16% referred to 'Make the roads access only' as a solution, 11% referred to 'Road closure except for cycles and buses' and 9% referred to 'Slow down traffic' as a solution.

3.7 Before the scheme was advertised, 21% of 'before scheme' respondents selected 'Other' to 'How could we make it better', which opened a free-text box. Comments in the free-text box included suggestions for cycle lanes, school streets, speed cameras, zebra crossings, CCTV, cleaning footpaths, better signage and removing road closures. After the scheme was announced, 41% of respondents selected 'other' and the free-text comments included suggestions to make the LTN permanent and allow residents exemptions for the camera enforced road closures.

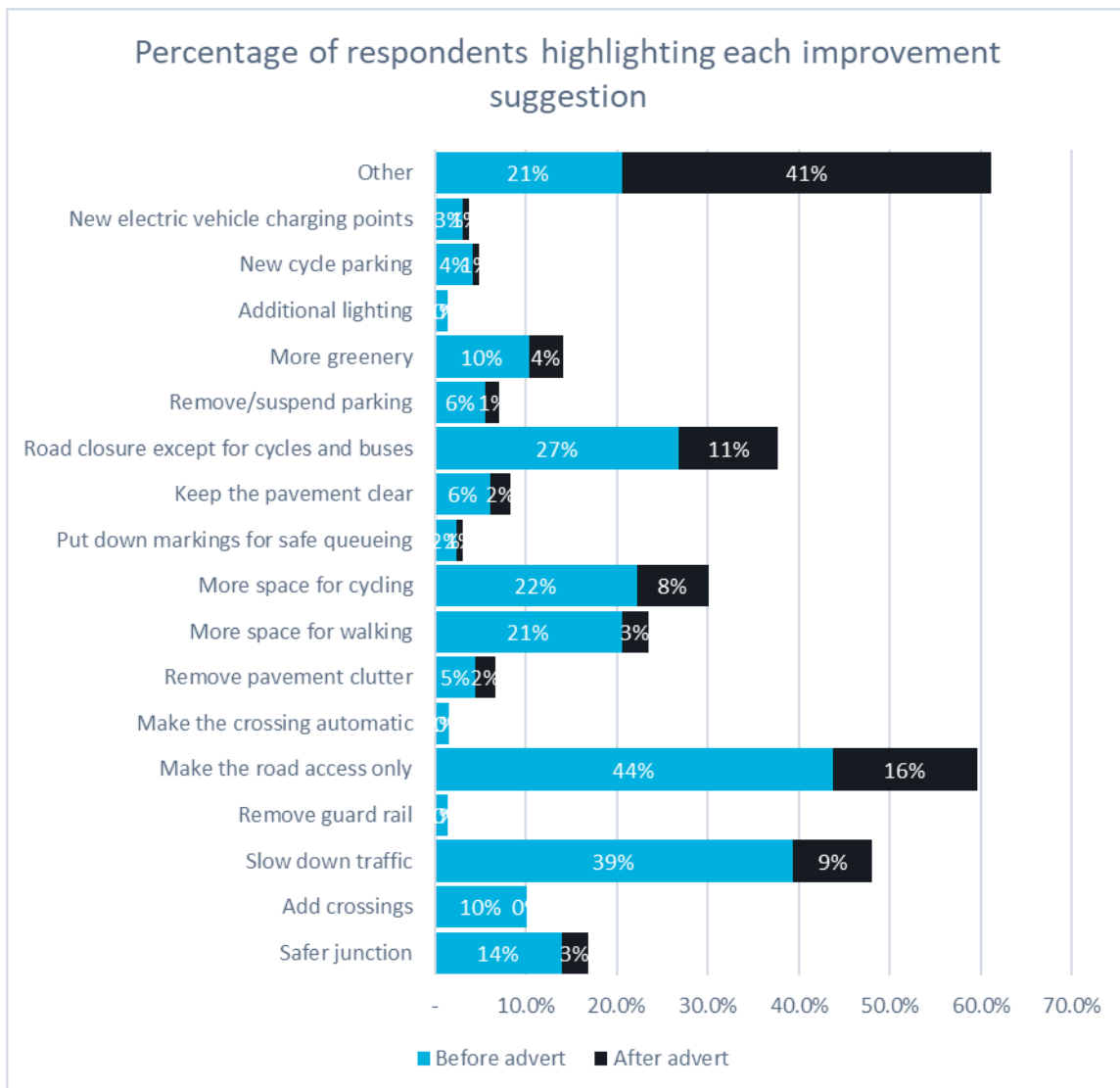


Figure 2: 'How could we make it better?' (before: n:622; after n:138)

3.8 Figure 3 shows that 90% of respondents from the Highbury West local Commonplace survey, prior to being advertised, would support changes they had suggested via the Commonplace tool being made long-term, while only 2% would support temporary solutions.

3.9 After the trial was advertised, 64% respondents said that they would support the changes being permanent while 24% said that they would not support this. It must be noted that this question relates to the changes people are suggesting in their comments, and therefore do not necessarily refer to the trial measures. Therefore, no firm conclusions can be drawn out of this data, in terms of a decision on the trial measures.

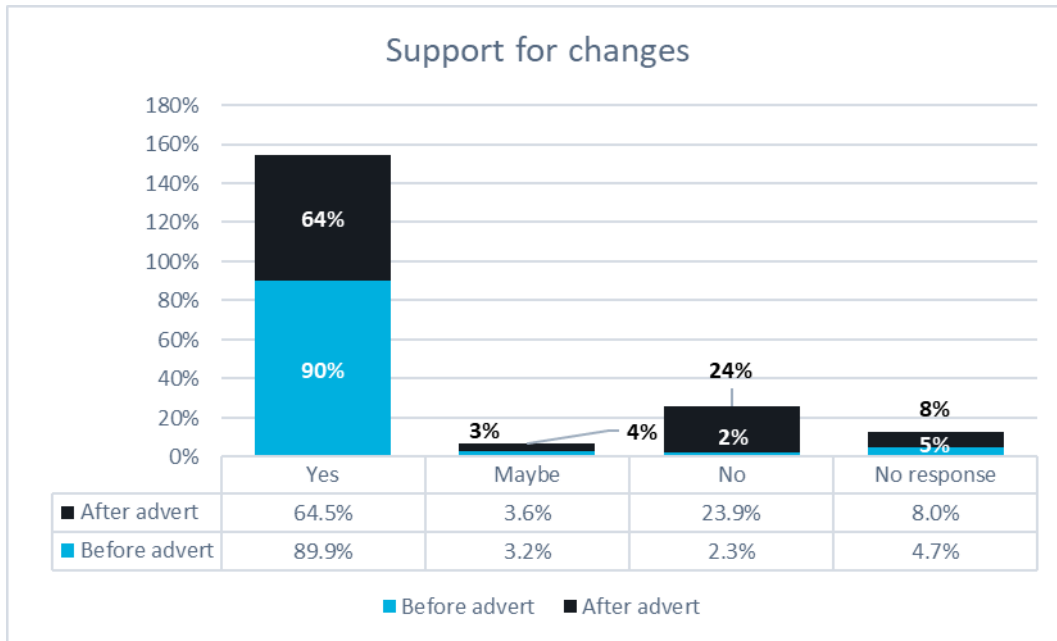


Figure 3: 'Would you support these changes (suggested by respondents) being made long-term?' (before: n:622; after n:138)

3.10 Most of the survey respondents live in Highbury West (82% in total who responded prior to the scheme being advertised, and 72% after advertisement) followed by people who work in the area, at 11% prior to advertisement, and 7% after (see Figure 4).

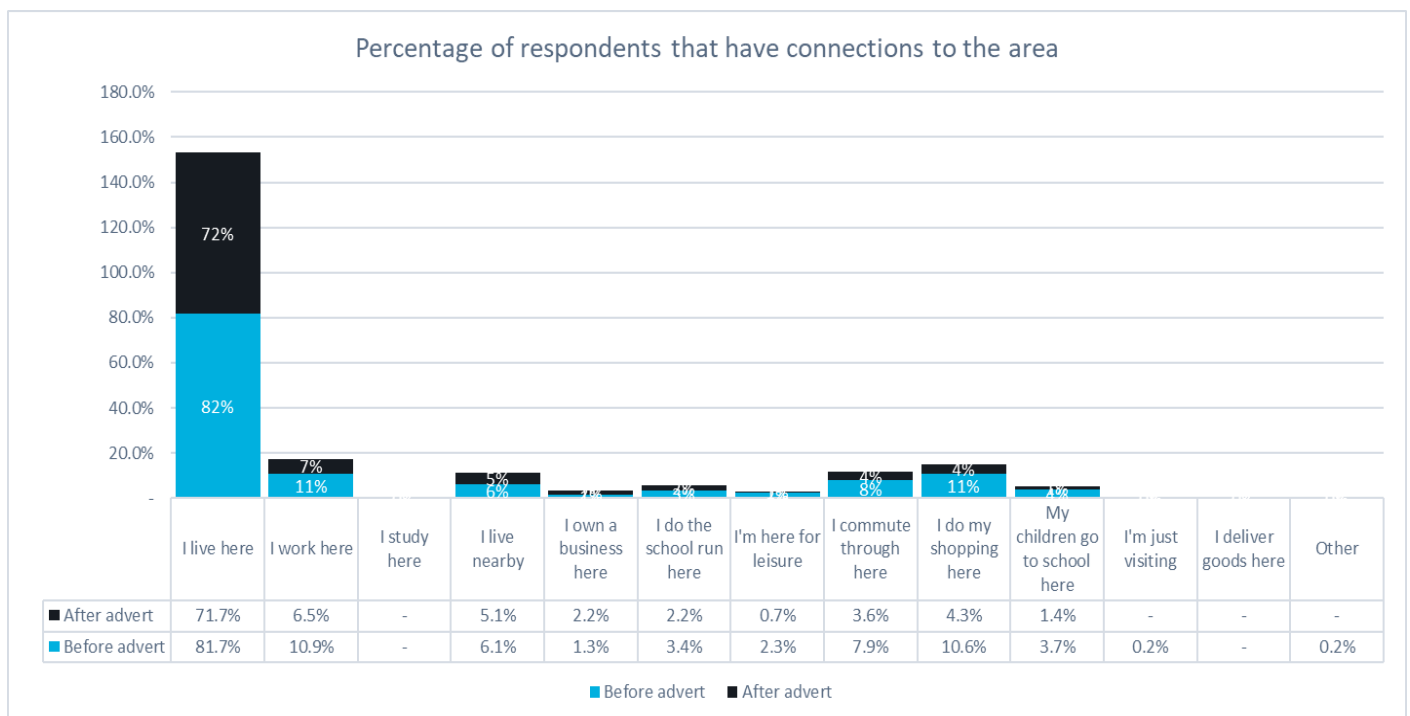


Figure 4: 'What is your connection to the area?' (before: n:622; after n:138)

3.11 Figure 5 shows the modes of transport used by respondents to the survey before and after the trial was advertised. Respondents who posted comments mainly walk (77% before the scheme was advertised and 61% after) and cycle (56% and 38%, respectively). More respondents used the bus after the scheme was advertised at an increase from 26% before and 36% after.

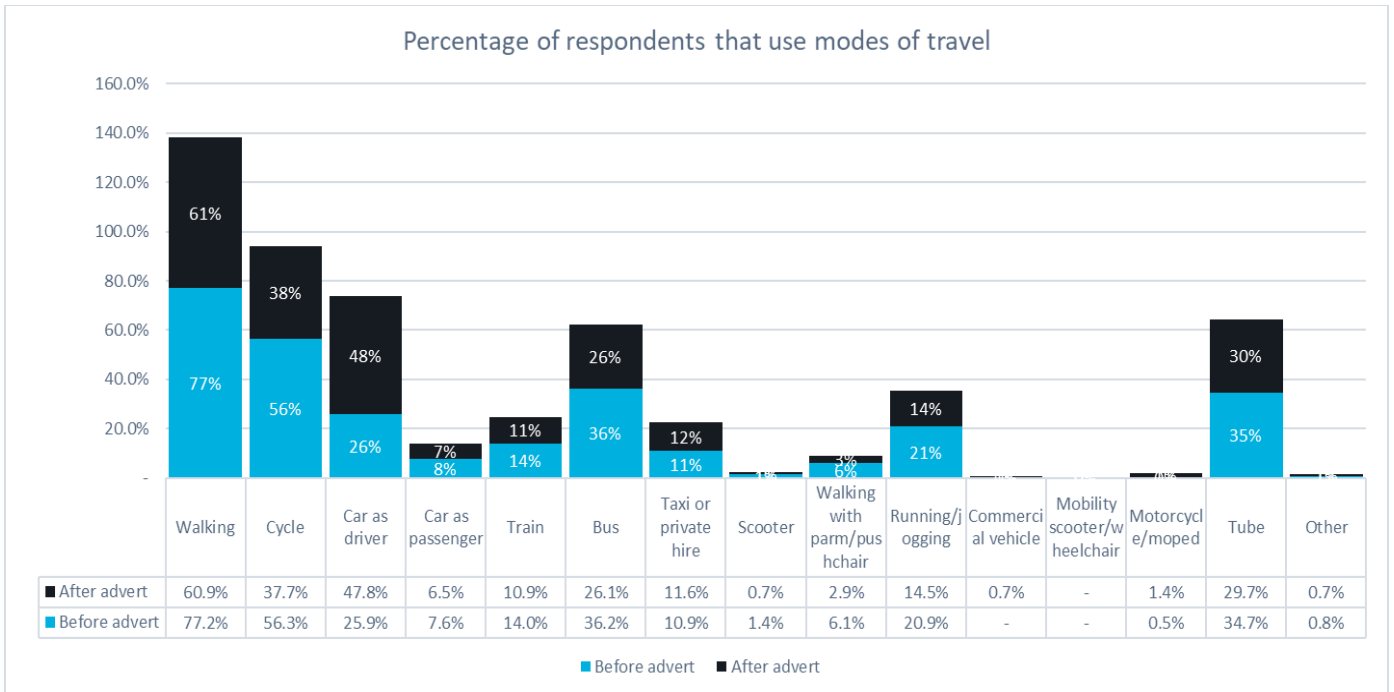


Figure 5: 'How do you usually travel in the areas?' (before: n622; after n:138)

3.12 Figure 6 shows that the transport modes selected by respondents who posted comments prior to the scheme being advertised are fairly consistent regardless of their connection to the area. Multiple travel modes could be selected by each individual, so percentages will not sum to 100%. People reported travelling more by walking, cycling and public transport rather than by car, especially those who work, do their shopping or their children go to school in the area. Walking is the most selected transport mode across the groups, as the proportion of respondents who walk for those who live in Highbury West is 91%, 94% work in the area, 94% for those who shop and 83% for those whose children go to school in the area. Car use is highest (and walking lowest) among those whose children go to school in the area.

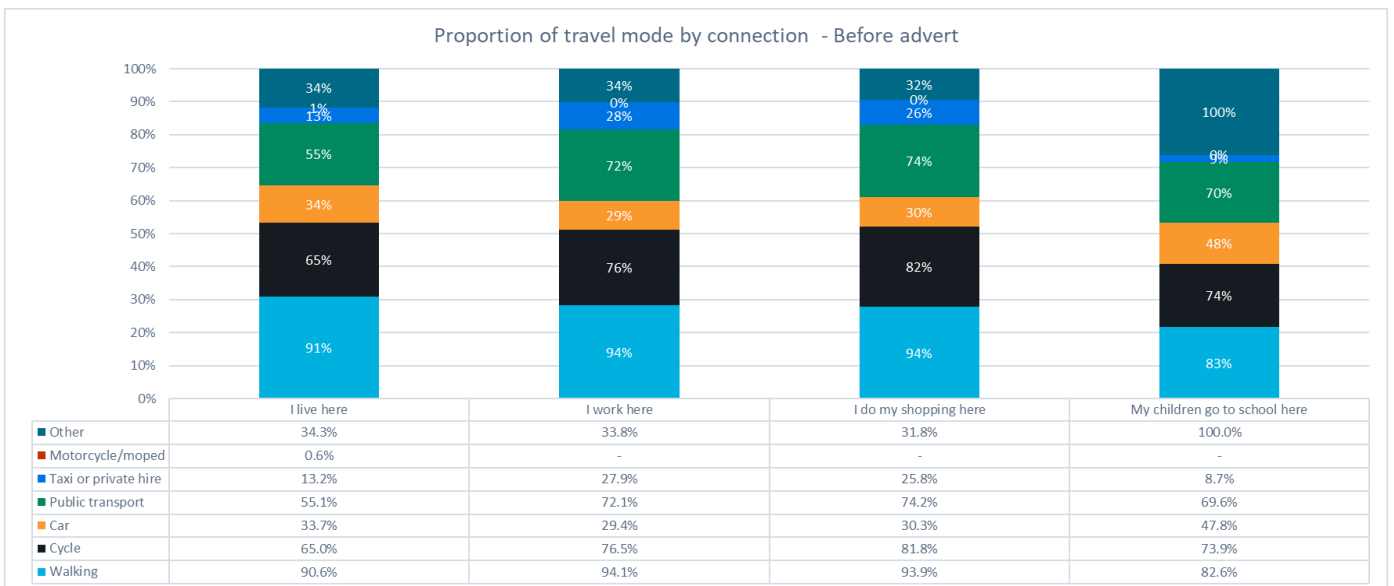


Figure 6: 'What is your connection to the area? And 'How do you usually travel in the areas?' - Before scheme was advertised (n:622)

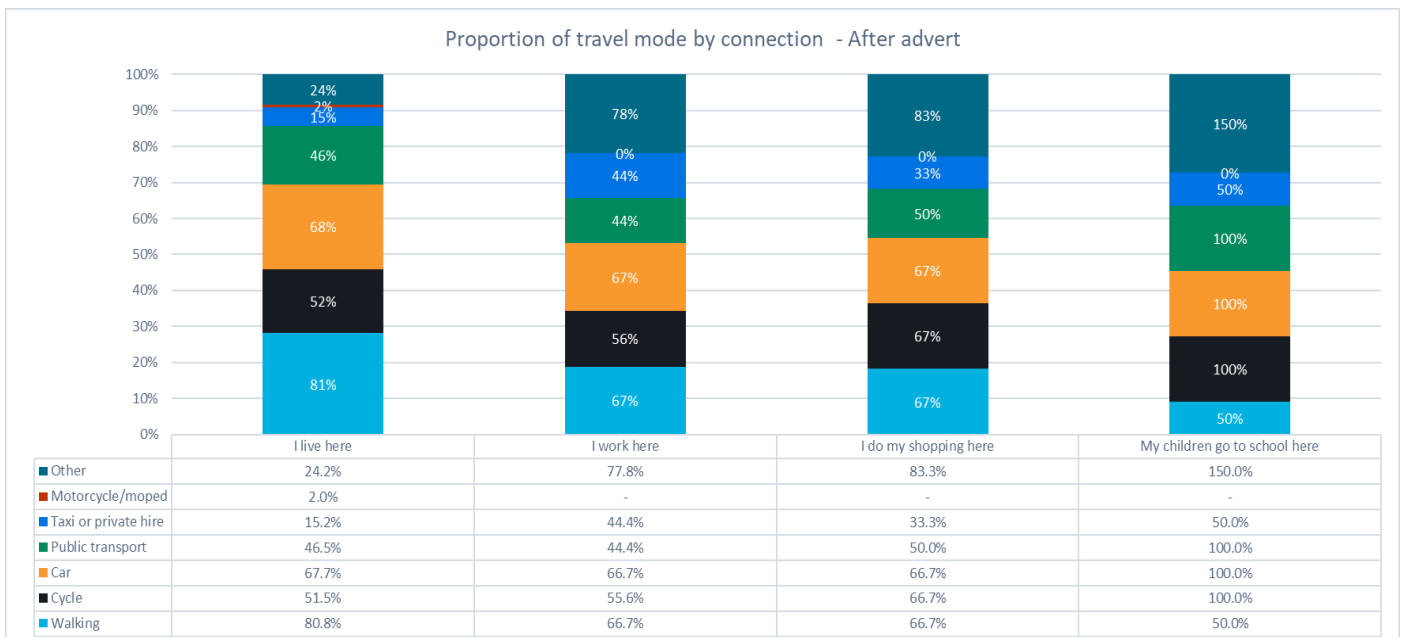


Figure 7: 'What is your connection to the area? And 'How do you usually travel in the areas?' After scheme was advertised (n138)

3.13 The proportion of car users that provided feedback increased after the trial was advertised (Figure 7 in comparison to Figure 6), although the number of respondents after the trial was advertised was much lower than before – nine respondents stated that they worked in the area and six stated that they did their shopping in the area, whilst only two indicated that their children go to school in the area.

3.14 Commonplace comments for the Highbury West area show that traffic issues were reported before the trial was advertised. The top four issues reported were the volume of traffic, rat running, bad driving and fast traffic. Some comments proposed solutions such as make the road access only and slowing the traffic down. From the comments, walking, cycling and public transport were the most common transport modes amongst residents.

3.15 Analysis of the demographics on Commonplace show that 10% of the comments came from people aged 25-34, 20% from people aged 35-44, 18% from 45-54, 23% from 55-64, and 10% from 65-74 years old. Younger people (under 24 years old) were underrepresented, accounting for 1% of responses.

3.16 Respondents were asked to state their gender; 46% were men, 34% were women and 18% did not respond.

## b. Statutory consultees

3.17 The pre-implementation consultation with statutory consultees took place during November 2020 and November 2021 and involved the following statutory stakeholders: London Ambulance Service, London Fire Brigade, the Metropolitan Police Service, the Islington Clinical Commissioning Group, the NHS Blood and Transplant service, the Road Haulage Association, the Freight Transport Association, TfL Network Management and TfL Buses. No objections were received from any of the above consultees. The London Fire Brigade (LFB) requested to be notified when the proposed emergency diversion route is activated. The council continues to monitor and review the scheme with the emergency services.

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

3.18 In addition to the above statutory consultees, officers from the people-friendly streets and local economies team carried out two phases of engagement with businesses in Highbury. Phase 1 (8 December 2021) saw 93 businesses visited on Blackstock Road, Highbury Park, Highbury Barn, Gillespie Road, Aubert Park, Drayton Park and Hornsey Road. Phase 2 (22 February 2022) saw officers engage with a further 136 businesses located at Highbury and Islington, and on Holloway Road. The council continues to correspond with local businesses over email and phone discussing the impact of the traffic calming measures on day-to-day operations since November 2021.

### **d. Engagement with schools**

3.19 Officers and consultants attended events at two schools in the area to encourage filling out consultation surveys as part of School Streets engagement:

- Gillespie Primary School – Monday, 4 October 2021
- Ambler Primary School – Monday, 10 January 2022

### **e. Email correspondence**

3.20 The total amount of individuals who sent correspondence regarding the Highbury West LTN over the period of advertisement, implementation and pre-consultation amounts to 1276. 77% of the correspondence received was categorised as negative, 15% as positive, 7% as mixed, 0.2% as unclear, and 0.1% as other topic.

3.21 Those emails were received through the PFS email address set up for correspondence relating to the programme ([peoplefriendlystreets@islington.gov.uk](mailto:peoplefriendlystreets@islington.gov.uk)). It must be noted that the email address was set up to answer queries and provide information to people who had questions about the programme; the council did not directly invite feedback through this email address. Therefore, email correspondence in isolation should not be understood as a quantifiable measure of the support for or against the scheme.

3.22 However, the correspondence received by email provides valuable feedback from residents and visitors of the Highbury West LTN, and the key themes are considered in this section.

3.23 Figure 8 highlights the volume of correspondence received and the trends over time. Week 0 shows all emails concerning Highbury West, which were received prior to the scheme being advertised. Week 53 represents the point at which the scheme had been in place for approximately 12 months. The graph shows a relatively high volume of correspondence after the scheme was first advertised and implemented. In May and June 2021, correspondence increased sharply when the objection period for the initial ETO ended.

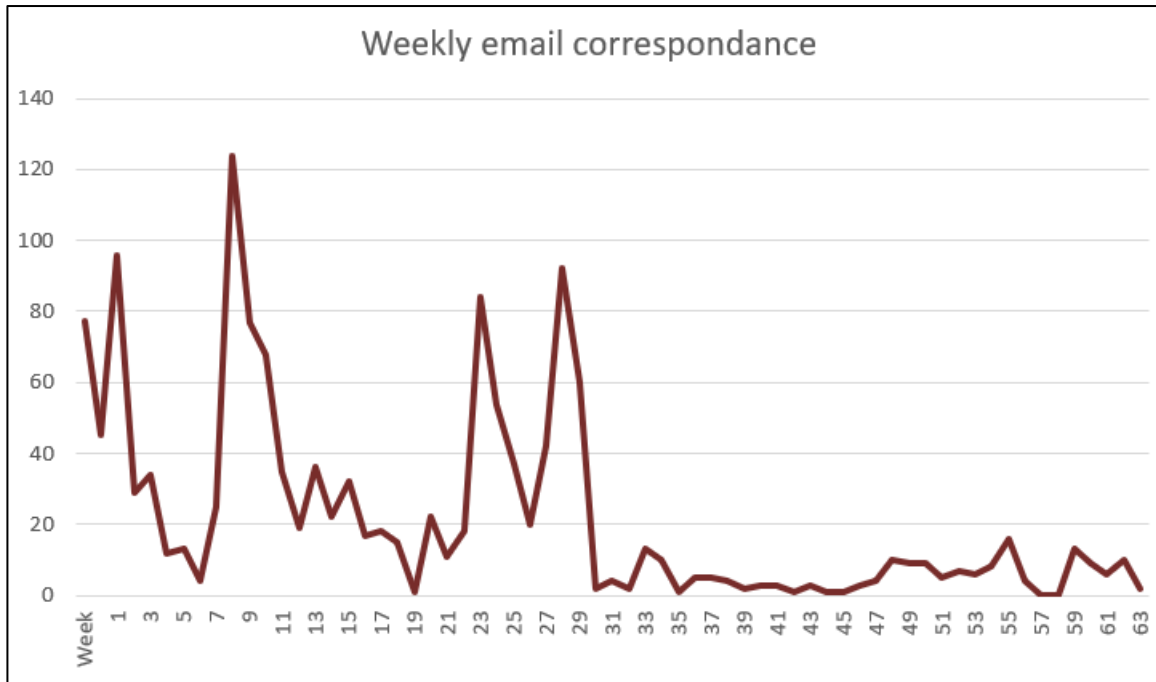


Figure 8: Volume of weekly correspondence, during each week, of received correspondence over time

3.24 Throughout the scheme, correspondents have questioned the need for the LTN/ traffic filters in the area, given that traffic levels are lower than other parts of the borough. Other regular topics raised were desire for automatic number plate recognition (ANPR) exemptions for residents, Blue Badge exemptions and the removal of street parking bays.

3.25 List of negative themes (in no order):

- Concerns around traffic reassignment/increase in traffic and/or pollution on boundary roads
- Concerns over monitoring reports results
- Traffic/rat running in Highbury West was not a concern for residents
- Inconvenient car journeys (longer/more indirect)
- Lack of consultation prior to the trial starting
- Leaflet/other council communications materials were unclear
- Trial has made access for disabled individuals difficult, querying Blue Badge exemptions
- Filters and signage are not clear
- Concerns around dangerous behaviour of some cyclists and complaints that the scheme favours cyclists at the expense of motor vehicles/ pedestrians
- Mopeds mounting the pavement to avoid traffic filters

3.26 List of positive themes (in no order)

- Calls for further public realm improvements such as greening, planting trees and widening pavements
- Traffic filters have reduced noise and volume of traffic, with positive impact on observable pollution levels
- Local streets are more pleasant/calmer for residents
- Calls for more cycling infrastructure
- Calls for expanding the scheme



## f. Trial feedback survey analysis

- 3.27 The trial feedback survey was designed to capture the experience of residents and people in the area about the trial, how they think the trial was going and their ideas on how the scheme could make their streets more people-friendly.
- 3.28 The Highbury West trial feedback survey was open from November 2020 to February 2022, closing at the start of the public consultation. 2,771 people responded to the survey. The highest number of responses to the survey was in January 2021 with 524 responses. Figure 9 shows the number of responses received each month.

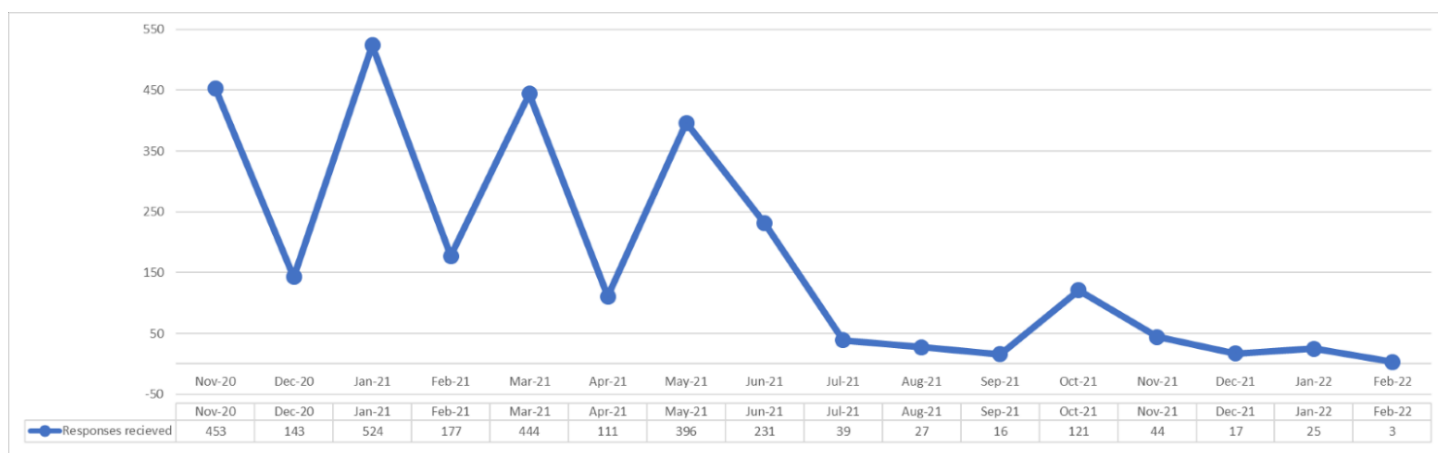


Figure 9: Trial feedback survey trend over time (n: 2,771)

- 3.29 Respondents who live *within* the Highbury West's people-friendly streets area were the largest group in the survey responses (59%), followed by respondents who live *near* the Highbury West area with 20%, and 9% for those who live in another part of Islington. This is consistent with respondents' connection to the area – 75% stated that they were a resident, followed by 8% who owns a property Islington and 7% of respondents who work in Islington and 3% who own a business, as show in Figure 10.

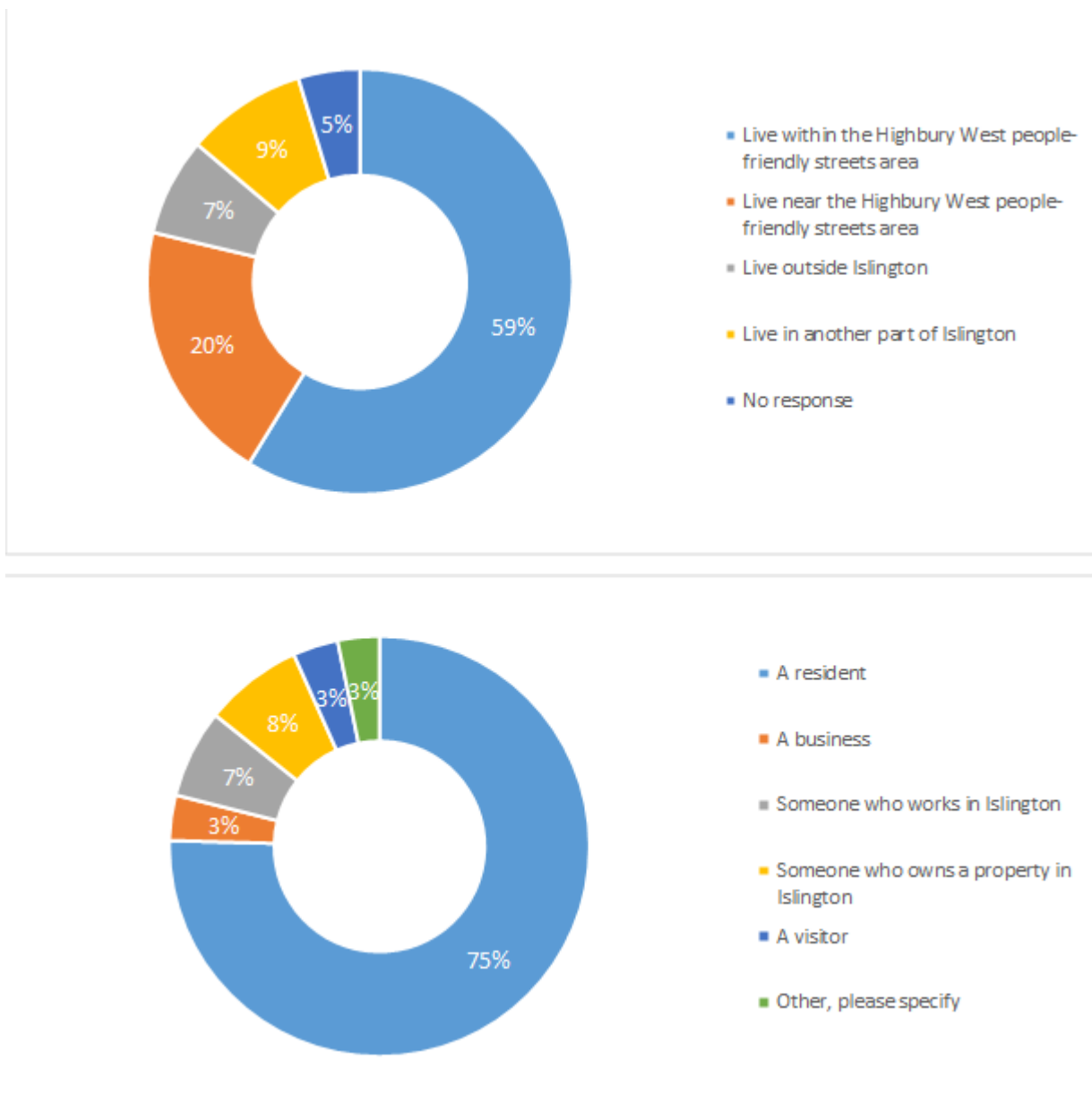


Figure 10: Who responded and their relation to the area (n: 2,771)

3.30 As Figure 11 shows, respondents' transport modes are fairly consistent regardless of their connection to the area, except for those respondents who live outside of Islington. Respondents were able to select more than one mode of transport therefore the sum of the percentages is not 100%. The proportion of respondents who live in Highbury West and walk is 81%, this proportion is also 81% for people who live near Highbury West and 70% for people who live in another part of Islington, while only 55% of respondents who live outside of Islington selected walking as a transport mode. The proportion of respondents who are car users is 80% for those living in Highbury West, 92% for those living near Highbury West, 93% for those living in another part of Islington and 80% for those living outside of Islington.

3.31 It should be noted that a significant number of survey respondents indicated that they cycled (between 42% and 58%). Considering the survey related to a transport project which aims

to improve walking and cycling conditions in the Highbury area, individuals who cycle may be more likely to respond to the survey and this mode of travel could have impacted responses.

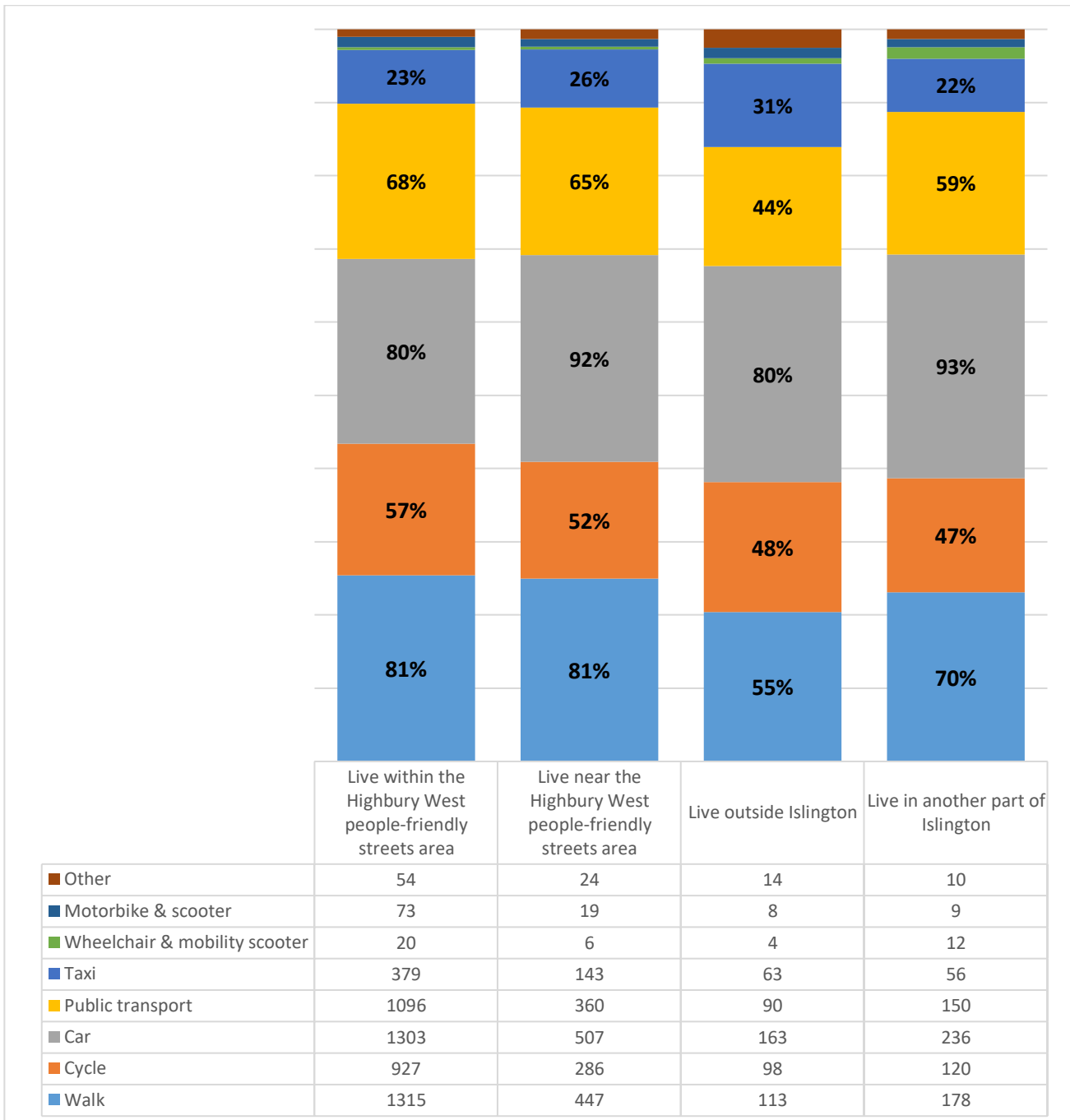


Figure 11: Who responded and modes of transport (n: 2,771)

3.32 Figure 12 shows that 72% of respondents are car owners, and 26% of respondents do not own a car. Given that 71% of the households in Islington are without access to a car, this indicates an over-representation of car owners in the trial feedback survey responses.

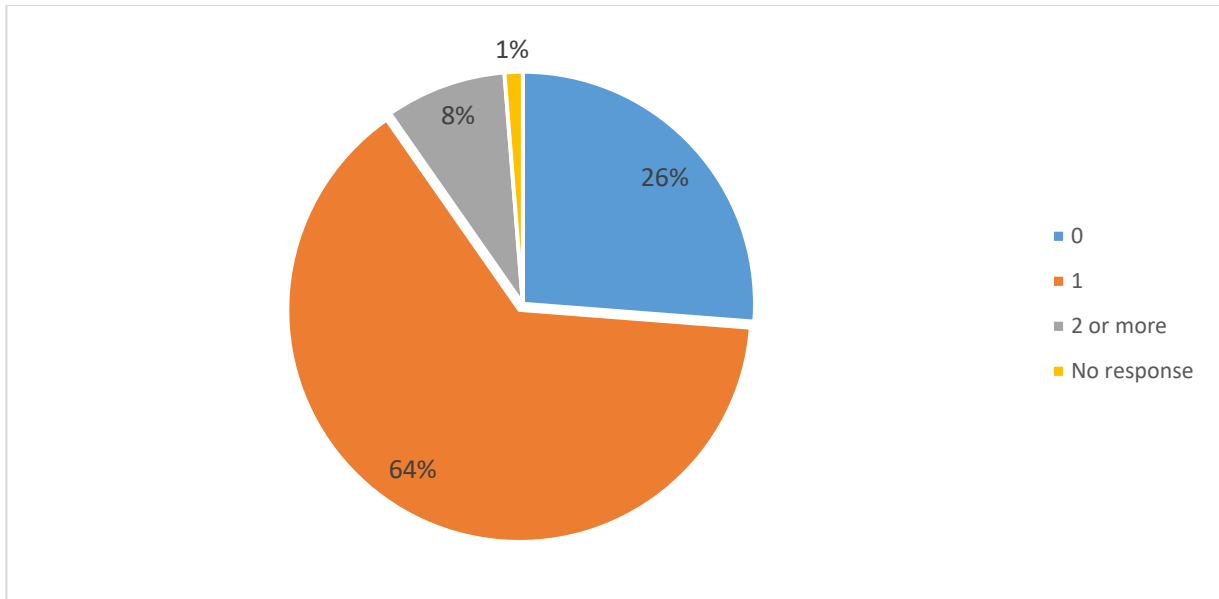


Figure 12: Car ownership (n: 2,771)

3.33 Respondents were asked which traffic filter they were providing feedback on. 73% of respondents gave feedback on all the filters. Highbury Hill traffic filter was the most commented-on individual filter with 17%, followed by Aubert Park traffic filter with 15%, all are shown in Figure 13. (All filters, or a combination of individual filters could be selected, so percentages will not sum to 100%).

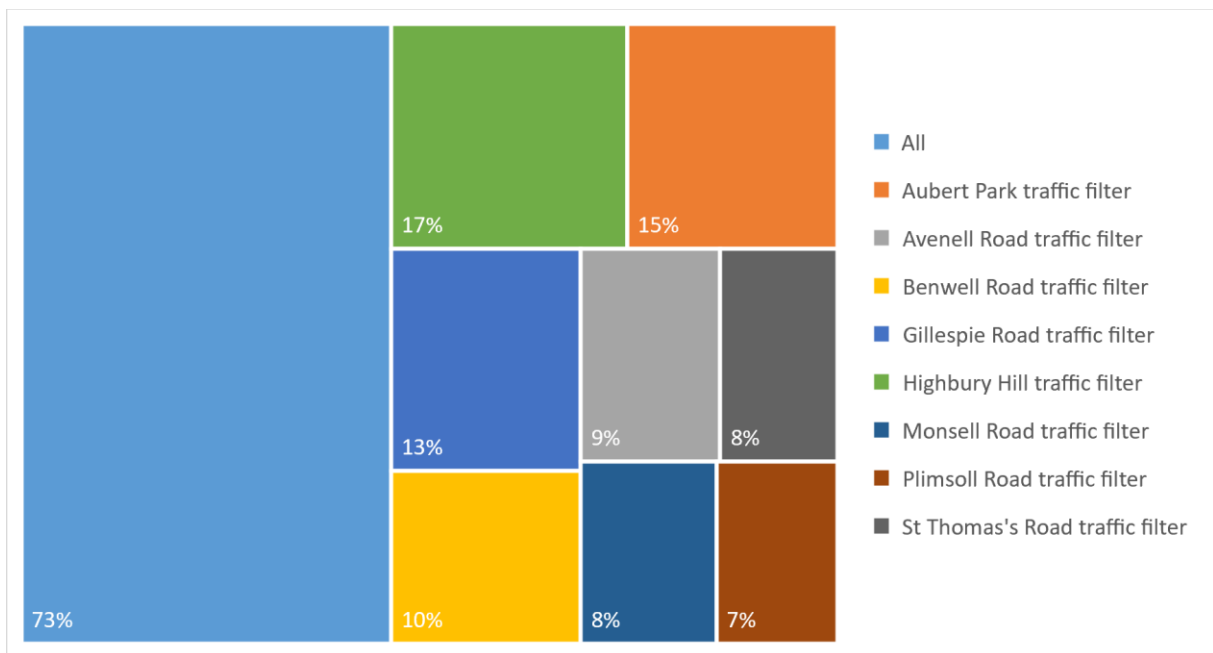


Figure 13: 'Which traffic filters are you commenting on?' (n: 2,771)

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

- 38% had concerns about danger from traffic in the area, 51% disagreed
- 49% had concerns about traffic congestion in the area, 42% disagreed

- 50% had concerns about air pollution from traffic in the area, 38% disagreed
- 59% wanted to see less carbon emissions from traffic, 21% disagreed
- 54% thought streets should be safer for children, parents and carers walking and wheeling to school, 24% disagreed
- 47% thought that action should be taken to improve people's health by making it easier for people to walk, wheel and cycle more, 33% disagreed
- 36% thought the trial makes it safer and easier to travel in the area by walking, wheeling or cycling, 55% disagreed
- 76% thought the trial makes it more difficult to drive, 14% disagreed

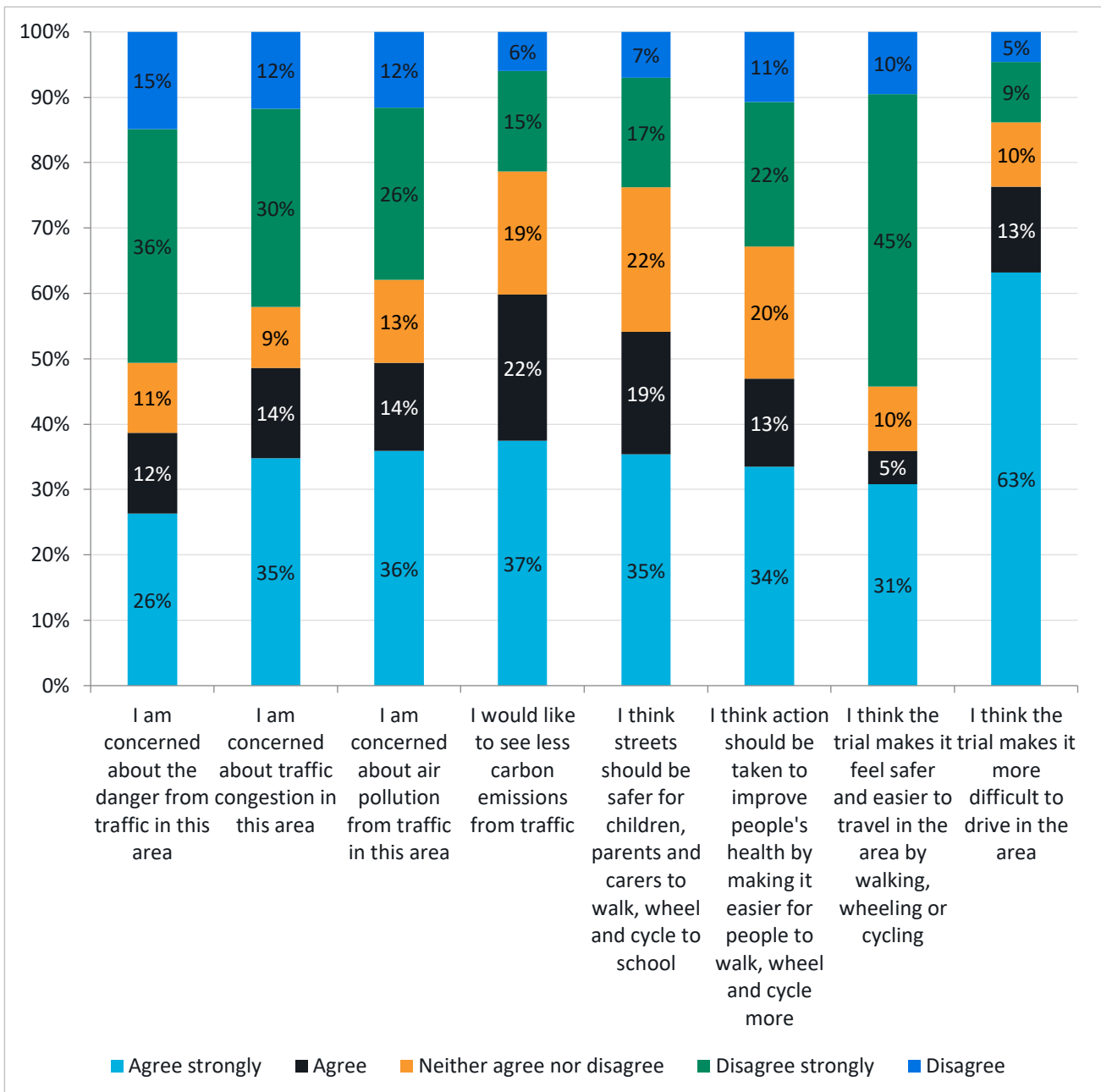


Figure 14: How much people agree or disagree with the statements about the Highbury West people-friendly streets (PFS) area (n: 2,771)

3.35 Figure 15 shows that 68% of respondents expressed that they liked something or things about the trial, while 25% expressed that there was nothing they liked about the trial. On the other hand, 79% of respondents disliked something or things about the trial, while 11% said there is nothing they dislike about the trial.

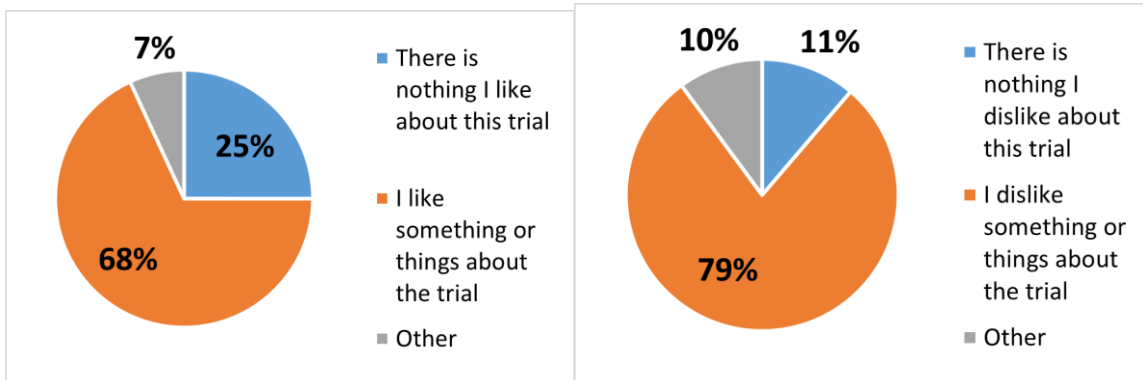


Figure 15: Do people like the Highbury West trial? (n: 2,771)

3.36 Figures 16 and 17 show what people liked and disliked the most about the trial when selecting one or more of the listed options. The options respondents selected the most as 'like' were the reduction of through traffic (25%), reduces air pollution (22%) and makes it easier and safer to cross the road (18%). On the other hand, what most people dislike about the trial is that it increases traffic on the main roads (57%), the trial makes car trips more inconvenient for me or my visitors (40%) and that they weren't asked for their views before the trial started (33%).

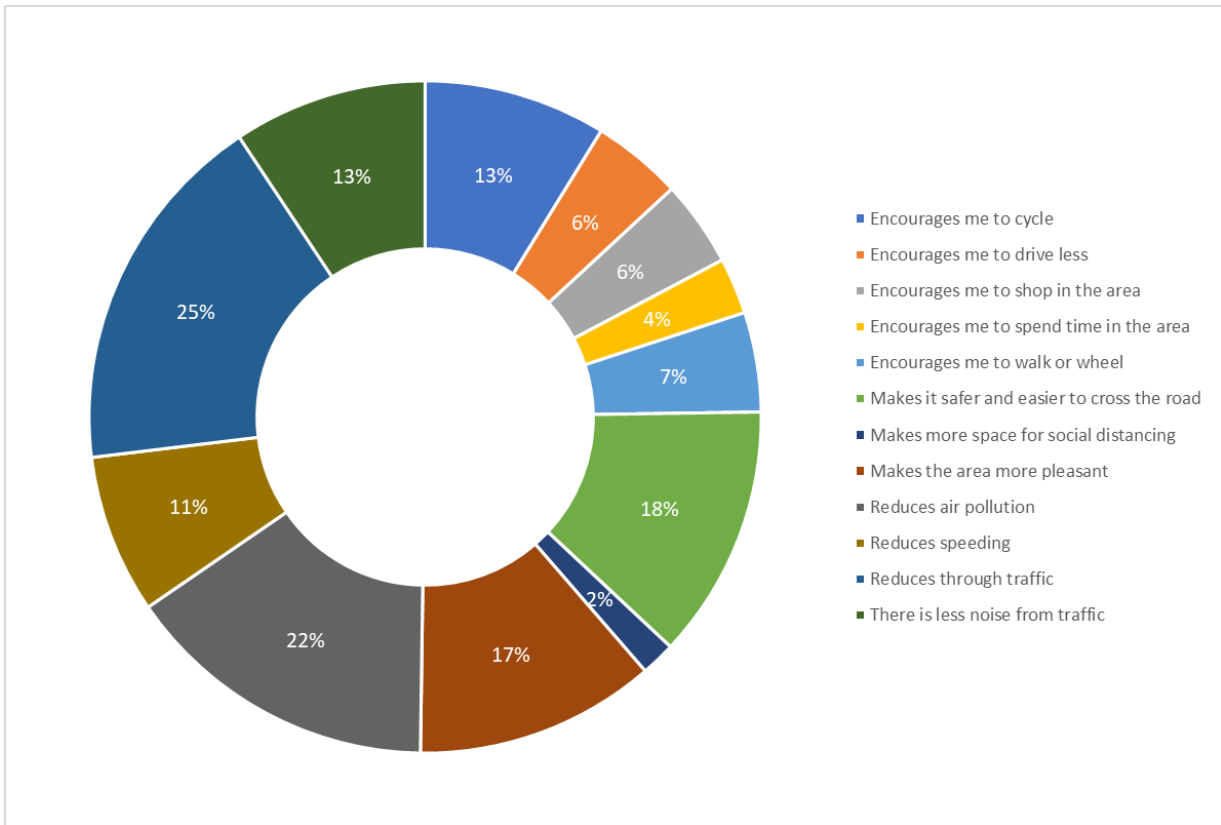


Figure 16: What do people like about the Highbury West trial (n: 2,771)

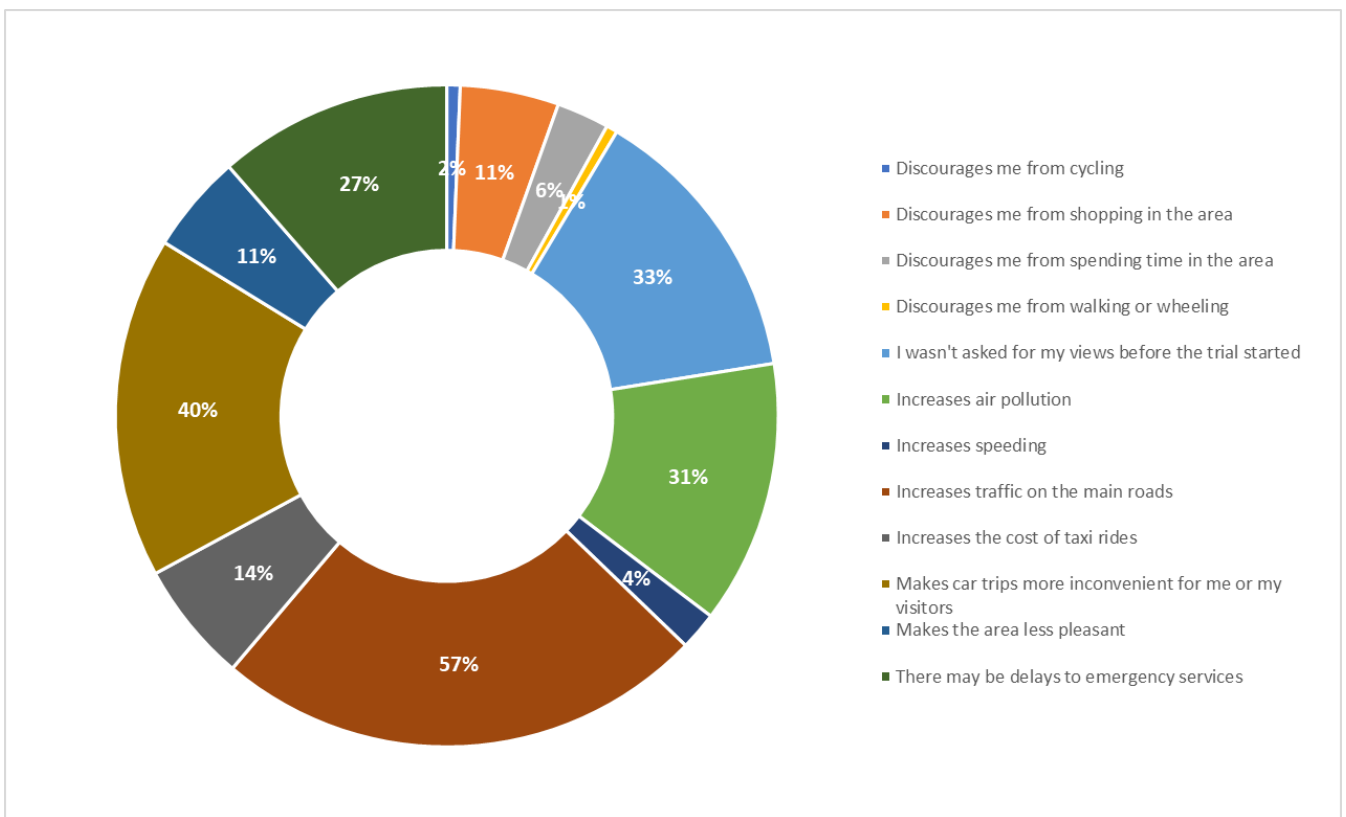
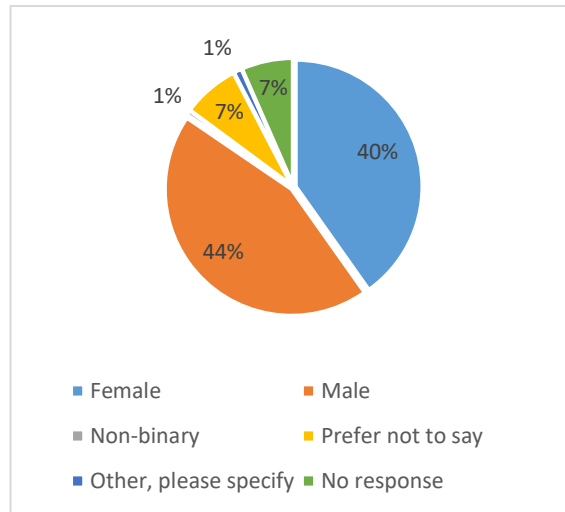


Figure 17: What do people dislike about the Highbury West trial (n: 2,771)

3.37 40% (1,114) of people responding to the trial feedback survey were female and 44% (1,228) were male, with 7% (201) of respondents preferring not to say. Figures 18 and 19 compare responses to 'like' and 'dislike' depending on gender. 55% of female respondents and 46% of male respondents said that there was nothing they liked about the trial. 23% of female respondents and 32% of male respondents liked that the trial reduces through traffic and 21% of female respondents and 26% of male respondents stated they liked that the trial reduces air pollution. 10% of female respondents and 8% of male respondents disliked that they weren't asked for their views before the trial started. 9% of female respondents and 8% of male respondents disliked that the trial makes car trips more inconvenient for me or their visitors.





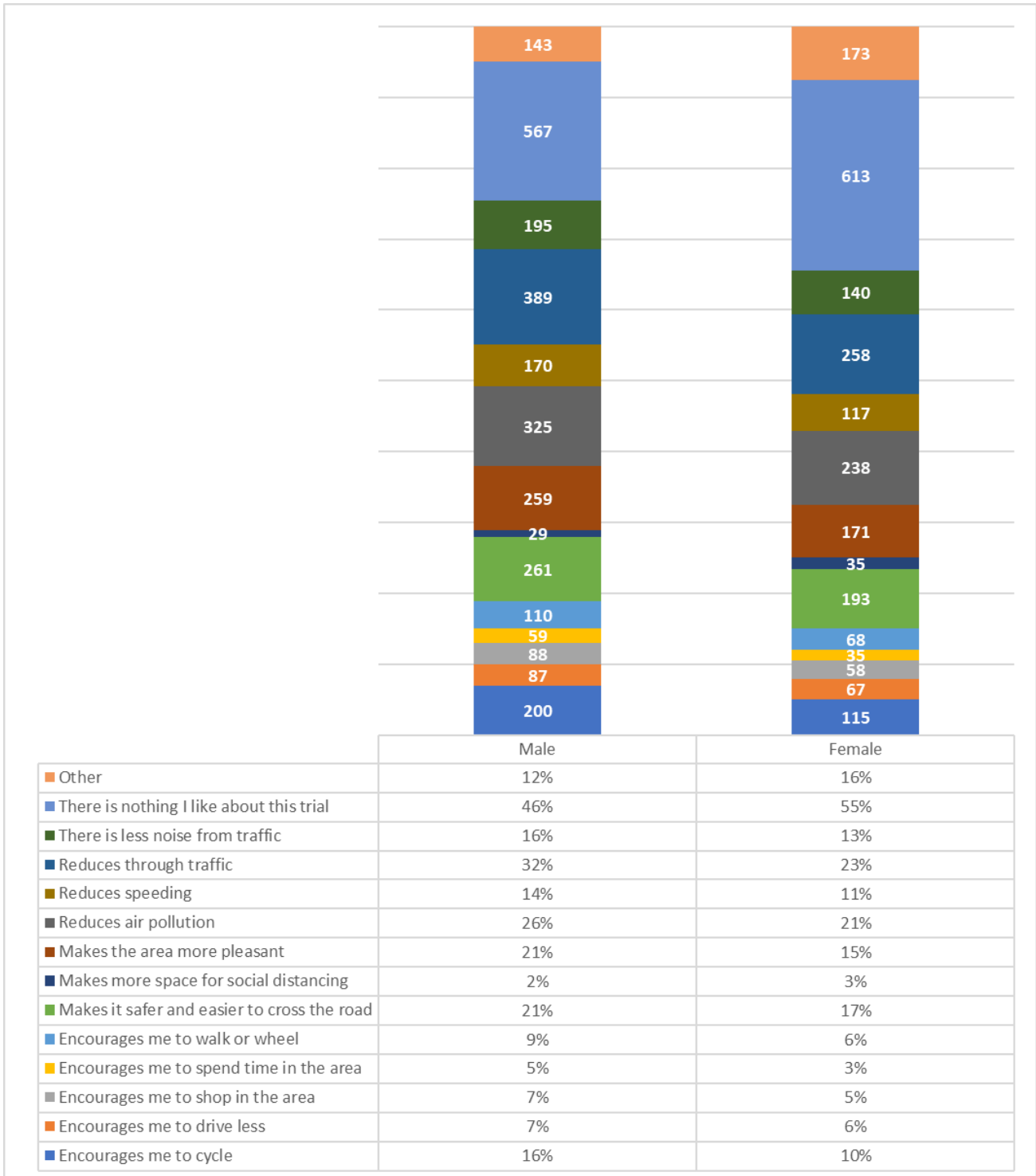
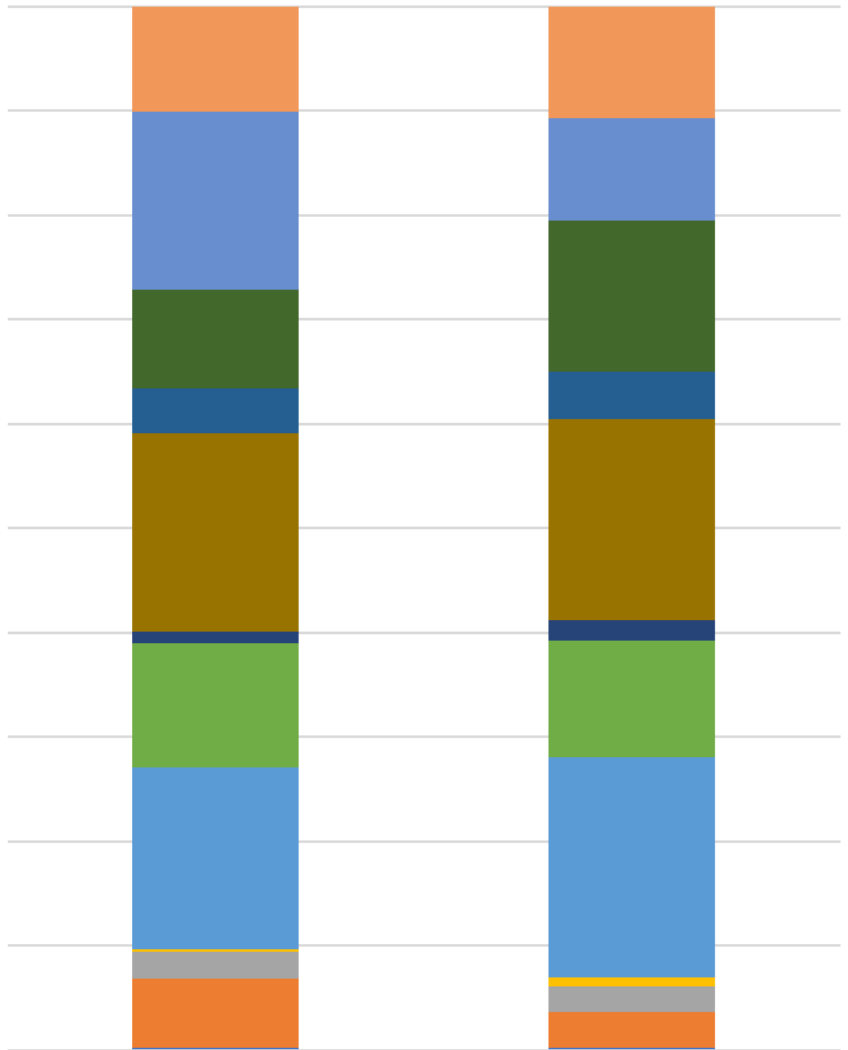


Figure 18: Gender cross-referenced with what people like about the Highbury West trial (n: 2,342)



	Male	Female
Other	4%	5%
There is nothing I dislike about this trial	7%	5%
There may be delays to emergency services	4%	7%
Makes the area less pleasant	2%	2%
Makes car trips more inconvenient for me or my visitors	8%	9%
Increases traffic on the main roads	-	-
Increases the cost of taxi rides	-	-
Increases speeding	0%	1%
Increases air pollution	5%	5%
I wasn't asked for my views before the trial started	8%	10%
Discourages me from walking or wheeling	0%	0%
Discourages me from spending time in the area	1%	1%
Discourages me from shopping in the area	3%	2%
Discourages me from cycling	0%	0%

Figure 19: Gender cross-referenced with what people dislike about the Highbury West trial (n: 2,342)

3.38 Figure 20 shows how female and male respondents travel in the Highbury West area. Respondents were able to select more than one option, so the total response does not sum to 100%. Walking is the most popular mode of transport (80% of female respondents and 77% of male respondents), followed by public transport with 65% for both female and male respondents, then by 'car as driver' with 60% and 62% respectively.

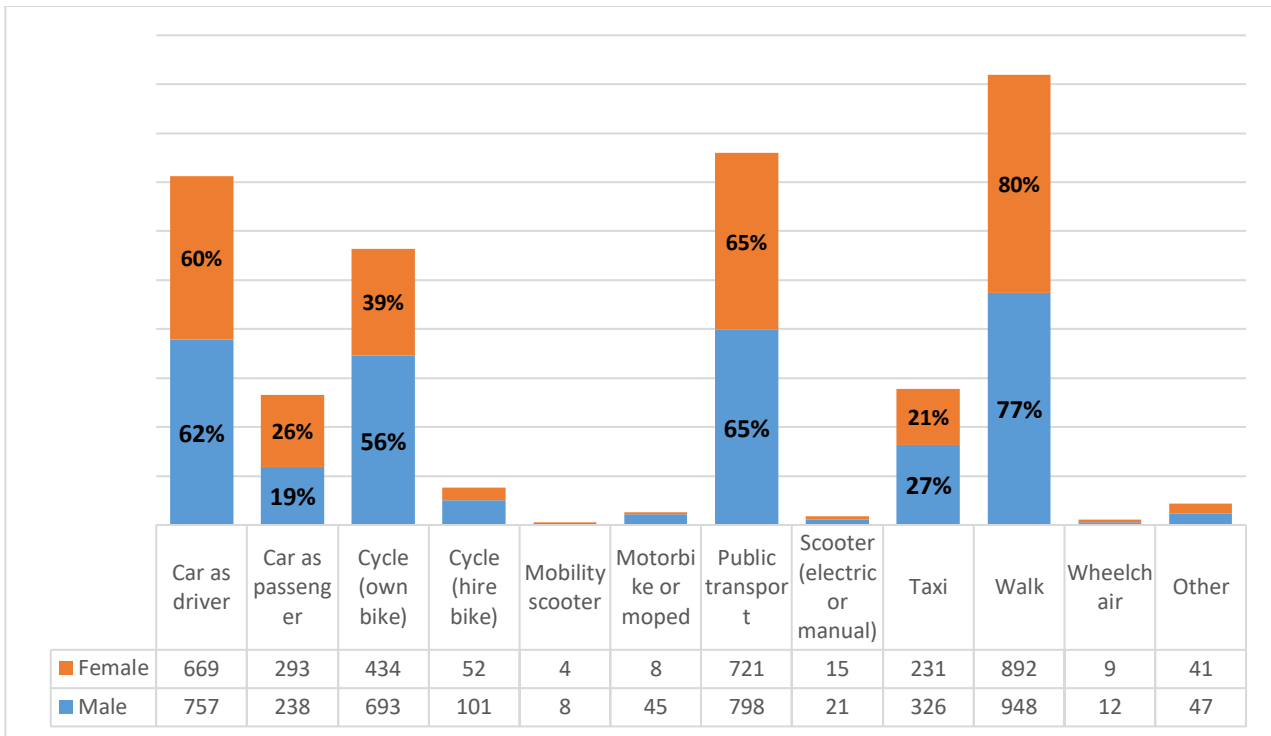


Figure 20: How do female and male respondents travel? (n: 2,342)

3.39 Figure 21 shows the relation between gender, age and disability, where the largest age group of female respondents were around the age 35-45 (28%), while the largest group of male respondents was also aged 35-44 (31%). From the disabled respondents the largest age group of disabled male respondents were 55-64 (30%) and disabled female respondents were 45-54 (24%).

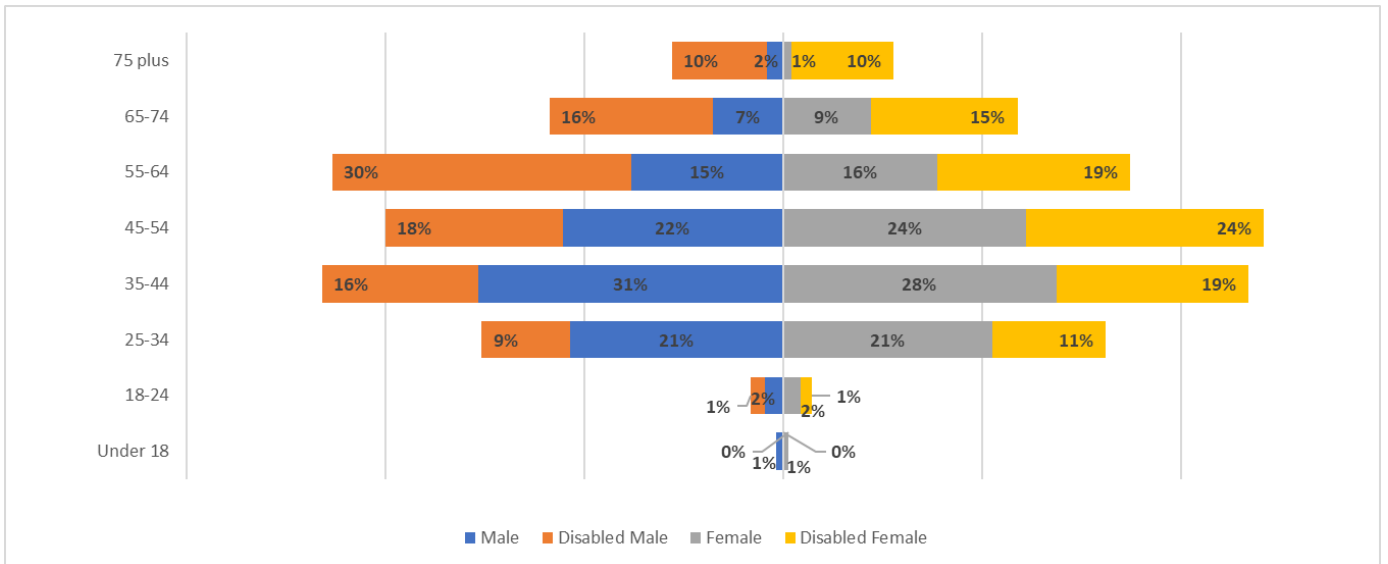


Figure 21: Gender, age and disability (n: 2,771)

3.40 Figure 22 shows that 13% of the respondents to the trial feedback survey stated that they have a disability, long term illness or impairment that affects their day-to-day activity. This is consistent with the proportion of disabled people in Highbury West, Highbury East wards and Finsbury Park ward (see table 1), albeit the trial feedback survey includes respondents from outside the ward. 81% of disabled respondents are car owners, while 19% are not car owners. Both disabled women and disabled men have a very similar car ownership with 85% and 77% respectively.

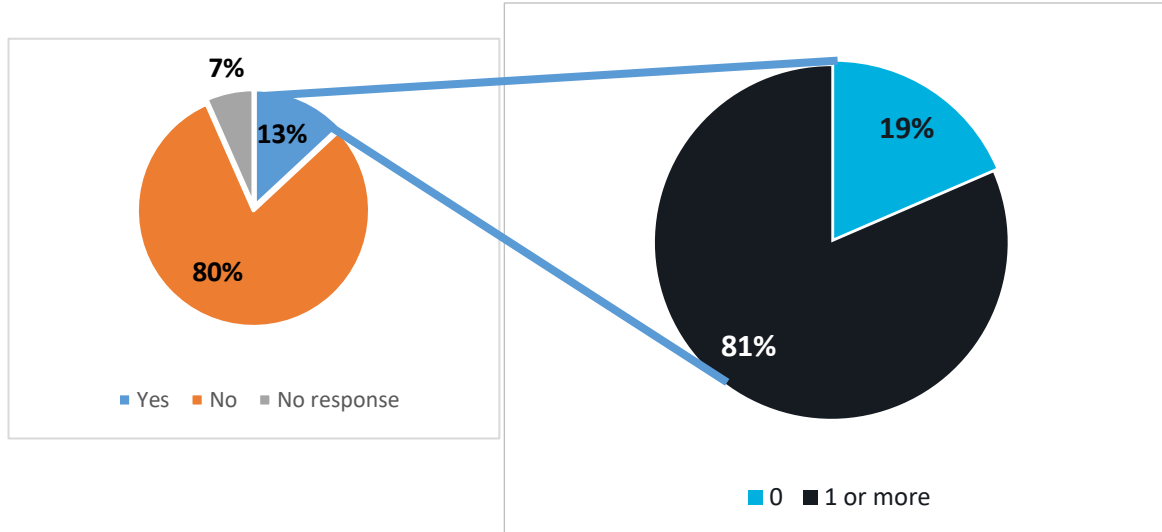


Figure 22: Disability and car ownership (n: 2,771)

3.41 Figure 23 shows how disabled and non-disabled respondents' travel. Over two-thirds of disabled people who responded are car drivers (67%), while 31% travel as car passengers. 60% said they regularly walk, and 51% use public transport. 26% of disabled people who responded cycle their own bike. By comparison, non-disabled respondents said they usually walk (81%), and cycle (52%) their own bike followed by public transport (67%), and car as drivers (60%). Multiple options could be selected, so percentages do not sum to 100%.

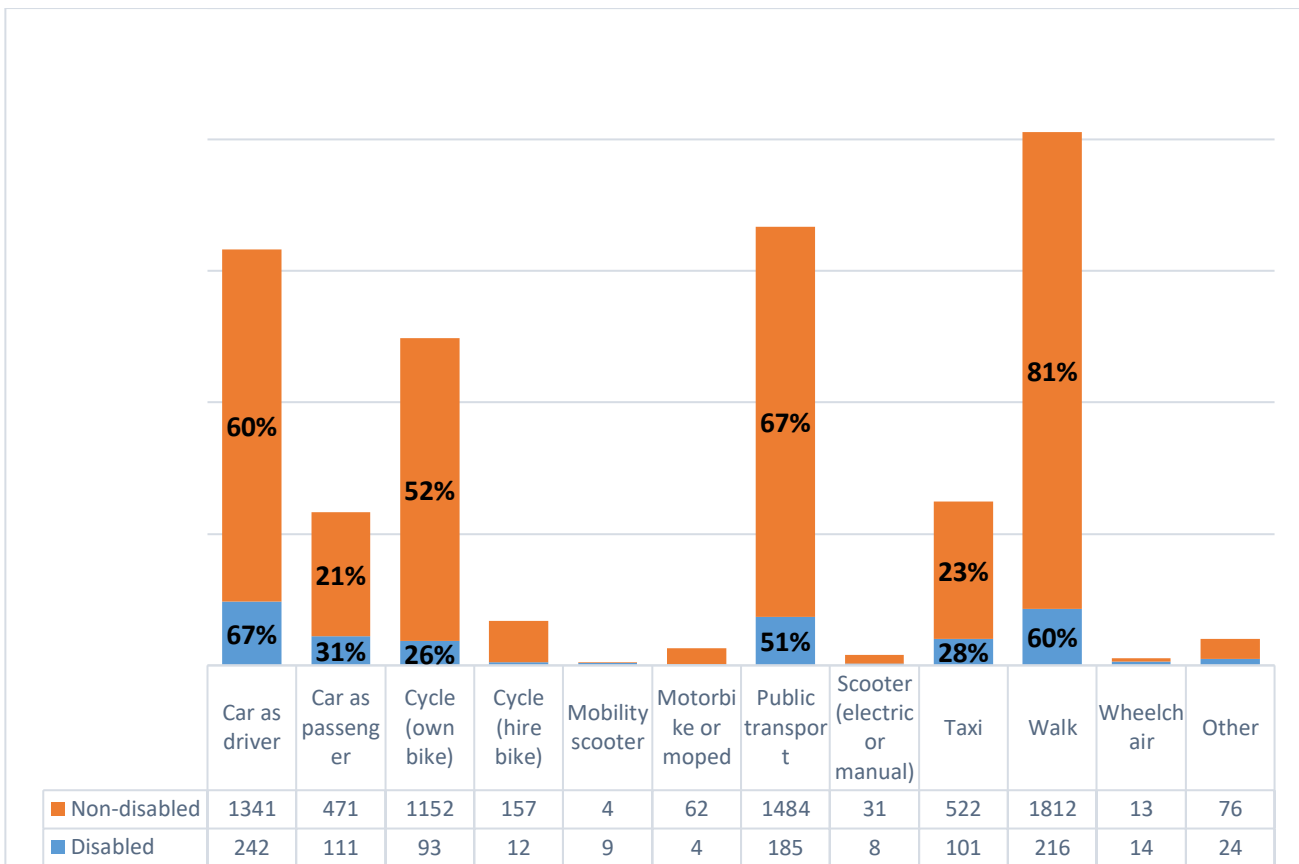


Figure 23: How disabled/non-disabled people travel (n: 2,771)

3.42 Figure 24 shows what disabled respondents like and dislike about the trial. Most said there was nothing they liked about this trial (71%), followed by 18% selecting that there were 'other' things they liked and 17% said they like the trial because of reduced through-traffic. However, 63% stated that there is increased traffic on the main roads. 55% were concerned that the trial increases air pollution and 45% expressed the trial makes car trip inconvenient for themselves and their visitors.

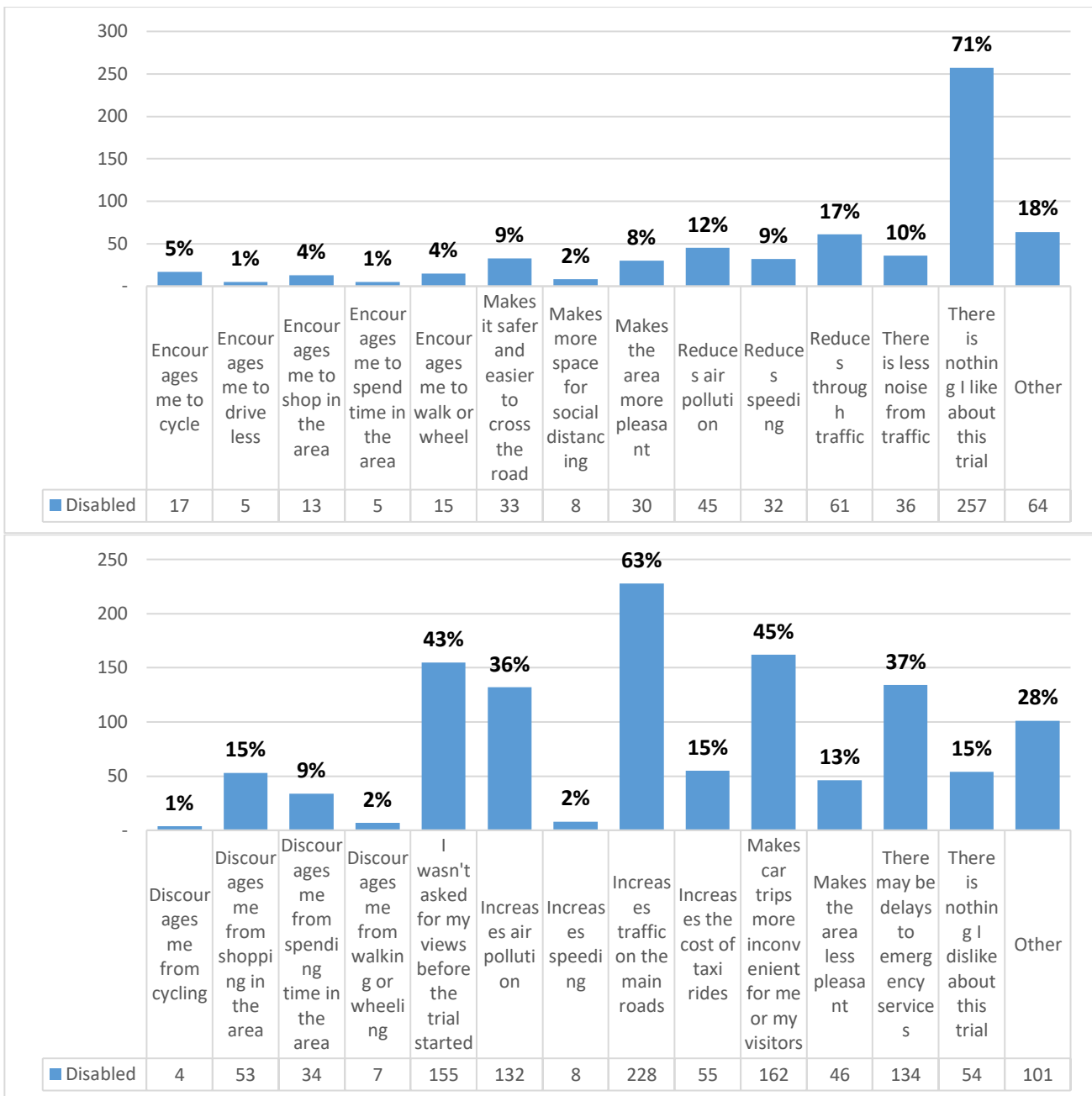


Figure 24: What do disabled people like/dislike about the trial (n: 2362)

3.43 Most of the respondents who support or like the trial use active modes such as walking (28%) and cycling (own cycle 23% and hire cycle 3%) and public transport (24%) as travel modes. People who dislike the trial are mostly car users (as a driver 24%, as passenger 9%, taxi 9%), but also people who walk (22%) and use public transport (19%), as shown in Figure 25.

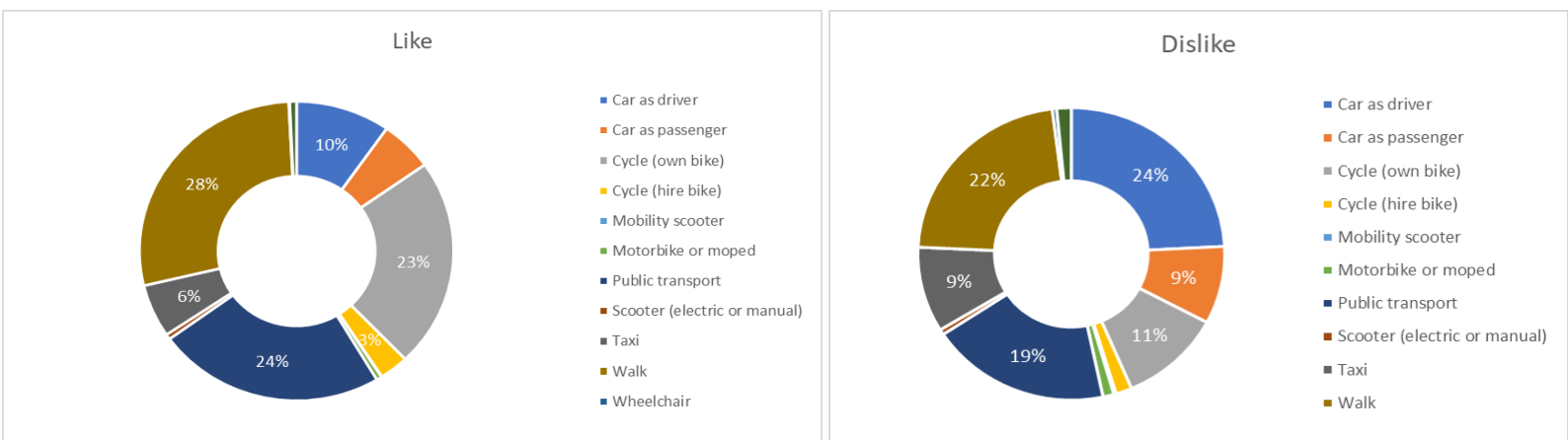


Figure 25: People who like/dislike the trial and how they travel (n: 2,771)

3.44 Figure 26 shows the influence of car ownership in relation to appreciation of the trial. Amongst non-car owners, 51% dislike nothing about the trial, and 24% like nothing about the trial. By contrast 15% of car owners dislike nothing about the trial, and 64% like nothing about the trial.

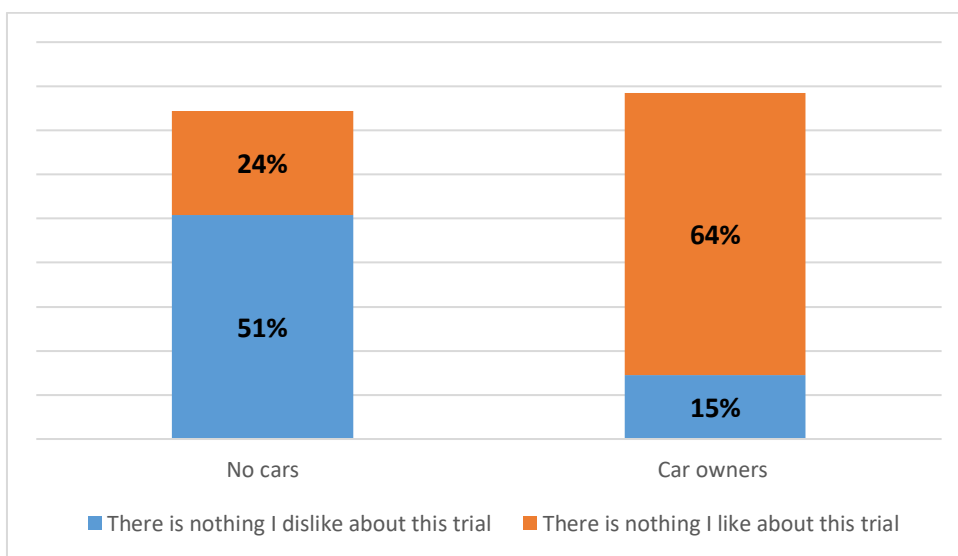


Figure 26: Car ownership and support of the trial (n: 2,771)

3.45 Figure 27 shows the correlation between how people travel and what they dislike about the trial. 35% of those who stated the trial discouraged them from spending time in the area were car and/or motorcycle users. 34% of those who stated the trial discouraged them from shopping in the area or discouraged them from spending time in the area and that they weren't asked about their views before the trial started were also car and/or motorcycle users. Those that cycle provided 26% of the response to the statement that there was nothing they disliked about this trial and 28% of the response to this statement was provided by those that walk. Those that walk also provided 27% of the response that the trial increases speeding.

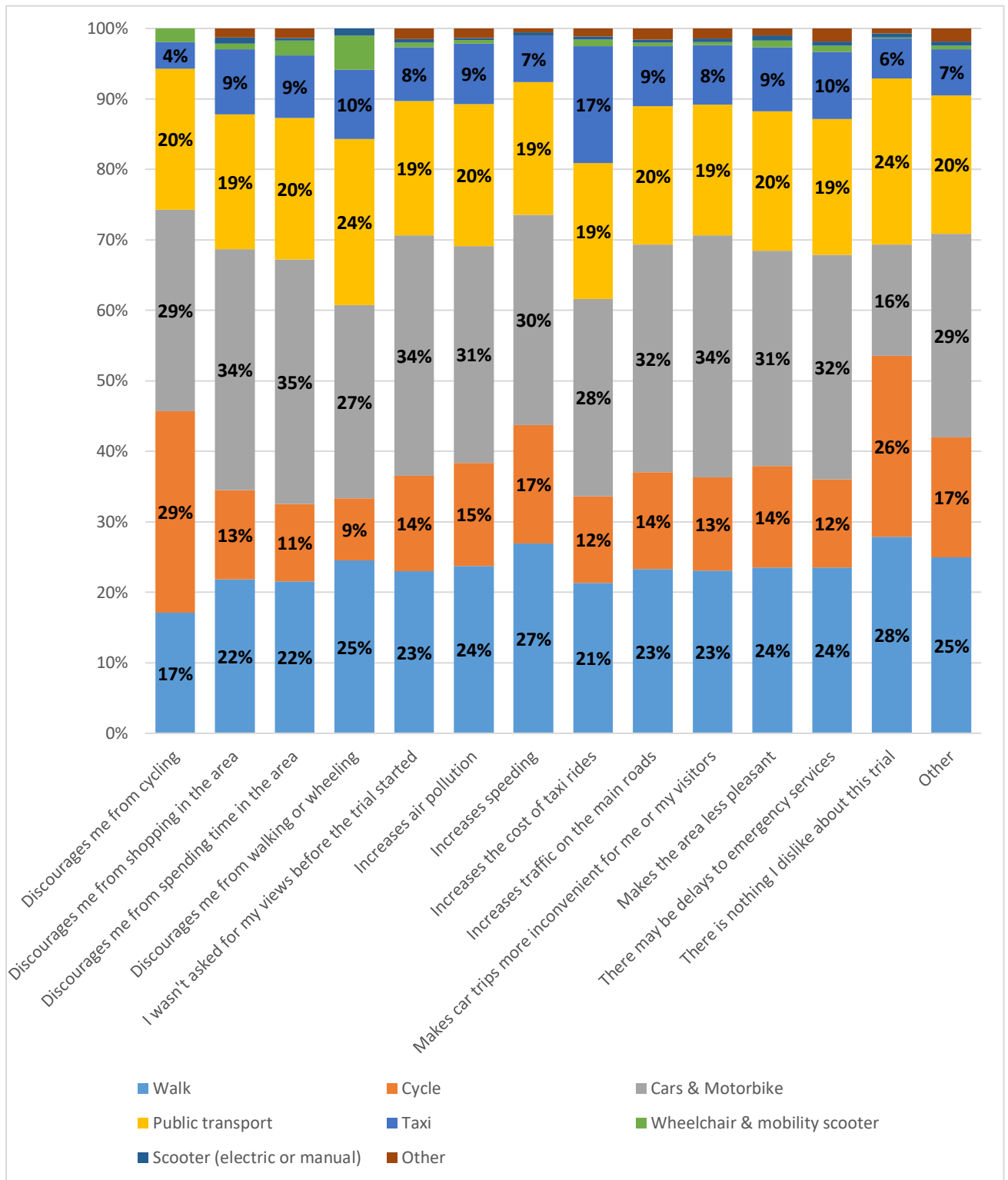


Figure 27: How people travel and what they dislike about the trial (n: 2,771)

3.46 Figure 28 shows the correlation between how people travel and what they like about the trial. 33% of respondents who stated they liked that the trial encourages them to cycle and



encourages them to spend time and shop in the area (31% and 28% respectively) in the area were cycle users. 31% of those who stated the trial makes more space for social distancing were walkers and 29% of those that stated that the trial makes it easier and safer to cross the road, makes the area more pleasant and that there is less noise from traffic were those who use walking modes. 34% of those who responded that there is nothing they like about this trial were car and/or motorcycle users.

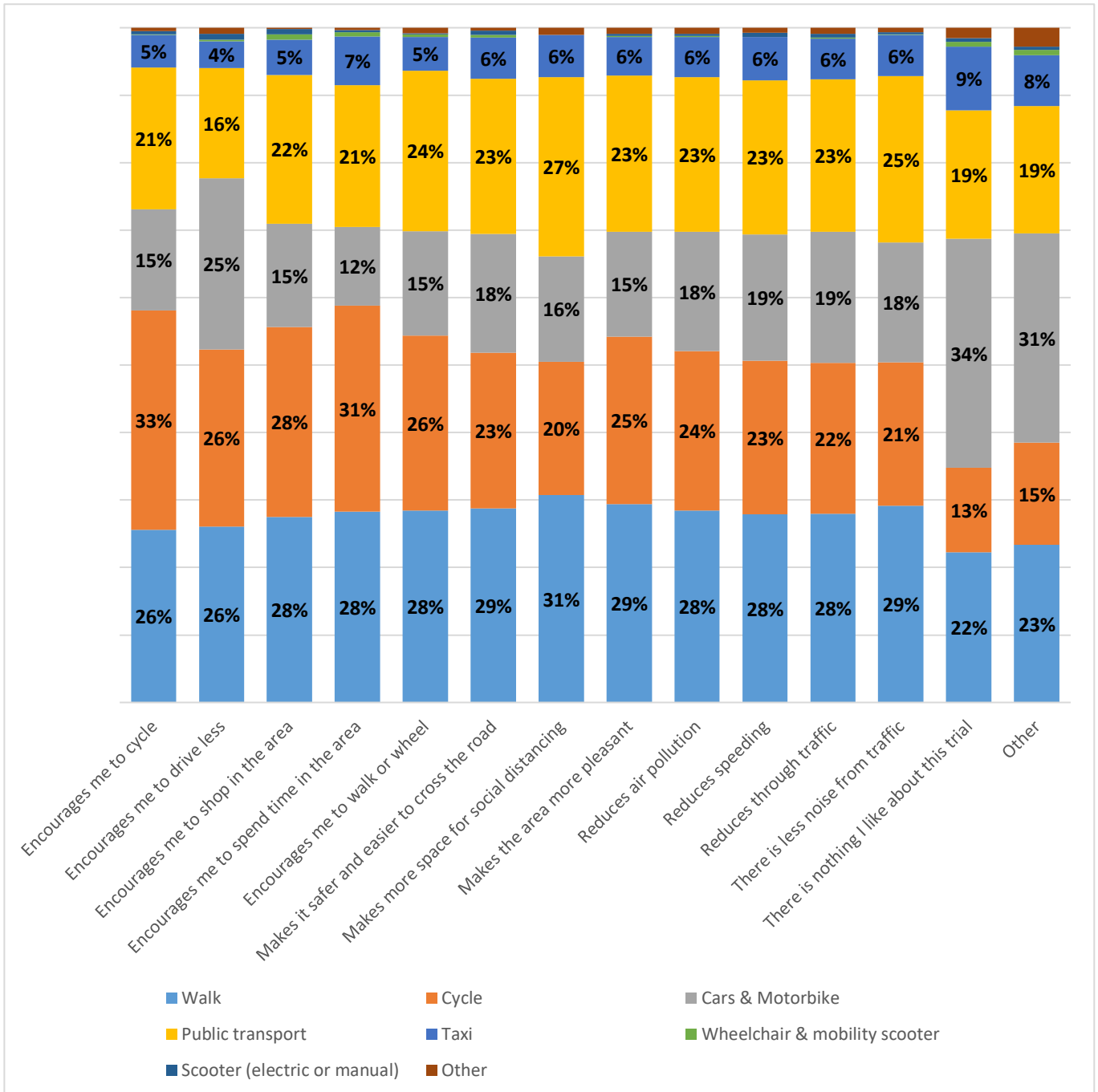
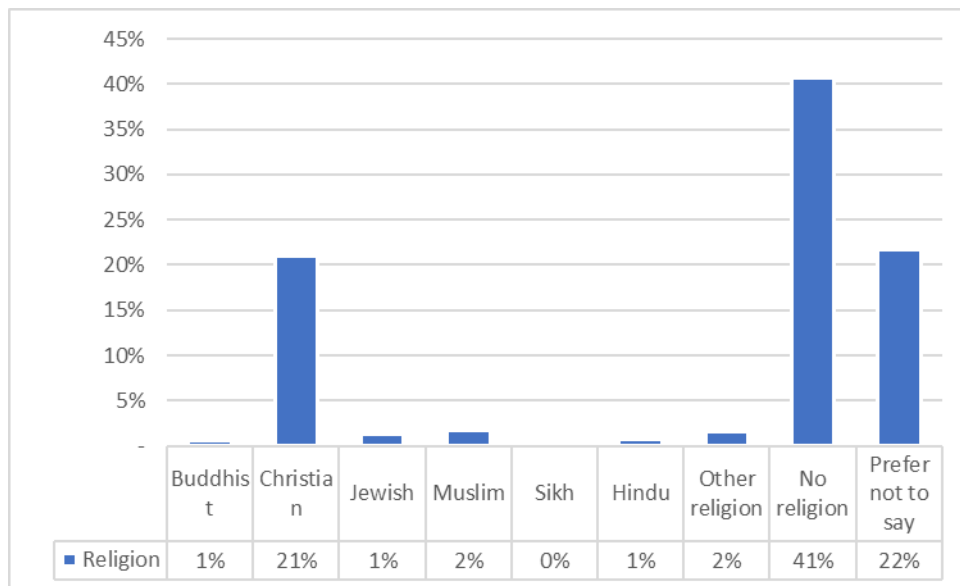
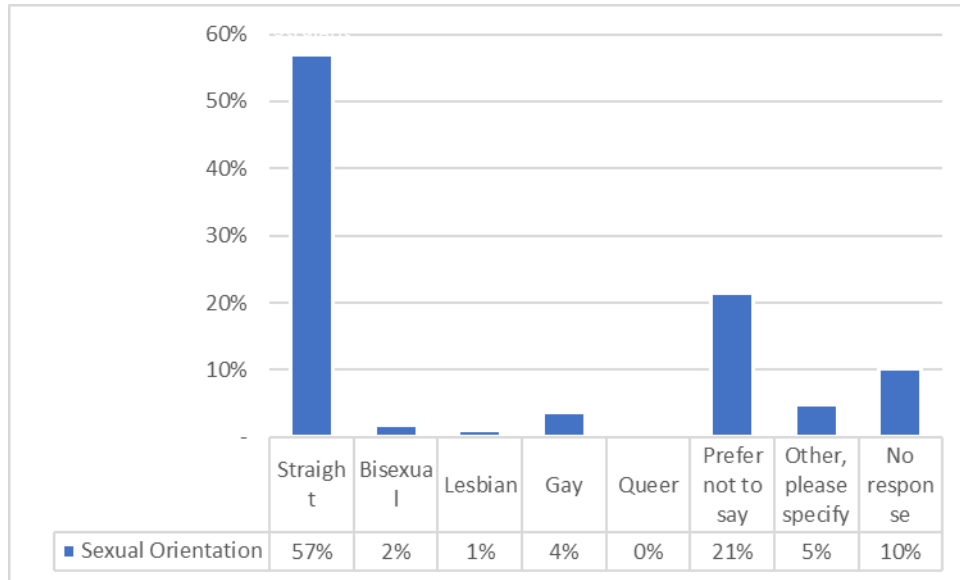


Figure 28: How people travel and what they like about the trial (n: 2,771)

3.47 Figure 29 shows demographics of respondents including sexual orientation, race and religion where the participation of members of the BAME community was lower than 10%, and the LGBTQ+ communities was 10%. This percentage is below Highbury West's, Highbury East's

and Finsbury Park’s BAME population which, based on the 2011 Census was 32% in Highbury West ward, 23.5% in Highbury East ward and 43% in Finsbury Park ward. In relation to Religion, the majority of respondents stated No Religion (41%), preferred not to say (22%) or stated they were Christian (21%). For comparison, the 2011 Census data for the Highbury West ward was 39% Christian, 31% No Religion and 10% Muslim, for Highbury East ward was 40% Christian, 34% No Religion and 7% Muslim and for Finsbury Park ward was 38% Christian, 25% No Religion and 16% Muslim.



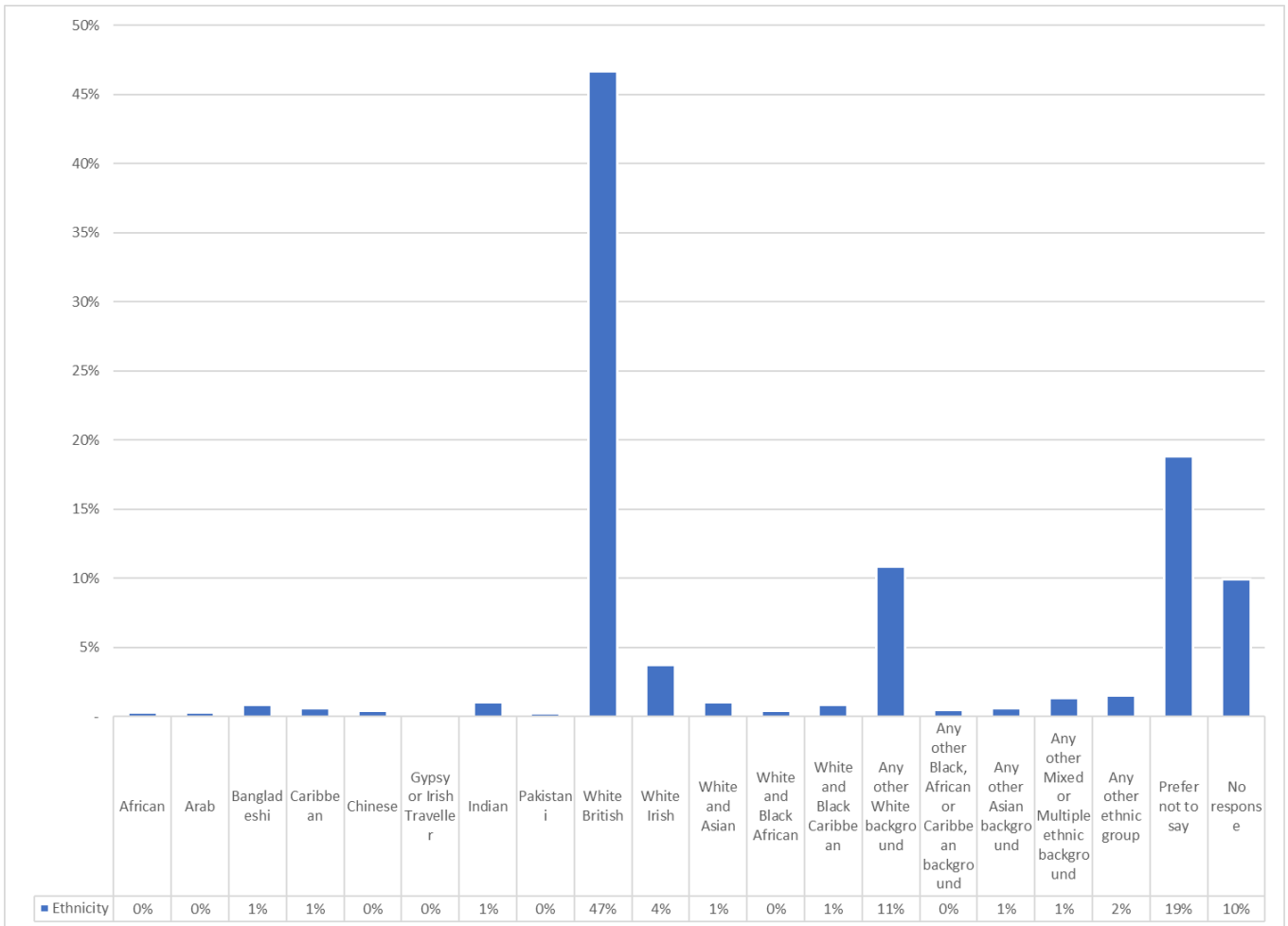


Figure 29: Sexual orientation, religion and ethnic background of respondents (n: 2,771)

3.48 The free text responses to the trial feedback survey have also been analysed. There were four questions where respondents could provide a free-text response:

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

3.49 The figures show that 2,264 surveys' free text box were completed of which 53% were categorised as negative. A total of 11% contained positive feedback, a further 16% of individuals provided mixed feedback, and 2% unclear.

3.50 A more detailed analysis of everyone's feedback was carried out, and the main themes from each response were coded. The top 10 most common responses were negative comments. The table below highlights the top 10 negative comments and the top 5 positive comments.

<b>Theme</b>	<b>Positive/ Negative</b>	<b>Percentage of respondents</b>
Increases traffic and pollution	Negative	36.5%
Car trips inconvenient for vehicles	Negative	17.9
Other negative comments	Negative	17.2%
Access for disabled/elderly/vulnerable more difficult	Negative	11.2%
Need for ANPR exemption for residents	Negative	11.1%
Wasn't asked views before the trial	Negative	7.8%
Scheme increases concerns of danger from traffic/ speeding issues	Negative	6.6%
LTN was badly planned/ ill thought out / waste of money	Negative	4.8%
Scheme increases concerns regarding crime and safety	Negative	5.7%
Businesses negatively impacted	Negative	4.0%
Other positive comments	Positive	5.7%
Reduces through traffic/ air pollution	Positive	3.2%
Reduces traffic danger	Positive	2.1%
More LTNs/ expand	Positive	2%
Makes the area more pleasant	Positive	1.4%

Table 2: Themes of free text responses

## **g. Formal objections**

3.51 The public can make a formal objection to a traffic order. There is an initial six-month statutory objection period as part of the Experimental Traffic Order (ETO) process; the feedback must be considered when deciding whether to make a trial scheme permanent.

3.52 The Highbury West LTN was implemented through an Experimental Traffic Order (ETO) that was made on 3 December 2020 and came into force on 11 December 2020, with the scheme going live on 11 January 2021. These orders were withdrawn and replaced with a new set of orders in December 2021 to allow exemptions for Blue Badge holders. The new orders were advertised on 3 December 2021 and came into force on 10 December 2022, opening a new objection period.

3.53 Any formal objection to a specific ETO must be submitted in writing, stating the ground(s) on which it is made.

3.54 The council received 332 template objections which did not relate specifically to the traffic orders for any specific LTN or scheme, but to the people-friendly streets programme in general. The themes are listed below:

- There are real anxiety and safety concerns about walking around these deserted LTNs for women, children and young people
- Congestion and pollution have risen on main roads due to idling gridlocked vehicles
- There is no sign of traffic evaporation after almost 4 months
- The new cycle lanes are not being used as envisaged
- Residents and businesses, who are suffering have not been properly consulted
- The Council is required to revise its consultation plans so that all residents of a LTN scheme must be consulted
- There is a clear and distinct lack of thought and planning

- The exceptional needs of the elderly, vulnerable and disabled have not been considered or addressed and in doing so the Council is guilty of direct discrimination
- There are Issues for emergency service access - neither LAS or the Met Police have keys to lockable bollards
- Section 122 of the RTRA 1984 refers to the duty of local authorities "to secure the expeditious, convenient and safe movement of vehicular and other traffic" "not to cause unnecessary congestion and pollution" which the LTN scheme fails to provide, and the Authority are therefore in breach of this regulation and failing in its duty of care
- Data held on the Council's Commonplace website is not fit for purpose - anyone Nationally can register: the Head of Sales and Marketing is Labour Councillor Peter Mason (biased and not independent)
- Islington already has one of the lowest pollution and car ownership levels
- 81% of Islington residents' trips are made by walking, cycling or using public transport and yet the Council is unfairly persecuting its residents
- Islington have implemented the most Safe School Streets
- Islington already exceed the pollution standards set and so such a vast and overreaching exercise is not warranted
- Petition signed by over 7,000 people opposing the LTNs has been disregarded
- Valid concerns put forward by resident representatives to the Council Leader have not been addressed and have been dismissed
- LTNs are not realising the benefits envisioned
- It would appear that Islington Council are disregarding Government advice: "The Transport Secretary has admitted too many cycle lanes are being left "unused" with traffic "backed up" as a result of his green transport revolution. The Government is not anti-car, explaining: "No one should be in doubt about our support for motorists." We are not prepared to tolerate hastily introduced schemes which will create sweeping changes to communities without consultation, and ones where the benefits to cycling and walking do not outweigh the dis-benefits for other road users."
- A judgement was recently made in favour of Nobu Group against Hackney Council for denying access to all but ULEV to certain roads. In that judgement it was stated and confirmed that "Councils do not have the power to close roads, their duty is to repair and maintain only"
- Air quality will not improve if road mileage increases, that is what LTNs are doing, displacing traffic and increasing mileage
- Particulate emissions within LTNs will have dropped but their source had been diverted and added to areas where emissions and pedestrians are densest and now impacting greater numbers of people
- Neighbourhood shops are risk of closure from loss of business
- Our human rights laws protect us all from arbitrary and excessive action by public officials that "intrude into our lives" and the Council have failed to address factors that ought to have been taken into account
- Councillors of the LBI are neglecting their duties to such a degree as to amount to an abuse of the public's trust in the office that they hold. They are therefore guilty of a wilful dereliction of duty

3.55 In addition to the template objections, 124 formal objections have been received for the Highbury West LTN, in addition to ones relating specifically to Highbury West, 890 formal objections were received that related jointly to both Highbury Fields and Highbury West LTNs.

Objections were received during both ETO objection periods and also outside the two objection periods.

- Objection period 1 was held between 11 December 2020 and 11 June 2021
  - 109 formal objections were received during this period for Highbury West
  - 578 formal objections were received during this period which relate to both Highbury West & Highbury Fields
  - 287 formal objections were received to both Highbury Fields and West from businesses in the area
- Objection period 2 was held between 10 December 2021 and 10 June 2022
  - 10 formal objections were received during this period for Highbury West
  - 10 formal objections were received during this period which relate to both Highbury West & Highbury Fields
- The period between the two objections periods (outside objection periods) was between 12 June 2021 and 9 December 2021
  - 5 formal objections were received during this period for Highbury West
  - 19 formal objections were received during this period which relate to both Highbury West & Highbury Fields

3.56 The themes from these objections are summarised below. The full list of objection themes and officer’s responses is available as Appendix 11 of the delegated decision report.

<b>Theme of objection</b>	<b>Number of objections mentioning theme for Highbury West LTN</b>	<b>Percentage of objections mentioning theme for the Highbury West LTN</b>	<b>Number of objections mentioning theme for Highbury LTNs (non-specific West or Fields)</b>	<b>Percentage of objections mentioning theme for Highbury LTNs (non-specific West or Fields)</b>
Increase in Traffic/Pollution on main roads /Increase in pollution (cars forced to take a longer journey on congested main roads)	123	99%	558	63%
No Consultation or due notice	43	35%	455	51%
LTN worsens air quality	42	34%	197	22%
Allow for wider exemptions	39	31%	119	13%
Islington Council are not representing all of their residents, including, the elderly, those with young children, those with disabled children and disabled people, not just the able bodied	39	31%	241	27%

Poor effect on businesses/Less passing trade	30	24%	418	47%
Negative effect on vulnerable/disabled people, Reduced independence	19	15%	59	7%
Poor safety in the area	19	15%	67	8%
Highbury Corner causing congestion in the area	16	13%	56	6%
Scheme not thought through/ justifiable	15	12%	48	5%
Concern about effect on emergency services	14	11%	123	14%
Disturbance from traffic increase (affecting quality of life)	12	10%	59	7%
Many trips in Islington are already made by walking, cycling or using public transport and yet the Council is unfairly persecuting its residents	11	9%	26	3%
Changes need to fully take account of the needs and opinions of local people	10	8%	39	4%
Creating an increase of anxiety, stress & depression levels/Effect on mental health	9	7%	74	8%
Unsafe for women travelling alone, forced to use public transport, walk on quieter streets and cabs do not drop women to their door	9	7%	46	5%
Concern about impact on buses e.g., increased journey time	8	6%	70	8%
LTNs are not delivering the benefits envisaged	6	5%	23	3%
Impact of the LTN on Highbury Corner	6	5%	36	4%
Concerns for cyclist safety	5	4%	33	4%
Increase in/Encourage Crime	4	3%	40	4%
Dangerous cyclists	4	3%	22	2%
Section 122 of the RTRA 1984 refers to the duty of local authorities "to secure the expeditious, convenient and safe movement of vehicular and other traffic" which the LTN scheme fails to provide, and the Authority are therefore failing in its duty of care	3	2%	14	2%

Concern over how government funding is being used	2	2%	22	2%
Cycle lanes not occupied	2	2%	25	3%
Concern over impact of LTNs on Arsenal game days	2	2%	13	1%
Islington already has one of the lowest pollution and car ownership levels	1	1%	19	2%
Islington already exceeds the pollution standards set and so such a vast and overreaching exercise is not warranted	1	1%	7	1%
LTNs do not provide a reduction in car use or ownership or lower air pollution for the majority	1	1%	10	1%

Table 3: Themes of objections

## h. Meetings with specific groups

3.57 Beyond the consultation with statutory consultees described at section 3.17 of this report, the Department for Transport guidelines recommend that when implementing schemes by ETO, authorities engage with specific groups who are likely to be directly impacted by the proposals. In this case disability groups have been identified as those most likely to be directly affected by the Blue Badge exemption policy. This engagement also aligns with the council's commitment to fairness.

3.58 At the start of the people-friendly streets programme and in the Resident Impact Assessment attached to the original Highbury West experimental traffic orders (the RIA was signed on 16 November 2020 and is the document used to evidence the council's public sector equality duty), the council committed to engage with disabled groups. This engagement was intended to gain a greater understanding of the impacts on disabled people who rely on motor vehicle transport and are therefore more likely to be impacted by different travel routes and a possible increase in journey time. This engagement took the form of several officer meetings with disability groups and groups representing people who have complex mobility needs. Groups met include Disability Action in Islington, the Carers' Forum, Islington Parents' Forum, London Travel Watch, Transport for All, Keeping Safe sub-group, Power and Control. Officers have also had email exchanges with Horizon on cycle schemes, low traffic neighbourhoods and pavement obstructions.

3.59 Key feedback from these meetings covered issues encountered with pavement accessibility, difficulty in accessing active travel and open spaces in the borough. On the specific topic of car journeys, the LTNs were perceived as disruptive, sometimes creating confusion and anxiety, making door-to-door journeys complicated, creating longer trips or even social isolation as people travel less and receive fewer visits. Lack of clear signage and legibility was another key concern. It was also felt that schemes should accommodate the needs of people with complex mobility issues as well as those caring for them by providing exemptions from traffic filters – some groups expressed in that respect a clear preference for camera-enforced filters rather than bollard filters. Other key themes were a perception of increased traffic on main roads and potential impacts on air pollution.



- 3.60 The accessibility of pavements and the pedestrian environment was also raised numerous times. Groups also recognised the challenges traffic poses to disabled people's autonomy and wellbeing, and that the situation prior to both Covid-19 and people-friendly streets also presented accessibility challenges.
- 3.61 Council officers, the Executive Member for Environment and Transport and Jeremy Corbyn MP attended a meeting on 13 September 2021 with Disability Action in Islington. During this meeting Blue Badge exemptions for people-friendly streets was discussed. Representatives of Disability Action in Islington reported on the negative impact that the scheme was having on disabled people who rely on cars as their primary mode of transport. There was a discussion around other groups who could require exemptions such as taxi users, carers and relatives. Representatives stated that there was an urgency to implement exemptions for Blue Badge holders.
- 3.62 On Sunday 10 October 2021 as part of the public consultation for the St Peter's LTN the council hosted a disability drop-in session. Ahead of this meeting invitations were issued to groups representing disabled people and individuals were invited to discuss the people friendly streets programme and the impact it might be having on disabled people. During this meeting, some of the comments on the proposed Blue Badge exemption policy (which had been published on 6 October 2021 in the [Executive Report](#)) were: more than one vehicle should be included; the policy should apply to more filters than just the home LTN; the process for receiving the permits should be as simple as possible for disabled people; taxi users would not benefit from the exemption.
- 3.63 Following the publication of the Executive Report which recommended to introduce a Blue Badge exemption policy, a further meeting took place between Disability Action in Islington, councillors, officers, and Members of Parliament on 18 October 2021. At this meeting the Blue Badge exemption policy was discussed in more detail. Feedback was provided on the exemption approach and the urgency of its introduction was expressed by representatives. There was feedback that the application process should be as simple as possible. There was further feedback that for some disabled people exemptions to their home LTN would not go far enough as some people need to travel through multiple LTNs on a regular basis or may live outside the LTN and be impacted. Some people also felt that more than a single vehicle was required.
- 3.64 Disability Action in Islington have submitted a number of written representations with questions and points raised about the Blue Badge exemption approach and other concerns relating to engaging with disabled people.
- 3.65 In October 2021 the council's Executive decision on PFS introduced the Blue Badge exemption policy. In line with this decision, the changes to the Highbury West LTN were introduced in December 2021 after considerations which include: a response to feedback provided from these groups; an analysis of the feedback provided by disabled residents to the trial feedback surveys for each scheme; and a journey time analysis carried out by independent consultants. This feedback and analysis are summarised in more detail in the Resident Impact Assessment (RIA) produced alongside the October 2021 Executive Report on people-friendly streets (see pages 7-10 of this RIA for more details).
- 3.66 The exemption allows Blue Badge holders to register a single motor vehicle for their personal use which is registered to their own address within (or on the boundary of) the low traffic neighbourhood in which they live. A permit provided for this vehicle, which allows the

Blue Badge holder to drive, or be driven, through designated camera-enforced filters of the LTN in which they reside.

- 3.67 In response to the recent and historic engagement with disabled groups and individuals the council will also be implementing an 'exceptional circumstance dispensation' which will involve a case-by-case consideration for individuals requesting exemption beyond the standard home LTN approach. The council recognises the need for this and will continue engaging with disabled groups and representatives on further developing this engagement route. There will also be a separate route to obtain an exemption to drive through a designated filter in an LTN in which the applicant does not live, through an exceptional circumstance dispensation. Details around the application processes and exact criteria will follow in due course.
- 3.68 With regards to the need for exemptions for disabled taxi users and disabled people who may not have Blue Badges, the council acknowledges that the implementation of this policy did not benefit those users and was limited. The justification and rationale for the exclusion of taxis is explained in more detail in the Equalities Impact Assessment (EqIA) Appendix 6 to the May 2022 delegated decision report for the Highbury West and Highbury Fields LTNs.
- 3.69 The council will continue to engage directly with groups representing disabled people and disabled individuals as part of the wider people-friendly streets programme. Further feedback will be taken into account in a final decision on the experimental traffic order for the Highbury West LTN.

## 4. Conclusions to pre-consultation analysis

4.1 The Commonplace engagement feedback, trial feedback surveys, correspondence and objections received highlight these key points:

- Car owners are over-represented in the feedback and engagement, as are people who cycle.
- Many respondents were concerned that the scheme pushes traffic onto the main roads (with related concerns about air quality on main roads and the impact on car and bus journey times).
- Before the scheme was implemented the most commonly reported concerns were about volume of traffic, through-traffic on minor roads and traffic speeds. After the scheme was implemented, complaints of through-traffic and traffic speeds substantially reduced.
- The majority of respondents lived within the scheme area or nearby.
- Demographic analysis shows that underrepresented groups include young people (16 – 24 years old), older people (+65 years old) and people from ethnic minorities.
- There were concerns that the trial made car journeys longer and more difficult and that this has a disproportionate impact on disabled people who may be more likely to rely on a car to get around.
- Support for the trial tends to be higher among people who do not own cars.

## 5. Public consultation analysis

- 5.1 On 18 June 2020, a decision by the council's Executive committed to undertake a formal consultation around 12 months after the implementation of each trial scheme. This 12-month period gave time for people to experience the changes and allowed the council to do more monitoring to understand how the changes affected local traffic levels.
- 5.2 In August 2021 the council commissioned transport consultants, Steer, to support with the public consultation, providing additional resources and independent advice and analysis of the consultation results.
- 5.3 The Highbury West consultation ran from 7 February to 14 March 2022, during which a number of events was held and included an online questionnaire available via the Islington website. Paper copies of the questionnaire were also made available at Islington Town Hall reception desk as well as consultation events and could be requested by post.
- 5.4 The Highbury West consultation was run at the same time as the Highbury Fields consultation. Separate consultation surveys were available and so data collected is unique to each LTN, however, the consultation events held were for both Highbury Fields and Highbury West LTN areas.
- 5.5 The council used various ways to promote the consultation. Approximately 25,000 leaflets were hand delivered during the week of 14 February 2022 and others were distributed to pedestrians in the Highbury West area towards the end of the consultation in February and March 2022.
- 5.6 During the consultation, officers and councillors attended events organised at the following locations and dates:
- 9 February 2022 - a focus group session with members of Elizabeth House Community Centre
  - 22 February 2022 - targeted businesses door knocking
  - 23 February 2022 - targeted on-street intercept
  - 26 February 2022 - online 'town hall' Q&A event open to all residents
  - 1 March 2022 - an advertised drop-in at the junction of Highbury Crescent and Highbury Terrace
  - 3 March 2022 - a drop-in session with parents/carers at Finsbury Park Mosque
  - 10 March 2022 - school leafletting at Ambler Primary School and Gillespie Primary School
- 5.7 The consultation information was shared on social media platforms including Next door, Twitter, Facebook, and by press release. An email informing people of the consultation was sent to 2,733 Commonplace subscribers.
- 5.8 Appendix 9 of the delegated decision report is the consultation report produced by Steer which summarises the consultation feedback received via the consultation questionnaire and some of the engagement activities during the consultation. These events include the online Town Hall (26 February 2022) the advertised drop-in session (1 March 2022).

- 5.9 It is worth noting that certain people attended multiple consultation events – so the number of people attending those events should not be added and conflated as a total number of event participants.
- 5.10 Businesses were visited on 22 February 2022 by Steer and two Islington officers. The feedback from the business visits was mixed with some businesses unaware of the trial measures that had been in place for 12 months. Others were aware of the measures but did not think they had an impact on trading while others commented that customers/patrons had complained it was more difficult to access the premises due to having to take a longer or more convoluted route and that they were losing business because of this. Businesses were told about the consultation feedback survey and that they could fill in the survey on behalf of a business. Where relevant, businesses were advised that they could take advantage of initiatives including cycle/cargo bike hire, package hubs etc.
- 5.11 Steer analysed postcode data of those who had responded to the consultation questionnaire to identify streets and locations which had relatively low response rates to the questionnaire. The locations targeted were:
- Fieldway Crescent
  - Highbury Crescent
  - Highbury Place
  - Renwell Road
  - Ronalds Road
  - Arvon Road
- 5.12 In addition to the targeted streets mentioned in 5.11, on 23 February 2022 Steer also intercepted people on busier streets with higher areas of pedestrian footfall in the Highbury area to give out leaflets due to a lack of footfall on the targeted streets.
- 5.13 The key feedback from the leaflet distribution exercise was that residents did not like the format of the consultation questionnaire because they did not feel as though it would allow them to express their views. Some residents expressed support for the scheme but disagreed with the way it was delivered.
- 5.14 The online Town Hall style event was held on 26 February 2022. 63 people registered for the event and 47 attended. Council officers presented the monitoring data which had been collected during the trial with a large majority of the meeting dedicated to a Q&A facilitated by Steer. The main themes raised at the event are included in Steer's consultation report.
- 5.15 An advertised in-person event that was held at the junction of Highbury Crescent and Highbury Terrace on 1 March 2022 from 4.30-5.30pm. The event was attended by 30-40 people. The key feedback from the event is included in Steer's consultation report, which can be found at Appendix 9 of the delegated decision report.
- 5.16 Considering all feedback from the consultation events, the key findings are:
- Attendees at the online event expressed concerns over the impact on local businesses.
  - Attendees at the online event expressed concern that the Highbury LTNs were increasing congestion in the surrounding areas.

- Attendees at the online event expressed support that the LTNs has enabled children to play out safely in the streets.
- Attendees at both the online and in-person events were concerned about the findings presented and suggested that they were biased. Attendees also voiced concerns over the lack of consultation prior to the trial scheme.
- Attendees at the in-person events expressed concern that the Highbury LTNs had caused division in their local communities.
- Attendees at the in-person events suggested that the Blue Badge exemption should be extended to all residents within the LTNs.

5.17 The consultation questionnaire was filled out by 1,973 respondents, the detailed findings are included in Steer's report in Appendix 9 of the delegated decision report.

## 6. Conclusions and who is underrepresented

6.1. The council has received a considerable volume of both positive and negative feedback about the Highbury West PFS trial through a variety of different engagement activities aimed at hearing from as many residents as possible. 1276 emails, 124 formal objections to Highbury West and 890 formal objections which relate jointly to Highbury West and Fields (of which 287 were business objections), 2,771 trial feedback survey responses, 1,973 consultation questionnaire responses and 760 Commonplace comments were received.

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

- Reduces through traffic/ air pollution
- Reduces traffic danger
- More LTNs/ expand
- Makes the area more pleasant
- Support the LTN due to reduction in through-traffic
- General support for the scheme.

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

- Increases traffic and pollution
- Car trips inconvenient for vehicles
- Other negative comments
- Access for disabled/elderly/vulnerable more difficult
- Concern that the LTN increases vehicle traffic on unsuitable nearby roads/boundary roads.
- Concern that the LTN reduces or does not improve air quality
- 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)

6.4. The consultation and engagement feedback have highlighted that certain groups were under-represented in the surveys and engagement activities. Young people and those under 24 years old had a low response rate to Commonplace (1% of comments), trial feedback surveys (2% of surveys) and consultation questionnaire (1%), when they make up 27% of the Highbury West ward, 28% of Highbury East ward and 32% of Finsbury Park ward population.

- 6.5. Other under-represented groups were BAME and Minority Ethnic groups. Highbury West ward has a 32% Minority Ethnic population (versus a 68% wide 'White' group), Highbury East ward has a 23.5% Minority Ethnic population (versus a 76.5% wide 'White' group) and Finsbury Park ward has a 43% Minority Ethnic population (versus a 57% wide 'White' group) but this is not reflected in the responses to consultation. For instance, the trial feedback survey analysis shows that less than 2% of respondents identified as belonging to Black, Asian and Minority Ethnic groups. Similarly, only 3% of respondents to the consultation questionnaire identified as belonging to Black, Asian, Minority Ethnic groups.
- 6.6. The proportion of motor vehicle users amongst respondents to all engagement channels is disproportionately high compared to the 71% of Islington households do not have access to a private car.