

Clerkenwell Green people-friendly streets Trial Public Consultation and Engagement Analysis



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Report
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- A List of Businesses**
- B In-person Town Hall and online Q&A full comments and responses**
- 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 Clerkenwell Green low traffic neighbourhood (LTN) trial. This trial involved the introduction of a low traffic neighbourhood within the Clerkenwell Green ward beginning in September 2020. The trial area sits between the following main roads: Farringdon Lane, Clerkenwell Road, St John Street and Skinner Street. Traffic cameras, bollards and planters were installed in order 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 and buses to pass through.
- 1.2 The consultation period was between Thursday 4th November and Thursday 2nd December 2021. 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 241 responses.
- 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, trial feedback survey responses, Commonplace responses, consideration of objections and correspondence over the trial period.

2 Consultation engagement events

Engagement activities

2.1 During the Clerkenwell Green consultation period, a number of engagement events were undertaken by Steer in conjunction with LBI officers. These included:

- Targeted residential and businesses door knocking to boost survey participation
- An in-person town hall Q&A event open to all residents
- An online town hall Q&A event open to all residents
- A drop-in session held at the Peel Centre

Targeted residential and business door knocking

2.2 Once the consultation survey had been open for 10 days, Steer analysed the postcode data to assess streets and locations which had relatively low response rates to the survey. This indicated streets to target for residential door knocking to check residents' awareness of the consultation and provide information about how to complete the survey. The streets which were targeted are set out in Table 2.1.

Table 2.1: Streets targeted in the residents' door knocking

Street name
Sekforde Street
Sans Walk
Skinner Street
St James's Walk
Clerkenwell Close
Clerkenwell Green
Farringdon Lane

2.3 The residents targeted door knocking took place on 15th November 2021 from 4:30-7:30pm and the businesses targeted door knocking took place on 16th November 2021 from 10am-1pm. Both sessions aimed to engage with stakeholders, to remind them of the consultation dates and provide them with a residents' leaflet if they have not had one.

2.4 Businesses within the LTN area and on the boundary roads were targeted by Steer staff to speak to in person, with the aim of reminding businesses of the ongoing Clerkenwell Green LTN consultation. A full list of businesses which were visited can be found in Appendix A.

Table 2.2: Themes from business engagement

Main themes from Business engagement
High percentage of lack of awareness or opinion on the scheme. Business type e.g. offices meant that vehicle access is not a problem for them

Large number of vacant office premises either permanently vacant or employees are working from home.
Workspace-style offices reported receiving previous consultation materials and had circulated across the different businesses occupying them
The Crown Tavern on Clerkenwell Green voiced their support – but said vehicles were still driving through the unenforced filter outside between Clerkenwell Green and Sekforde/Aylesbury Street

In-person town hall

- 2.5 An in-person town hall event was held on the 8th November from 5-6:30pm at Islington Town Hall. There were 25 attendees at the socially distanced event. This was held in conjunction with the Canonbury East people-friendly streets scheme. The session included a presentation on the monitoring of the trial scheme by LBI followed by an opportunity for attendees to provide comments and ask questions. The issues raised are summarised in Table 2.2; a full list of comments, questions and responses (raised for both Canonbury East LTN and Clerkenwell Green LTN) are provided in Appendix B.
- 2.6 Please note that the majority of comments and questions raised related to Canonbury East LTN . Those with general applicability are reflected in the table below, and those that relate specifically to Canonbury East have been removed.

Table 2.3: Comments and questions raised at the in-person town hall

Main themes from the town hall event
Air Quality – Clarification on what NOX changes reflected across the borough more widely means.
Equalities – Clarification on dates for a disabled people focus group for this scheme.
Equalities – Request for Blue Badge Exemption be for all LTN’s across the borough.
Equalities – Comment raised that parent of disabled children need to get their children where they need to be in a timely manner?
Monitoring – Question on how long streets in the LTN were monitored ahead of measures going in.
Monitoring – Discussion that some attendees are experiencing a different outcome to what the monitoring data is saying.
Consultation – Question on whether boundary roads were leafleted.
Consultation – Discussion on whether the consultation has been delivered in the best way with appropriate notice and access for the digitally excluded.
Consultation – Question on how much the needs of local businesses have been taken into account.
Emergency services – Question on whether emergency service response times have been affected. Comment raised that there have been anecdotal reports that response time have been affected. Question on why the monitoring report only shows data for the London Fire Bridge.
Buses – Question raised if the scheme has affected buses and their journey times.
Planning – Concerns raised whether an ETO (Experimental Traffic Order) is an appropriate mechanism for a wide scheme like this.
Planning – Comment raised that having these measures in a holistic basis, like they are no across the borough will eventually lead to reduced and dispersed traffic.
Planning – Comment raised about the funding mechanism from central government is focussed around these LTN style schemes/ Question raised that these schemes are not as prolific in other London Boroughs.

Planning – Comment raised that these radical measures are needed to reduce the amount of traffic in Islington.

Online town hall

2.7 An online Q&A event was held on 23rd November 2021 from 5-6pm. Twenty-two people registered for the event and 7 people attended. LBI officers presented the monitoring data which had been collected during the Clerkenwell Green trial with the remainder of the meeting dedicated to a Q&A facilitated by Steer. The themes raised at the event are set out below in Table 2.3; a full list of comments, questions and responses are provided in Appendix B.

Table 2.4: Online town hall comments and questions

Main themes from the online town hall event
Monitoring – Questions raised on who drafted the monitoring report, as perception was that it is biased.
Monitoring – Comment that the actual figures are not represented in the monitoring report summary.
Monitoring – Question raised on the traffic flow data. Noted that they have decreased by 11% but report notes that traffic flows fluctuate on a daily basis by 10% -. Question whether there has actually been a reduction.
Monitoring – Question raised on what is meant by ‘no significant impact’ and ‘negligible change’ in the monitoring report.
Scheme changes – Question raised about St John Street and if there are any plans to close this and if so will it make traffic on boundary roads worse.
Emergency Services – Question raised on what is meant by a ‘negligible change’, perception that emergency service response times have increased.
Emergency Services – Comment raised that there was no mention of Ambulance and Police only changes for London Fire Brigade.
Air Quality – Question raised on that report says that AQ level changes reflect changes in the borough more widely. Question on what this means.
Equalities – Question whether there will be a disabled people focus group as part of the Clerkenwell Green consultation.
Equalities – Question on whether there will be a Blue Badge Exemption.
Road works – Comment that roads in the area should be reopened and accommodate road works in the area.
Consultation – Question on the number of formal emails of support received for the scheme.

Drop-in Session at the Peel Centre

2.9 A drop-in session was held at the Peel Centre on 18th November from 5-7pm. The purpose of the event was to offer a space for residents to drop in and provide feedback and talk to officers regarding the trial scheme. Maps and posters discussing aspects of the scheme as well as the forthcoming Blue Badge exemption policy were provided.

2.10 10-15 residents attended the drop in and spoke with officers and Steer staff. The feedback from the session is summarised in Table 2.4.

Table 2.5: Themes raised at the Peel Centre Drop in

Main themes from the online Q&A event
Monitoring – Concerns that the monitoring report data is not correct.
Monitoring – Monitoring data different to experience. Less traffic on Sekforde street since the start of the scheme. Now less domestic traffic but more commercial traffic.
Scheme changes – Could be better access to the Priory House sheltered housing on Sans Walk. Ramp doesn't line up properly. Bollard cause access issues for ambulances. If St John Street was closed off completely this would provide emergency access as needed and scheme would be fine.
Scheme changes – Remove parking from Clerkenwell Green
Scheme changes – St James' walk too narrow for wheelchairs. Pavements narrow and cluttered, could it be pedestrianised.
Scheme changes – Consistent pavement surfaces needed. Understand heritage reasons for cobbled streets, but change needed.
Scheme changes – Make Sekforde Street two-way
Scheme changes – Remove parking bay from Sekforde Street and move to St John Street
Scheme changes – Avoid access top Farringdon Lane from Clerkenwell Road
Scheme changes – Provide set delivery times

2.11 Comments raised at events show that the support for the scheme at engagement events has been mixed. A number of key points around potential changes to the scheme were raised at the Peel Centre drop-in session. At both the in person and online town hall engagement event, themes raised were focussed around the monitoring report, impacts on equalities, scheme specifics and the consultation process.

3 Consultation Survey

Introduction

- 3.1 This section reports on the analysis of the ‘closed’ questions included in the consultation questionnaire. Closed questions are those with a discrete set of answers from which survey participants select a response. This includes information from questions asking about the current trial and the future of the scheme, the demographics of respondents, their travel patterns, and their connection to the area. Some of these questions were optional so not all respondents answered every question; these are displayed as ‘No response’ in the results.
- 3.2 These results were also cross tabulated with whether respondents had car access (Q14), their connection to the area (Q19) and if they 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, 241 responses were submitted to the consultation. Respondents were asked if they were filling out the consultation on behalf of a business. Of the 229 responses to this question, 8 were filled out on behalf of a business, 221 were public responses and 12 had no response so have been assumed to be public responses.

Table 3.1: Respondent type

	Number	Percentage
Public	221	97
Business	8	3
Total	229	100

Demographics

- 3.5 This section details the demographic profile of the respondents to the consultation. This includes age group, disability, gender, if their gender is the same as assigned at birth, sexual orientation, religion, and ethnicity. These questions were not obligatory, and each had a ‘prefer not to say’ or ‘no response’ option. These questions were included to see if responses were from a representative sample of Islington’s diverse population.
- 3.6 The graphs in Appendix C display the results of the consultation for each of these demographics. In summary:
- The age group which provided the most responses was 55-64 years (24%), followed by the 35-44 age range (22%) and the 45-54 range (19%). These are all much higher than the corresponding borough averages of 7%, 16% and 11% respectively (Census, 2011).

- 13% of respondents said that they are disabled, whilst 73% stated they are not. This is lower than the 16% of Islington residents who are disabled (Census, 2011)
- 51% of respondents were male and 29% were female and 20% preferred not to say. The percentage of male respondents is the same as the borough average (51%), whilst responses from females were much lower than the borough average of 49%. (Census, 2011).
- Two-fifths (40%) of respondents stated they had no religion; this is above the borough average of 30%. This is followed by almost a quarter (23%) preferring not to say and a similar number (22%) stating they are Christian, which is much lower than the borough average of 40%. (Census, 2011).
- Almost half (49%) of respondents stated that their ethnicity is White British, this is marginally than the borough average of (48%). This was followed by 21% saying that they 'Prefer not to say'. One in ten (10%) identified as 'Any other white background', while 3% identified as 'White Irish'. (Census, 2011).

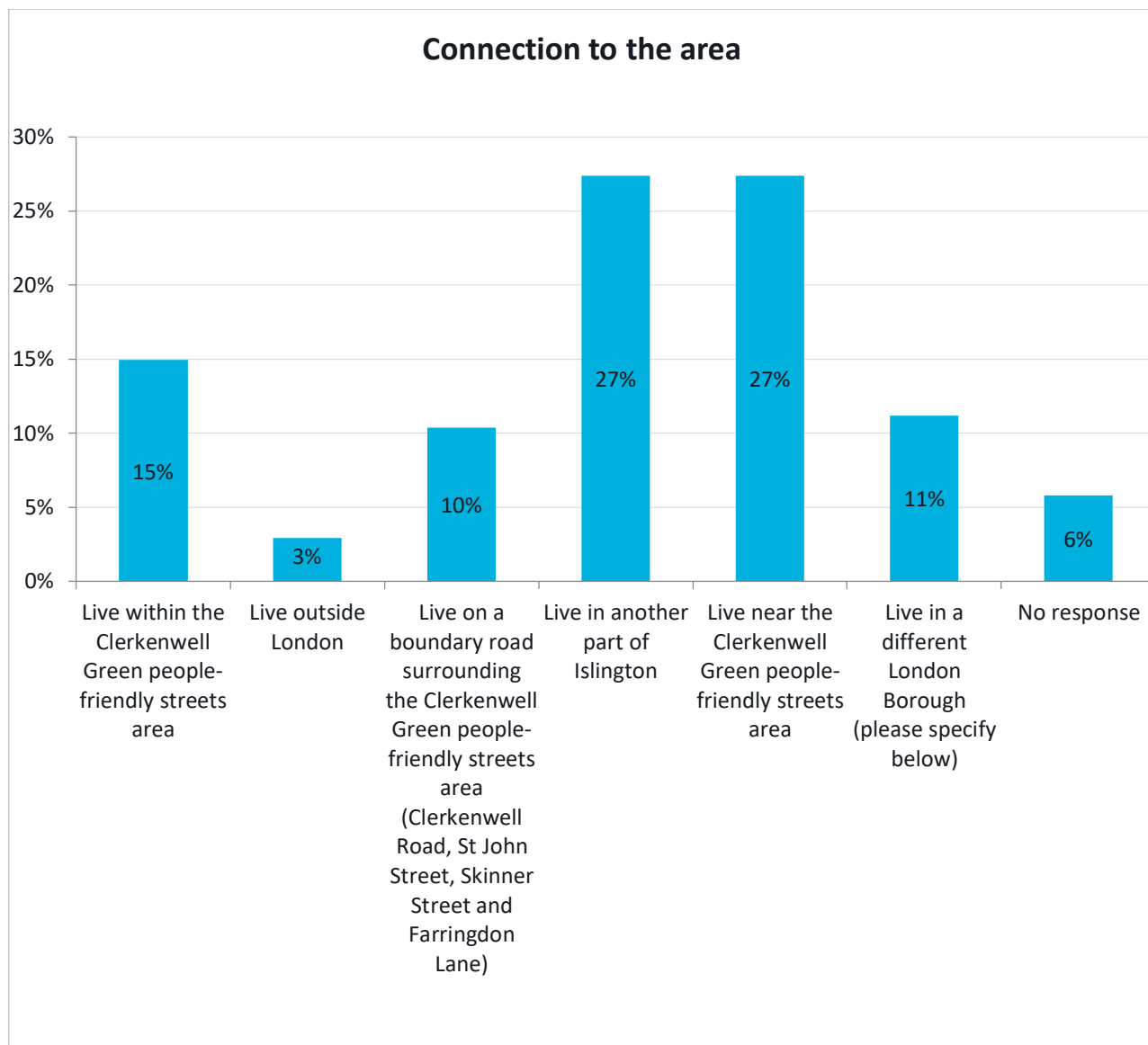
3.7 It should be noted that not all respondents to this survey live in Islington, as set out in the 'connection to the area' section below.

Connection to the area

3.8 Respondents were asked where they live in relation to the Clerkenwell Green trial scheme area. 27% of respondents stated they live near the area, while another 27% stated that they live in another part of Islington. This was followed by 15% living within the area itself. (Figure 3.1).

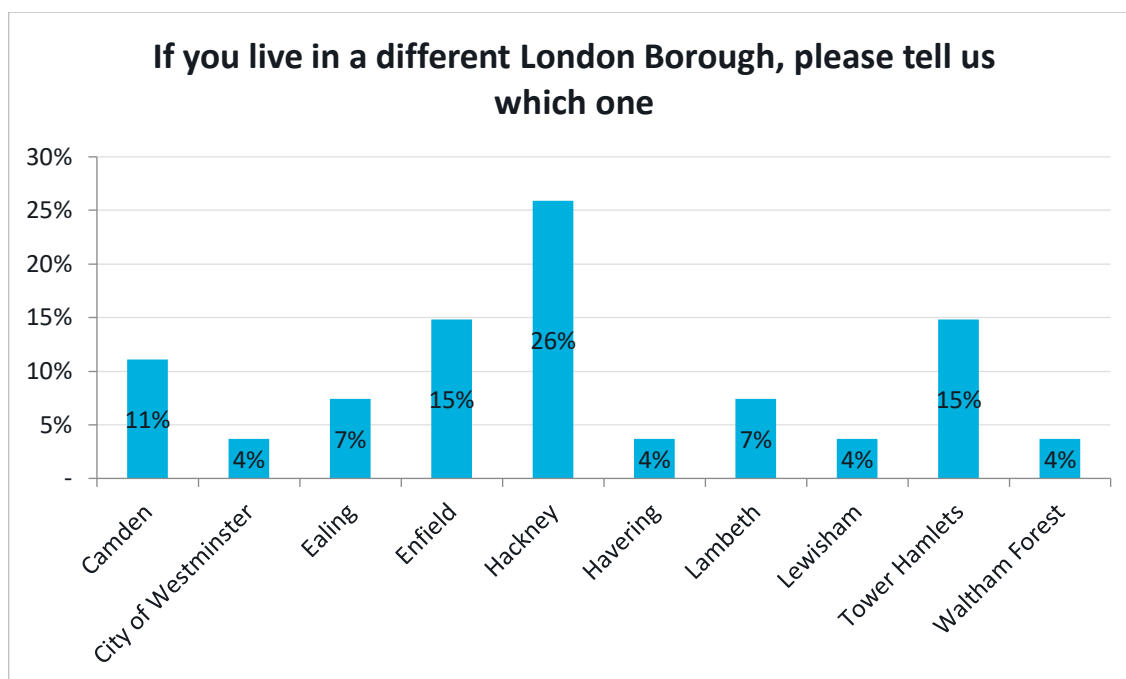
3.9 11% of respondents live in a different London borough with the greatest proportion of these living in Hackney (26%) (Figure 3.2).

Figure 3.1: Where do you live (Q21)



Number of respondents – 241

Figure 3.2: Different London Borough (Q22)



Number of respondents – 27

3.10 Respondents were asked their connection to the Clerkenwell Green people-friendly streets area. They could tick all that apply for this question hence the total percentage does not sum to 100. Just over half (52%) of respondents travel to or through the area, under a third (31%) own a property in Islington and 28% are residents in the Clerkenwell Green area.

Table 3.2: Connection to the area

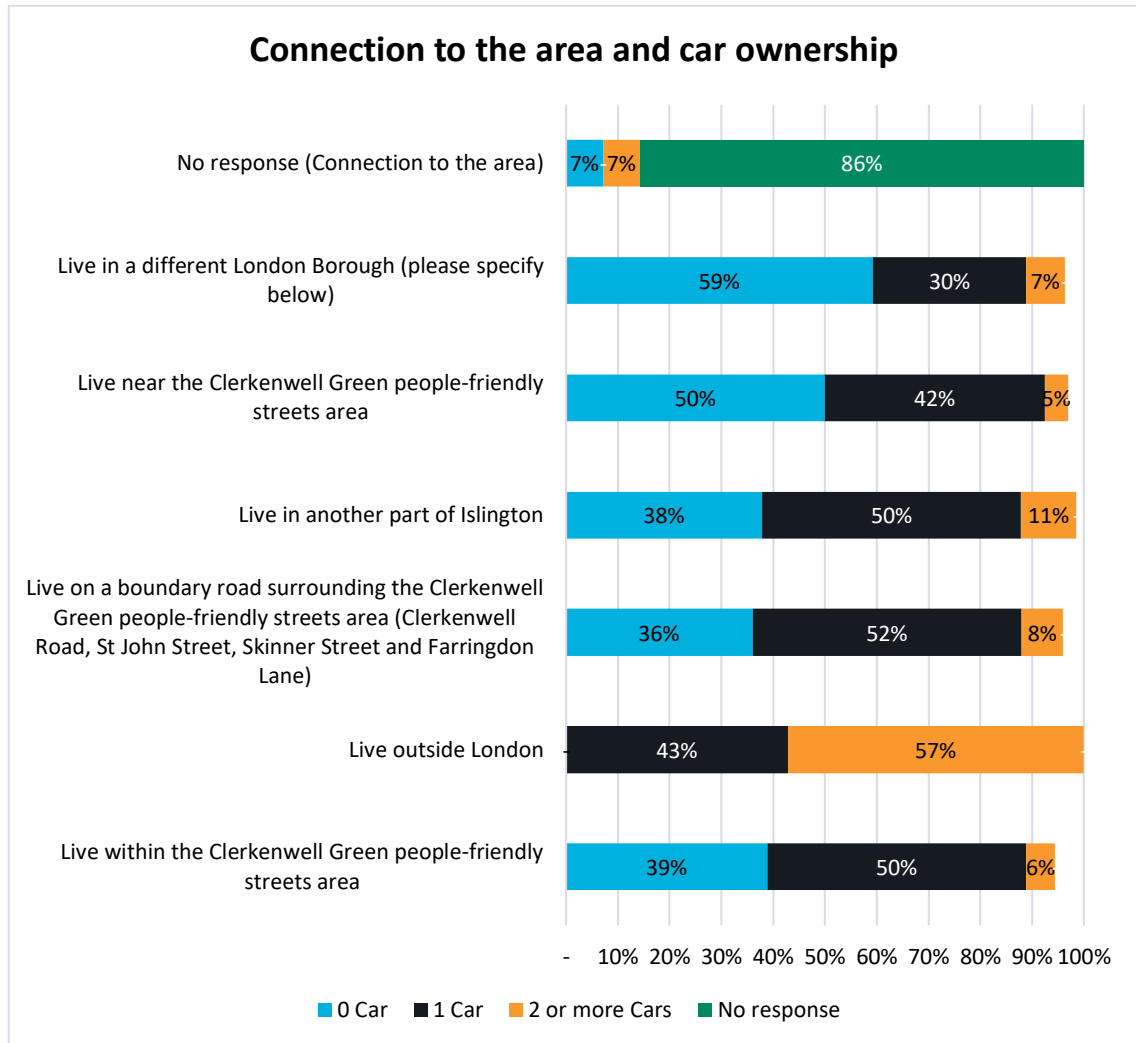
Connection to area (tick all that apply):	Number	Percentage
I am a Clerkenwell Green resident	68	28
I own a business in Clerkenwell Green	8	3
I work in the Clerkenwell Green area	29	12
I travel to / or through Clerkenwell Green	125	52
I work elsewhere in Islington	29	12
I own a property in Islington	74	31
I am a visitor	30	12
Other	16	7

3.11 To understand the levels of car or van ownership among respondents to the survey, respondent’s connection to the area was cross tabulated with car ownership levels. Some respondents answered only the car ownership question and provided no response to the connection to the area question and as such there is a 7% response for ‘0 cars’ and ‘2 or more cars’ in the no response section.

- 39% of people responding to the consultation who state they live within the Clerkenwell Green LTN area do not have access to a car or van, with 56% of respondents having access to one or more car or van.
- 36% of those who live on a boundary road to the Clerkenwell Green people-friendly streets area do not have a car, 60% of respondents having access to one or more car or van.

3.12 Respondents who stated they live within the Clerkenwell Green LTN area and on the boundary roads of the area have higher car ownership levels than the borough average of 29% of Islington households with access to a car or a van (LTDS, 2019).

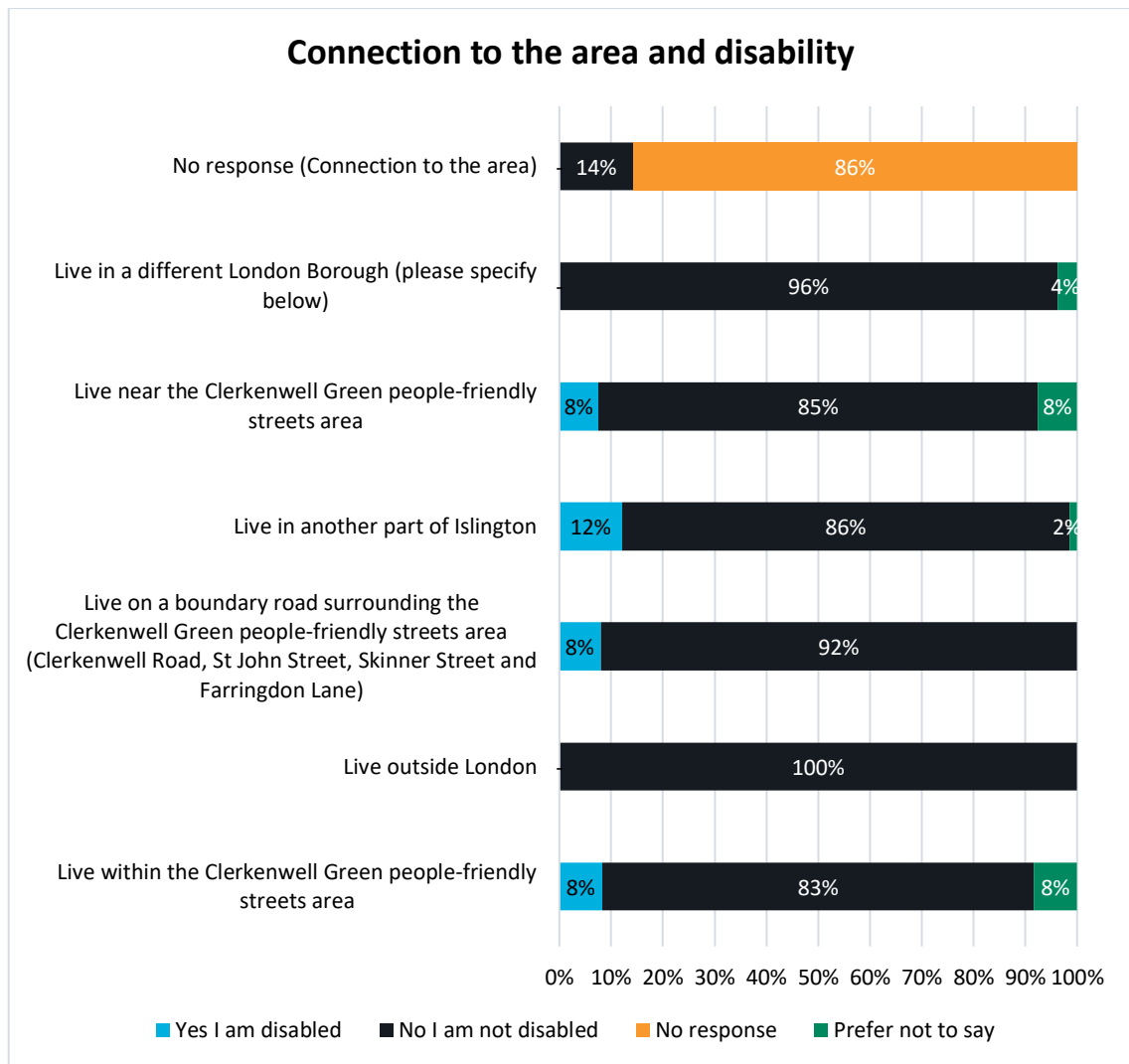
Figure 3.3: Connection to the area and car ownership



Number of respondents – 241 (NB 'Prefer not to say' in response to the car ownership question has not been included).

3.13 8% of the respondents who stated that they live within the Clerkenwell Green LTN area said they are disabled, and 8% of those who live on a boundary road to the area said they are disabled. Some respondents only answered the disability question and as such the no response section for connection to the area has disability responses.

Figure 3.4: Connection to the area and disability



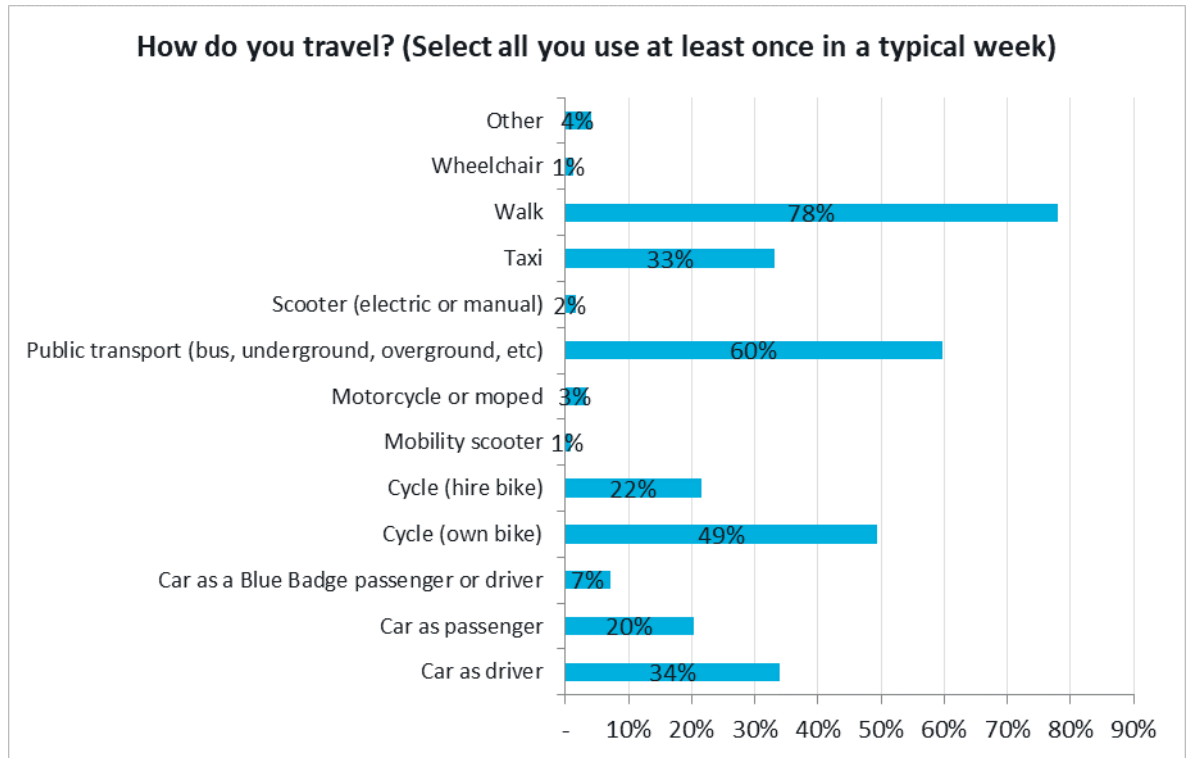
Number of respondents – 241

Travel Patterns

- 3.14 The consultation asked a question about how respondents travelled. All respondents (both those responding as a resident and those as a business) could select all modes they use at least once in a typical week.
- 3.15 In summary, over three-quarters (78%) of respondents stated they walk, 60% that they use public transport, 49% that they cycle (their own bike), 34% that they use a car as a driver and 33% that they use a taxi.
- 3.16 For this question, 10 respondents (4%) stated that they used ‘other’ methods to travel and were then asked to specify their ‘other’. Out of the 4%, the majority (40%) provided responses that were not related to the question, followed by 30% who provided travel methods that were already specified in the question. Two respondents (20%) stated that they run while one respondent (10%) said that they use a delivery van. The code frame output can be shown in Table 3.3: Code frame for other transport

3.17 83% of respondents used a mix of transport modes including motorised form of transport on a weekly basis; 17% used walking, cycling (own bike), cycling (hire bike), and wheelchair without using a motorised form of transport.

Figure 3.5: How do you travel? (Q15)



Number of respondents – 241

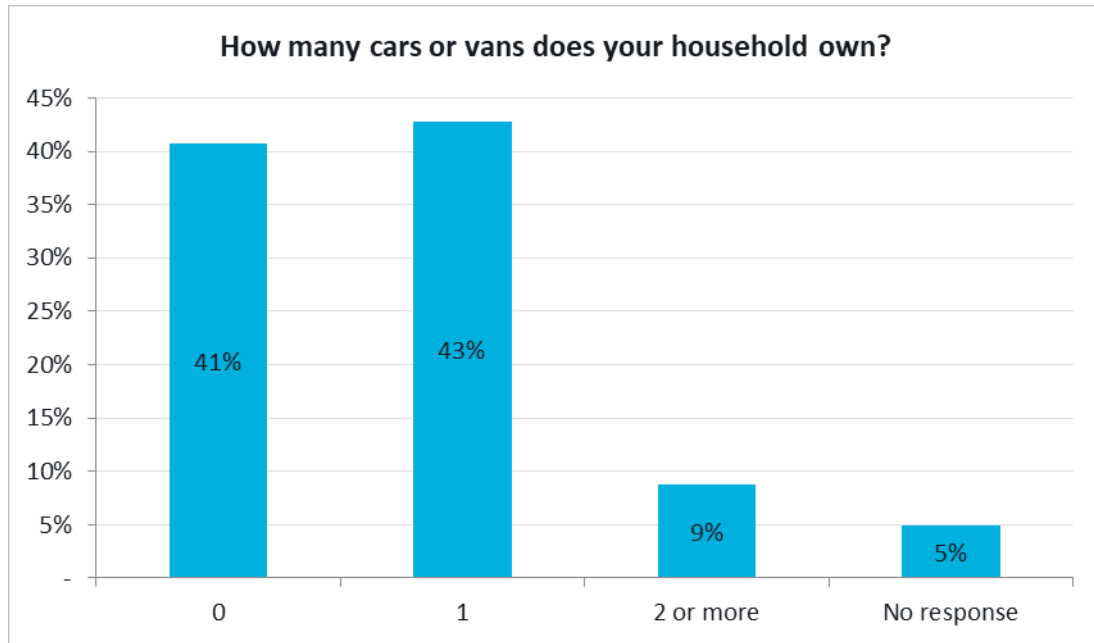
Table 3.3: Code frame for other transport

Code	Number
Not related to the question	4
Travel methods already specified	3
Run	2
Delivery van	1

Number of respondents – 10

3.18 Respondents were asked how many cars or vans they owned in their household. Just over two fifths (43%) of respondents stated their household owned one car. 41% of respondents were from households which did not own a car or van, whereas 52% of respondents were from households which owned one or more cars or vans. Car owners are over-represented in the consultation responses in comparison to the borough average for car ownership, where 71% of households in Islington do not own a motor vehicle, and only 29% own one or more.

Figure 3.6: Cars or van your household owns (Q16)

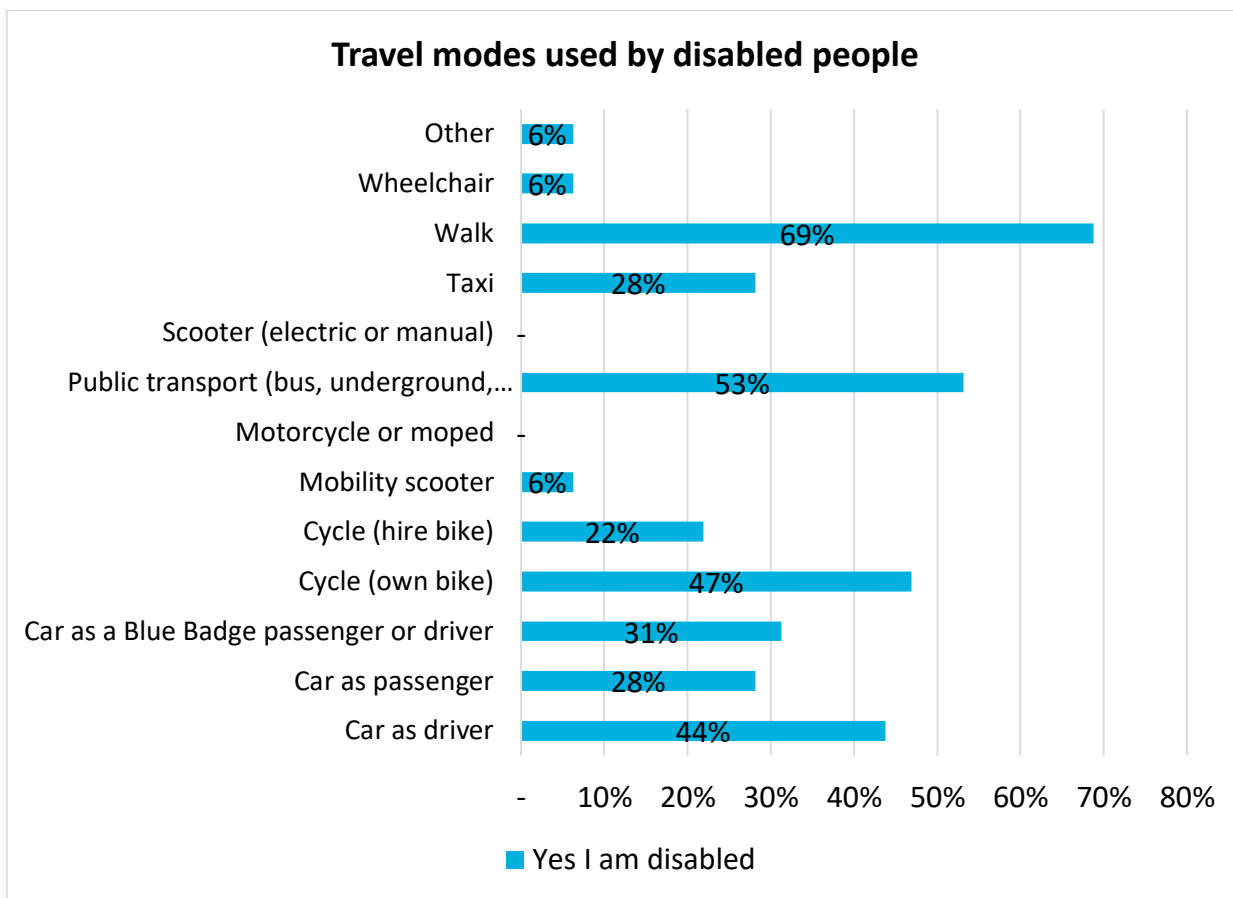


Number of respondents – 241

Travel patterns and car ownership among disabled respondents

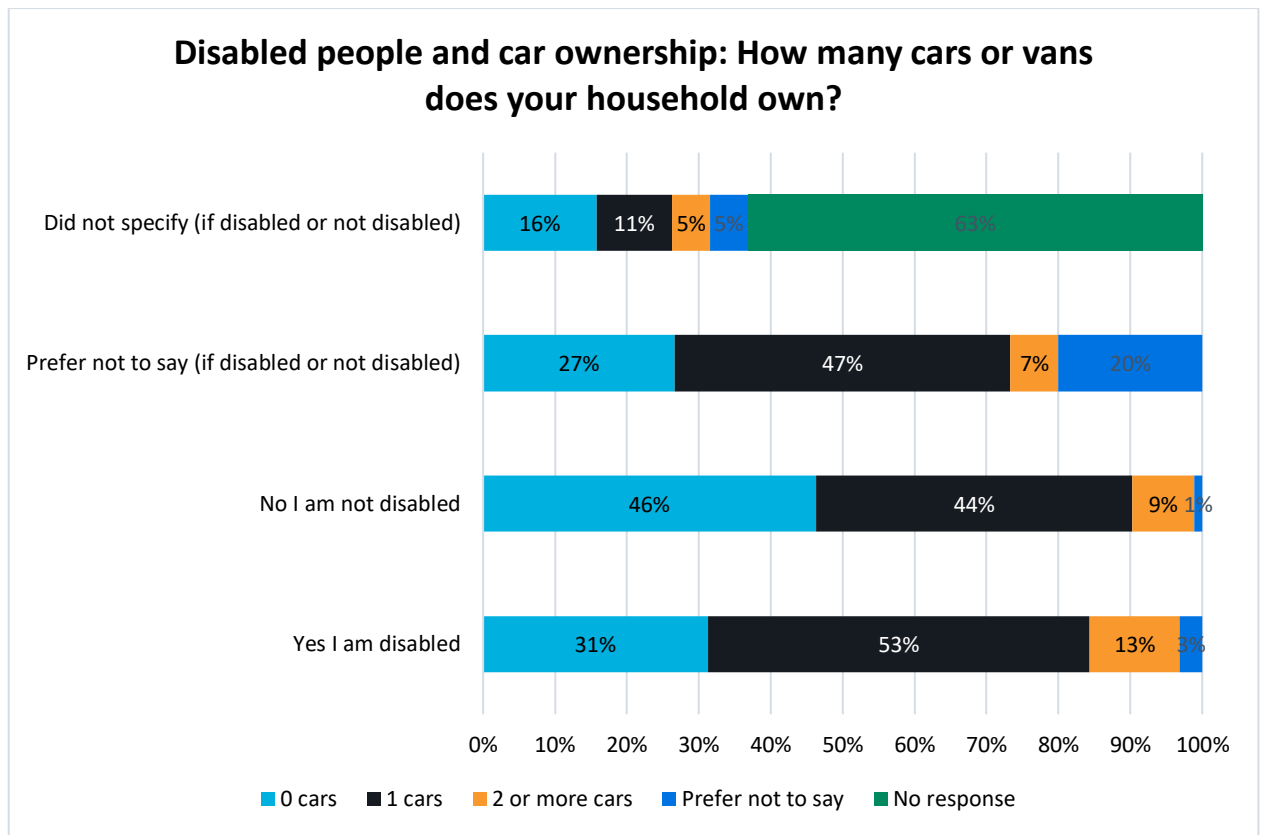
- 3.19 The consultation survey informed respondents that LBI will implement a Blue Badge exemption policy for the Clerkenwell Green scheme and provided a space for respondents to comment. Responses to this were assessed in-house by the LBI project team.
- 3.20 To help inform the introduction of the Blue Badge holder exemption policy, the travel patterns and car ownership responses from disabled people were analysed. Respondents were asked 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 activity. Of respondents that said they are disabled, 69% walk, 53% use public transport, 47% cycle or own a bike, 44% use car as a driver, and 31% also use a car as a Blue Badge holder as a driver or passenger (please note respondents could select all modes that they use hence the percentages sum to more than 100).
- 3.21 Respondents were asked how many cars they own; generally disabled respondents had a higher percentage of car ownership with 66% having access to a car/van compared to 53% of non-disabled people.

Figure 3.7: Modes used by disabled respondents



Number of respondents – 32

Figure 3.8: Access to car/van among disabled respondents



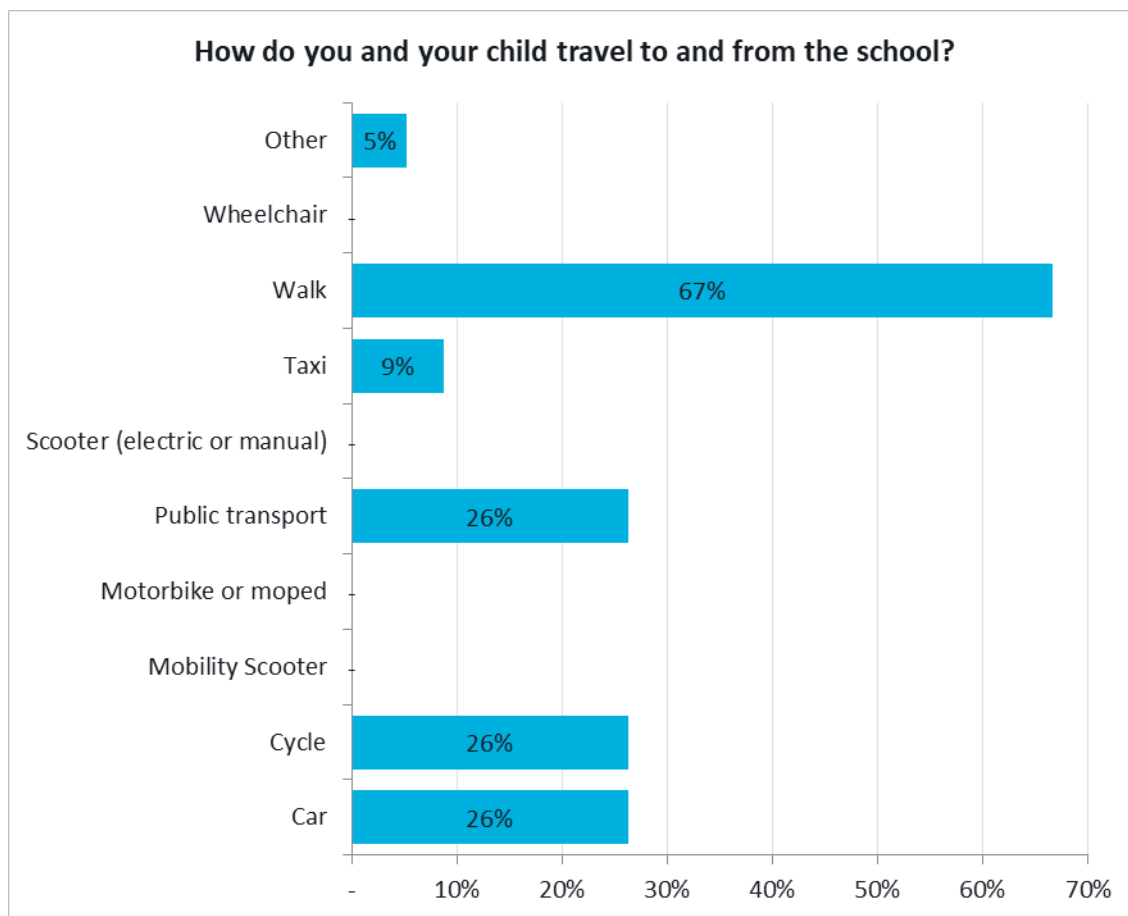
Number of respondents – 241

School Children

3.22 41% (98 respondents) said they had children. Of these respondents who did have children, 24% (57 respondents) said they were school age children.

3.23 These respondents were asked how they and their child/children travel to and from school. Over two thirds (67%) stated they walk to school, followed by 26% each for using public transport, by car and cycling.

Figure 3.9: Travel to and from school (Q20)



Number of respondents – 57

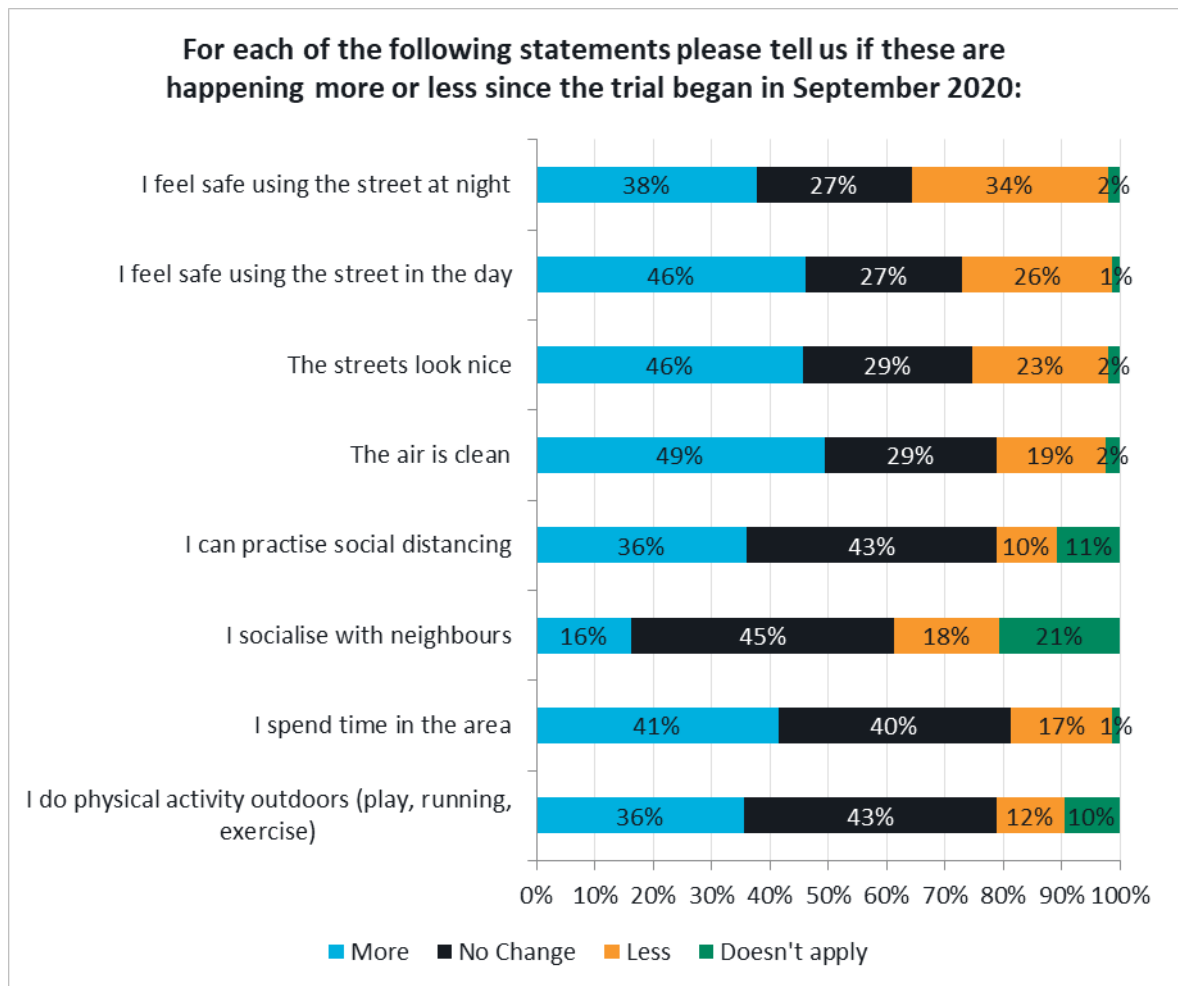
The current trial scheme

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 September 2020 (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 grouped into four questions by theme, addressing safety, driving patterns, active modes, and motor traffic respectively.

Safety and the area

3.25 Almost half of all respondents (49%) stated that the air is cleaner, the streets look nicer (46%) and that they feel safer using the streets in the day (46%). However, in comparison, 19% stated that the air is less clear, 23% that the streets are less nice and 26% stated they felt less safe using the streets during the day. 41% spend more time in the area and 36% do more physical activity outdoors. However, 34% stated they felt less safe using the streets at night, compared to 38% who felt safer. A high number of respondents noted ‘no Change’ for four of the statements, all which relate to spending time outdoors and socialising (Figure 3.10).

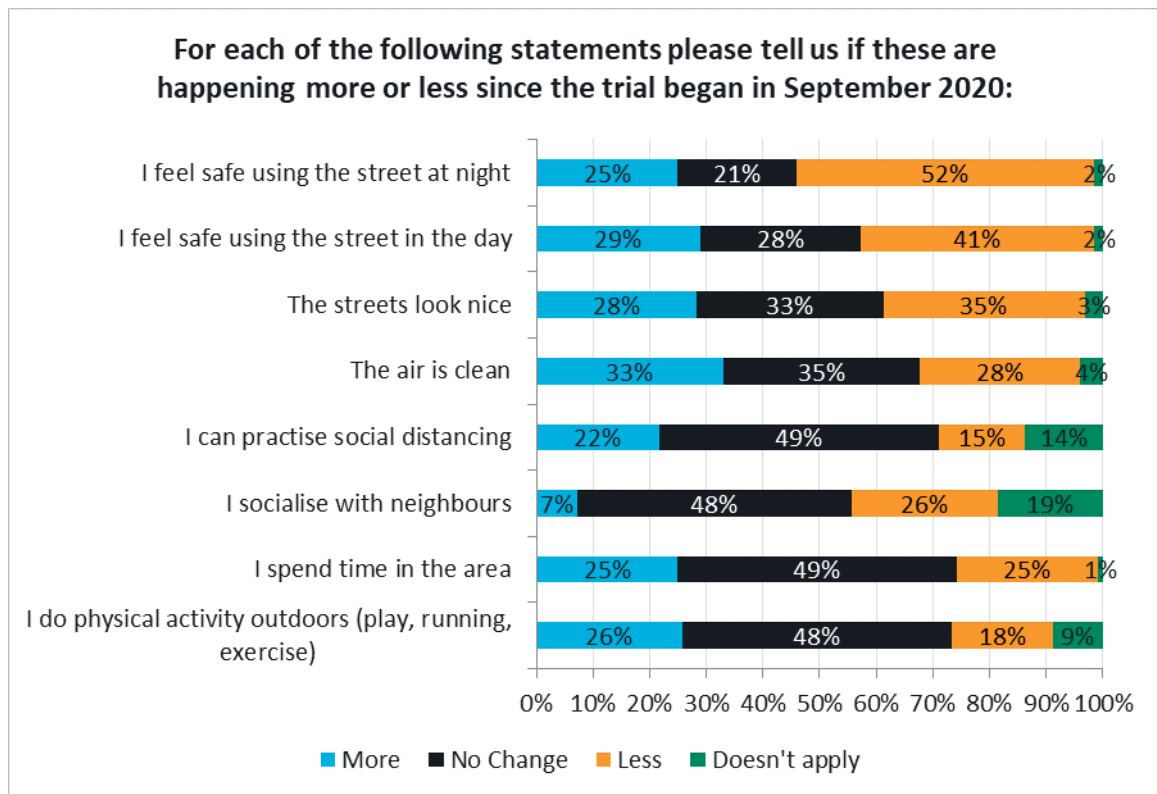
Figure 3.10: Safety and the area (Q1) – all responses



Number of respondents – 241

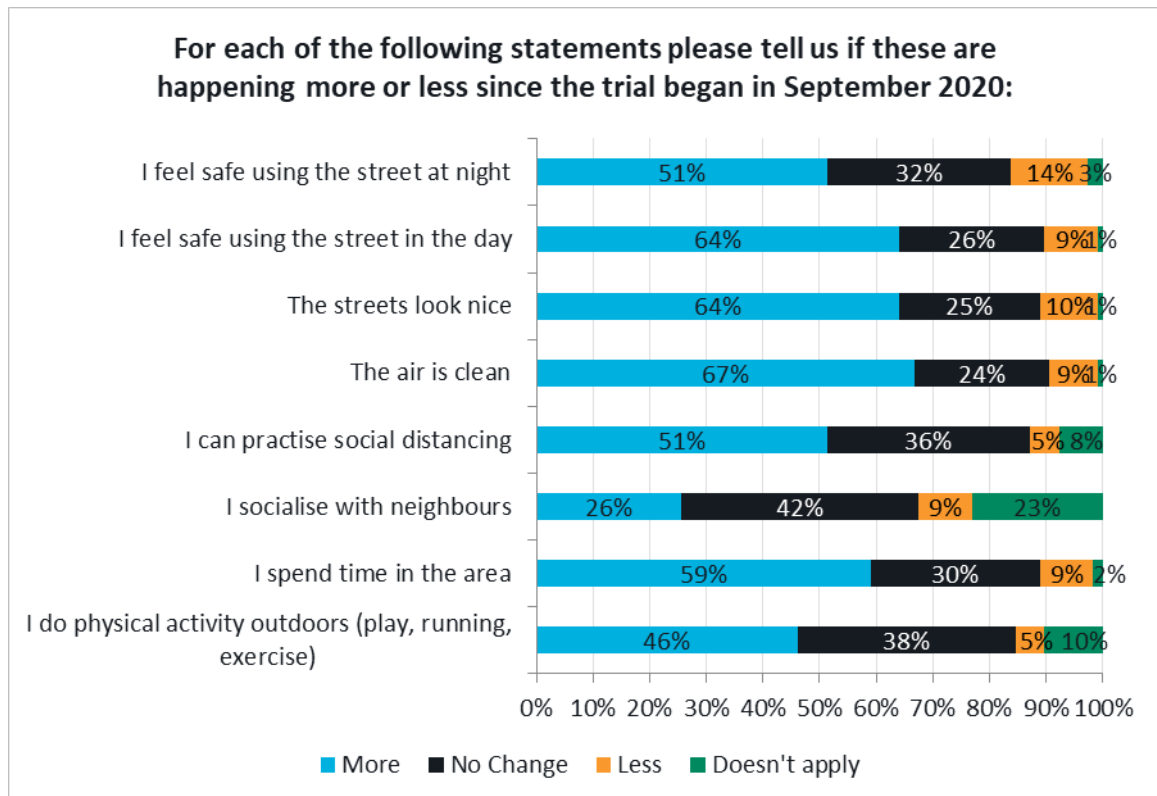
3.26 There were differences in opinion between respondents whose household has access to a car/van, and respondents whose household does not have access to a car/van. Those households with access to a car/van felt less safe at night (52% vs 14%). Those without access to a car/van stated that they feel safer using the streets through the day since the introduction of the LTN (64% vs 29%). These respondents felt that the streets look nicer and that the air is cleaner, spend more time in the area, socialise with neighbours, do more physical activity and practise social distancing since the introduction of the LTN (Figures 3.11 and 3.12).

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



Number of respondents - 124 (NB 'no response' to car ownership has not been included)

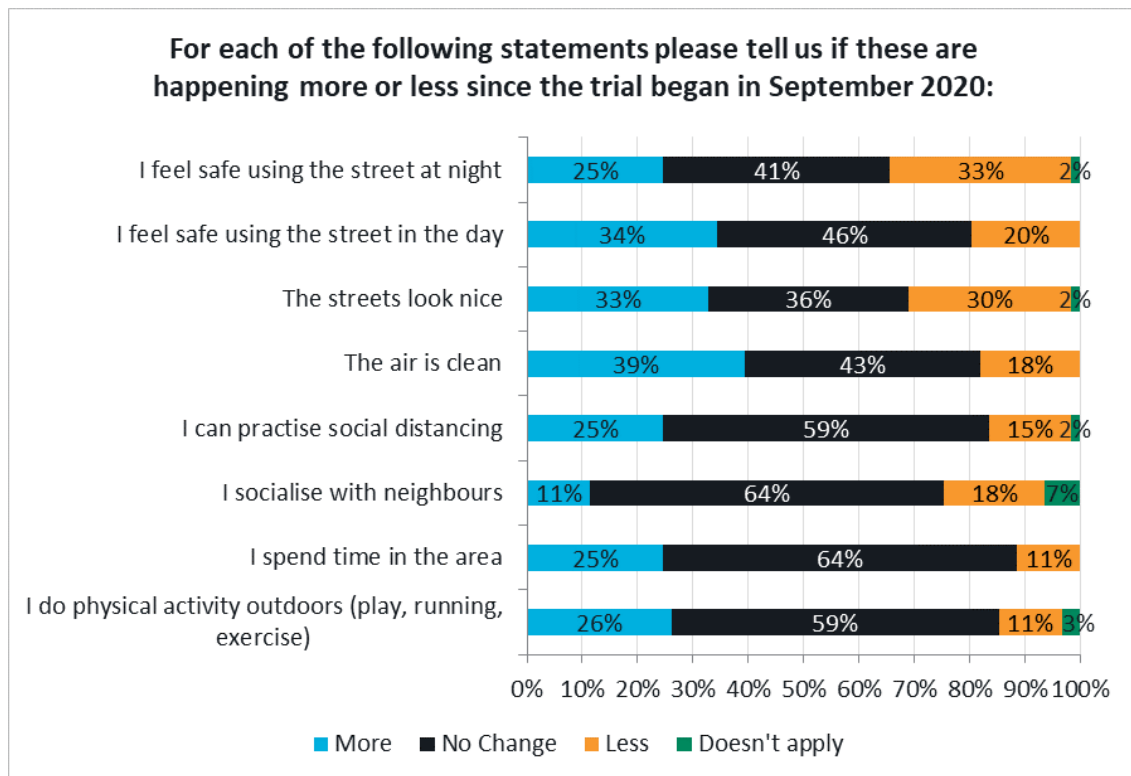
Figure 3.12: Safety and the area (Q1) - Responses from those whose household do not have access a car/van



Number of respondents - 117 (NB 'no response' to car ownership has not been included)

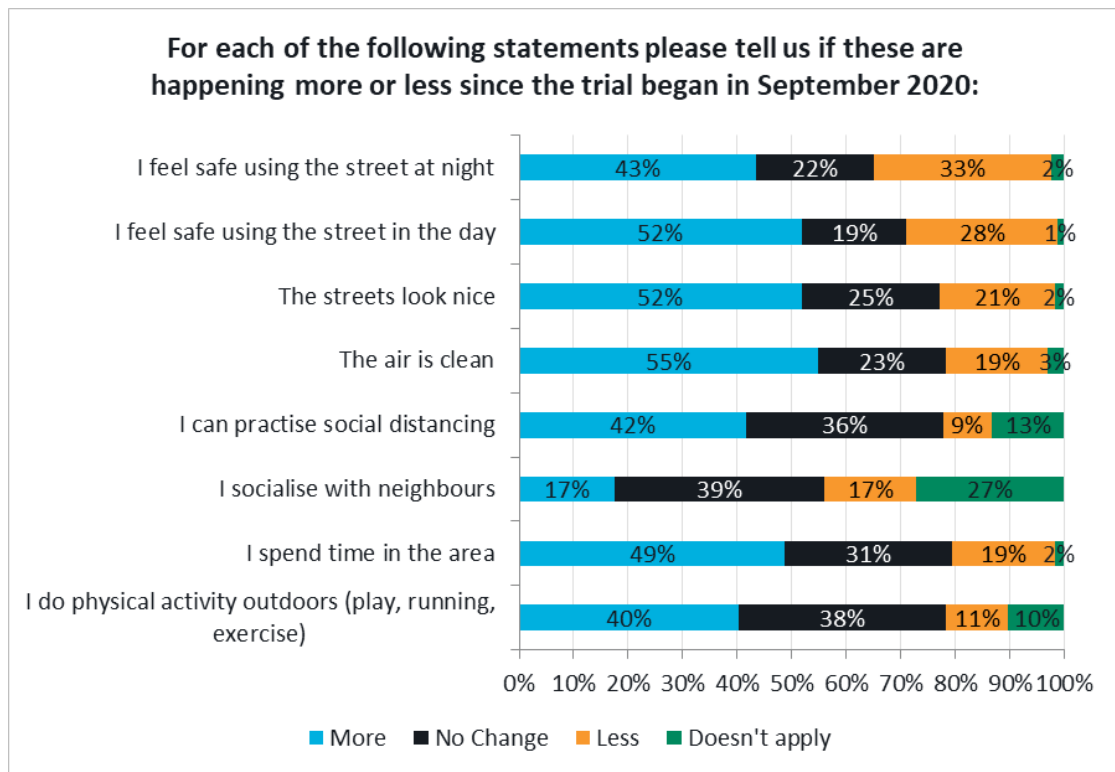
3.27 There were differences in opinion between respondents who lived within the LTN (those in the LTN and on boundary roads) and those who lived outside the LTN (all other respondents). More people who live outside the LTN thought that safety had improved during both the night (43% compared to 25%) and day (52% compared to 34%) since the measures were introduced compared to those that live inside the LTN. More people living outside the LTN also stated that they spend more time in the area, do more physical activity outdoors, that the streets look nicer, and the air is cleaner, compared to responses from within the LTN (Figures 3.13 and 3.14).

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



Number of respondents – 61 (NB 'no response' to connection to the area has not been included)

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

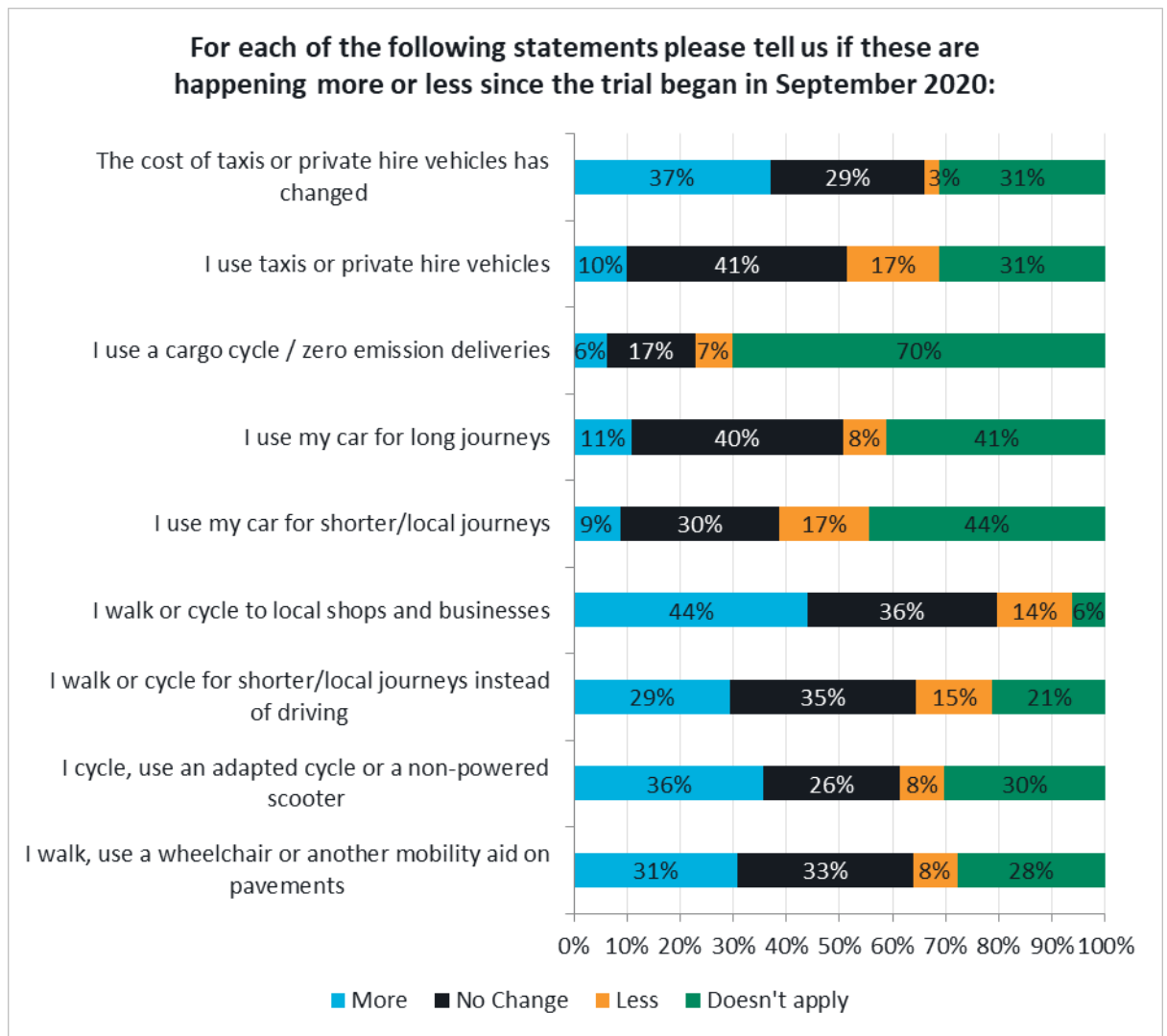


Number of respondents – 166 (NB 'no response' to connection to the area has not been included)

Driving patterns

3.28 Over two fifths (44%) of respondents stated they walk or cycle more to local shops (compared to 14% who have done this less). 37% thought that the cost of taxis or private hire has risen and 29% thought the cost has not changed. 36% of respondents stated that they cycle more, 8% stated they cycle less and 26% said no change. Similarly for walking 31% said they walk more, 8% that they walk less and 33% said no change. Just under a third (29%) of respondents stated that they walk or cycle more for shorter journeys instead of driving, while 15% said they walk or cycle less for shorter journeys instead of driving and 35% said no change (Figure 3.15).

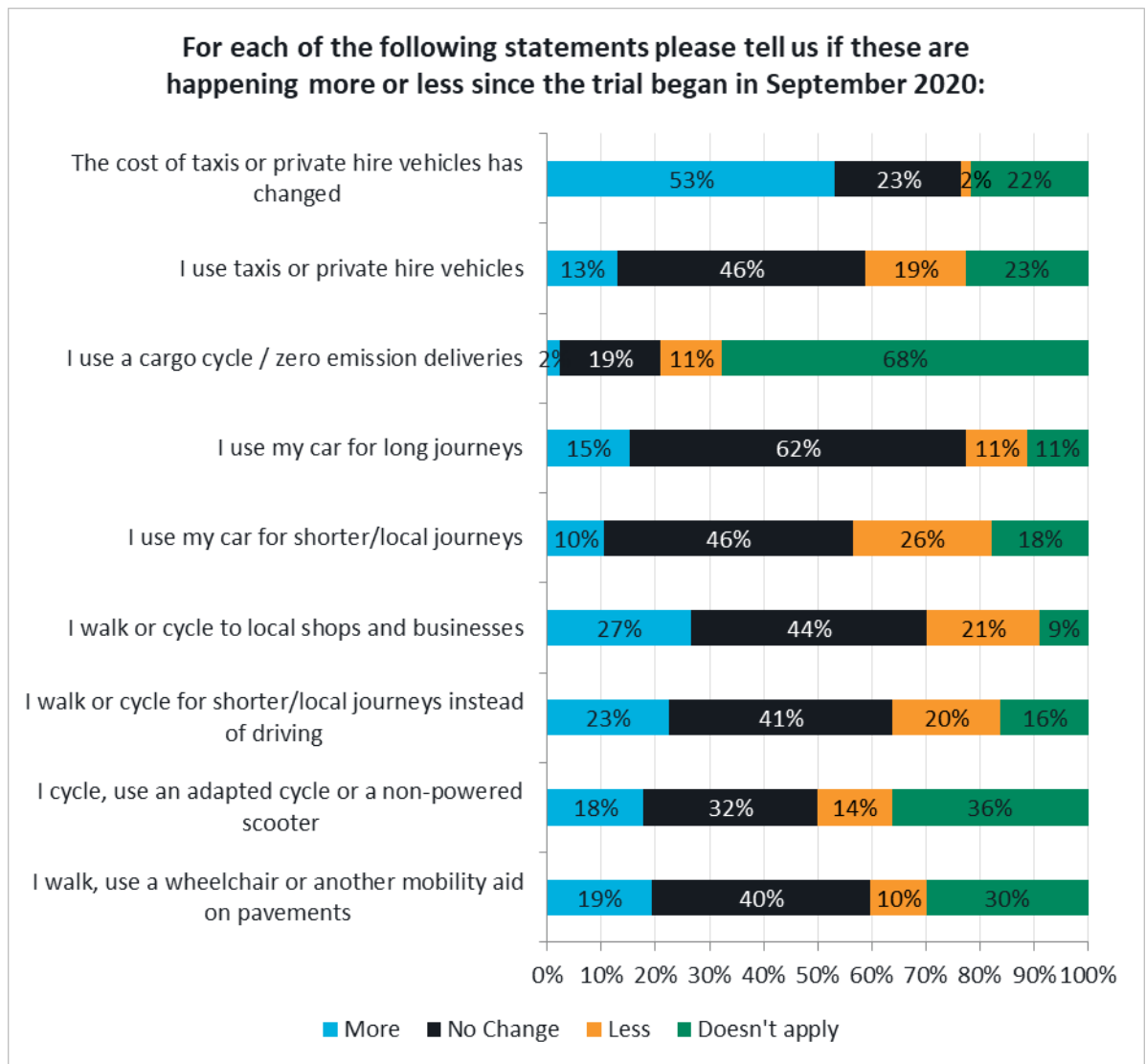
Figure 3.15: Driving patterns (Q2) – all responses



Number of respondents – 241

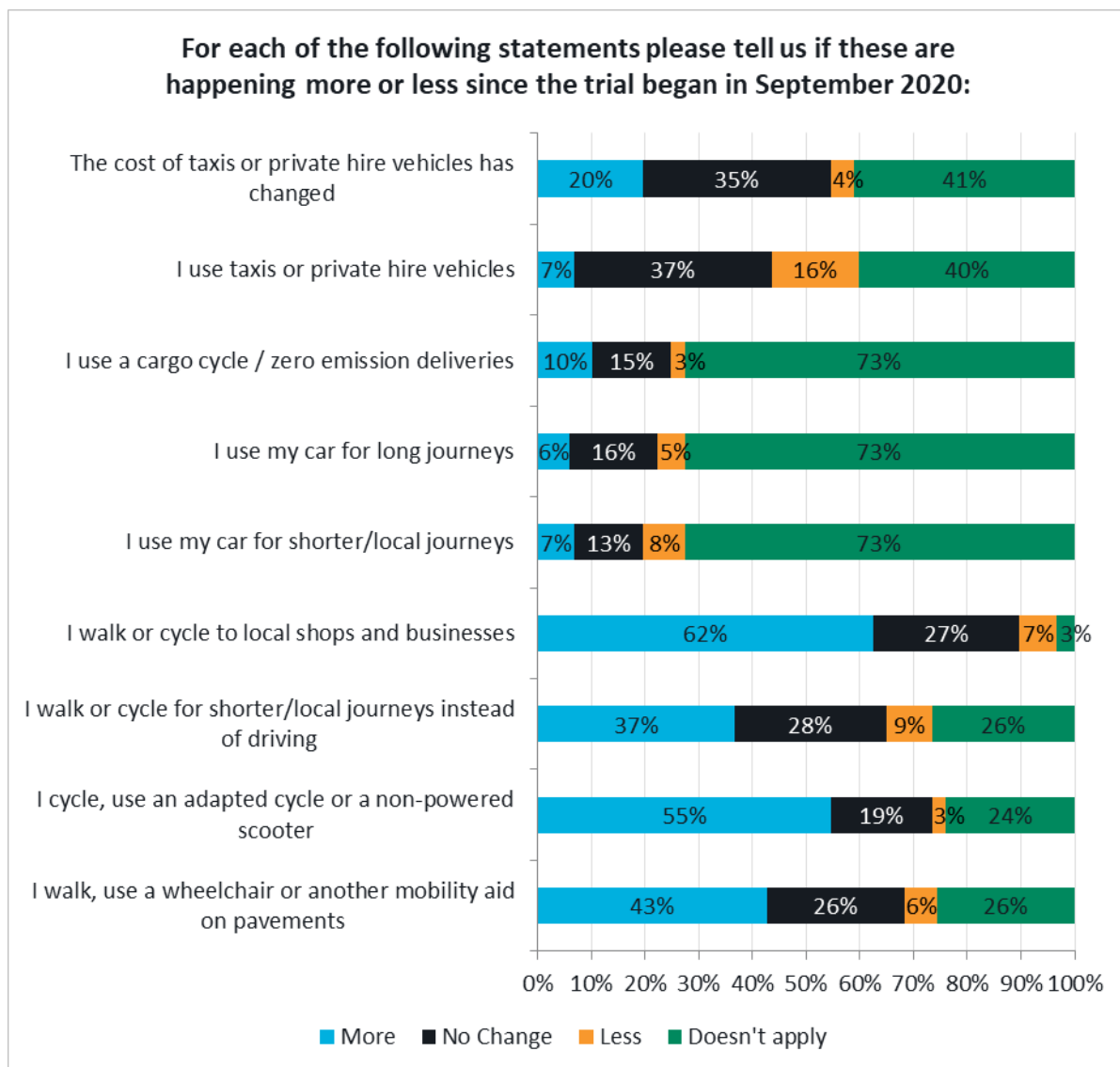
3.29 Respondents from households without access to a car/van stated that they walk or cycle to local shops and businesses more than those who have access to a car/van (62% vs 27%), cycle more (55% vs 18%) and walk or cycle more for shorter journeys instead of driving (37% vs 23%) since the introduction of the LTN. Those who have access to a car/van reported much higher percentages of 'No Change' for the way they travelled around the area. (Figure 3.16 and 3.17).

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



Number of respondents - 124 (NB 'no response' to car ownership has not been included)

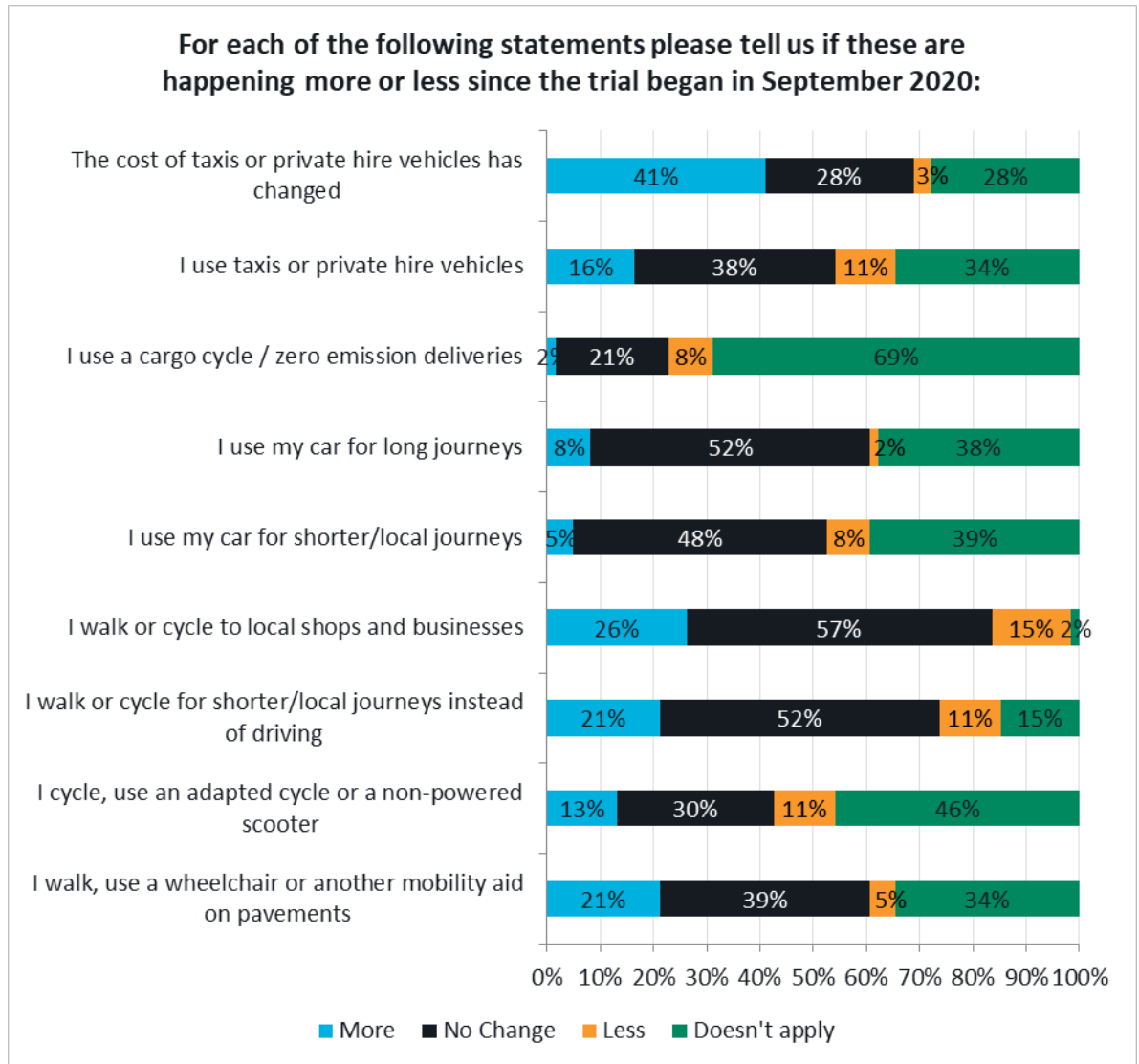
Figure 3.17: Driving patterns (Q2) - Responses from those whose household does not have access to a car/van



Number of respondents – 117 (NB ‘no response’ to car ownership has not been included)

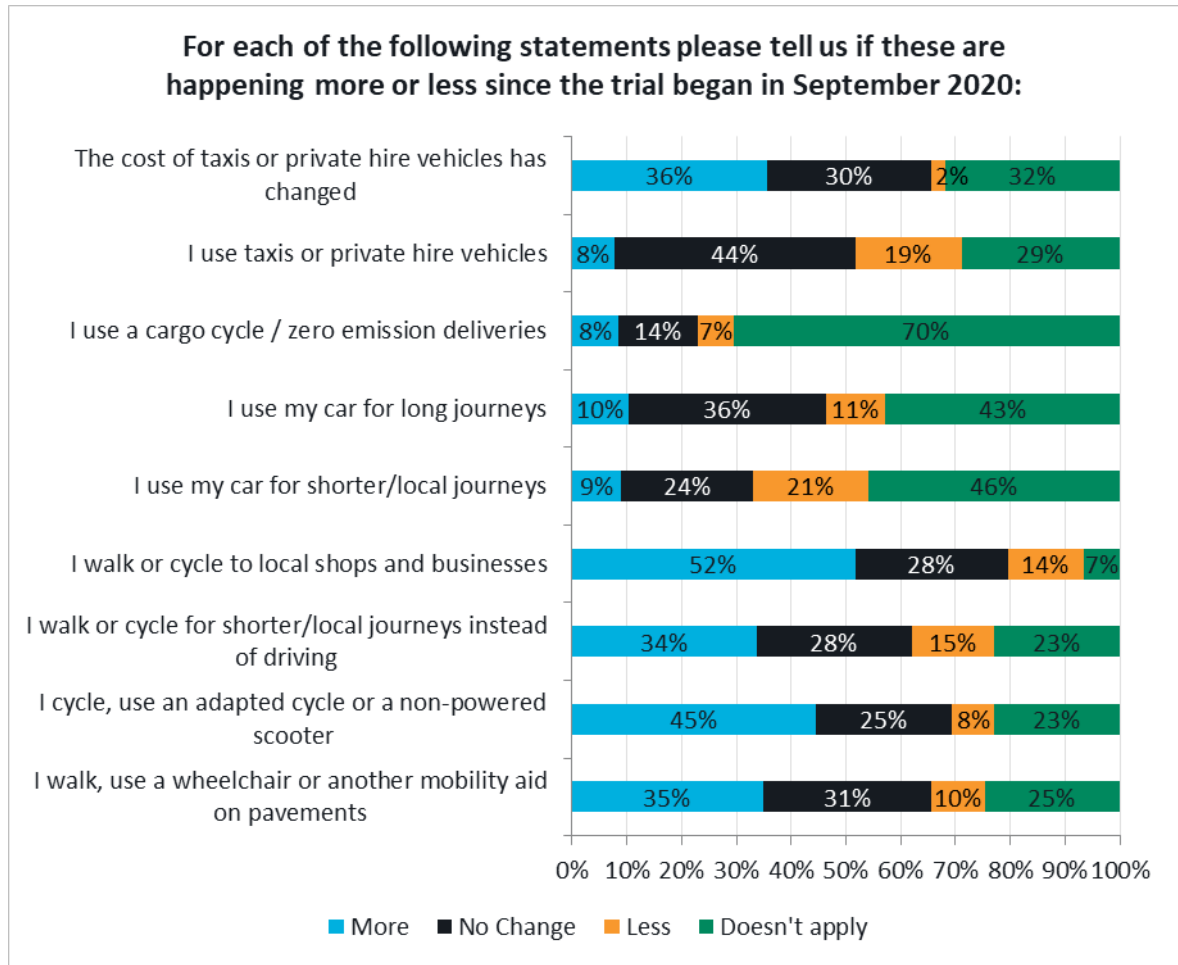
3.30 Figures 3.18 and 3.19 shows the responses to the change statements from respondents living within the LTN and on boundary roads (Figure 3.18) and respondents living outside the LTN (3.19). Respondents living outside the LTN use their car more for shorter/local journeys more than those within the LTN and on the boundary roads (9% vs 5%). Respondents living outside the LTN walk or cycle for shorter/local journeys more and to local shops and businesses more than those within the LTN and on the boundary roads (34% vs 21%, and 52% vs 26% respectively). The proportion of respondents living inside the LTN stating ‘no change’ in response to the statements was higher than those outside the LTN.

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



Number of respondents – 61 (NB 'no response' to connection to the area has not been included)

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

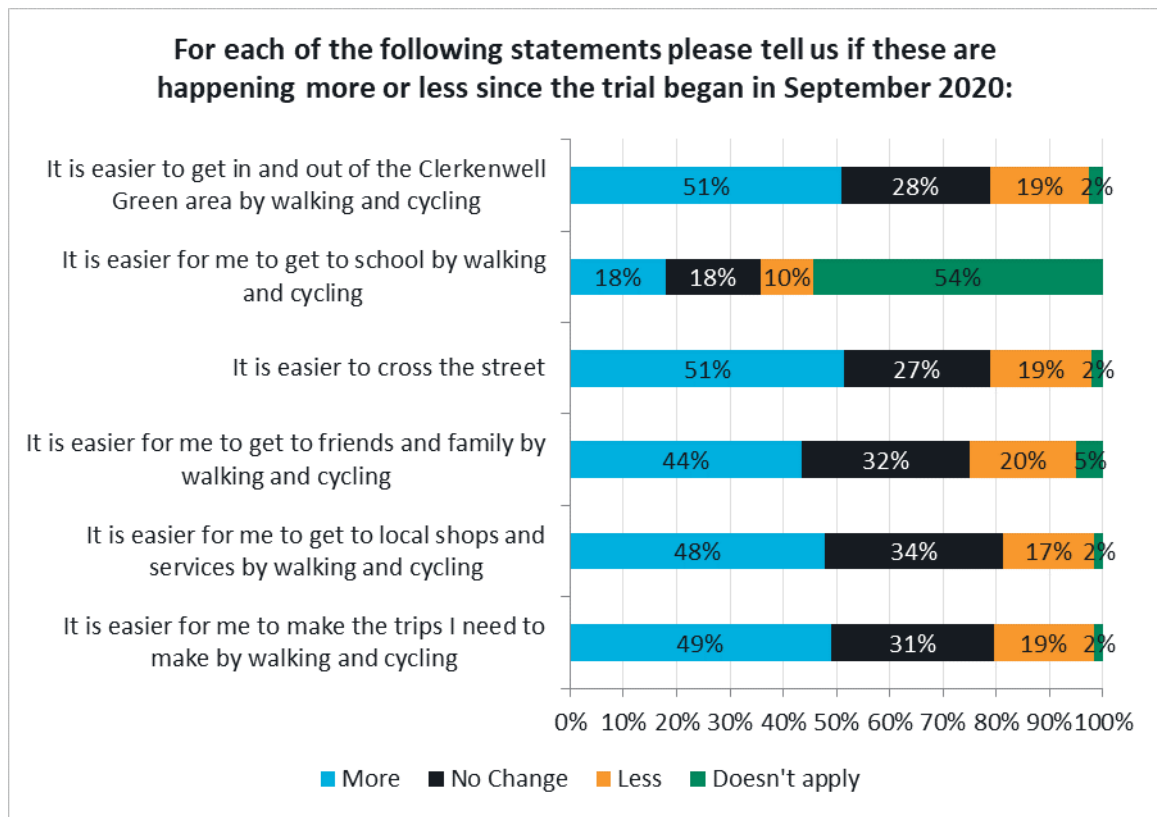


Number of respondents - 166 (NB 'no response' to connection to the area has not been included)

Active modes

3.31 Respondents stated it is easier now to cycle and walk: for getting in and out of the Clerkenwell Green area (51%), for short trips (49%), to local shops (48%), and to see friends and family (44%). However, there was a mix of views amongst respondents, other respondents stated it was harder to walk and cycle: for getting in and out of the Clerkenwell Green area (19%), for short trips (19%), to local shops (17%), and to see friends and family (20%) (Figure 3.20).

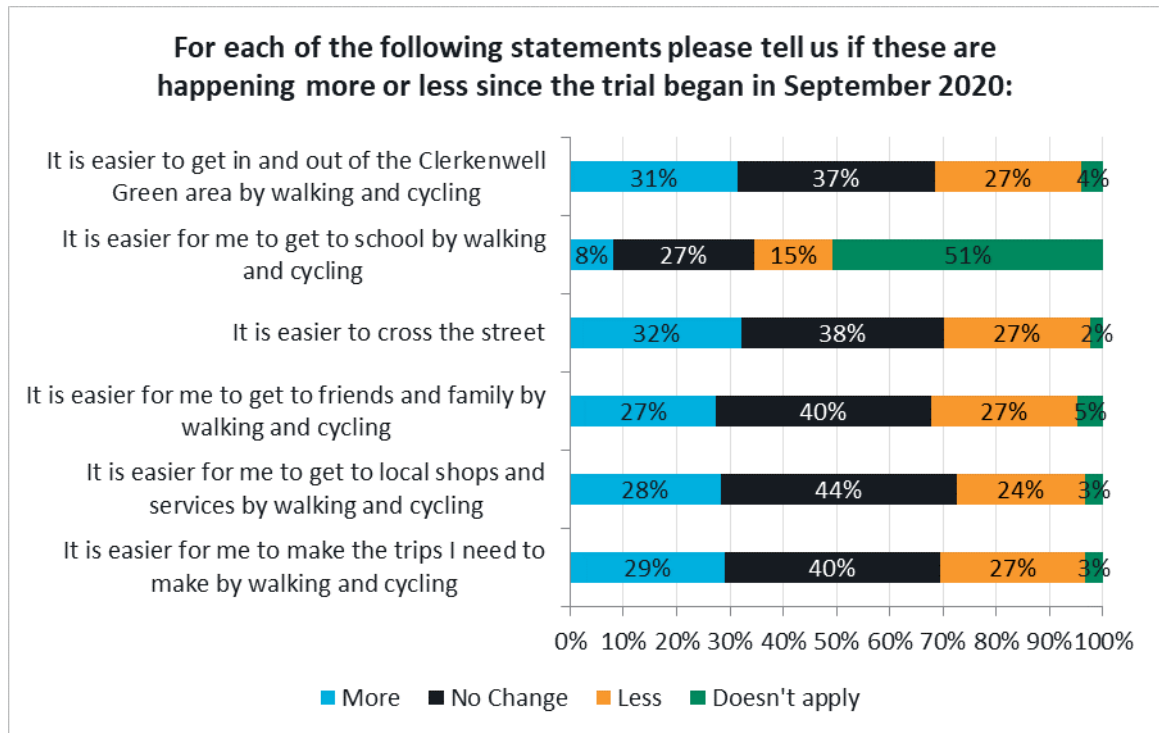
Figure 3.20: Active modes (Q3) – All responses



Number of respondents – 241

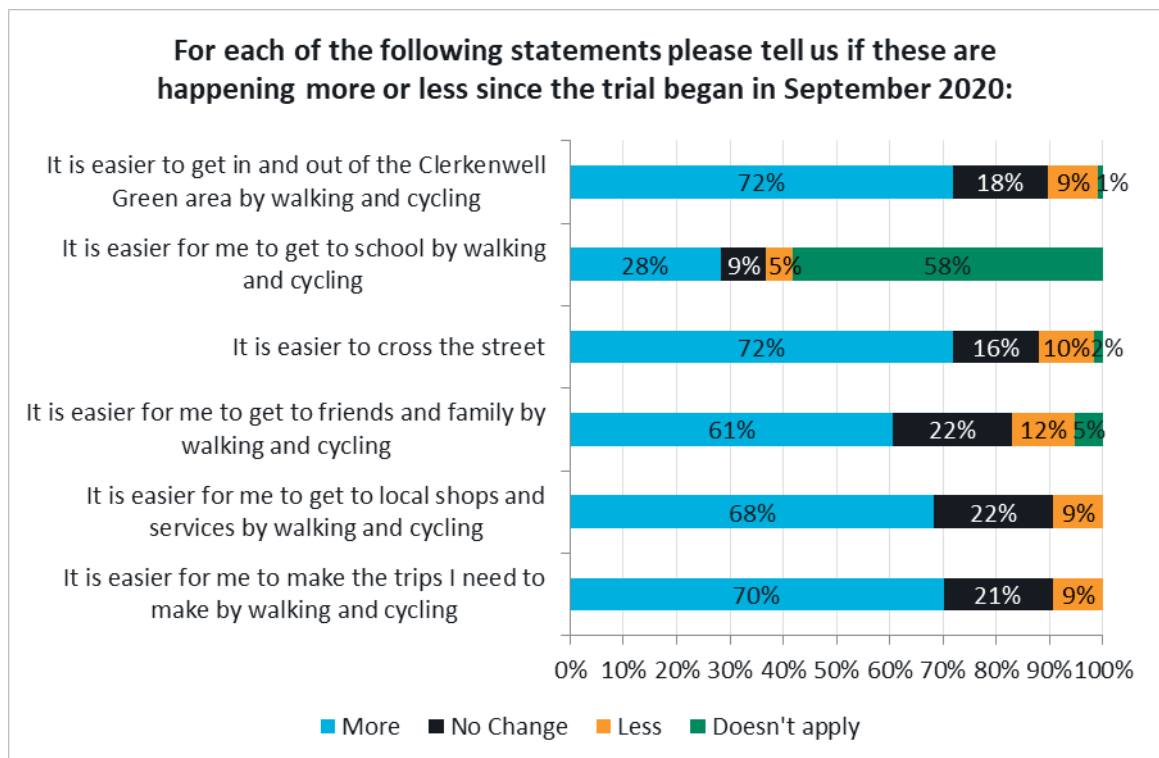
3.32 As with the previous two questions, there are differences between responses from those with access to a car/van, and respondents who live in households without access to a car/van. Responses from those whose household does not have access to a car/van stated that they found it easier now to cycle and walk: for getting in and out of the Clerkenwell Green area (72% vs 31%), making short trips (70% vs 29%), to local shops (68% vs 28%), and to see friends and family (61% vs 27%). Those who have access to a car/van reported much higher percentages of 'No Change' than those who do not have access. (Figures 3.21 and 3.22).

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



Number of respondents - 124 (NB 'no response' to car ownership has not been included)

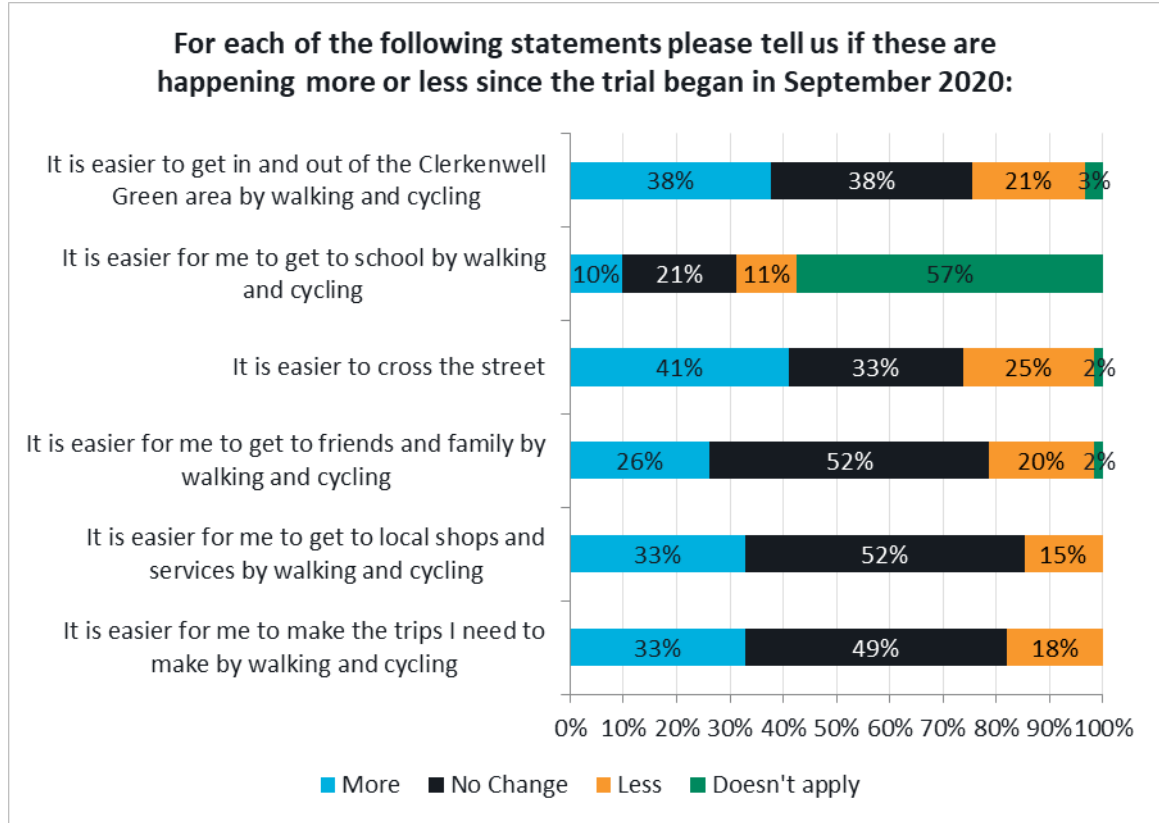
Figure 3.22: Active modes (Q3) - Responses from those whose household does not have access 1 or more cars/vans



Number of respondents - 117 (NB 'no response' to car ownership has not been included)

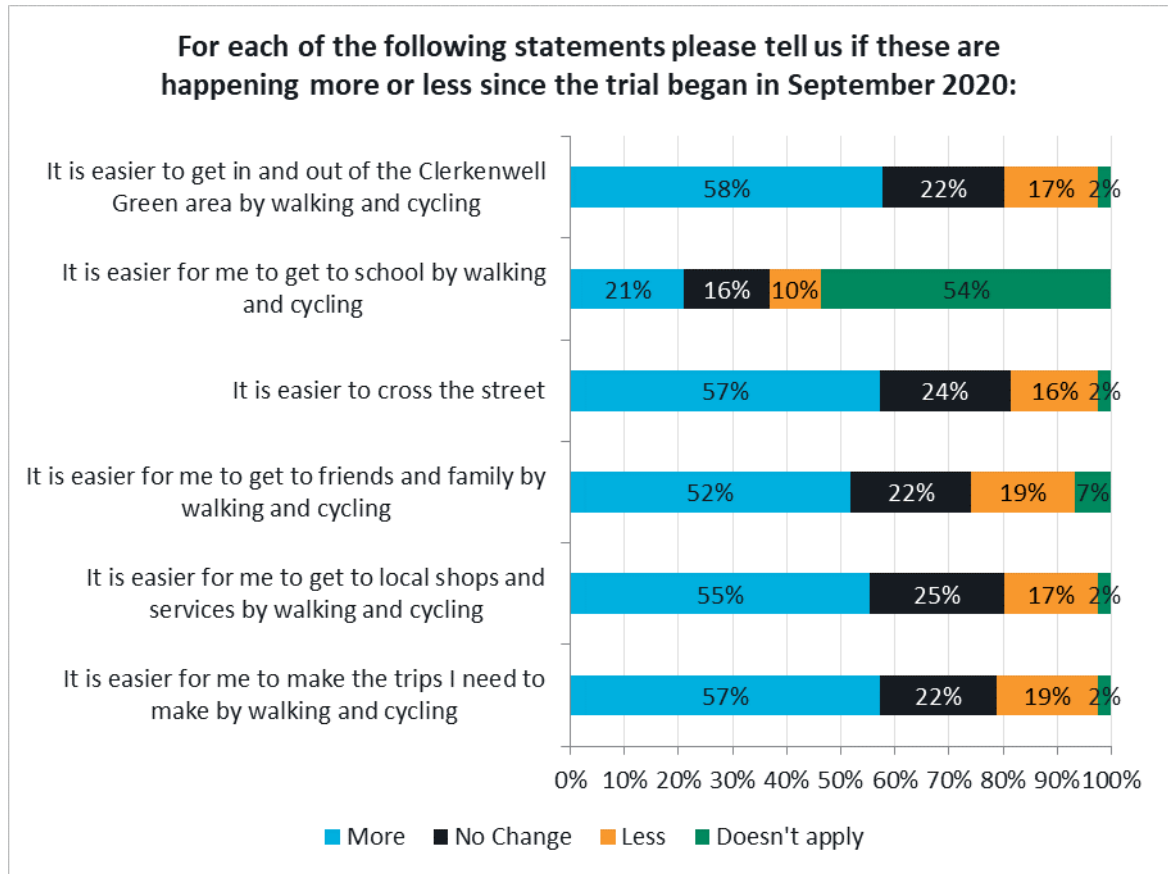
3.33 In comparison to responses from people living in the LTN area, more of the responses from those living outside the LTN stated that it was easier to get in and out of the Clerkenwell Green area (58%) and that it was easier to cross the street (57%), compared to 38% and 41% of respondents within the LTN and (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 – 61 (NB 'no response' to connection to the area has not been included)

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

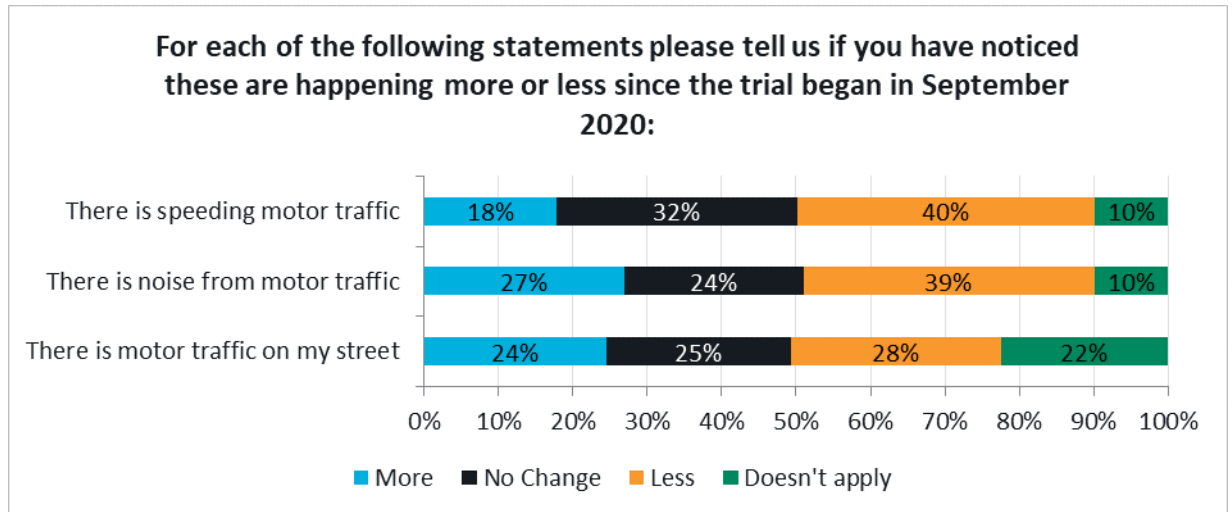


Number of respondents – 166 (NB 'no response' to connection to the area has not been included)

Motor traffic

3.34 Figure 3.25 shows responses to statements about changes in the speed, noise and amount of motor traffic. Across all respondents, since the trial began, 18% said there is more speeding motor traffic, 27% that there is more noise from motor traffic and 24% that there is more motor traffic. Conversely, 39% stated that there is less noise from motor traffic, 28% said there is less motor traffic on their street and 40% said there is less speeding motor traffic. Others reported no change in the speed, noise and amount of motor traffic (32%, 24% and 25% respectively).

Figure 3.25: Motor traffic (Q4) – all responses

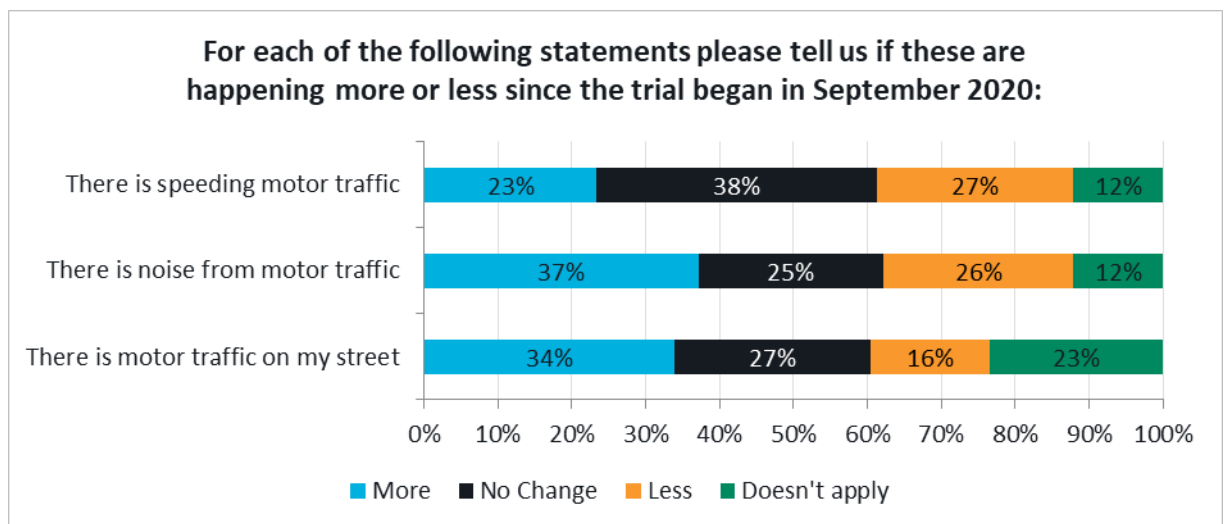


Number of respondents – 241

3.35 Among those without access to a car/van, 54% said they noticed less speeding motor traffic (compared to 27% of respondents with access to a car/van), 53% said they noticed less noise from motor traffic (compared to 26% among those with access to a car/van), and 41% said they noticed less motor traffic on their streets (compared to 16% among those with access to a car/van) (Figures 3.26 and 3.27).

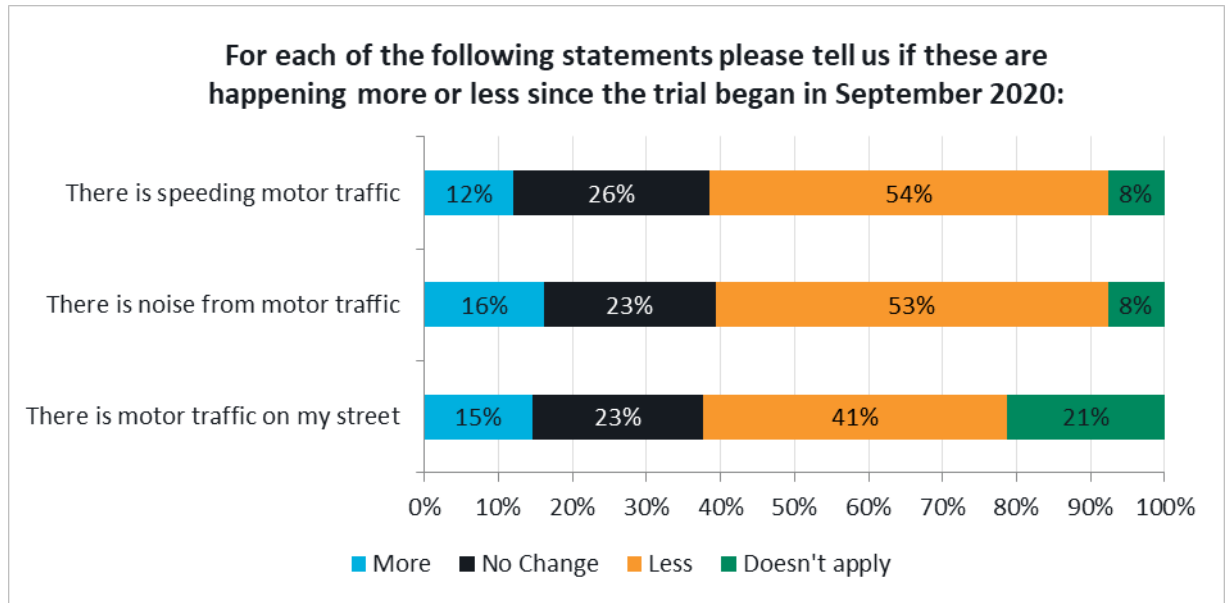
3.36 More responses from those whose household have access to a car noticed increases in speeding motor traffic (23% compared to 12% among those without access to a car), noise from motor traffic (37% compared to 16% among those without access to a car) and motor traffic on their street (34% compared to 15% among those without access to a car) (Figures 3.26 and 3.27).

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



Number of respondents - 124 (NB 'no response' to car ownership has not been included)

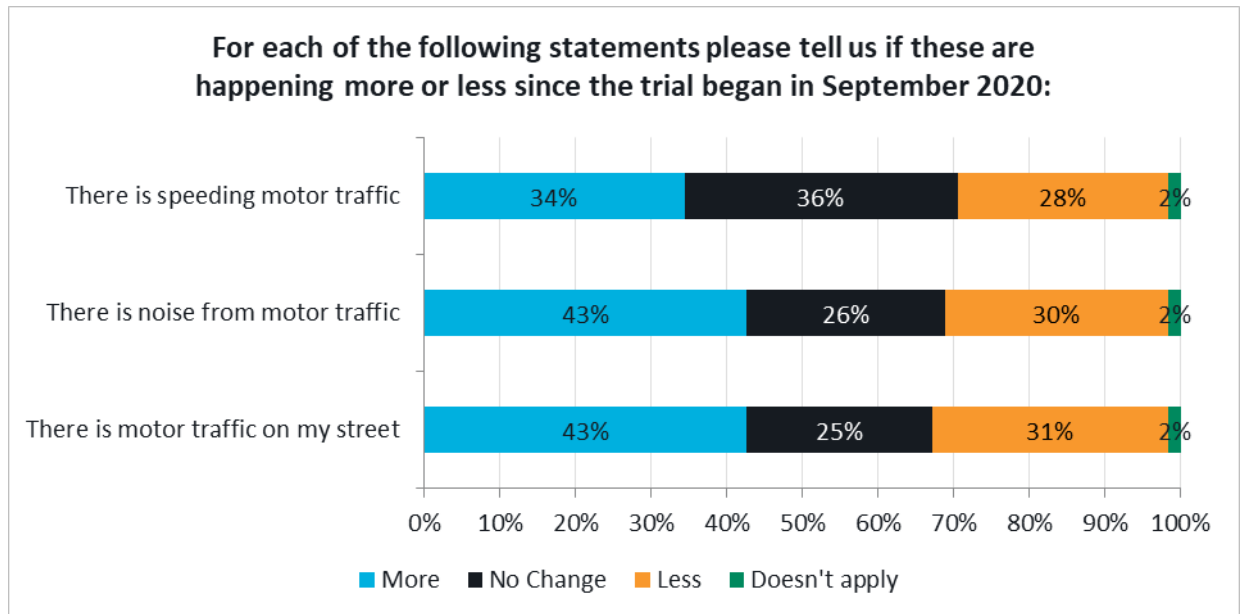
Figure 3.27: Motor traffic (Q4) - Responses from those whose household do not have access to 1 or more cars/vans



Number of respondents – 117 (NB 'no response' to car ownership has not been included)

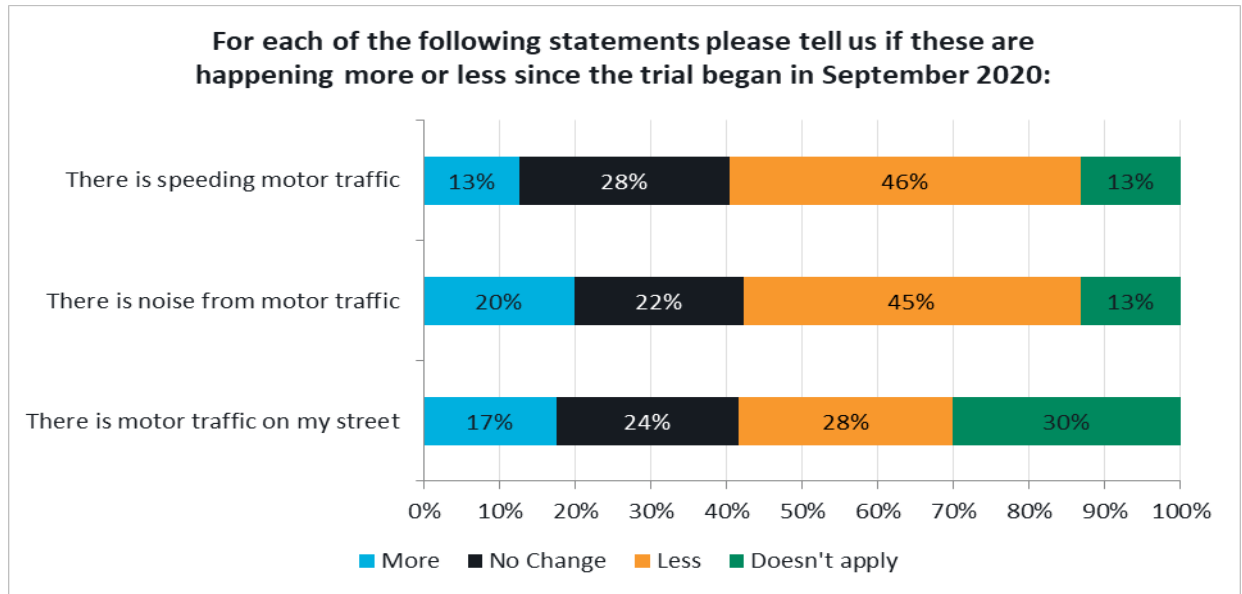
3.37 Figures 3.28 and 3.29 show responses to the 'change in traffic' statements from people living within the LTN and on boundary roads (Figure 3.28), and responses from people living outside the LTN area (Figure 3.29). In comparison to respondents from outside the LTN area, a greater proportion of respondents from inside the LTN and on boundary roads said there was more speeding motor traffic (34% compared to 13%), more motor traffic noise (43% compared to 20%) and less traffic on their street (43% compared to 17%).

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



Number of respondents – 61 (NB 'no response' to connection to the area has not been included)

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

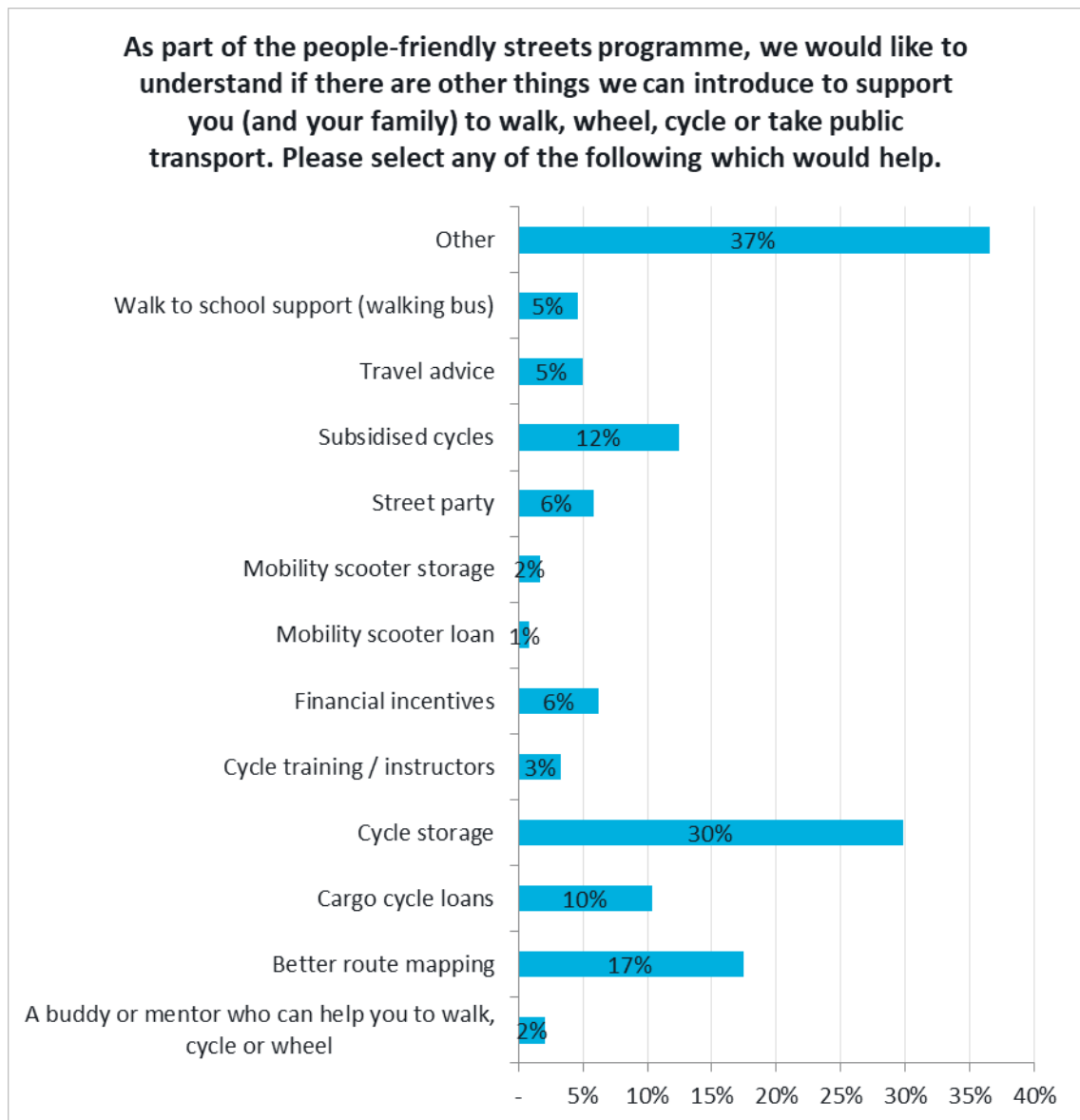


Number of respondents – 166 (NB ‘no response’ to connection to the area has not been included)

The future of the trial

3.38 The survey asked respondents what things could be introduced to support them and their family to walk, wheel, cycle or take public transport. Over a third (37%) selected “Other” things; further analysis on this showed that the majority of responses such as this fit into existing categories with cycle storage being the most popular suggestion in ‘other’. Respondents also used this section to provide their overall opinion on the Clerkenwell Green trial itself. Just less than a third (30%) stated cycle storage, followed by 17% stating better route mapping.

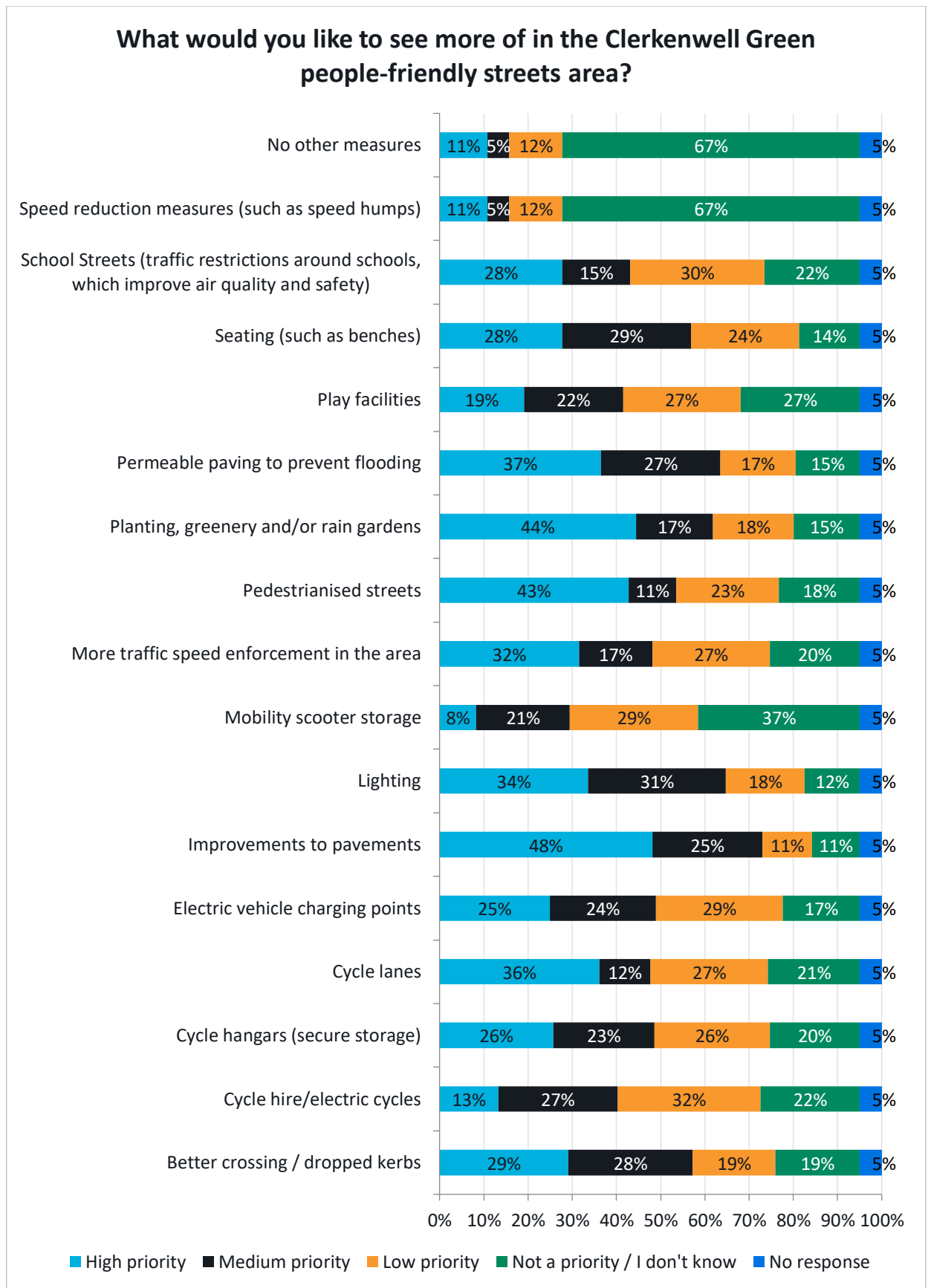
Figure 3.30: Other measures that would support more walking, wheeling, cycling or use of public transport (Q5)



Number of respondents – 241

- 3.39 Respondents were also asked what they would like to see more of in the Clerkenwell Green people-friendly streets 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.
- 3.40 Almost half (48%) of respondents rated improvements to pavements as a high priority, followed by planting greenery and/or rain gardens (44%), pedestrianised streets (43%), and permeable paving to prevent flooding (37%).

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

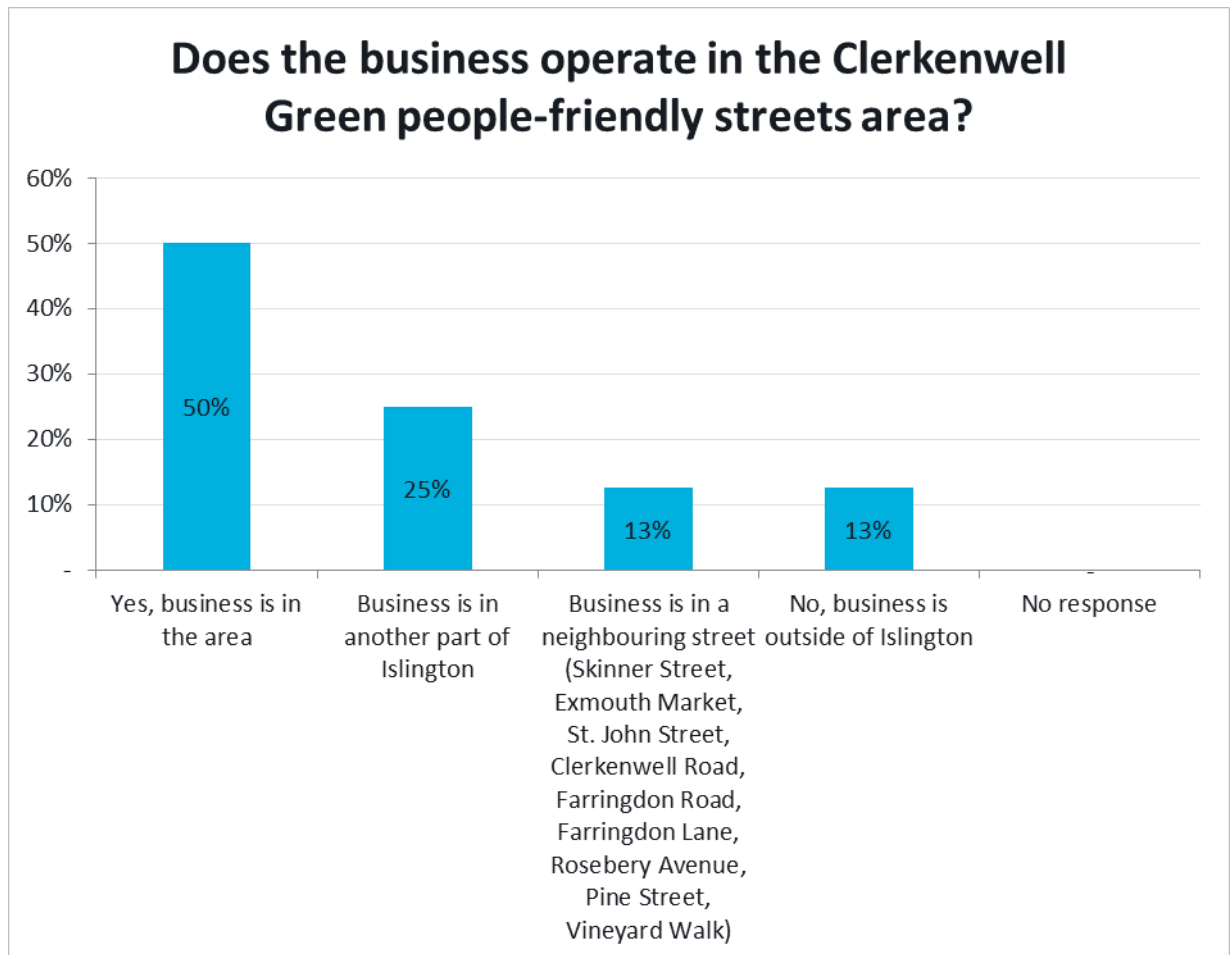


Number of respondents – 241

Business Responses

- 3.41 Eight respondents (3%) stated they were answering the consultation on behalf of a business; there followed two questions specifically for businesses.
- 3.42 The respondents were asked if their business operated in the Clerkenwell Green LTN area. Half (50%) had business in the area, followed by a quarter having a business in another part of Islington and 13% having a business on a neighbouring street.

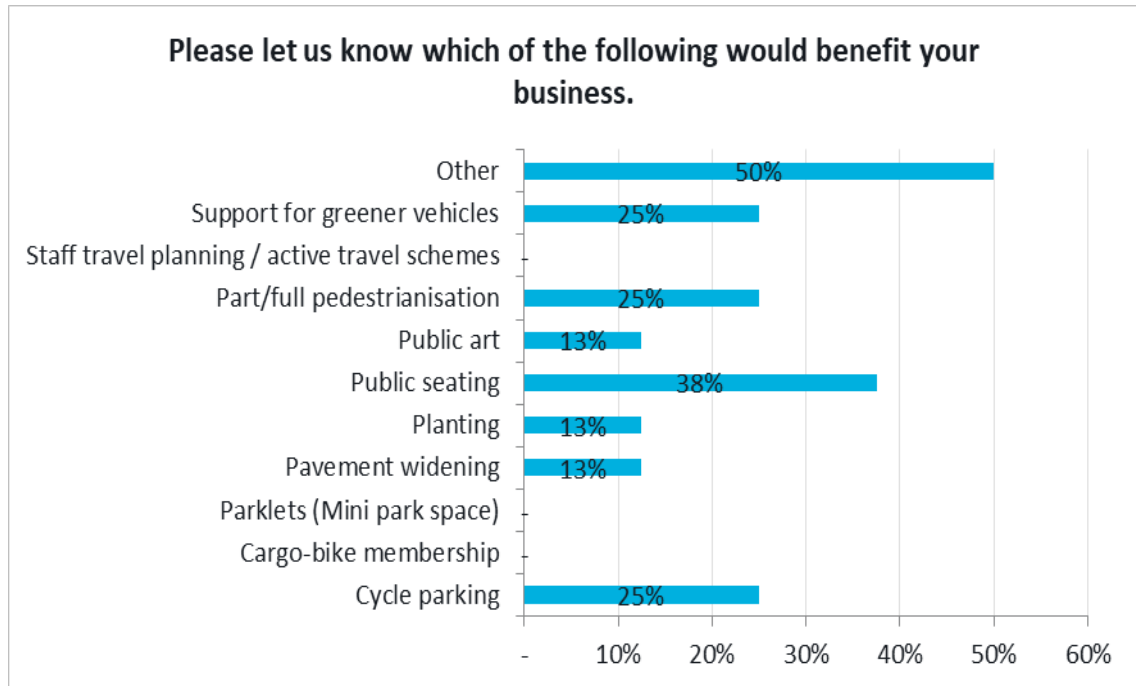
Figure 3.32: Business operation area (Q13)



Number of respondents – 8

- 3.43 Five of the eight business respondents operated in the Clerkenwell Green people-friendly streets area or neighbouring street. 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.
- 3.44 Half of business respondents in the LTN or on a boundary road stated that “Other measures” would benefit their business, followed by three selecting support for more public seating, two selecting support for greener vehicles, part /full pedestrianisation and cycle parking each.
- 3.45 Four respondents said “Other measures” including a request for ANPR access, parking for cars and delivery vehicles, and removing the scheme.

Figure 3.33: Which measures would benefit your business (Q14)



Number of respondents – 8

Open Question Analysis

3.46 Respondents were asked two open questions in the consultation questionnaire:

- Q7: Is there anything else you would like to tell us about your experience of the Clerkenwell Green people-friendly streets trial?
- Q9: Are there issues in the Clerkenwell Green area with road danger or safety that you would like to tell us about?

3.47 There were 241 respondents to the survey, 6 pieces of correspondence via email have been included to the open coding analysis bringing this to a total of 247. 87 of the respondents to the survey provided no response to the open questions.

3.48 Open question analysis involves ‘coding’ the statements made by the respondents. This ‘coding’ requires creating a code frame and assigning each point raised by respondents in their response a code. This means that when multiple people raise the same point, this can be identified and categorised within the code frame. This makes it possible to quantify how many times the same or very similar point has been commented by respondents.

3.49 Codes were organised by theme, for example equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.

Analysis of all respondents

3.50 Table 3.4 below presents the top twenty most raised codes, plus the percentage of people who gave no response. The full code frame output can be found in Appendix D.

Table 3.4: Top twenty comments in the open text responses

Theme	Code	Number	Percentage
Other	No response	87	35%

Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	32	13%
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)	23	9%
Pollution	Concern that the LTN worsens air quality / does not improve air quality	19	8%
Other	Comment Out of Scope of Clerkenwell Green LTN	16	6%
General	Suggest that the scheme is removed	16	6%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	16	6%
General	Support scheme, no further detail provided	15	6%
Cycling	Concern that people cycle dangerously/speed	14	6%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	13	5%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	10	4%
Equalities	Concern about impact on disabled people	8	3%
Accessibility	Concern that the LTN reduces access for emergency services	8	3%
Cycling	Support due to improved cyclist safety	8	3%
Safety	Concern about speeding vehicles within the LTN	7	3%
Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	7	3%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	7	3%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	6	2%
Equalities	Concern about impact on older people	6	2%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	6	2%

Safety	Concern that new restrictions create conflict/safety issue between different road users	6	2%
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3.51 The most common concerns raised were:

- The most prevalent concern expressed by respondents was that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads. 32 respondents raised this concern (13%).
- The second highest concern was that the LTN causes increased anti-social behaviour, crime, or fear of crime due to quieter streets. 23 respondents raised this (10%).
- This was followed by 8% respondents who were concerned that the LTN did not improve or worsened air quality.

3.52 The most common supportive comments were:

- The most prevalent category was general support for the scheme with 15 respondents stating this (6%).
- The second highest reason for supporting the scheme was improved cycling safety, as mentioned by 8 respondents (3%).
- This was followed by 3% of respondents supporting the scheme due to a reduction in through traffic.

3.53 15 respondents (6%) suggested the scheme should be extended to a wider area and/or that additional measures were needed to promote active travel.

Coded responses of those who have one or more car or van in their household

3.54 Analysis above in Section 2 of this report, highlights that a higher proportion of those who own a car have responded to this consultation than the borough average of car ownership. In order to analyse further how car ownership may have an effect on the perceptions of the Clerkenwell Green LTN trial, the table below shows the most common codes from respondents who own one or more car or van.

Table 3.5: Open text responses from those who own one or more car or van

Theme	Code	Number	Percentage
Other	No response	32	26%
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	25	20%
Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	20	16%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	16	13%
General	Suggest that the scheme is removed	14	11%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	13	10%

Other	Comment Out of Scope of Clerkenwell Green LTN	9	7%
Cycling	Concern that people cycle dangerously/speed	9	7%
Equalities	Concern about impact on disabled people	7	6%
Accessibility	Concern that the LTN reduces access for emergency services	6	5%
Private Vehicle Traffic	Concern that the LTN restricts road access	6	5%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	5	4%
General	Support scheme, no further detail provided	5	4%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	5	4%
Safety	Concern about speeding/dangerous driving among moped/e-bike/users	5	4%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	5	4%
Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	4	3%
Equalities	Concern about impact on older people	4	3%
Equalities	Concern about impact on lower income groups	4	3%
Equalities	Concern about unequal impact on people based on geographic location of residence	4	3%

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

3.55 In order to analyse further how the perceptions of those who live within the LTN and on the Clerkenwell Green boundary roads may differ, the table below shows the most common codes from respondents who live within the LTN and on the boundaries. 10% of respondents live on a boundary road of the Clerkenwell Green LTN and 15% of respondents live within the Clerkenwell Green LTN.

Table 3.6: Open text responses from those who live within the LTN and on boundary roads.

Theme	Code	Number	Percentage
Other	No response	14	23%
Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	13	21%
Other	Comment Out of Scope of Clerkenwell Green LTN	7	11%
Pollution	Concern that the LTN reduces air quality / does not improve air quality	6	10%

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)	5	8%
General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	4	7%
Safety	Concern that new restrictions create conflict/safety issue between different road users	4	7%
Cycling	Concern that people cycle dangerously/speed	4	7%
Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	4	7%
Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	4	7%
Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	3	5%
General	Suggest that the scheme is removed	3	5%
General	Support scheme, no further detail provided	3	5%
Accessibility	Concern that the LTN reduces access for residents and their visitors	3	5%
Accessibility	Concern that the LTN reduces access for emergency services	3	5%
Safety	Concern that the LTN causes road safety issues, no further detail provided	3	5%
Safety	Concern about speeding vehicles within the LTN	3	5%
Private Vehicle Traffic	Concern that the LTN restricts road access	3	5%
Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	3	5%
Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	3	5%

Appendices

Appendix A - List of Businesses

Business	Postcode
Hickman and Rose	Aylebury Street
Maira Indian Cuisine	Aylesbury Street
Zaha Hadid Architects	Bowling Green Lane
Jinny Blom Ltd	Bowling Green Lane
Carl Hansen and Son	Bowling Green Lane
The Bowler	Bowling Green Lane
St. James's Church	Clerkenwell Close
Sergison Bates Architects	Clerkenwell Close
The Clerkenwell Kitchen	Clerkenwell Close
Open-Outdoor Media	Clerkenwell Close
Grub on the Green	Clerkenwell Close
Greyhound on the Green	Clerkenwell Close
Interface Façade	Clerkenwell Close
Clerkenwell Workshops	Clerkenwell Close
The Horseshoe	Clerkenwell Close
Three Kings Pub	Clerkenwell Close
The Old Sessions House	Clerkenwell Green
Marx Memorial Library	Clerkenwell Green
Pho Trading Ltd	Clerkenwell Green
Centrium	Clerkenwell Green
Stray Cats Communications	Clerkenwell Green
Chetwoods	Clerkenwell Green
Jennifer Newman Studio Ltd	Clerkenwell Green
Academy Class	Clerkenwell Green
Altro Showroom	Clerkenwell Green
Crown Tavern	Clerkenwell Green
Finsbury Business Centre 40	Clerkenwell Green
Dans le Noir	Clerkenwell Green
Royal Philharmonic Orchestra	Clerkenwell Green
Clerkenwell Gallery	Clerkenwell Green
Second Home Ltd	Clerkenwell Green
The Green	Clerkenwell Green
Scotti's Snack Bar	Clerkenwell Green
Satila Studios (Old Sessions House)	Clerkenwell Green
The Green	Clerkenwell Green

Independent James	Clerkenwell Green (2nd Floor)
The Peel Institute	Northampton Road
Orange Box Ltd	Northampton Road
Greater London Record Office History Library	Northampton Road
Heyne Tillett Steel	Pear Tree Court
Priory House	Sans Walk
Isomi Furniture	Sans Walk
Sekforde Works	Sans Walk
Granger and Co.	Sekforde Street
Sekforde Arms	Sekforde Street
Connected Places Catapult	Sekforde Street
Association of Optometrists	Woodbridge Street
Big Radical	Woodbridge Street

Appendix B – Summary of town hall comments and responses and online Q&A comments and responses

In person Town Hall event (held in conjunction with Canonbury East trial scheme)

Resident Question	LBI Response Points
When did you take baseline measurements for traffic and air quality, and when were the comparison measurements taken during the trial?	<ul style="list-style-type: none"> 2020. We know from permanent counters which are around Islington that traffic levels have reduced.
What is the value of stating that there is less traffic on the roads with modal filters – this seems obvious as you cannot drive through them?	<ul style="list-style-type: none"> The traffic counters are not at the point of the modal filter itself, so still provide data on how many cars are using the road It is an objective of the scheme to reduce traffic on these roads
Is it possible to get an accurate map of all the traffic and air quality monitoring points – such as on Essex Road?	<ul style="list-style-type: none"> Yes, these maps are available in the monitoring report and show the precise location of measurement points
How can we trust your findings, when my lived experience tells me otherwise? For example, my house has a lot more pollution on one side than the other due to the trial? You should be measuring air quality now, as the time you chose to measure it was impacted by the pandemic. Similarly, you should take cycling measurements during winter, and not summer.	<ul style="list-style-type: none"> Motorised traffic data has been normalised to account for the pandemic and we have measured cycling levels in summer and winter We have used industry standard, rigorous techniques to monitor these schemes
When was/is the disabled residents focus group? It feels as if disabled business owners don't matter to the council as you do not respond to my emails. The executive report you are voting on is going to leave me in the position where I have to choose and ration what medical services I can access. How am I supposed to prioritise my medical needs? And what are you going to do about this? ** Further comments in reply to answer ** I do respect you have responded to some of my emails, but not all. And importantly my situation has not changed concerning my medical needs.	<ul style="list-style-type: none"> We are doing everything we can to bring in Blue Badge exemptions using the technology available This is something that we can assure you will be implemented We have a large amount of correspondence and I know that we have responded to many of your emails
Are you leafletting boundary roads, as I have not received one? (This question related to the Canonbury East LTN) *This is followed by comments from others including concerns that the leaflets are being dumped by the company that were supposed to deliver them.	<ul style="list-style-type: none"> We have delivered over 10,000 leaflets across the area (this figure related to the Canonbury East area, as the question referred to this LTN) I am not personally responsible for delivering these leaflets but assure you we have given a strong effort to

	engage with as many residents as possible
<p>*In response to comment about vulnerable people. These schemes mean we [referring to blue badge holders] now have to decide which trips we can make and are restricted in how we can move through the borough.</p> <p>Please can the council scrap the proposal to allow Blue Badge exemption from individual LTNs and allow all 8,600 Blue Badge holders to move through all the filters.</p>	<i>Response was difficult to hear through interruptions but gave an explanation of Blue Badge exemption plan</i>
<p>Can I add that the council has a duty of care? I am a mother of a disabled child who goes to school in Camden and uses an Islington Council funded transport service. I have had to beg in order for this vehicle to be given exemption – but others may not be in the position to be able to achieve the same result.</p> <p>We need all Blue Badge holders to be able to drive through all of the LTNs in Islington.</p> <p>This is not just about medical appointments, but everyday life.</p>	<i>Response was difficult to hear through interruptions but gave an explanation of Blue Badge exemption plan</i>
You have said that people need to change the way they move around, but disabled people are not able to make this choice.	<ul style="list-style-type: none"> Stated that we are working on making it easier for people to apply for exemptions
I am a parent of a disabled child who relies on using different cabs each day to get to school – how will this be accounted for?	<ul style="list-style-type: none"> I am aware of many people using regular cab services who have exemptions, but using different cabs each day is something we may have to consider If you are happy to give me your contact details, I can look into whether you are eligible for any current exemptions or services
I have seen lots of videos of emergency services stuck at the filters, what are you going to do about this?	<ul style="list-style-type: none"> We consult closely with the emergency services There are many pre-existing filters across the borough that the emergency services have been avoiding without problem prior to this scheme
I have experienced more anti-social behaviour, including a girl that had been robbed and beaten up as there are no police around.	<ul style="list-style-type: none"> Our data shows that there has not been an increase in anti-social behaviour
The data you use regarding the emergency services only shows the fire brigade. How can you use this data when it doesn't take into account police or ambulance services?	<ul style="list-style-type: none"> The police and ambulance services do not have data in a format that they are willing or able to share with us
What are you going to do about conflicts between cyclists and pedestrians? I have spoken to many	<ul style="list-style-type: none"> We are reducing shared space and making it safer for cyclists to use the

<p>people who have had difficulty crossing Elmore Street (relates to the Canonbury East LTN trial only) due to cyclists.</p>	<p>road and avoid the pavement, thus reducing opportunities for cyclist-pedestrian conflict</p> <ul style="list-style-type: none"> • There are lots of pedestrian improvements that we are aware of and want to act on
<p>Have you considered the impact to bus services?</p>	<ul style="list-style-type: none"> • Yes, the bus service times are being monitored
<p>Do you think this consultation has been delivered in the best way – regarding digital inequalities? As you are using an online survey that not everyone can access. Furthermore, consultation events have been scheduled at short notice, and poorly advertised.</p>	<ul style="list-style-type: none"> • We have provided instructions in the leaflets for how to engage by non-digital means • We do not deliver a paper copy of the consultation to every house as the majority of these would not be used and this would be a waste of resources by the council and not environmentally friendly • We have gone above and beyond the legal requirement to consult
<p>You mentioned to someone earlier that they should email you about individual exemptions – is this the process that people should use? And how is it fair for you to decide who should get exemptions?</p>	<ul style="list-style-type: none"> • Regarding my comment to the resident earlier – I offered to contact her to see if she was eligible for any existing council transport services
<p>How can we trust that you will make a fair decision as you have already spent so much money on the scheme? The survey you produced is leading and unclear. You need to think about the broader impacts, as traffic builds up on main roads and slows the busses.</p>	<ul style="list-style-type: none"> • We have been told by government guidance that we should reallocate road space to walking and cycling. • They have provided funding for these measures. We have been told to put schemes in by September. • We use consultancies such as Steer as they provide an outside, independent viewpoint
<p>Why isn't there a named individual signed at the end of the report? How can we trust the details when no one is willing to put their name to it?</p>	<p><i>Answer was unclear due to interruptions</i></p>
<p>Is it correct that you want to implement over 20 LTNs across Islington? Are you measuring the impact across the whole of the borough?</p>	<ul style="list-style-type: none"> • Our transport strategy does say we have plans for LTNs across the borough
<p>How could you put the future St Mary's LTN in without consulting as the COVID lockdowns have passed, there is no need for an emergency traffic order? I am familiar with ETOs being used to put in small things like a zebra crossing, but how is this appropriate to use for a large scheme such as an LTN?</p>	<ul style="list-style-type: none"> • ETOs have existed before COVID • Future LTNs will be delivered using co-design methods allowing residents to start with a blank map and design a scheme that suits them

<p>Is it not the case that where low traffic measures are implemented on a holistic basis, traffic is reduced – allowing those who need to drive to get around with less traffic?</p>	<ul style="list-style-type: none"> • Yes, it is a key aim of ours to reduce traffic overall across Islington • It is worth noting that current trends mean that the number of miles travelled is increasing in the borough without intervention
<p>What is being done to consult with businesses that work in the area but are not based here – for example my roofer has had difficulties accessing my house and will lose business, but may not be aware of the consultation as they do not live locally? These businesses should also be consulted.</p>	<ul style="list-style-type: none"> • We do want to consult with these businesses and have made every effort to do so
<p>What consideration is there for the fact that it is not possible to do a family food shop by public transport – and people are therefore using delivery vehicles more? You should have consideration for our lived experience.</p>	<ul style="list-style-type: none"> • Over 70% of households in Islington do not have access to a car • Those people’s lived experience has been that the traffic has been bad and gotten worse over previous years – people have not been able to walk or cycle comfortably
<p>Why has the LTN been put in place when there were previously a comparatively small number of serious collisions on roads within its boundaries, compared to boundary roads?</p>	<ul style="list-style-type: none"> • There has been a massive increase in traffic on residential roads due to the prevalence of GPS
<p>What is your consideration for the fact that Highbury Corner has been poorly designed and is causing traffic problems across the area? (Relates to the Canonbury East LTN trial)</p>	
<p>You stated that you were given money by central government for sustainable transport measures and that is why you have created the LTNs – but you didn’t have to create LTNs specifically. If it was the case that you had to, why aren’t there LTNs in other parts of London, why are they just in Islington?</p>	<ul style="list-style-type: none"> • We were given money and instructed to reallocate road space for walking and cycling
<p>How can we trust your findings when our lived experience of the traffic tells us otherwise? We have experienced it taking much longer to travel short distances by bus and have had to stop doing certain activities.</p>	
<p>Why doesn’t LB Islington concentrate on other climate friendly measures such as improving boilers? Why doesn’t the council themselves use more electric cars, and cargo bikes?</p>	
<p>To the room – are you aware of the events happening right now in Glasgow, COP26 and the massive climate crisis we are facing? And if we are not to use measures such as LTNs how else are we going to reduce the amount of traffic in Islington?</p>	

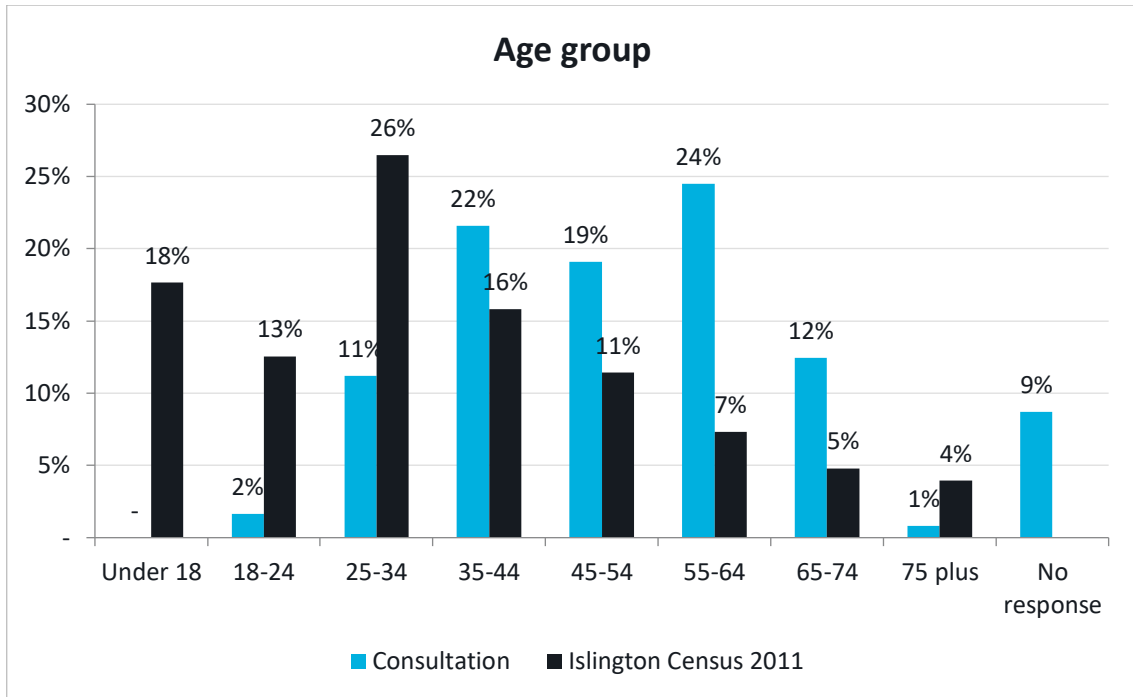
Online Q&A event

Comment/ Question	Response
Q - Who put together the summary of the report - I find the summary is clearly biased?	Report was done by PCL - take your point that's how you feel. We do need to summarise the info in some way.
Q - Actual figures are not represented in the summary	Full figures are provided in the overall report – we publish to ensure transparency
Q - AQ figures in the summary do not represent the actual. Emergency response times have gone up a significant amount	LBF have told Islington that this to them is not a significant change – we go off their definitions
Q – traffic on overall boundary roads have increased whilst not on the internal roads	Radar counters and some ATC counters so could lead to different counts on the internal roads and boundaries
Q – language used in the report is biased.	We do publish all the data instead of a high-level summary in the interest of transparency
Comment – Traffic is the main cause of child death - don't agree with that would like a source	Source given in the chat
Comment - 50% of NOx emission are of transport and Islington transport strategy says only 6% are from minor roads	Bollard was stolen and no camera enforcement on that location, this may be why. Agree this is a disappointing finding for us and we need to monitor this again and unfortunate that this happens as it leads to officer time and resource to replace this bollard.
Q - traffic flows have decreased by 11% but you say that traffic flows fluctuate on a daily basis on 10% - so you have achieved a reduction of 1%?	Traffic flows fluctuate so we have to include that caveat.
Q - what % is the total number of child deaths in the UK and how does that compare to other child deaths e.g., cancer deaths – need some perspective?	I do not have the stats on child cancer rates. We are looking up the source of that stat. 141 collisions in 2019 were killed or seriously injured. We are really trying to address the risk and danger posed by traffic. Fair to say some more road users are more vulnerable than others. These are the real reasons why the council has implemented these schemes. Source if child deaths from traffic given and posted in the chat
Q - are there plans to make St John street closed off to cars and wonder how that will impact the boundary roads and will that make the impact worse?	No plans in place yet. The objective of the LTN scheme is not to push traffic onto other roads - it is to reduce total amount of traffic and enabling people to shift to other modes. Acknowledge that Clerkenwell Green is an outlier to the overall trend from LTNs in Islington.
Q - we hear AQ levels are in line with borough wide trends - can we see what that trend is?	AQ is worse in winter than summer and so you can see that trend. Islington has an extensive network of monitors across the borough
Q - LFB - no significant impact - what does significant mean in % change? Q - what do you mean by negligible versus significant?	We haven't set a fixed threshold - they have a target that they aim for and we let them tell us if they believe a change is significant. LFB has given us these times and they have stated that the change is minimal

	They submit a reason on why they might be late - if they are late a reason is given and they look at those reasons and traffic restrictions could be one - they will then tell us
Q - how many formal emails in support have you received?	To each traffic order - only 4 negatives to this traffic order. There is not a mirror process in place for submitting a formal letter of support. We will be looking at the survey responses. Our survey asks people tell us all some things they like and some they don't like
Q - when will the disabled people drop in for Clerkenwell Green be?	We have been engaging with disabled groups across the programme Including meetings with specific groups. We held a drop-in session PFS wide. We took a view to take a more focussed session across LTNs we have done this in partnering with groups such as care homes We make sure all our in-person events are accessible and held in accessible spaces.
Q - Will there be a Blue Badge Exemption in CG?	Recently approved an executive proposal for BBH to be trialled across LTNs. 1st part is that BBH for those living in an LTN area will be exempt from that LTN. 2nd is a case-by-case exemption process for those needing any further exemptions
Q - Consultation responses will be broken down into specific LTN, Islington and out of Borough?	We look at postcodes - that level of analysis is possible and we can look at that – will discuss with our consultants undertaking the survey analysis.
Q - All reports there is no mention of ambulance service and police - always use LFB - why are they not included?	The Council has a close relationship with all - they are all statutory consultees - before any scheme they see the design and sign it off. They have yet to reject a scheme we have implemented LFB have data ready - we have been working with ambulance and police to try and get data, but they don't have the data in a way that we can report on it. If there was a reason that they were having significant delays they would tell us and let us know. We do go to them and ask for any delay data and information.
Comment - Saw delayed ambulance and submitted an FOI - came back saying that delay was not reported. Data is not being given by the ambulance service.	We cannot report a delay via and FOI if it has not reported us by the ambulance service.
Q - why is it always % in relation to speeds and not actual MPH?	I think we have both - but something I can take away and look at if we do not.
Q - why not open LTN roads during times of road works?	We do suspend filters if there is no other route through an area e.g., when we did in Highbury recently where there was no other route through the area.

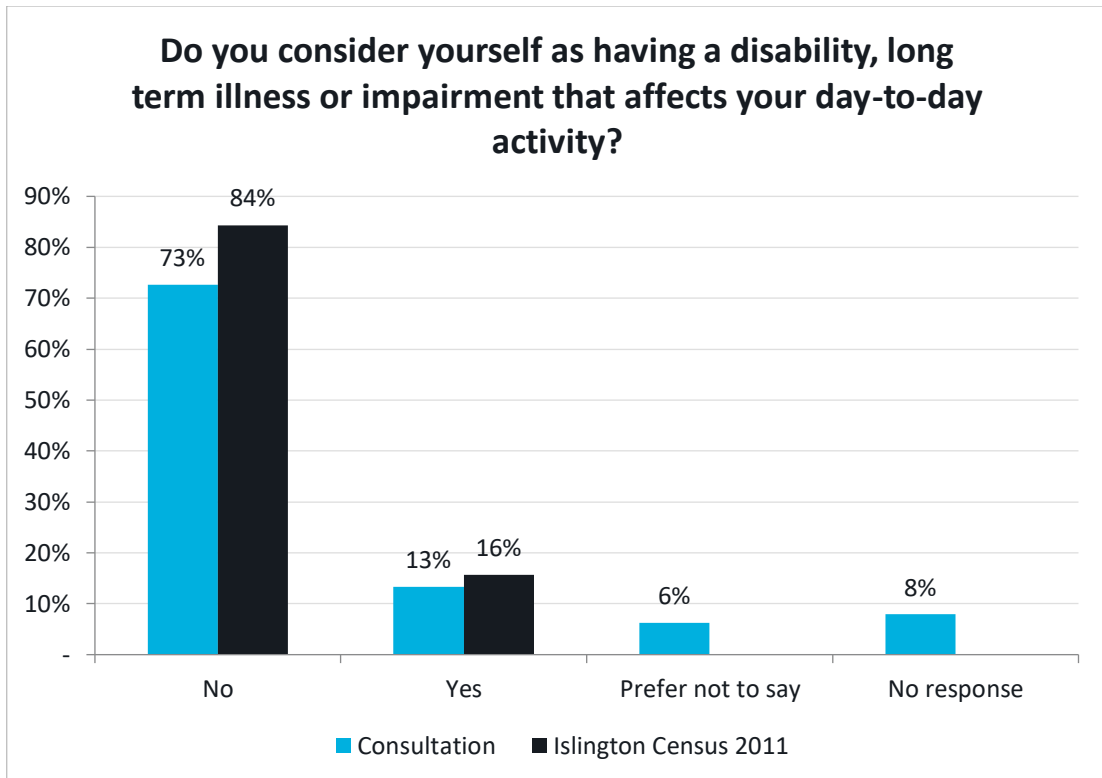
Appendix C - Demographics

Figure C.1: Age group (Q26)



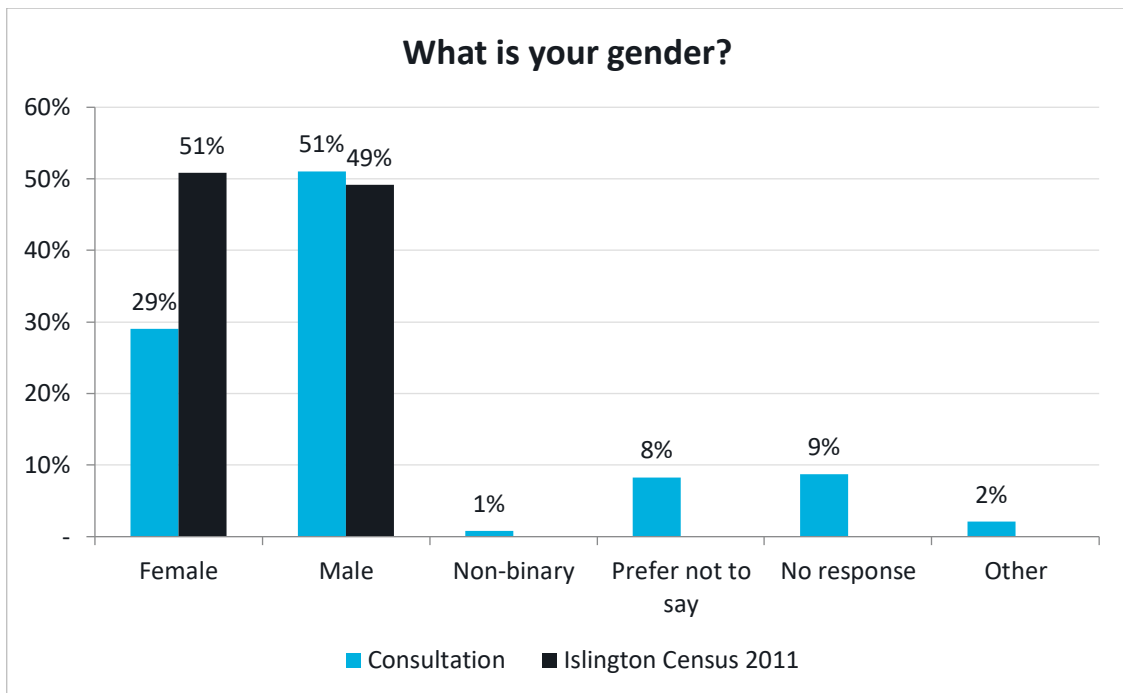
Number of respondents – 241

Figure C.2: Disability (Q27)



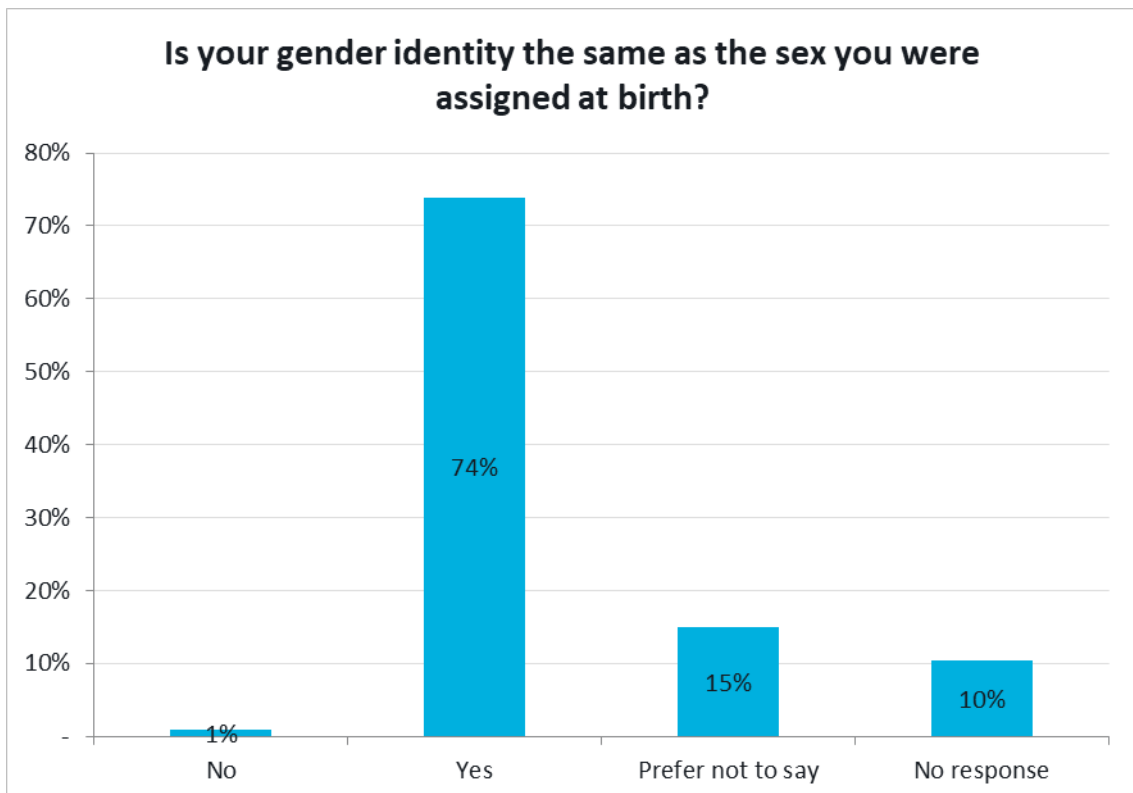
Number of respondents – 241

Figure C.3: Gender (Q28)



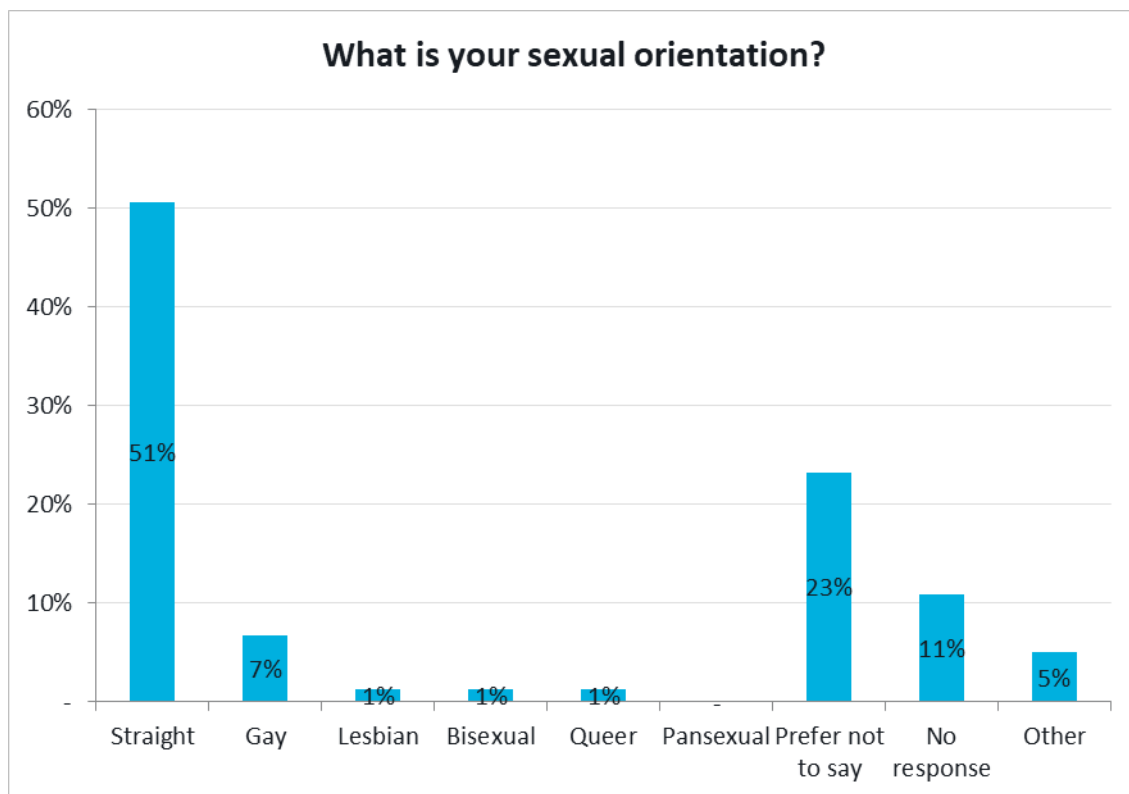
Number of respondents – 241

Figure C.4: Gender re-assignment (Q29)



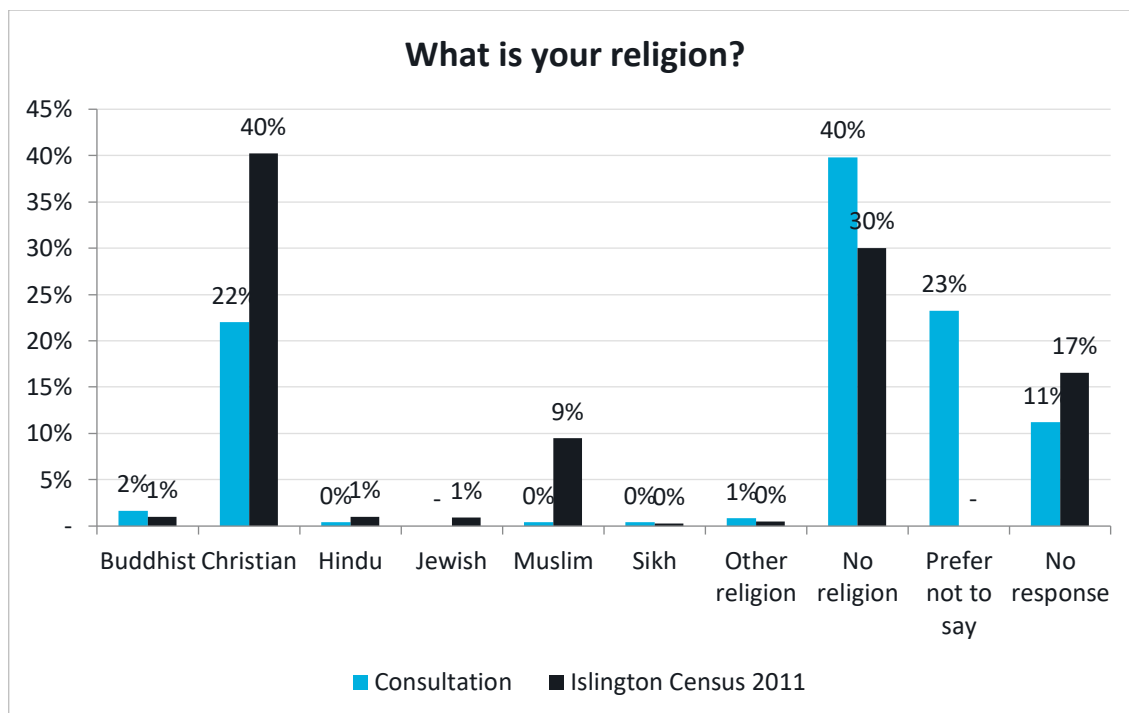
Number of respondents – 241 (NB: No census data)

Figure C.5: Sexual orientation (Q30)



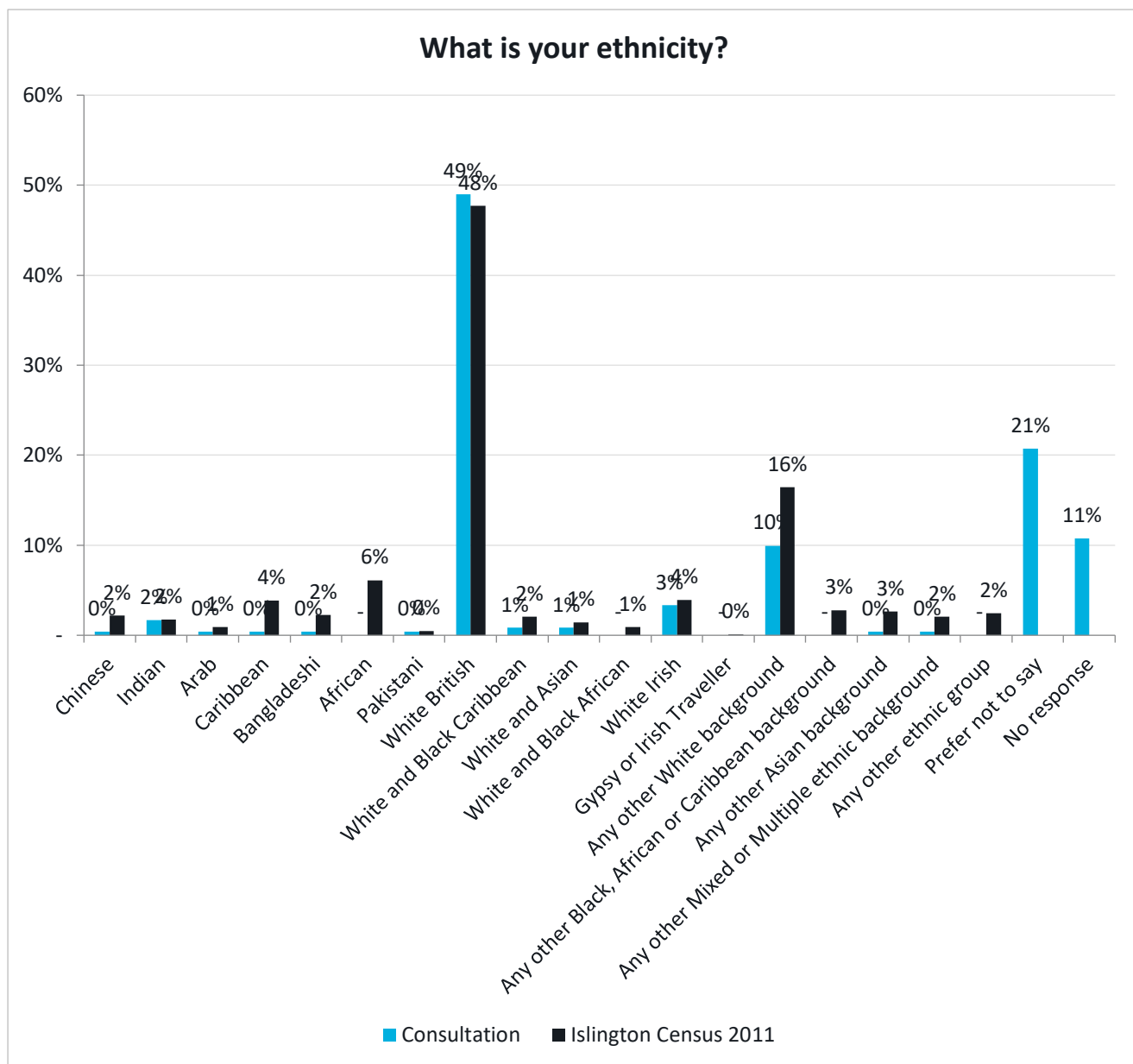
Number of respondents – 241 (NB: No Census data)

Figure C.6: Religion (Q31)



Number of respondents – 241

Figure C.7: Ethnicity (Q32)



Number of respondents – 241

Appendix D – Full Code Frame Output

All responses

Unique ID	Theme	Code	Number	Percentage
O01	Other	No response	87	35%
PVT04	Private Vehicle Traffic	Concern that the LTN increases vehicle traffic on unsuitable nearby roads/ boundary roads	32	13%
S02	Safety	Concern that the LTN has caused increased anti-social behaviour / crime/fear of crime due to quieter streets (especially during dark hours / on dimly lit streets)	23	9%
P01	Pollution	Concern that the LTN worsens air quality / does not improve air quality	19	8%
O06	Other	Comment Out of Scope of Clerkenwell Green LTN	16	6%
G01b	General	Request that the scheme is removed	16	6%
SA09	Suggested Amendments	Suggest to extend scheme to wider area and/or additional measures to encourage more use of active modes	16	6%
G02	General	Support scheme, no further detail provided	15	6%
CY01b	Cycling	Concern that people cycle dangerously/speed	14	6%
PVT03	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to congestion	13	5%
G07	General	Concern that the implementation of the LTN is a waste of time and/or money / resource better used elsewhere	10	4%
EQ01	Equalities	Concern about impact on disabled people	8	3%
A02	Accessibility	Concern that the LTN reduces access for emergency services	8	3%
CY04	Cycling	Support due to improved cyclist safety	8	3%
S05	Safety	Concern about speeding vehicles within the LTN	7	3%
W01	Walking	Concern that the LTN does not improve pedestrian safety /environment / pedestrian safety continues to be poor	7	3%
PVT09	Private Vehicle Traffic	Support the LTN due to reduction in through-traffic	7	3%
PC01	Policy Context	Concern that scheme is unnecessary as there was not a congestion / through-traffic / safety issues	6	2%
EQ02	Equalities	Concern about impact on older people	6	2%
S05b	Safety	Concern about speeding/dangerous driving among moped/e-bike/users	6	2%

S13	Safety	Concern that new restrictions create conflict/safety issue between different road users	6	2%
CY01a	Cycling	Concern that the LTN does not improve cyclist safety / cycle safety continues to be poor / more traffic on cycling routes	6	2%
PVT01	Private Vehicle Traffic	Concern that the LTN restricts road access	6	2%
SA10	Suggested Amendments	Suggest that enforcements of the restrictions needs to be increased (especially for mopeds, scooters, etc.)	6	2%
CO04	Consultation	Concern about quality/lack of information provided (e.g. past/existing data collection) / suggestion for additional / clearer information	5	2%
PC02	Policy Context	Concern that the LTN is ill thought-out / not responding to the problems of the area / scheme objectives	5	2%
EQ03	Equalities	Concern about impact on younger people	5	2%
EQ05	Equalities	Concern about impact on those who rely on taxis / vehicles for transport due to limited mobility	5	2%
A04	Accessibility	Concern that the LTN reduces access for taxis / private hire vehicles	5	2%
CY05	Cycling	Support due to encouraging / increased number of cycling journeys	5	2%
G01	General	Oppose scheme, no further detail provided	4	2%
G05	General	Suggestion that now is not the right time to be introducing measures due to ongoing COVID-19 situation	4	2%
IR03	Impact on Residents	Concern that the measure has a negative financial impact on local residents (e.g. more fuel, higher taxi fares, impact on house prices)	4	2%
EQ04	Equalities	Concern about impact on women / particular sex	4	2%
EQ06a	Equalities	Concern about impact on lower income groups	4	2%
EQ07	Equalities	Concern about unequal impact on people based on geographic location of residence	4	2%
A01	Accessibility	Concern that the LTN reduces access for residents and their visitors	4	2%
S01	Safety	Concern that the LTN causes road safety issues, no further detail provided	4	2%
S06	Safety	Support as the LTN has improved road safety, no further detail provided	4	2%
LE05	Local Environment	Concern that not enough 'greening' has been done as part of PFS	4	2%

LE04	Local Environment	Support as the LTN has had a positive impact on the local environment	4	2%
W03	Walking	Support due to improved pedestrian safety	4	2%
P04	Pollution	Support the LTN due to improved air quality	4	2%
SA05	Suggested Amendments	Suggest to focus on enforcing speed limits instead of/in addition to LTN	4	2%
CO05	Consultation	Concern that the questions included on the consultation are leading / biased / not the questions that should be asked	3	1%
S04	Safety	Concern that the LTN has caused an increase in aggressive driving / road rage	3	1%
S09	Safety	Support as the LTN has improved road safety (i.e. reduction in aggressive driving / road rage / number of speeding vehicles)	3	1%
W04	Walking	Support due to encouraging / increased number of walking journeys	3	1%
SA02	Suggested Amendments	Suggest that residents should be exempt from restrictions (enforced via ANRP cameras)	3	1%
SA11	Suggested Amendments	Suggest that EVs should be exempt from restrictions/ Focus on EVs instead of LTNs	3	1%
CO02	Consultation	Concern about lack of consultation / undemocratic method for consultation (e.g. consultation won't be listened to)	2	1%
IR01	Impact on Residents	Concern that the LTN has a negative impact on local residents and their visitors (reduced quality of life, stress, anxiety, confusion, exacerbates mental health)	2	1%
A03	Accessibility	Concern that the LTN reduces access for delivery / freight / refuse collection	2	1%
S03	Safety	Concern that the LTN has reduced safety for children	2	1%
LE01	Local Environment	Concern that the aesthetic of the LTN is poor	2	1%
PT01	Public Transport	Concern due to longer bus journey times due to increased congestion	2	1%
P03	Pollution	Concern that the LTN causes increased noise pollution	2	1%
P06	Pollution	Support the LTN due to reduced noise pollution	2	1%
E02	Economy	Concern about reduced footfall / accessibility to local businesses	2	1%
E06	Economy	Concern that the LTN negatively impacts those who rely on a vehicle for their job	2	1%
E05	Economy	Support the LTN due to increased footfall / accessibility to local businesses	2	1%

SA08	Suggested Amendments	Suggest that the Council now focuses on resolving speed and volume of traffic	2	1%
SA15	Suggested Amendments	Suggest to improve signage for measures	2	1%
O04	Other	Duplicate Response	1	0%
O07	Other	Comment unclear	1	0%
CO07	Consultation	Concern that the consultation is not available to all (e.g. those without access to internet)	1	0%
CO08	Consultation	Technical issue with consultation	1	0%
G03	General	Oppose scheme due to cumulative impact of nearby schemes	1	0%
G04	General	Support scheme, but concerned support is being overshadowed by vocal opposition	1	0%
G06	General	Concern that the scheme is a money-making tool	1	0%
IR05a	Impact on Residents	Support that the LTN has a positive impact on local residents and their visitors (improved quality of life, health)	1	0%
IR05b	Impact on Residents	Support the LTN(s) creating a stronger feeling of community	1	0%
A05	Accessibility	Concern that the LTN reduces access for health care workers to homes and/or residents to health services	1	0%
S08	Safety	Support as the LTN has improved safety for children (playing in streets / walking to school)	1	0%
PVT02	Private Vehicle Traffic	Concern that the LTN causes longer journeys due to detours	1	0%
CP03	Car Parking	Concern that the parking situation is dangerous	1	0%
E01	Economy	Concern about the impact on local businesses / economy, no further detail provided	1	0%
SA03	Suggested Amendments	Suggest that those who require access should be exempt from restrictions (i.e. emergency services, delivery drivers, private hire drivers)	1	0%
SA27	Suggested Amendments	Suggestion to further reduce available parking space	1	0%
O02	Other	Response contains personal data (replaced with XX)	-	0%
O03	Other	Stakeholder response	-	0%
O05	Other	Campaign Response	-	0%
O08	Other	Ask Simon	-	0%
O09	Other	Comment relates to another survey question	-	0%

CO01	Consultation	Concern about consultation - non specific	-	0%
CO03	Consultation	Concern that the consultation / proposals have not been widely communicated / public unaware of proposal	-	0%
CO09	Consultation	Concern that the consultation has not been designed to adequately capture feelings on the LTN	-	0%
CO06	Consultation	Request rationale for proposal / publication of evidence to demonstrate that current fine is not sufficient	-	0%
CO09	Consultation	Concern than no direct response from the council was received from previous communication	-	0%
CO10	Consultation	Concern that the council has provided information that does not match personal experience	-	0%
CO11	Consultation	Concern that people are not being listened to during consultation events	-	0%
CO12	Consultation	Concern that consultation can be accessed by anyone	-	0%
PC03	Policy Context	Support the scheme as it is necessary to target congestion / through-traffic / safety issues	-	0%
IR04	Impact on Residents	Concern that the LTN(s) have divided communities	-	0%
EQ09	Equalities	Concern that the measure disproportionately impacts upon certain ethnic groups	-	0%
EQ06b	Equalities	Concern about impact on higher income groups	-	0%
EQ08	Equalities	Opposition to giving blue badge exemptions/ concern about them being used fraudulently	-	0%
EQ09	Equalities	Support for new blue badge holder exemption policy	-	0%
EQ10	Equalities	Concern about new blue badge holder exemption policy	-	0%
A06	Accessibility	Opposition to the use of ANPR cameras to enforce restrictions	-	0%
S07	Safety	Support as the LTN has reduced anti-social behaviour / crime / fear of crime	-	0%
LE02	Local Environment	Concern that the LTN has had a negative impact on the local environment	-	0%
LE03	Local Environment	Support the LTN, but concern that the infrastructure has been vandalised	-	0%
W02	Walking	Concern that the LTN will not encourage walking journeys	-	0%

CY02	Cycling	Concern that the LTN will not encourage cycling journeys	-	0%
CY03	Cycling	Concern that the cycle infrastructure in the local area is poor	-	0%
PVT05	Private Vehicle Traffic	Concern that the LTN has a negative impact on school drop off/pick up	-	0%
PVT06	Private Vehicle Traffic	Concern that the LTN restrictions force drivers to make difficult manoeuvres / U-turns	-	0%
PVT07	Private Vehicle Traffic	Concern about the through-traffic on Packington Estate (e.g. Prebend Street) prior to modifications (now resolved)	-	0%
PVT08	Private Vehicle Traffic	Support objectives of the LTN in theory, but concern about practicalities / particular elements	-	0%
PVT10	Private Vehicle Traffic	Support the modifications for traffic at Shepperton Road/Elmore Street/Halliford	-	0%
PVT11	Private Vehicle Traffic	Concern that modifications for traffic at Shepperton Road/Elmore Street/Halliford have not improved the situation	-	0%
PVT12	Private Vehicle Traffic	Confusion about what changes are proposed	-	0%
CP01	Car Parking	Concern about reduced / restricted parking for residents	-	0%
CP02	Car Parking	Support due to improved parking for residents	-	0%
CP04	Car Parking	Support as reduced parking improves experience for active travel	-	0%
PT02	Public Transport	Concern that public transport is not always an option (young children, wheelchair users, prams, elderly)	-	0%
P02	Pollution	Concern that the LTN does not align with the climate change agenda	-	0%
P05	Pollution	Support the LTN as it aligns with the climate change agenda	-	0%
E03	Economy	Concern that the LTN causes longer journey times, impacting on businesses	-	0%
E07	Economy	Concern that LTN reduces footfall due to poor local environment	-	0%
E04	Economy	Support the LTN due to the impact on local businesses / economy, no further detail provided	-	0%
SA01	Suggested Amendments	Suggest amendments, no further detail provided	-	0%
SA04	Suggested Amendments	Suggestion to only enforce LTN restrictions during peak periods	-	0%
SA06	Suggested Amendments	Suggest to make roads one-way instead of LTN	-	0%

SA07	Suggested Amendments	Suggest to reopen the canal crossings	-	0%
SA12	Suggested Amendments	Suggest increasing the number of disabled bays	-	0%
SA13	Suggested Amendments	Suggest regulating moped 'rat running'	-	0%
SA14	Suggested Amendments	Suggest that disabled/blue badge holders should be exempt from restrictions	-	0%
SA18	Suggested Amendments	Suggest to break up existing LTNs into smaller sections	-	0%
SA18	Suggested Amendments	Suggest stronger enforcement / monitoring of parking (e.g. outside school on Prebend Street, New North Road)	-	0%
SA20	Suggested Amendments	Suggest that there should be increased 'greening'	-	0%
SA21	Suggested Amendments	Suggest that traffic signals should be altered at the junction of Packington St / Essex Rd	-	0%
SA22	Suggested Amendments	Suggest that there should be improvements for pedestrian crossing (e.g. North of Vincent Terrace)	-	0%
SA23	Suggested Amendments	Suggestion to re-run the consultation	-	0%
SA24	Suggested Amendments	Suggestion to make parking permit holders exempt	-	0%
SA25	Suggested Amendments	Suggestion to remove cycle lanes to ease congestion	-	0%
SA26	Suggested Amendments	Suggestion to widen the new blue badge holder exemption policy	-	0%

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