



## 1. THE UNDERLYING CONSULTATION PROCESS

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Islington Council introduced its first 7 LTN trials under Experimental Traffic Orders. ETO's can be trialled for up to 18 months. Once the trials were underway, consultation for each of the 7 LTN trials, included:

- a statutory initial 6-months period for **formal objections** to be submitted,
- an online **Feedback Survey** (open for at least 6 months, and typically longer),
- an online **Consultation Questionnaire** (conducted after approximately 12 months by Steer, Islington Council's appointed consultancy, and open for a 4-week period).

Feedback was also submitted to the Council **by email**, sent to a range of Islington Council email addresses, including to individual Islington Councillors, to Islington Public Realm and to a dedicated LTN trials email inbox ([peoplefriendlystreets@islington.gov.uk](mailto:peoplefriendlystreets@islington.gov.uk)).

On the completion of each LTN trial consultation, for each LTN Islington Council published:

- its own People-friendly Streets Trial Public Consultation and Engagement Analysis Report, which included commentary on the **email feedback** and on the **results of the Feedback Survey**, and
- a Trial Public Consultation and Engagement Analysis Report produced by Steer, which dealt with the **Consultation Questionnaire feedback**.

**Indicative feedback from these 14 lengthy reports revealed the following:**

## 2. INDIVIDUAL EMAILS TO ISLINGTON COUNCIL ABOUT ITS 7 LTN TRIALS

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No. of emails	Total	No. of negative emails	No. of positive emails
Canonbury West	491	427 (87%)	20 (4%)
Amwell	109	93 (85%)	5 (5%)
Highbury West	1,276	983 (77%)	191 (15%)
Canonbury East	330	244 (74%)	33 (10%)
St Peters	396	273 (69%)	63 (16%)
Highbury Fields	209	140 (67%)	42 (20%)
Clerkenwell Green	37	21 (57%)	6 (17%)
<b>Total</b>	<b>2,848</b>	<b>2,181</b>	<b>360</b>
<b>Across all 7 LTN trials</b>		<b>77%</b>	<b>13%</b>

These statistics clearly record that 77% of the emails sent to [peoplefriendlystreets@islington.gov.uk](mailto:peoplefriendlystreets@islington.gov.uk) concerning the 7 LTN trials (2,181 emails) were negative.

### Notes

Remainder of the 2,848 emails were categorised as mixed, unclear, or other topic.

### Data source:

Islington Council's suite of People-friendly streets Trial Public Consultation and Engagement Analysis Reports for each LTN trial, respectively pages 10, 11, 10, 10, 10, 9 and 12. Above statistics are of emails sent to [peoplefriendlystreets@islington.gov.uk](mailto:peoplefriendlystreets@islington.gov.uk). Emails were also sent to other Islington Council email addresses, but numbers and negative/positive breakdowns for them have not been provided.

## 3. DISABLED RESPONDENT FEEDBACK - "THERE IS NOTHING I LIKE ABOUT THIS TRIAL"

Feedback Survey	No. of respondents	No. of disabled respondents	No. of disabled respondents that agreed with this statement (and percentage of disabled respondents)
Canonbury West	575	103	85 (80%)
Amwell	260	50	40 (80%)
Canonbury East	457	87	67 (76%)
Highbury West	2,771	360	257 (71%)
Highbury Fields	1,704	273	187 (70%)
St Peters	555	78	54 (70%)
Clerkenwell Green	86	6	4 (67%)
<b>Total</b>	<b>6,408</b>	<b>957</b>	<b>694</b>
<b>Across all 7 LTN trials</b>			<b>73%</b>

These statistics clearly record 73% of the disabled respondents completing the Feedback Survey from across the 7 LTN trials emphatically disliked the trials.

### Data source:

Islington Council's suite of People-friendly streets Trial Public Consultation and Engagement Analysis Report, including respectively pages 24, 25, 23, 25, 23, 21 and 24. Online Feedback Survey response.

## 4. BAME, REPRESENTATION AND ENGAGEMENT

Feedback Survey	No. of respondents	No. and percentage of BAME respondents
Highbury West	2,771	249 (9%)
Highbury Fields	1,704	153 (9%)
Amwell	260	8 (3%)
Canonbury East	457	23 (5%)
Canonbury West	575	29 (5%)
St Peters	555	39 (7%)
Clerkenwell Green	86	7 (8%)
<b>Total</b>	<b>6,408</b>	<b>508</b>
<b>Across all 7 LTN trials</b>		<b>8%</b>

Data source:

Feedback Survey - Islington Council's suite of People-friendly streets Trial Public Consultation and Engagement Analysis Report, respectively pages 30, 28, 32, 26, 29, 23 and 28

Consultation Questionnaire	No. of respondents	No. and percentage of BAME respondents
Highbury West	1,973	138 (7%)
Highbury Fields	1,938	155 (8%)
Amwell	440	26 (6%)
Canonbury East	1,225	86 (7%)
Canonbury West	751	45 (6%)
St Peters	1,489	134 (9%)
Clerkenwell Green	241	10 (4%)
<b>Total</b>	<b>8,057</b>	<b>594</b>
<b>Across all 7 LTN trials</b>		<b>7%</b>

Data sources

Consultation Questionnaire - Steer suite of Trial Public Consultation and Engagement Analysis Reports, respectively pages 52, 61, 62, 58, 66, 48 and 60.

These statistics clearly record that the number of BAME respondents completing the Feedback Survey and the Consultation Survey from across the 7 LTN trials was very low, respectively 8% and 7%.

## 5. WHO RESPONDED TO THE FEEDBACK SURVEY - THEIR MODES OF TRANSPORT (CYCLE AND MOTOR VEHICLE RESPONDENTS)

Each of the 7 Feedback Survey reports ends with a section entitled “*Conclusions and who is under-represented*”.

The reports include in this section the statement:

*“The proportion of motor vehicle users amongst respondents to all engagement channels is disproportionately high compared to the 71% of Islington households [that] do not have access to a private car.”*

The reports also record a similar over-representation of cyclist respondents, cycling being a transport mode that, unlike driving, is favoured and promoted under the trials.

Regarding cycling representation, (most of) the Feedback Survey reports state:

*“... the three-year average (2017/18-2019/20) of the London Travel Demand Survey for trips made by Islington residents shows that only 5% of trips are made by cycles), which suggests an over-representation of people cycling in the survey responses.”*

The numbers of cyclist respondents who completed the Feedback Surveys were:

Clerkenwell Green	40-71%
Highbury Fields	42-58%
Highbury West	47-57%
St Peters	53-56%
Amwell	31-54%
Canonbury East	26-50%
Canonbury West	24-47%

The above 71% of households statistic provides a useful reminder of Islington residents' already low car access per household, long before these trials were introduced.

The mode of transport breakdown is also helpful: consultation results that are unfavourable to the trials are typically presented as being skewed by a disproportionate number of driver respondents, but this overlooks the balancing effect of the disproportionately high cycling respondent numbers.

Data source:  
 Feedback Survey - Islington Council's suite of People-friendly streets Trial Public Consultation and Engagement Analysis Report, respectively pages 15, 13, 14, 13, 15, 14 and 13.

## 6. CONSULTATION QUESTIONNAIRE

### 6.1 Collated respondent demographics for the 7 LTN trials

	1	2	3	2+3 <i>combined</i>	4	5
LTN	No. of respondents	No. of respondents living within an LTN	No. of respondents living on an adjacent boundary road	No. of respondents living within an LTN/on an adjacent boundary road	No. of respondents living near an LTN	No. of respondents living: - in another part of Islington, or - in a different London borough, or - outside London, or - wouldn't say
Clerkenwell Green	241	15% (36)	10% (24)	25% (60)	27% (65)	47% (113)
Highbury West	1,973	55.4% (1,093)	13.8% (272)	69.2% (1,365)	18.8% (371)	12.1% (239)

Highbury Fields	1,938	31% (601)	19% (368)	50% (969)	28% (542)	23% (446)
Amwell	440	41% (180)	10% (44)	51% (224)	16% (70)	33% (145)
St Peters	1,489	47% (700)	12% (179)	59% (878)	14% (208)	27% (402)
Canonbury East	1,225	37% (453)	12% (147)	49% (600)	22% (269)	29% (355)
Canonbury West	751	42% (315)	13% (98)	55% (413)	23% (173)	22% (165)
<b>Total</b>	<b>8,057</b>	<b>3,378</b>	<b>1,132</b>	<b>4,509</b>	<b>1,698</b>	<b>1,865</b>
Across all 7 LTN trials		42%	14%	56%	21%	23%

There is some very small and inconsequential variance in some percentage numbers/respondent numbers, due to Steer Reports “Where do you live?” bar charts for Highbury Fields and Clerkenwell Green totalling 101% and 99% respectively, rather than 100%, and due to rounding to the nearest whole number.

**44% of the Consultation Questionnaire respondents had no direct connection to an Islington LTN trial**

**ONLY 14% of respondents lived on an LTN boundary road**

## 6.2 Collated response statistics for the 7 LTN trials (selected questions) – ALL respondents

Respondents were asked a series of questions, broadly on whether (since the trials started) certain activities they undertake, and certain perceptions they hold, were happening more, or less, or no change. (Other response options included doesn’t apply, and no response.)

To support and promote its LTN trials Islington Council has collated the response statistics for **12 of these questions** (presumably it considers these to be the most supportive set of responses for the trials).

When presenting these collated response statistics Islington Council references the “more” and the “less” responses, but it omits to also reference the “no change” statistic.

Including the “no change” statistics provides the following results:

ALL RESPONDENTS					
	Respondents said that since the trials started, they:	More	Less	No change	Combined LESS or NO CHANGE
Q1	felt safer using the streets at night	30%	38%	27%	65%
Q2	felt safer using the streets during the day	38%	27%	31%	58%
Q3	found it easier to get to local shops and services by walking and cycling	37%	21%	35%	56%
Q4	either walked or cycled to local shops and businesses more	35%	12%	45%	57%
Q5	found it easier to make trips that they needed to make by walking and cycling	39%	22%	34%	56%
Q6	felt that the streets look nicer	40%	24%	31%	55%
Q7	felt that the air was cleaner	39%	23%	32%	55%
Q8	walked or cycled more for shorter journeys instead of driving	28%	11%	43%	54%
Q9	heard less noise from motor traffic	28%	40%	24%	52% (more and no change)
Q10	saw less traffic on their streets	25%	38%	23%	48% (more and no change)
Q11	used their car less for shorter journeys	10%	21%	35%	45% (more and no change)
Q12	walked, used a wheelchair or another mobility aid more on pavements	23%	9%	35%	45%

The desired outcome for the 7 Islington LTN trials is positive change. Majority feedback from all 7 LTNs, for most of the Council's chosen statistics, of respondents reporting no change/worse does not meet the trials' objectives.

Data source:

Tables in Steer suite of Trial Public Consultation and Engagement Analysis Reports: Canonbury East (January 2021), St Peter's (December 2021), Canonbury West (February 2022), Clerkenwell Green (March 2022), Amwell (March 2022), Highbury West (May 2022) and Highbury Fields (May 2022).

### 6.3 Collated response statistics for 6\* of the LTN trials (selected questions) – Respondents living on an internal road or on a boundary road ONLY

Note

\* Excludes the 413 boundary road and internal road responses for the Canonbury West LTN trial consultation: Boundary road/internal road insight statistics were not included in the published Canonbury West Steer report as, in error, the Canonbury East statistics were copied into the Canonbury West Steer report (Canonbury West Steer report pages 19, 24, 28 and 32 are the Canonbury East statistics that have been copied from pages 12, 16, 20 and 22 of the Canonbury East Steer report). The failure to publish the correct statistics for the Canonbury West LTN trial Consultation Questionnaire responses has meant that no boundary road/internal road statistics for that trial could be included here.

Focussing again on the **12 response statistics** that Islington Council has selected to promote, and including the “no change” statistics, provides the following results.

<b>INTERNAL ROAD / BOUNDARY ROAD RESPONDENTS (excluding Canonbury West)</b>		
<b>Respondents said that since the trials started, they:</b>		
<b>Q1</b>	felt less safe using the streets at night, or no change	<b>69%</b>
<b>Q2</b>	felt less safe using the streets during the day, or no change	<b>61%</b>
<b>Q3</b>	found it harder to get to local shops and services by walking and cycling, or no change	<b>63%</b>
<b>Q4</b>	either walked or cycled to local shops and businesses less, or no change	<b>61%</b>
<b>Q5</b>	found it harder to make trips that they needed to make by walking and cycling, or no change	<b>61%</b>
<b>Q6</b>	felt that the streets looked less nice, or no change	<b>58%</b>
<b>Q7</b>	felt the air was less clean, or no change	<b>58%</b>
<b>Q8</b>	walked or cycled less for shorter journeys instead of driving, or no change	<b>54%</b>
<b>Q9</b>	heard more noise from motor traffic, or no change	<b>53%</b>
<b>Q10</b>	saw more traffic on their streets, or no change	<b>50%</b>
<b>Q11</b>	used their car more for shorter journeys, or no change	<b>52%</b>
<b>Q12</b>	walked, used a wheelchair or another mobility aid less on pavements, or no change	<b>47%</b>
	<u>Note</u> Data for Q12 was omitted in error in the Steer Trial Public Consultation and Engagement Analysis Report for Canonbury East	

**BOUNDARY ROAD RESPONSE OBSCURED**

The Consultation Questionnaire reports presented these boundary road and internal road responses as a single statistic, despite these respondent types being in POTENTIALLY OPPOSING GROUPS.

Again, the desired outcome for the Islington LTN trials is for positive change. Unsupportive majority feedback, from the most directly affected respondents, does not meet the trials’ objectives.



Data source:

Tables in Steer suite of Trial Public Consultation and Engagement Analysis Reports: Canonbury East (January 2021), St Peter's (December 2021), Clerkenwell Green (March 2022), Amwell (March 2022), Highbury West (May 2022) and Highbury Fields (May 2022).

## 7. WHAT THE CONSULTATION DIDN'T INCLUDE

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**AT NO POINT** in the consultation process were respondents consulted on whether:

- the trials should be adjusted/abandoned/made permanent,
- Blue Badge holders should be automatically allowed to drive through all Islington LTN camera filters.

## 8. SUMMARY OF COLLATED INDICATIVE FEEDBACK FOR THE 7 ISLINGTON LTN TRIALS AND TRIALS UPDATE

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**Emails to Islington Council – mostly negative**

**Disabled residents' feedback – mostly negative**

**Boundary road feedback – obscured**

**BAME feedback – not captured**

**Consultation responses - trial objectives not satisfied**

**Fundamental questions – omitted**

Despite the clear issues with, and lack of support for, the trials the LTN schemes for St Peters, Canonbury East and Clerkenwell Green have all been made permanent.

The trials for Canonbury West, Highbury and Amwell continue.

New trials (re-branded as Liveable Neighbourhoods) are now being scoped by Islington Council for Mildmay East, The Cally, Barnsbury and Laycock, and Highbury New Park.

**February 2023**

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20220331amwellconsultationreportmarch2022.pdf>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20211222appendix6stpetersconsultationanalysisreportsteer.pdf?la=en&hash=221059642CCFBEB54C5CD899C2CCF68E49CB0FE4>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20220303clerkenwellgreenconsultationreportmarch2022.pdf>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20220120canonburyeastconsultationreportjan2022.pdf?la=en&hash=0F835EA3B059234F589D0EA5071D9923078E93B8>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20220304canonburywestconsultationreportmar2022.pdf>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20222023/20220601highburywestconsultationreportappendix9.pdf>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20222023/20220601highburyfieldsconsultationreportappendix10.pdf>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20220309appendix5clerkenwellgreenpreconsultationengagementreport0903221.pdf>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20220304canonburywestpreconsultationandengagementreportmar2022.pdf>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20211222appendix5stpeterspreconsultationandengagementreport.pdf?la=en&hash=5B4012DE6CC26D11C364280B2FD3A16F42BECE88>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20220331amwellpreconsultationengagementreportmarch2022.pdf?la=en&hash=811A3871EBEB3F30D6F714F057639B3FC6E82701>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20222023/20220601highburywestpreconsultationandengagementreportappendix7.pdf>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20212022/20220120canonburyeastpreconsultationandengagementreportjan20221.pdf?la=en&hash=881BC988CF061C8093E9B782EAD7691E4073504E>

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20222023/20220601highburyfieldspreconsultationandengagementreportappendix8.pdf>

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