

**16. REVIEW OF ST. ANN'S LOW TRAFFIC NEIGHBOURHOOD TRIAL
(PAGES 1 - 350)**

Appendices

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St Ann's LTN – Final Monitoring Report

Overview

Haringey Council's 'Streets for People' initiative has been developed to promote a vision for thriving local streets, streets that are greener, safer and cleaner.

As part of this initiative, Haringey Council has introduced three Streets for People Low-Traffic Neighbourhoods (LTNs) across the borough: Bounds Green LTN (15 August 2022), St Ann's LTN (22 August 2022), and Bruce Grove West Green LTN (1 November 2022). In the St Ann's LTN trial area, the council installed seven traffic filters to prevent motor vehicles from cutting through the local area.

This final monitoring report provides data and insights relating to the St Ann's LTN trial. Building on the Interim report published in June 2023 and incorporating data from traffic counts undertaken in November 2023, this report seeks to understand how this LTN trial scheme is operating after over a year in operation.

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Glossary

Below are the meanings of some words used throughout this report that you may be unfamiliar with, or which may have a specific meaning in the report context:

85th Percentile Speed – The 85th percentile is used in transport monitoring to gauge changes in speeds and speeding behaviour. It is the speed at which 85% of traffic will be travelling at, or below, along a street. 15% of traffic will be travelling faster than this speed. For example, if the 85th percentile speed is 20mph, then 85% of vehicles will be travelling at 20mph or less.

AM Peak – In this report, “AM peak” refers to the hours between 07h00 and 10h00.

Automatic Number Plate Recognition (ANPR) cameras – Automatic Number Plate Recognition (ANPR) cameras – ANPR cameras are used to read vehicle registration plates and the information used to inform traffic management and for enforcement. In the context of this report, ANPR cameras are used to enforce some traffic filters within the LTNs in Haringey so that only those with exemptions or the emergency services can pass through them. It is important to note that some filters have a ‘no entry’ sign on one side which means they are not accessible from that direction for any vehicles, regardless of status.

Automatic Traffic Counters – “Automatic Traffic Counters” (ATCs) measure traffic volumes and speeds using two thin tubes that run across the street and are connected to a sensor. When wheels pass over the tubes, the pressure impact is interpreted by the sensor to identify the type of vehicle passing over, and the speed at which it passed. ATCs are considered to be extremely accurate. (See Appendix 1 for more details).

Boundary roads – For the purpose of this report, the “boundary roads” of the St. Ann’s trial area are the following sites: A503 Seven Sisters Rd (@Gourley Street), A504 West Green Road (@Bedford Road/Lawrence Road), A504 West Green Road (@Carlingford Road), A504 West Green Road (@Etherley Road), A504 West Green Road (@Suffield Road), Alfoxton Avenue, B152 Colina Road, B152 Haringay Road, B152 St. Ann’s Road (@Chestnuts Park), B152 St. Ann’s Road (@Hermitage Road/Cornwall Road), B152 St. Ann’s Road (@Rowley Road/La Rose Lane) and B152 St. Ann’s Road (@Salisbury Road).

Cell or 'sub cell' – A neighbourhood within a Low Traffic Neighbourhood (LTN) is often referred to as a cell or sub cell. Cells are a group of residential streets bordered by a boundary road as defined above.

Experimental Traffic Management Order (ETO) – An “Experimental Traffic Management Order” (ETO) is similar to a permanent Traffic Management Order in that it is a legal document that imposes traffic and parking restrictions. However, unlike a Traffic Management Order, an Experimental Traffic Order can only stay in force for a maximum of 18 months while the effects are monitored and assessed, the first six months being a statutory consultation period during which time formal objections can be raised. An ETO also allows for changes to be made to the relevant scheme during the first twelve months of the trial period, this may trigger another six-month statutory consultation period. An Experimental Traffic Order is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984.

Internal Roads – These are roads which fall in between two or more boundary roads in low traffic neighbourhoods. For the purposes of this report, “internal roads” are local roads in the St. Ann’s LTN trial area on which the project aims to reduce the amount of traffic through the introduction of traffic filters, although some will still lie on through routes in the scheme area. These roads are generally narrower than boundary roads. Traffic counts have been collected on some, but not all, of the internal roads in the St. Ann’s area.

Low Traffic Neighbourhood – A “low traffic neighbourhood” (LTN) is an area where a number of traffic filters are strategically placed to make it impossible or very difficult to cut through the area by motor vehicle. This stops drivers using local streets as shortcuts and makes it safer and easier to walk and cycle. In this report, the St Ann’s LTN trial refers to a low traffic neighbourhood implemented in Haringey under an Experimental Traffic Management Order (ETO). The position of the traffic filters means that drivers (including residents, delivery workers and businesses) are still able to reach any part of the neighbourhood whilst using a vehicle, but the route they need to take to reach their destination may change.

Normalising – In this report, “normalising” means to adjust traffic count figures to consider the impact of COVID-19 and other macro-scale factors on traffic patterns. This methodology is explained below in more detail, but in simple terms it means that the traffic count figures have been increased to project what traffic counts may have looked like if traffic levels were at pre-Covid levels.

Observed – In this report, “observed” means the data that was collected, which has not been adjusted to consider the impact of COVID-19 on traffic patterns. This is the actual data that was supplied by the data collection company used.

Patched sites /data – As it is not uncommon for there to be problems with data surveys (broken equipment, cars parked on ATC bands

etc.) as well as anomalous readings from surveys resulting from one-off events (waterworks, gas leaks, accidents etc.), all data has been thoroughly checked by hand and cleaned or "patched" (i.e. blank data or significantly anomalous data has been substituted by more representative data from the site/wave in question), which is a necessary task in order to maintain comparable data.

PM Peak – In this report, "PM peak" refers to the hours between 16h00 and 19h00.

Traffic Filters - "Traffic filters" (or "modal filters") are restrictions in the street to prevent motor vehicles passing through, either by presenting a physical barrier, such as bollards or planters, or by camera enforcement. Camera enforcement is used to enable buses and emergency vehicles to access the area. People are legally able to walk, cycle and wheel through filters (and use non-motorised scooters).

Video Surveys – Video surveys utilise cameras mounted onto telescopic masts to enable capture of traffic movements, including vehicle classes. Analysts count the traffic from the video surveys to a very high level of >98-100% accuracy.

Introduction – St. Ann’s LTN Final Report

Haringey Council’s ‘Streets for People’ initiative has been developed to promote a vision for thriving local streets, streets that are greener, safer and cleaner. The introduction of measures under the ambitious ‘Streets for People’ project is aimed at cutting road traffic and pollution, as well as to improve the walkability and cyclability of local areas, all whilst developing active travel corridors between local amenities.

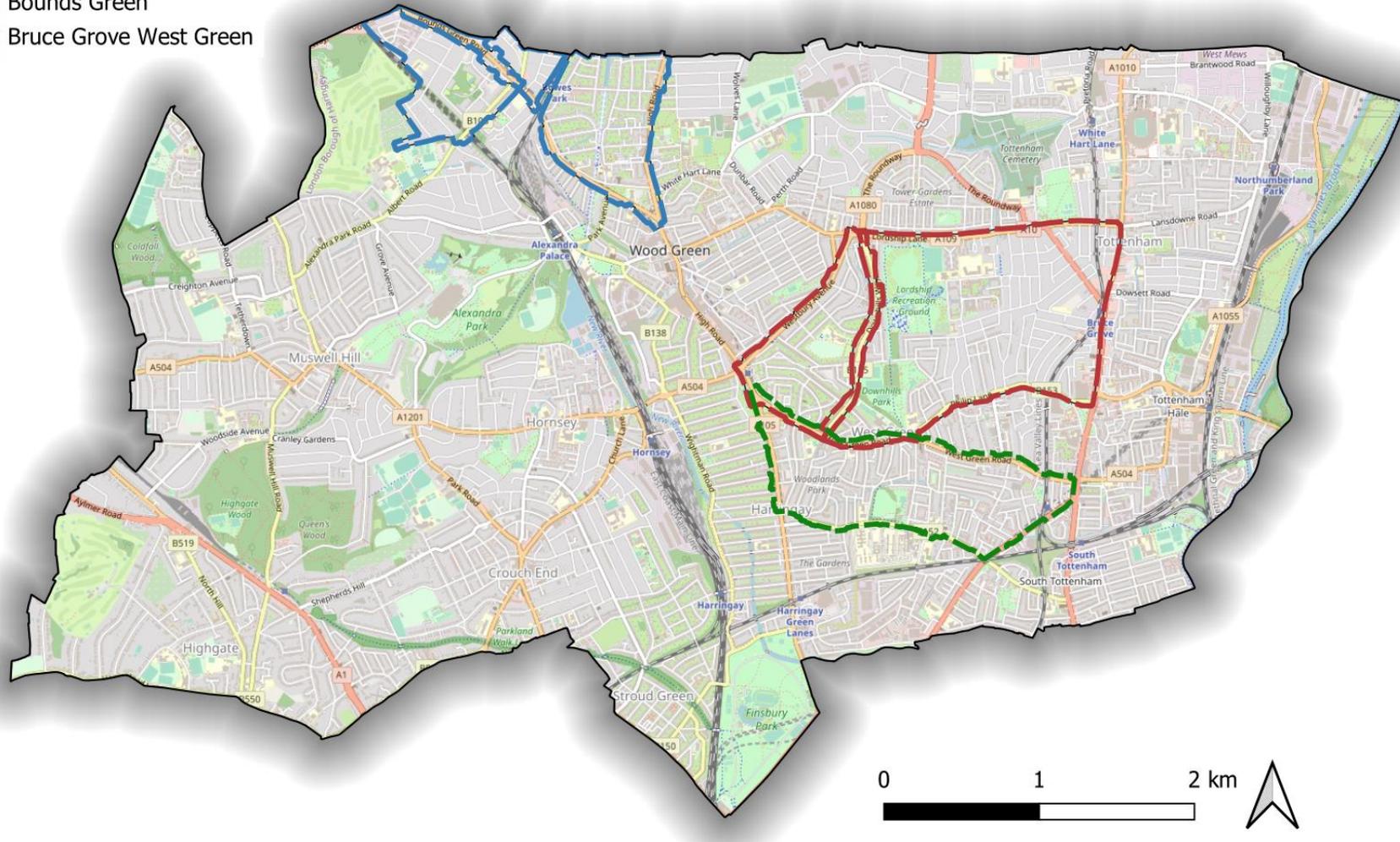
Following an extensive listening and engagement exercise, Haringey Council has introduced three people-friendly Low-Traffic Neighbourhoods (LTNs) across the borough. These schemes use filters, such as bollards or ANPR cameras, to stop traffic taking shortcuts along local roads, creating a safer, cleaner and quieter neighbourhood for the people living there.

The borough’s Low Traffic Neighbourhoods comprise the following, which can be seen on Map 1 on the following page:

- Bounds Green LTN (introduced 15 August 2022)
- St Ann’s LTN (introduced 22 August 2022)
- Bruce Grove West Green LTN (introduced 1 November 2022)

Map 1: Location of Haringey LTNs Within the Borough

-  St Ann's
-  Bounds Green
-  Bruce Grove West Green



Scheme Context

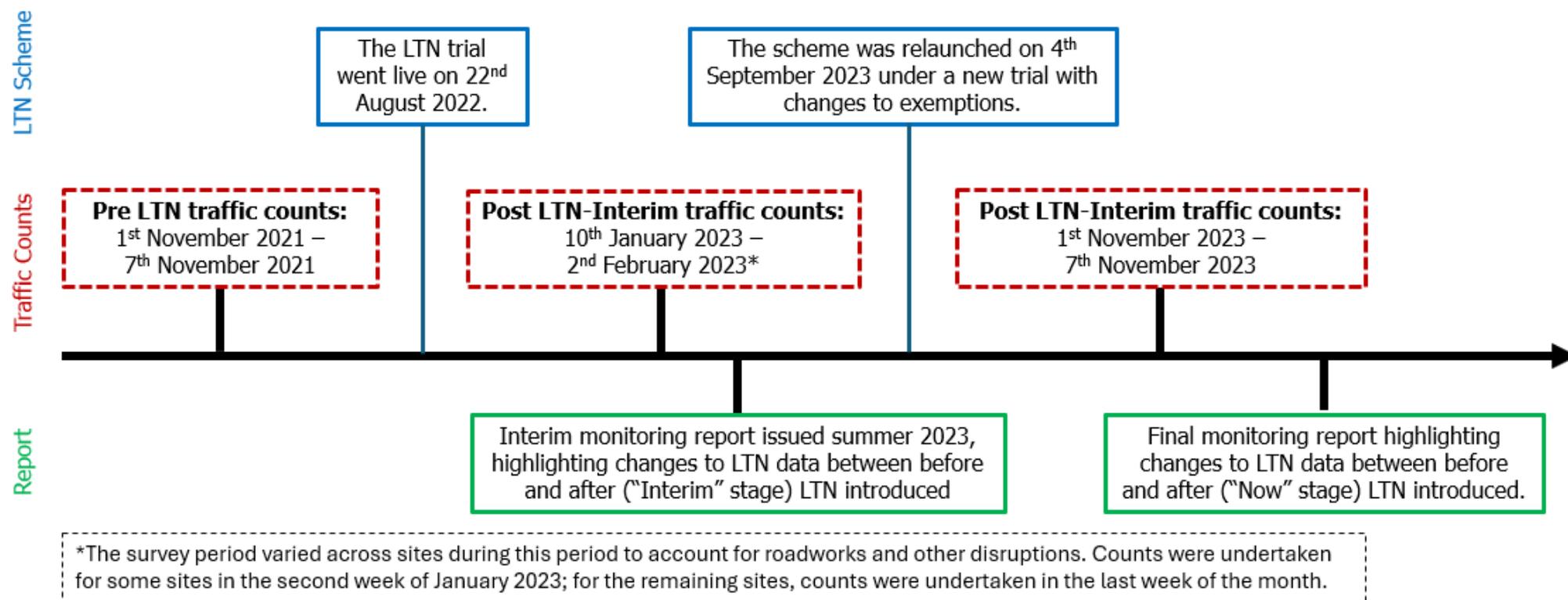
For the St. Ann's LTN, the council has installed seven new traffic filters in the trial area to prevent motor vehicles from using local streets as through routes. This is shown in Map 2 on the following page. Camera enforcement is used in some locations so that emergency vehicles, refuse vehicles and where relevant buses can still pass through some of the traffic filters. Others are enforced with a physical measure such as a bollard.

Camera filters also enable those eligible for exemptions to pass through the traffic filters for which an exemption has been granted by the council without incurring a Penalty Charge Notice (PCN). More details on the range of exemptions available for LTN's in Haringey can be found via [this link](#).

Introduction – Monitoring Report

This monitoring report provides data and insights relating to the St. Ann’s LTN trial.

Graph 1: Monitoring Process



Traffic Counts Approach

The count data presented in this report is not traffic modelling, but actual observed traffic, comparing traffic flows in November 2021 to those collected in November 2023.

The council uses various traffic counting methods to understand traffic volumes and speeds within and around the LTN to assess if the scheme is having the desired impact and to respond (if required) with mitigating actions.

Automatic Traffic Counts (ATCs) are used at most sites for the St. Ann's area. ATCs measure motorised and cycle traffic volumes and motorised traffic speeds and classify the traffic by type and are able to collect data for all vehicles regardless of their speed of travel (including those traveling at <10kph). For this scheme, one video camera site was used on Seven Sisters Road. Information about the different types of counts and which type was used at each site is detailed in Appendix 1.

A map of the count sites is presented on the following page. It is noted that some locations presented in the map have been slightly shifted from their on-street locations to assist with legibility.

Map 3: St. Ann's LTN monitoring sites



Analysis and Normalisation Methodology Overview

All the counts in this analysis were undertaken in full awareness of COVID implications and post-COVID working patterns, as well as ongoing national trends such as the cost-of-living crisis – and were therefore processed with results interpreted in a way that accounts for these (and other) background changes to how people travel in London.

Daily volumes of motorised traffic have been drawn from a range of 11 permanent traffic counters managed by Transport for London across Haringey and used to establish monthly averages in 2019 and 2020. The percentage difference between the same month across the two different years has been used to adjust the counts to normalise for COVID-19 disruption between the months in which counts have been taken. The methodology is set out in greater detail in Appendix 2. Normalisation methodologies using TfL count locations across types of typologies (only within 2km of scheme, only on trunk routes etc.) have been considered in studies for other Boroughs and have not been shown to make a notable difference in results, particularly following the lifting of COVID-related regulations.

For context, the difference based on this dataset was greatest in April 2020, where motorised traffic was approximately 58% of what it had been in April 2019. Using the months of the St Ann’s counts, in August 2021 motorised traffic was approximately 1% lower than in November 2019 and in November 2023 motorised traffic was approximately 2% lower than in November 2019.

Table 1: Normalisation factors since March 2020 for traffic in Haringey

Month	Impact
Mar-20	83.52%
Apr-20	58.28%
May-20	76.78%
Jun-20	90.56%
Jul-20	95.61%
Aug-20	98.61%
Sep-20	96.28%
Oct-20	99.45%
Nov-20	91.98%
Dec-20	89.47%
Jan-21	82.03%
Feb-21	84.69%
Mar-21	89.79%
Apr-21	92.65%
May-21	93.80%
Jun-21	96.76%

Month	Impact
Feb-22	95.95%
Mar-22	94.32%
Apr-22	93.70%
May-22	95.53%
Jun-22	94.88%
Jul-22	94.56%
Aug-22	93.44%
Sep-22	94.18%
Oct-22	99.69%
Nov-22	98.25%
Dec-22	92.49%
Jan-23	95.16%
Feb-23	93.87%
Mar-23	93.22%
Apr-23	92.23%
May-23	94.44%

Jul-21	97.83%
Aug-21	96.95%
Sep-21	97.43%
Oct-21	101.60%
Nov-21	98.94%
Dec-21	94.96%
Jan-22	94.94%

Jun-23	93.65%
Jul-23	93.70%
Aug-23	92.94%
Sep-23	94.36%
Oct-23	98.51%
Nov-23	97.76%
Dec-23	94.45%

Interpreting Count Results

Unless specified otherwise, the seven-day daily average has been used and discussed in traffic volumes analysis in this report. Full data and flow profiles for each site are provided in Appendix 5.

Raw data has been analysed and compared to give the observed results. The observed results have then undergone the normalisation process described in the previous section to give the normalised results. Normalised results have been given for the total results regarding motorised vehicles. A breakdown per mode of transport has then been provided. It is noted that cycling data and speed data cannot be normalised as there is no representative background dataset to use in the normalisation process; raw data is thus provided. However, averages for speed data were weighted using normalised figures to provide normalised weighted total figures.

A negative number or percentage indicates a decrease between the two counts, while a positive number or percentage indicates an increase. Please note that traffic flows fluctuate daily (generally up to 10%), and background impacts on traffic flows cannot be consistently accounted for in the normalisation on a day-to-day and location-by-location basis. As such, in the tables, changes within -10% to +10% are considered insignificant (i.e. no or negligible change) and are not colour-coded. In contrast, changes of greater than 10% in a direction aligning with scheme goals (reduced traffic/pollution levels/speeds, and increased cycling) are highlighted in **green**, whilst changes of greater than 10% in the opposite direction are highlighted in **red**.

The maps, on the other hand, have not been colour-coded to reflect the data; they have instead been colour-coded to portray which sites are boundary roads and which sites are internal roads.

It is noted that results in the tables provided throughout this report indicate **daily** vehicle flows.

In addition, it must be noted that as vehicles travelling through the LTN/on boundary roads may go through multiple counter sites, the summed number of vehicles counted across all monitored roads is higher than the actual number of trips taken. As such, a

decrease/increase in total volumes of vehicles counted across multiple individual roads does not represent the same decrease/increase in total unique vehicle journeys, although this figure can be useful in understanding the magnitude and direction of the scheme's impact. It is important to note, however, that this methodology of recording traffic volumes is consistent across both Pre and Post LTN periods. It is also important to note that this methodology is consistent with the analysis of LTN schemes in other London boroughs.

External Factors

These results must be considered in the context of other external factors that could be impacting the data. Whilst broader trends occurring over longer timescales and larger geographies are likely addressed through normalisation, more local or short-term impacts may also be present. It is not possible to adjust for these in calculations. The main external factors which could be influencing results are as follows:

Nearby Low Traffic Neighbourhoods – As can be seen in Map 1, St Ann's LTN is directly south of on A504 West Green Road and shares a boundary road with the Bruce Grove West Green LTN. St Ann's and Bruce Grove West Green LTNs are located approximately 2km to the southeast of the Bounds Green scheme. It is considered that due to distance, any impacts from other Haringey LTN schemes on St Ann's would have been minimal. There are a range of schemes with similar objectives as LTNs in neighboring boroughs, including in Waltham Forest to the east, Islington and Hackney to the south and Enfield to the north. All of these schemes are relatively far away and were in place well before the Haringey schemes were introduced. These are therefore unlikely to have impacted on flows in the study area.

Weather – Weather can have a significant impact on travel choices, especially cycling. Weather also impacts air pollution, with more changeable weather better able to disperse pollutants in the wind. During the month in which Pre LTN counts were conducted (November 2021), the average temperature in Greater London was 9°C, with average highs of 11°C and average lows of 7°C. Post LTN-Now counts, taken in November 2023, show an average temperature of 9°C, with average highs of 11°C and average lows of 6°C. Rain levels differed more between the different periods, with 10.2mm of rain falling at Heathrow (the nearest location with continuous data) during the month of the Pre LTN counts, but 78.4mm of rain falling during the month of the Post LTN-Now counts. This indicates that generally, whilst temperatures in the Post LTN-Now data collection period were similar to those collected in the Pre LTN period, the Post LTN-Now period saw considerably higher rainfall levels.

COVID-19 Impacts – In the Pre LTN (November 2021) period, most legally enforced COVID-19 restrictions had already been dropped

across the UK. However, infection rates and hospitalisation rates were high throughout the autumn of 2021, peaking with the arrival of the Omicron variant in December of that year. Alongside the fact that masks were still required on Transport for London services until February 2022, it is likely that many individuals were still working entirely or mostly from home during the time this data was collected. In contrast, Post LTN-Interim counts were conducted in January 2022, long after all COVID-19 restrictions had been dropped and most London residents had settled into a consistent working pattern, whether at home, at workplaces or in hybrid setups. Post LTN-Now counts were taken almost another year later, so it is expected that working patterns were largely unchanged since the previous round, perhaps with somewhat more hybrid working in professional services sectors. Given that most of the aforementioned trends did not change on a day-to-day basis, it is considered that most of this background behaviour should have been captured by the monthly normalisation methodology.

Cost of Living Crisis – During both the Post LTN-Interim (January 2023) and Post LTN-Now counts (November 2023), rising inflation had significantly increased the price of petrol and other critical items such as heating, with the cost of driving and taking public transportation increasing compared to previous years and the affordability of travel decreasing. This may have reduced the number of discretionary journeys taken by paid modes (both public and private), with some level of increase in walking and cycling likely despite the cold weather. Related to this is the high number of strikes (both on public transport and otherwise) that have disrupted patterns of behaviour – whilst care was taken not to collect data during strikes, it is possible that the uncertainty they generated has impacted more general travel behaviour as well. Again, it is considered that most of this background behaviour should have been captured by the normalisation methodology.

ULEZ Extension – In October 2021, directly before the Pre LTN counts were taken, the ULEZ (Ultra Low Emission Zone) was extended to the North and South Circular Roads, encompassing the entirety of the Borough of Haringey whereas previously none of the Borough was included. Given the Pre LTN counts occurred soon after this, there may still have been some lag in driver behaviour as motorists became more familiar with this restriction. In February 2023, Mayor of London published [Inner London Ultra Low Emission Zone – One Year Report](#), which stated that in October 2022, the new ULEZ reduced traffic by 47,000 vehicles in the zone on an average day (a reduction of almost 5 per cent). Whilst it is expected that this broad change in cost of driving in the borough has been reflected in normalised data via TfL ATCs, it is possible that more localised effects exist.

The ULEZ was further expanded across all London boroughs on 29 August 2023, between the Post LTN-Interim (January 2023) and Post LTN-Now (November 2023) counts. Whilst Transport for London states that 95% of vehicles driving in London comply with ULEZ standards, it is considered that traffic behaviour may have been impacted by this scheme.

Data Patching

For this report, data was processed using SYSTRA’s proprietary automated data processing tools, which draw together raw data from all reporting periods and apply formulae-based calculations to produce the following charts, tables and appendices.

However, as it is not uncommon for there to be problems with data surveys (broken equipment, cars parked on ATC bands etc.) as well as anomalous readings from surveys resulting from one-off events (waterworks, gas leaks, accidents etc.), all data has been thoroughly checked by hand and “patched” (i.e. blank data or significantly anomalous data has been substituted by more representative data from the site/wave in question), which is a necessary task in order to maintain comparable data.

Reporting

For the purpose of this report, the three study periods are referred to with the following terms:

Table 2: Monitoring Periods

Survey Period #	Study Period	Report Designation
1	November 2021 (before LTN scheme)	Pre LTN (Nov-21)
2	January 2023 (LTN scheme)	Post LTN-Interim (Jan-23)
3	November 2023 (LTN scheme)	Post LTN-Now (Nov-23)

Analysis of Vehicle Volumes

All Motorised Vehicle Volumes (7-Day Daily Average)

This section outlines the changes in normalised volumes for all motorised vehicles, including cars (both private cars and taxis/company-owned cars), goods vehicles ranging from delivery vans to large articulated lorries, and motorcycles.

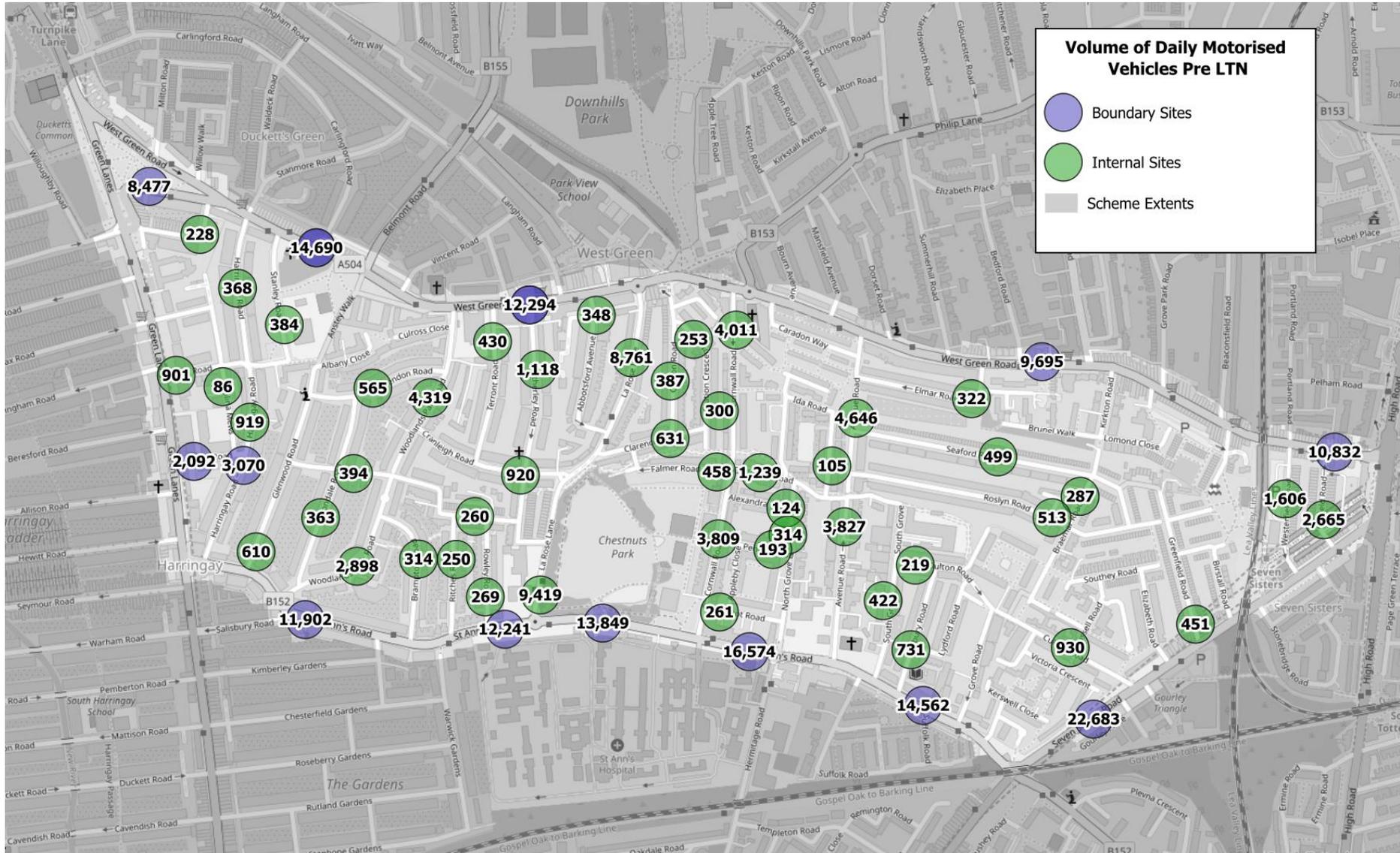
The total number of such motorised vehicles counted in the monitored week has been summed and divided by seven to create a daily average. If roads are less heavily used on weekends, it is possible that seven-day averages are slightly lower than five-day (weekday) averages – however, as usage patterns are expected to be similar between data collection rounds, this factor is not likely to materially impact the net and percentage changes in flows between the survey periods. The numbers presented have been rounded to the nearest whole number and raw/percentage changes calculated accordingly. It is noted that the number of cycles counted is not included in this analysis.

Map 4 below shows the total volume of vehicles recorded during the Pre LTN period (November 2021) on both boundary and internal roads, Map 5 shows the same data for the Post LTN-Interim period (January 2023), and Map 6 shows the same data for the Post LTN-Now period (November 2023). Map 7 then presents the percentage change in motorised vehicle volumes between the Pre LTN (November 2021) and Post LTN-Now (November 2023) data.

It is important that percentage change figures are considered in the context of raw/nominal changes, as presented in the tables, as a large percentage change could indicate a relatively minor change in actual vehicles counted on a particularly quiet road. Conversely, a busy road could see a small percentage change even if there the number of vehicles counted is quite different between the two monitored periods. In such cases, it is useful to compare data in Maps 4, 5 and 7, or to refer to the tables for full context.

All tables depict normalised data. Further context for each site can be found in Appendix 5, which outlines the observed and normalised figures for all periods, as well as average flow profiles across the day.

Map 4: Pre LTN (Nov-21) Motorised Vehicles Volumes (Normalised)



Map 6: Post LTN-Now (Nov-23) Motorised Vehicle Volumes

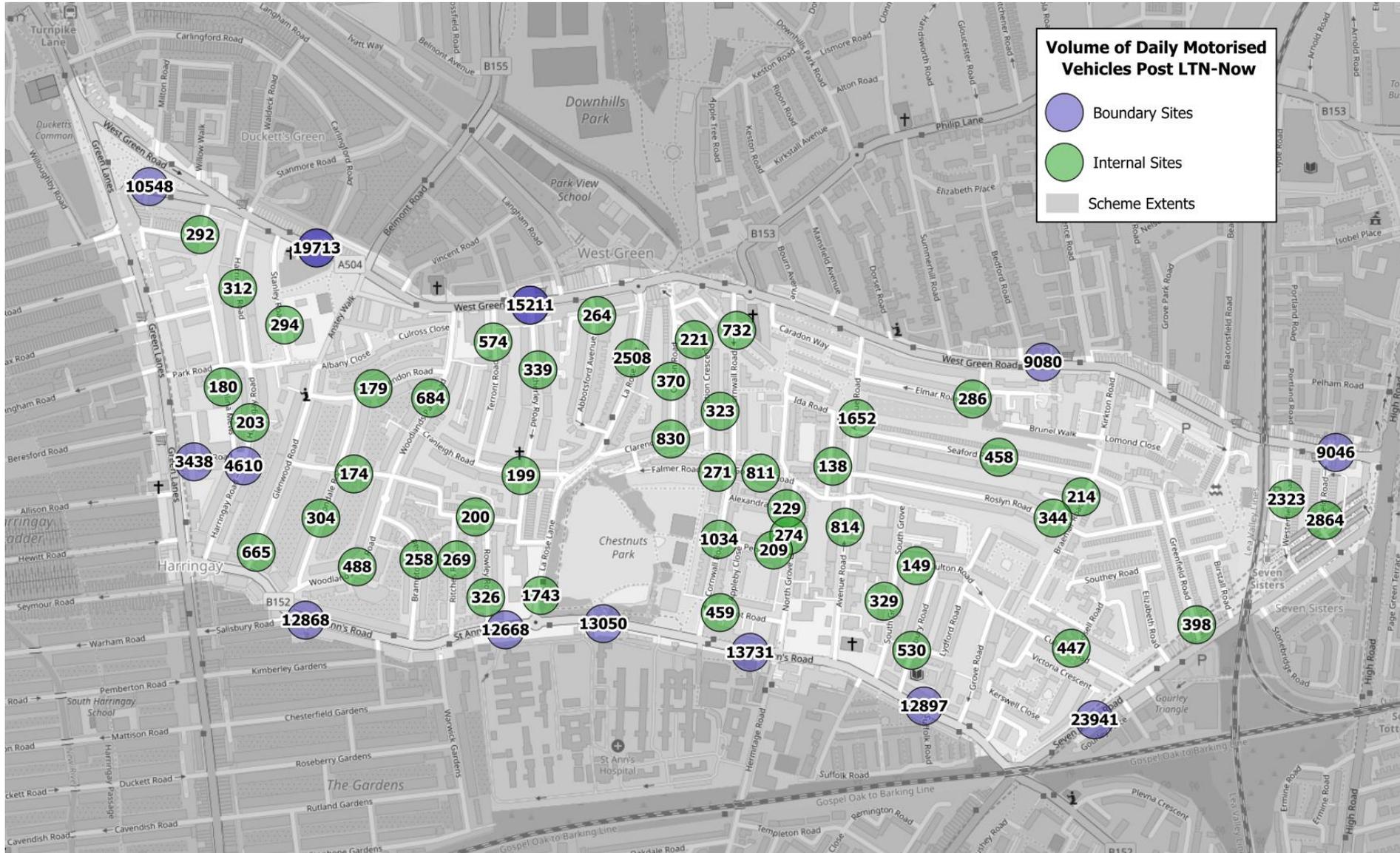


Table 3: Motorised Traffic Volumes on Internal Roads

	Pre LTN: Nov-21	Post LTN-Interim: Jan-23	Post LTN-Now: Nov-23	Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)	% Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)
Abbotsford Avenue	348	247	264	-84	-24%
Alexandra Road (@North Grove)	124	206	229	105	85%
Ascot Road	261	462	459	198	76%
Avenue Road (#41/Newsam Avenue)	3,827	1,257	814	-3,013	-79%
Avenue Road (#95/Ida Road)	4,646	1,683	1,652	-2,994	-64%
Avondale Road	363	298	304	-59	-16%
Brampton Road	314	211	258	-56	-18%
Breamar Road	287	221	214	-73	-25%
Cissbury Road	731	528	530	-201	-27%
Clarence Road	631	775	830	199	32%
Clarendon Road	565	187	179	-386	-68%
Clinton Road	387	383	370	-17	-4%
Colina Mews	86	159	180	94	109%
Conway Road (@Avondale Road/ Woodlands Park Road)	394	184	174	-220	-56%
Conway Road (@Rowley Road/Ritches Road)	260	243	200	-60	-23%
Cornwall Road (#47/ West Green Road)	4,011	591	732	-3,279	-82%
Cornwall Road (@Penrith Road)	3,809	1,036	1,034	-2,775	-73%
Cranleigh Road	920	378	199	-721	-78%
Culvert Road	930	414	447	-483	-52%
Dagmar Road	300	376	323	23	8%
Elmar Road	322	298	286	-36	-11%
Etherley Road	1,118	599	339	-779	-70%
Falmer Road	458	353	271	-187	-41%
Glenwood Road	610	723	665	55	9%
Gorleston Road	1,239	671	811	-428	-35%
Greenfield Road	451	433	398	-53	-12%
Harringay Road (#67)	919	231	203	-716	-78%
Harringay Road (#68)	368	287	312	-56	-15%
Ida Road	105	157	138	33	31%
La Rose Lane (#31)	8,761	2,697	2,508	-6,253	-71%
La Rose Lane (@Chestnuts Park)	9,419	1,435	1,743	-7,676	-81%
North Grove	314	291	274	-40	-13%
Oulton Road	219	126	149	-70	-32%
Park Road	901	323	329	-572	-63%
Penrith Road	193	177	209	16	8%
Ritches Road	250	262	269	19	8%
Roslyn Road	513	348	344	-169	-33%

Rowley Road	269	296	326	57	21%
Seaford Road	499	500	458	-41	-8%
South Grove	422	412	329	-93	-22%
St Margaret's Avenue	228	297	292	64	28%
Stanley Road	384	328	294	-90	-23%
Station Crescent	253	235	221	-32	-13%
Suffield Road	2,665	2,590	2,864	199	7%
Terront Road	430	638	574	144	33%
Westerfield Road	1,606	2,644	2,323	717	45%
Woodlands Park Road (#16/Clarendon Road)	4,319	708	684	-3,635	-84%
Woodlands Park Road (#87/Avondale Road)	2,898	490	488	-2,410	-83%
Total Internal Road*	63,327	28,388	27,493	-35,834	-57%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 4: Motorised Traffic Volumes on Boundary Roads

	Pre LTN: Nov-21	Post LTN-Interim: Jan-23	Post LTN-Now: Nov-23	Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)	% Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)
A503 Seven Sisters Rd (@Gourley Street)	22,683	25,661	23,941	1,258	6%
A504 West Green Road (@Bedford Road/Lawrence Road)	9,695	9,093	9,080	-615	-6%
A504 West Green Road (@Carlingford Road)	14,690	18,592	19,713	5,023	34%
A504 West Green Road (@Etherley Road)	12,294	17,322	15,211	2,917	24%
A504 West Green Road (@Suffield Road)	10,832	9,263	9,046	-1,786	-16%
Alfoxton Avenue	8,477	11,376	10,548	2,071	24%
B152 Harringay Road	3,070	4,294	4,610	1,540	50%
B152 Colina Road	2,092	3,859	3,438	1,346	64%
B152 St. Ann's Road (@Chestnuts Park)	13,849	13,532	13,050	-799	-6%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	16,574	12,401	13,731	-2,843	-17%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	12,241	12,603	12,668	427	3%
B152 St. Ann's Road (@Salisbury Road)	11,902	13,324	12,868	966	8%
B152 St. Ann's Road (@Suffolk Road)	14,562	11,227	12,897	-1,665	-11%
Total Boundary Road*	152,961	162,547	160,801	7,840	5%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 5: Motorised Traffic Volumes on Key Internal Roads, Direction A (Normalised)

It is noted that Cornwall Road (#@Penrith Road) and (#47/West Green Road) have been removed in the northbound direction as this previously wasn't an available movement.

	Direction A	Pre LTN (Nov-21) Daily Flow	Post LTN-Interim (Jan-23) Daily Flow	Post LTN-Now (Nov-23) Daily Flow	Absolute Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)	% Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)
Avenue Road (#41/Newsam Avenue)	Northbound	3,817	1,214	776	-3,041	-80%
Avenue Road (#95/Ida Road)	Northbound	4,627	913	915	-3,712	-80%
La Rose Lane (#31)	Northbound	4,594	1,632	1,523	-3,071	-67%
La Rose Lane (@Chestnuts Park)	Northbound	4,495	771	867	-3,628	-81%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 6: Motorised Traffic Volumes on Key Internal Roads, Direction B (Normalised)

	Direction B	Pre LTN (Nov-21) Daily Flow	Post LTN-Interim (Jan-23) Daily Flow	Post LTN-Now (Nov-23) Daily Flow	Absolute Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)	% Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)
Cornwall Road (#47/West Green Road)	Southbound	4,008	574	680	-3,328	-83%
Cornwall Road (@Penrith Road)	Southbound	3,802	882	838	-2,964	-78%
La Rose Lane (#31)	Southbound	4,167	1,065	930	-3,237	-78%
La Rose Lane (@Chestnuts Park)	Southbound	4,924	664	837	-4,087	-83%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 7: Motorised Traffic Volumes on Boundary Roads, Direction A (Normalised)

It is noted that Avenue Road (southbound), Alfoxton Avenue (eastbound), Harringay Road (southbound), Colina Road (eastbound) have been removed due to movement restrictions and changes made between Nov 2021 and Nov 2023.

	Direction A	Pre LTN (Nov-21) Daily Flow	Post LTN-Interim (Jan-23) Daily Flow	Post LTN-Now (Nov-23) Daily Flow	Absolute Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)	% Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)
A503 Seven Sisters Rd (@Gourley Street)	Eastbound	10,533	11,900	10,527	-6	0%
A504 West Green Road (@Bedford Road/Lawrence Road)	Eastbound	5,620	5,419	4,874	-746	-13%
A504 West Green Road (@Carlingford Road)	Eastbound	7,653	9,219	9,175	1,522	20%
A504 West Green Road (@Etherley Road)	Eastbound	6,628	9,345	8,150	1,522	23%
A504 West Green Road (@Suffield Road)	Eastbound	6,641	3,211	5,335	-1,306	-20%
B152 Harringay Road	Northbound	3,064	4,275	4,490	1,426	47%
B152 St. Ann's Road (@Chestnuts Park)	Eastbound	6,961	6,909	6,380	-581	-8%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	Eastbound	10,499	6,669	7,305	-3,194	-30%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	Eastbound	6,319	6,274	6,444	125	2%
B152 St. Ann's Road (@Salisbury Road)	Eastbound	5,989	6,378	6,293	304	5%
B152 St. Ann's Road (@Suffolk Road)	Eastbound	6,247	5,921	5,921	-326	-5%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 8: Motorised Traffic Volumes on Boundary Roads, Direction B (Normalised)

It is noted that Avenue Road (southbound), Alfoxton Avenue (eastbound), Harringay Road (southbound), Colina Road (eastbound) have been removed due to movement restrictions and changes made between Nov 2021 and Nov 2023.

	Direction B	Pre LTN (Nov-21) Daily Flow	Post LTN-Interim (Jan-23) Daily Flow	Post LTN-Now (Nov-23) Daily Flow	Absolute Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)	% Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)
A503 Seven Sisters Rd (@Gourley Street)	Westbound	12,150	13,761	12,878	728	6%
A504 West Green Road (@Bedford Road/Lawrence Road)	Westbound	4,075	3,674	4,003	-72	-2%
A504 West Green Road (@Carlingford Road)	Westbound	7,037	9,373	10,096	3,059	43%
A504 West Green Road (@Etherley Road)	Westbound	5,666	7,977	6,720	1,054	19%
A504 West Green Road (@Suffield Road)	Westbound	4,191	6,052	3,509	-682	-16%
Alfoxton Avenue	Westbound	8,468	11,367	10,284	1,816	21%
B152 Colina Road	Westbound	2,092	3,859	3,362	1,270	61%
B152 St. Ann's Road (@Chestnuts Park)	Westbound	6,888	6,623	6,378	-510	-7%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	Westbound	6,075	5,732	6,118	43	1%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	Westbound	5,922	6,329	5,941	19	0%

B152 St. Ann's Road (@Salisbury Road)	Westbound	5,913	6,946	6,287	374	6%
B152 St. Ann's Road (@Suffolk Road)	Westbound	8,315	5,306	6,686	-1,629	-20%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Insights: All Motorised Vehicle Volumes

When comparing normalised flows between the November 2021 (Pre LTN) and November 2023 (Post LTN-Now) surveys, total motorised vehicle volumes have declined for most internal roads within the St Ann's LTN area, with limited percentage increase on scheme boundary roads. 35,834 vehicles fewer vehicles were counted across internal roads, equating to an overall drop of 57% in such volumes, whilst the number of vehicles counted on boundary roads increased by 7,840 vehicles, from 152,961 to 160,801, resulting in an 5% increase from the 2021 pre-implementation counts.

On internal roads, 34 of the 48 monitored sites saw decreases in flows, 15 of which saw decreases in flows that exceeded 50% (in comparison to November 2021 flows). It is noted that the largest decreases in flows were seen on north-south links between West Green Road and St. Ann's Road with new modal filters introduced on them – namely, La Rose Lane, Cornwall Road, Woodlands Park Road and Avenue Road. Woodlands Park Road (#16/Clarendon Road) observed 3,635 fewer motorised vehicles, Woodlands Park Road (#87/Avondale Road) saw 2,410 fewer motorised vehicles. In both instances, these changes equate to a roughly 84% decrease in motorised vehicle flows. Cornwall Road (#47/West Green Road) observed a reduction of 3,279 motorised vehicles (-82%) and La Rose Lane (@Chestnuts Park) saw a decrease of 7,676 motorised vehicles (-81%). Further substantial decreases of around 3,000 motorised vehicles were seen on Avenue Road. Conversely, traffic increased on 14 internal roads between November 2021 and November 2023, with Westerfield Road displaying an increase of daily 717 vehicles.

For boundary roads, there has been an increase of around 7,840 vehicles, resulting in an 5% increase from the 2021 pre-implementation counts. The most significant increase by volume was at the West Green Road site near Carlingford Road where vehicles increased by 5,023 vehicles per day, a 34% increase. At the Etherley Road on West Green Road, flows also increased by 2,917, equating to a 24% increase. Other percentage increases of over 10% were observed on Alfoxton Avenue, B152 Harringay Road and B152 Colina Road. Conversely, significant flow reductions were observed on B152 St. Ann's Road (@Hermitage Road/Cornwall Road) (-2,843 motorised vehicles, -17%), A504 West Green Road (@Suffield Road) (-1,786 motorised vehicles, -16%) and B152 St. Ann's Road (@Suffolk Road) (-1,665 motorised vehicles, -11%). Trends on boundary roads generally indicate that there is an increase in traffic at the western end of West Green Road, with the Bruce Grove West Green scheme directly to the north and St. Ann's scheme directly to the south.

The St Ann's trial scheme is delivering on its objective as there has been a considerable net decrease in motorised vehicle volumes across the scheme area between November 2021 (Pre LTN) and November 2023 (Post LTN-Now). The total volume of traffic on internal roads has decreased considerably since the introduction of the St Ann's LTN trial, while several boundary roads have seen increases over the same time period.

Goods Vehicles Volumes (5-Day Daily Average)

This section outlines the changes in normalised traffic volumes for Light Goods Vehicles and Heavy Goods Vehicles. LGV stands for Light Goods Vehicle. This is defined, for the purposes of this report (which may differ from other traffic monitoring reports) as a rigid two-axle van, such as the type of van commonly used for deliveries. HGV stands for Heavy Goods Vehicle, which is a goods vehicle larger than the type of van described above.

The results shown are for 5-day average weekday volumes, excluding weekends. This is because goods vehicle traffic is generally lower at weekends, therefore the weekday data gives a better impression of actual impacts by not masking this. Similarly, changes in the proportion of LGV/HGV compared to total motorised traffic (or “prevalence” of such vehicles) is presented as a percentage point difference.

According to [data released by the Department for Transport in 2022](#) and updated in July 2024, the number of registered LGVs and HGVs has grown at different rates between the Pre LTN monitoring period and the Post LTN-Now monitoring period. This is set out in Graph 2 on the overleaf, which shows the indexed growth of both vehicle types since the start of 2021. From around Q3 2022 onwards, the growth in registrations begins to diverge, and by the Post LTN-Now period of Q4 2023, LGV volumes had grown by 3.7% vs. only 1.1% growth for HGVs.

Whilst more local data for this comparison is not available, it is considered that the above trend for high growth in LGVs and more muted growth in HGVs may be more extreme in London due to the ULEZ and its expansion in August 2023, which would further penalise the use of petrol or diesel-based HGVs vs. potentially electric LGVs, thus incentivising companies to more frequently rely on LGVs.

This context should be taken into account when considering the results for the St Ann’s scheme.

Graph 2: Index of LGVs vs. HGVs Registered in Great Britain, Q1 2021-Q1 2024

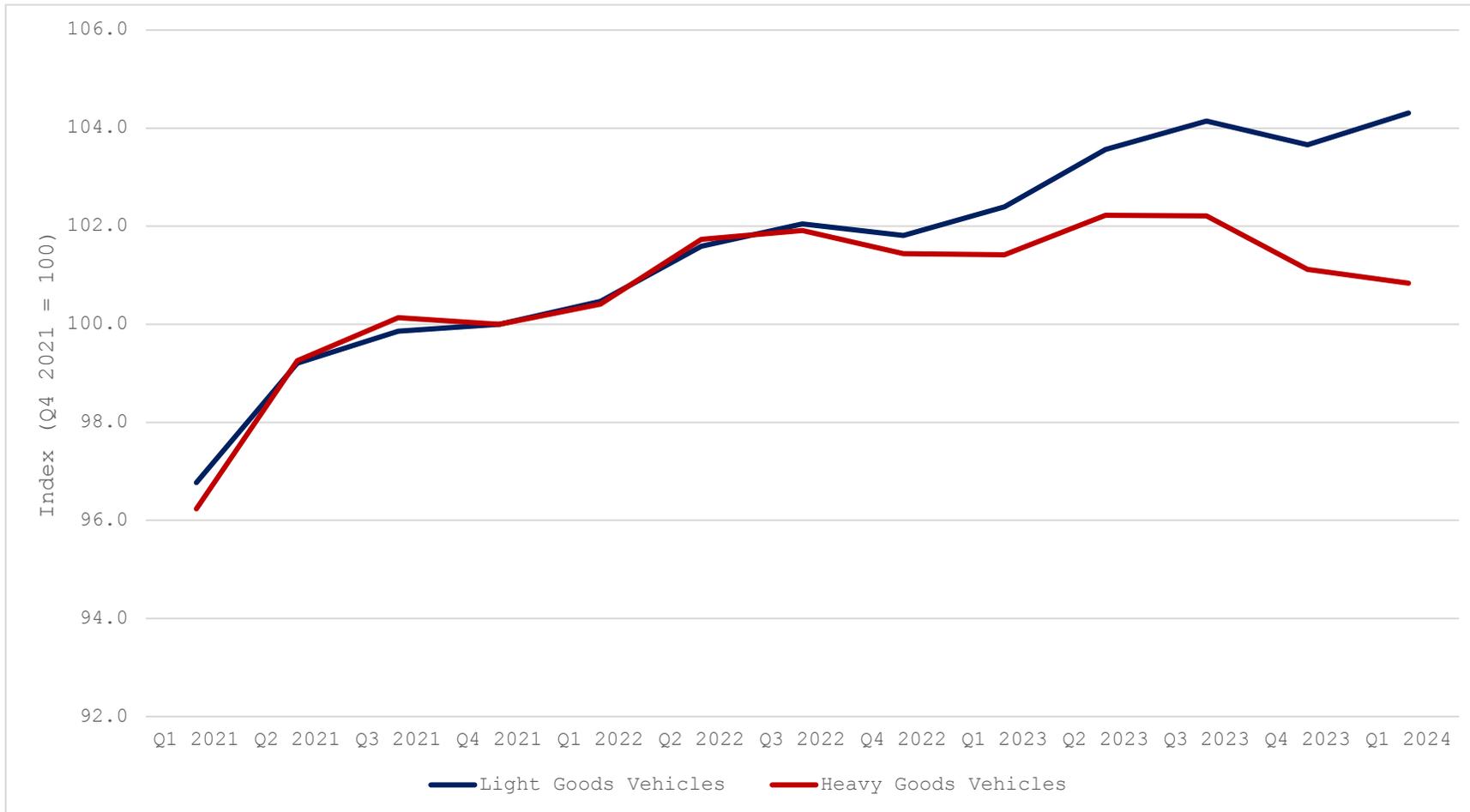


Table 9: Heavy Goods Vehicle Volumes on Internal Roads (Normalised)

	Volume Pre LTN: Nov-21	Proportion Pre LTN: Nov-21	Volume Post LTN-Interim: Jan-23	Proportion Post LTN-Interim: Jan-23	Volume Post LTN-Now: Nov-23	Proportion Post LTN-Now: Nov-23	Change in Volume Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)	Change in Proportion Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
Abbotsford Avenue	18	5%	19	7%	1	0%	-17	-5%
Alexandra Road (@North Grove)	0	0%	11	5%	1	0%	1	0%
Ascot Road	1	0%	5	1%	6	1%	5	1%
Avenue Road (#41/Newsam Avenue)	25	1%	72	6%	10	1%	-15	0%
Avenue Road (#95/Ida Road)	193	4%	49	3%	10	1%	-183	-3%
Avondale Road	4	1%	3	1%	2	1%	-2	0%
Brampton Road	7	2%	3	1%	9	4%	2	2%
Breamar Road	9	3%	4	2%	1	0%	-8	-3%
Cissbury Road	12	2%	14	3%	23	4%	11	2%
Clarence Road	12	2%	6	1%	38	5%	26	3%
Clarendon Road	3	1%	1	1%	5	3%	2	2%
Clinton Road	4	1%	9	2%	29	8%	25	7%
Colina Mews	1	1%	6	4%	1	1%	0	0%
Conway Road (@Avondale Road/Woodlands Park Road)	4	1%	5	3%	3	2%	-1	1%
Conway Road (@Rowley Road/Ritches Road)	2	1%	0	0%	2	1%	0	0%
Cornwall Road (#47/West Green Road)	97	2%	7	1%	28	4%	-69	2%
Cornwall Road (@Penrith Road)	88	2%	23	2%	27	2%	-61	0%
Cranleigh Road	59	6%	24	6%	8	4%	-51	-2%
Culvert Road	17	2%	4	1%	20	4%	3	2%
Dagmar Road	6	2%	7	2%	11	3%	5	1%
Elmar Road	2	1%	6	2%	0	0%	-2	-1%
Etherley Road	32	3%	26	4%	16	5%	-16	2%
Falmer Road	3	1%	2	1%	1	0%	-2	-1%
Glenwood Road	24	4%	3	0%	7	1%	-17	-3%
Gorleston Road	8	1%	5	1%	44	5%	36	4%
Greenfield Road	31	7%	7	2%	29	8%	-2	1%
Harringay Road (#67)	3	0%	2	1%	3	1%	0	1%
Harringay Road (#68)	26	6%	1	0%	5	2%	-21	-4%
Ida Road	1	1%	2	1%	1	1%	0	0%
La Rose Lane (#31)	62	1%	321	12%	129	5%	67	4%
La Rose Lane (@Chestnuts Park)	189	2%	28	2%	195	11%	6	9%
North Grove	3	1%	3	1%	8	3%	5	2%
Oulton Road	13	6%	7	6%	3	2%	-10	-4%
Park Road	31	4%	15	4%	3	1%	-28	-3%
Penrith Road	3	2%	3	2%	4	2%	1	0%
Ritches Road	13	5%	2	1%	1	0%	-12	-5%
Roslyn Road	5	1%	17	5%	4	1%	-1	0%
Rowley Road	2	1%	3	1%	3	1%	1	1%

Seaford Road	2	0%	23	5%	3	1%	1	0%
South Grove	2	0%	2	0%	4	1%	2	-3%
St Margaret's Avenue	1	0%	12	4%	1	0%	0	0%
Stanley Road	4	1%	13	4%	4	1%	0	2%
Station Crescent	3	1%	2	1%	2	1%	-1	-3%
Suffield Road	159	6%	17	1%	40	1%	-119	2%
Terront Road	6	1%	11	2%	2	0%	-4	3%
Westerfield Road	4	0%	19	1%	10	0%	6	2%
Woodlands Park Road (#16/Clarendon Road)	154	3%	28	4%	6	1%	-148	7%
Woodlands Park Road (#87/Avondale Road)	16	1%	5	1%	13	3%	-3	0%
Total/Average Internal Road*	1,364	2%	857	3%	776	3%	-588	1%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 10: Light Goods Vehicle Volumes on Internal Roads (Normalised)

	Volume Pre LTN: Nov-21	Proportion Pre LTN: Nov-21	Volume Post LTN-Interim: Jan-23	Proportion Post LTN-Interim: Jan-23	Volume Post LTN-Now: Nov-23	Proportion Post LTN-Now: Nov-23	Change in Volume Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)	Change in Proportion Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
Abbotsford Avenue	12	3%	3	1%	30	12%	18	9%
Alexandra Road (@North Grove)	3	2%	8	4%	3	1%	0	-1%
Ascot Road	7	2%	24	5%	128	26%	121	24%
Avenue Road (#41/Newsam Avenue)	239	6%	148	11%	118	13%	-121	7%
Avenue Road (#95/Ida Road)	149	3%	124	7%	136	8%	-13	5%
Avondale Road	49	13%	42	14%	37	13%	-12	0%
Brampton Road	14	4%	11	5%	20	8%	6	4%
Breamar Road	21	7%	32	15%	25	12%	4	5%
Cissbury Road	64	8%	55	10%	53	10%	-11	2%
Clarence Road	36	6%	101	13%	18	2%	-18	-4%
Clarendon Road	91	16%	15	9%	7	4%	-84	-12%
Clinton Road	35	9%	14	4%	14	4%	-21	-5%
Colina Mews	12	12%	5	3%	44	23%	32	11%
Conway Road (@Avondale Road/Woodlands Park Road)	55	13%	24	13%	44	24%	-11	11%
Conway Road (@Rowley Road/Ritches Road)	16	6%	13	5%	22	11%	6	5%
Cornwall Road (#47/West Green Road)	177	4%	104	17%	93	12%	-84	8%
Cornwall Road (@Penrith Road)	199	5%	114	10%	268	25%	69	20%
Cranleigh Road	40	4%	13	3%	8	4%	-32	0%
Culvert Road	84	9%	41	10%	37	8%	-47	-1%
Dagmar Road	11	4%	15	4%	87	26%	76	22%
Elmar Road	17	5%	7	2%	5	2%	-12	-3%
Etherley Road	48	4%	24	4%	31	9%	-17	5%

Falmer Road	22	5%	26	7%	52	19%	30	14%
Glenwood Road	54	9%	73	10%	59	9%	5	0%
Gorleston Road	89	7%	88	12%	151	17%	62	10%
Greenfield Road	8	2%	28	7%	22	6%	14	4%
Harringay Road (#67)	103	11%	32	14%	27	13%	-76	2%
Harringay Road (#68)	10	2%	29	10%	37	12%	27	10%
Ida Road	10	9%	20	12%	18	12%	8	3%
La Rose Lane (#31)	662	7%	92	3%	131	5%	-531	-2%
La Rose Lane (@Chestnuts Park)	498	5%	359	24%	168	9%	-330	4%
North Grove	13	4%	15	5%	20	7%	7	3%
Oulton Road	3	1%	2	2%	27	17%	24	16%
Park Road	16	2%	11	3%	53	16%	37	14%
Penrith Road	15	8%	14	8%	27	12%	12	4%
Ritches Road	13	5%	26	10%	41	15%	28	10%
Roslyn Road	60	12%	19	5%	43	12%	-17	0%
Rowley Road	21	7%	29	10%	37	11%	16	4%
Seaford Road	59	12%	24	5%	63	14%	4	2%
South Grove	45	10%	26	6%	36	10%	-9	0%
St Margaret's Avenue	25	11%	12	4%	34	12%	9	1%
Stanley Road	49	12%	29	9%	32	10%	-17	-2%
Station Crescent	17	7%	30	13%	53	24%	36	17%
Suffield Road	75	3%	302	12%	237	8%	162	5%
Terront Road	29	6%	75	11%	69	12%	40	6%
Westerfield Road	190	12%	245	9%	356	15%	166	3%
Woodlands Park Road (#16/Clarendon Road)	119	3%	44	6%	120	17%	1	14%
Woodlands Park Road (#87/Avondale Road)	112	4%	40	8%	40	8%	-72	4%
Total/Average Internal Road*	3696	6%	2627	9%	3,181	12%	-515	6%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 11: Heavy Goods Vehicle Volumes on Boundary Roads (Normalised)

	Volume Pre LTN: Nov-21	Proportion Pre LTN: Nov-21	Volume Post LTN-Interim: Jan-23	Proportion Post LTN-Interim: Jan-23	Volume Post LTN-Now: Nov-23	Proportion Post LTN-Now: Nov-23	Change in Volume Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)	Change in Proportion Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
A503 Seven Sisters Rd (@Gourley Street)	502	2%	475	2%	1982	8%	1,480	6%
A504 West Green Road (@Bedford Road/Lawrence Road)	425	4%	123	1%	409	4%	-16	0%
A504 West Green Road (@Carlingford Road)	511	3%	773	4%	1134	6%	623	3%
A504 West Green Road (@Etherley Road)	810	7%	635	4%	317	2%	-493	-5%
A504 West Green Road (@Suffield Road)	439	4%	165	2%	376	4%	-63	0%
Alfoxton Avenue	132	2%	171	1%	269	3%	137	1%

B152 Harringay Road	14	0%	177	4%	165	4%	151	1%
B152 Colina Road	61	3%	37	1%	40	1%	-21	1%
B152 St. Ann's Road (@Chestnuts Park)	211	1%	473	3%	284	2%	73	1%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	319	2%	100	1%	938	7%	619	5%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	129	1%	271	2%	129	1%	0	0%
B152 St. Ann's Road (@Salisbury Road)	290	2%	605	4%	136	1%	-154	-1%
B152 St. Ann's Road (@Suffolk Road)	480	3%	1,293	11%	450	3%	-30	0%
Total/Average Boundary Road*	4,323	3%	5,298	3%	6629	4%	2,306	1%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 12: Light Goods Vehicle Volumes on Boundary Roads (Normalised)

	Volume Pre LTN: Nov-21	Proportion Pre LTN: Nov-21	Volume Post LTN-Interim: Jan-23	Proportion Post LTN-Interim: Jan-23	Volume Post LTN-Now: Nov-23	Proportion Post LTN-Now: Nov-23	Change in Volume Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)	Change in Proportion Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
A503 Seven Sisters Rd (@Gourley Street)	2,024	9%	2,104	8%	4	0%	-2,020	-9%
A504 West Green Road (@Bedford Road/Lawrence Road)	575	6%	1,114	12%	475	5%	-100	-1%
A504 West Green Road (@Carlingford Road)	1,065	7%	951	5%	368	2%	-697	-5%
A504 West Green Road (@Etherley Road)	425	3%	728	4%	1989	13%	1,564	10%
A504 West Green Road (@Suffield Road)	164	1%	761	8%	398	4%	234	3%
Alfoxtton Avenue	1,372	16%	1,024	9%	1239	12%	-133	-4%
B152 Harringay Road	200	6%	730	17%	64	1%	-136	3%
B152 Colina Road	78	4%	342	9%	308	9%	230	-3%
B152 St. Ann's Road (@Chestnuts Park)	818	6%	546	4%	1843	13%	1,025	7%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	1,003	6%	1,354	10%	1549	11%	546	5%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	940	7%	956	7%	1708	13%	768	6%
B152 St. Ann's Road (@Salisbury Road)	552	4%	648	5%	1409	10%	857	6%
B152 St. Ann's Road (@Suffolk Road)	921	6%	953	8%	1109	8%	188	2%
Total/Average Boundary Road*	10,137	7%	12,211	8%	12463	8%	2,326	1%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Insights: Goods Vehicles Volumes

The volume of goods vehicles during weekdays would generally be expected to decrease significantly on internal roads and increase slightly on boundary roads, in line with broader trends for motorised vehicles (although noting motorised vehicle trends above are for full, seven-day weeks). It is noted, however, that in recent years there has been a significant increase in the number of deliveries using LGV's resulting from the increase in online shopping. On internal roads, the volumes of both LGVs and HGVs have decreased by -14% and -43% respectively. However, on internal roads, the proportion of LGVs compared to total motorised vehicles has increased by 6 percentage points, and by 1 percentage point for HGVs. For LGVs, this indicates that routing choices may be less flexible than for general traffic, most likely because a higher percentage of LGVs need to drop off or pick up at specific households within the LTN area, whereas general traffic may be able to alter and amend their routes.

For individual internal roads, as changes in vehicle flows often translate to large percentage changes (based on low initial volumes), it is generally more useful to look at changes in actual vehicle numbers. Internal roads saw an overall reduction of 515 LGVs (-14%¹). Seven internal roads saw decreases exceeding 50 fewer LGVs, with La Rose Lane and Avenue Road experiencing the largest reductions as there were 531 fewer LGVs at La Rose Lane (#31), 330 fewer LGVs at La Rose Lane (@Chestnuts Park) and 121 fewer LGVs at Avenue Road (#41/Newsam Avenue). Conversely, six internal roads sites saw increases that exceeded 50 additional LGVs. Ascot Road (+121 LGVs), Suffield Road (+ 162 LGVs) and Westerfield Road (+166) observed the highest increase.

HGVs comprised a smaller starting proportion of all motorised traffic within the scheme area. A decrease of 588 HGVs was recorded. Fourteen internal sites displayed reductions exceeding ten daily HGVs, five internal sites showed increased exceeding ten daily HGVs. The most significant decreases were observed on Avenue Road (#95/Ida Road), Woodlands Park Road (#16/Clarendon Road) and Suffield Road, with 183, 148 and 119 fewer HGVs between November 2021 (Pre LTN) and November 2023 (Post LTN-Now). The highest increase was of 67 HGVs, recorded on La Rose Lane (#31).

On boundary roads, 2,326 additional LGVs and 2,306 additional HGVs were recorded in November 2023 (Post LTN-Now) than in November 2021 (Pre LTN), equating to a 23% increase in LGVs and 53% increase in HGVs, or an increase in 1 percentage point for each vehicle type. A503 Seven Sisters Rd (@Gourley Street) saw the most significant reduction in LGVs, with 2,020 fewer LGVs. This was followed by A504 West Green Road (@Carlingford Road) which recorded 697 fewer LGVs. Conversely, B152 St. Ann's Road (@Chestnuts Park) and A504 West Green Road (@Etherley Road) recorded 1,025 and 1,564 additional LGVs respectively.

¹ Percentages are calculated directly from the tables of LGV/HGV flows.

A504 West Green Road (@Etherley Road) and B152 St. Ann's Road (@Salisbury Road) recorded the highest reductions in HGV volumes, with 493 and 154 fewer HGVs respectively. On the other hand, B152 St. Ann's Road (@Hermitage Road/Cornwall Road), A504 West Green Road (@Carlingford Road) and A503 Seven Sisters Rd (@Gourley Street) observed 619, 623 and 1,480 additional HGVs respectively. A503 Seven Sisters Rd (@Gourley Street) in particular drove this overall increase in HGV levels on boundary roads.

St Ann's saw an overall reduction in HGVs and LGVs on its internal roads, while boundary roads observed increased in goods vehicle volumes. The findings indicate that the Bounds Green LTN trial scheme is delivering on its objectives, and observed increases in goods vehicles appear to be in line with national trends. Internal roads have experienced significant reductions in LGV and HGVs levels, whilst the increase in LGVs on boundary roads may be more indicative of wider trends in relation to shopping habits as referred to earlier.

Motorcycle Volumes (7-Day Daily Average)

Motorcycle volumes are considered separately from other vehicles as they are occasionally able to travel through neighbourhood blocks using filters and streets in manners that cars and lorries cannot (for example by illegally using cycle filters). Similarly, they have seen quite different trends from other motorised vehicles given their prevalence following COVID-19 and the spike in deliveries made by motorcycle in London. As such, a metric of "motorcycles as a proportion of total motorised traffic" has been included in the tables of this section to assess whether changes in the volume of motorcycles differs from wider trends in motorised vehicles.

Motorcycles are distinguished from pedal cycles in ATC counters by the weight and spacing of the vehicle tyres.

Table 13: Normalised Motorcycle Volumes on Internal Roads

	Volume Pre LTN: Nov-21	Proportion Pre LTN: Nov-21	Volume Post LTN-Interim: Jan-23	Proportion Post LTN-Interim: Jan-23	Volume Post LTN-Now: Nov-23	Proportion Post LTN-Now: Nov-23	Change in Volume Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)	Change in Proportion Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)
Abbotsford Avenue	38	11%	43	17%	50	19%	32%	8%
Alexandra Road (@North Grove)	8	6%	25	12%	31	14%	318%	8%
Ascot Road	6	2%	40	9%	71	15%	1097%	13%
Avenue Road (#41/Newsam Avenue)	206	5%	234	19%	119	15%	-42%	9%
Avenue Road (#95/Ida Road)	58	1%	185	11%	236	14%	305%	13%
Avondale Road	12	3%	29	10%	31	10%	162%	7%
Brampton Road	42	13%	32	15%	62	24%	47%	11%
Breamar Road	27	9%	36	16%	25	12%	-4%	3%
Cissbury Road	49	7%	48	9%	36	7%	-27%	0%
Clarence Road	64	10%	72	9%	51	6%	-21%	-4%
Clarendon Road	51	9%	23	12%	16	9%	-69%	0%
Clinton Road	39	10%	52	14%	55	15%	41%	5%
Colina Mews	4	5%	22	14%	23	13%	478%	8%
Conway Road (@Avondale Road/Woodlands Park Road)	10	2%	25	14%	10	6%	4%	3%
Conway Road (@Rowley Road/Ritches Road)	13	5%	13	5%	16	8%	27%	3%
Cornwall Road (#47/West Green Road)	149	4%	47	8%	123	17%	-17%	13%
Cornwall Road (@Penrith Road)	207	5%	114	11%	205	20%	-1%	14%
Cranleigh Road	82	9%	28	7%	26	13%	-69%	4%
Culvert Road	52	6%	41	10%	48	11%	-9%	5%
Dagmar Road	19	6%	30	8%	20	6%	7%	0%
Elmar Road	29	9%	20	7%	26	9%	-13%	0%

Etherley Road	60	5%	57	10%	44	13%	-27%	8%
Falmer Road	33	7%	37	10%	47	17%	45%	10%
Glenwood Road	69	11%	99	14%	85	13%	23%	1%
Gorleston Road	102	8%	85	13%	179	22%	75%	14%
Greenfield Road	71	16%	51	12%	64	16%	-10%	0%
Harringay Road (#67)	108	12%	43	19%	44	22%	-60%	10%
Harringay Road (#68)	42	11%	56	20%	59	19%	40%	7%
Ida Road	7	7%	38	24%	34	25%	379%	18%
La Rose Lane (#31)	345	4%	193	7%	217	9%	-37%	5%
La Rose Lane (@Chestnuts Park)	293	3%	126	9%	208	12%	-29%	9%
North Grove	40	13%	65	22%	79	29%	96%	16%
Oulton Road	26	12%	12	10%	30	20%	16%	8%
Park Road	70	8%	73	23%	59	18%	-16%	10%
Penrith Road	9	5%	17	10%	22	10%	146%	6%
Ritches Road	23	9%	20	8%	54	20%	134%	11%
Roslyn Road	34	7%	32	9%	26	8%	-25%	1%
Rowley Road	20	7%	20	7%	42	13%	107%	5%
Seaford Road	33	7%	39	8%	41	9%	26%	2%
South Grove	41	10%	40	10%	36	11%	-12%	1%
St Margaret's Avenue	10	4%	20	7%	25	9%	149%	4%
Stanley Road	19	5%	49	15%	53	18%	185%	13%
Station Crescent	12	5%	15	6%	31	14%	151%	9%
Suffield Road	229	9%	281	11%	314	11%	37%	2%
Terront Road	18	4%	57	9%	58	10%	220%	6%
Westerfield Road	116	7%	178	7%	174	7%	50%	0%
Woodlands Park Road (#16/Clarendon Road)	248	6%	154	22%	216	32%	-13%	26%
Woodlands Park Road (#87/Avondale Road)	240	8%	102	21%	110	23%	-54%	14%
Total/Average Internal*	3483	5%	3121	11%	3,628	13%	4%	8%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 14: Normalised Motorcycle Volumes on Boundary Roads

	Volume Pre LTN: Nov-21	Proportion Pre LTN: Nov-21	Volume Post LTN- Interim: Jan-23	Proportion Post LTN- Interim: Jan-23	Volume Post LTN-Now: Nov-23	Proportion Post LTN-Now: Nov-23	Change in Volume Post LTN-Now vs. Pre LTN (Nov- 23 vs. Nov-21)	Change in Proportion Post LTN-Now vs. Pre LTN (Nov- 23 vs. Nov-21)
A503 Seven Sisters Rd (@Gourley Street)	1,286	6%	1,617	6%	1,352	6%	5%	0%
A504 West Green Road (@Bedford Road/Lawrence Road)	614	6%	605	7%	603	7%	-2%	1%
A504 West Green Road (@Carlingford Road)	841	6%	953	5%	894	5%	6%	-1%
A504 West Green Road (@Etherley Road)	717	6%	901	5%	1,002	7%	40%	1%
A504 West Green Road (@Suffield Road)	490	5%	532	6%	554	6%	13%	1%
Alfoxton Avenue	501	6%	666	6%	584	6%	16%	0%
B152 Haringay Road	113	5%	239	6%	233	4%	78%	2%
B152 Colina Road	140	5%	255	6%	202	7%	67%	-1%
B152 St. Ann's Road (@Chestnuts Park)	253	2%	707	5%	655	5%	159%	3%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	694	4%	716	6%	817	6%	18%	2%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	590	5%	612	5%	751	6%	0	1%
B152 St. Ann's Road (@Salisbury Road)	305	3%	568	4%	587	5%	93%	2%
B152 St. Ann's Road (@Suffolk Road)	629	4%	587	5%	647	5%	3%	1%
Total/Average Boundary Road*	7,172	5%	8,956	6%	8,880	6%	24%	1%

*As detailed on pages 19-20, it is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Insights: Motorcycle Volumes

As with goods vehicles, it would be expected that motorcycle flows broadly reflect the trends in overall motor vehicle traffic, for example large decreases on internal roads and slight increases on boundary roads. However, findings indicate that internal roads have observed a 4% increase and boundary roads have experienced a 24% increase in motorcycle flows since the implementation of the LTN scheme.

Internal roads observed an increase of 146 motorcycles between November 2021 and November 2023. Five internal sites observed an increase in motorcycle flows that exceeded 50 motorcycles, but this increase was largely driven by Avenue Road (#95/Ida Road) which observed 178 additional motorcycles. Conversely, Woodlands Park Road (#87/Avondale Road) and La Rose Lane (#31) saw a reduction of 129 and 128 motorcycles respectively. These findings indicate that motorcycles do not reflect the broader trend on internal roads, where traffic has decreased.

Boundary roads saw an increase of 1,708 motorcycles. Only A504 West Green Road (@Bedford Road/Lawrence Road) observed a decrease in motorcycle flows, and this was a reduction of 11 motorcycles. Conversely, the following sites observed increases ranging between 120 and 402 motorcycles: B152 Harringay Road, B152 St. Ann's Road (@Hermitage Road/Cornwall Road), B152 St. Ann's Road (@Rowley Road/La Rose Lane), B152 St. Ann's Road (@Salisbury Road), A504 West Green Road (@Etherley Road), B152 St. Ann's Road (@Chestnuts Park).

Ultimately, it appears that motorcycle volumes are not following the general trend of motorised vehicles (decrease for internal roads and increase for boundary roads): not only do they show a higher degree of prevalence in both cases, but volumes have also increased on internal roads. This may suggest a level of non-compliance. There may be a need for further monitoring so the LTN scheme can deliver satisfactory results.

Cycle Volumes (7-Day Daily Average)

Cycling figures have not been normalised to account for COVID-19 due to the lack of an available source that provides continuous month-to-month cycling levels encompassing all types of cycling trips (commute and leisure) and is at a sufficiently local geographic scale to form a meaningful and robust benchmark. Indeed, available background sources for cycling data are highly varied.

Unlike motorised traffic trends, cycling levels are significantly impacted by seasonal and daily weather changes including in temperature and rainfall; for example, there is normally much more cycling participation in July than in January, and therefore there are significantly more cycle trips completed in July than January – although even this is different year-to-year. There are several interlinked factors when it comes to the impact seasonal weather variation has on cycling levels, and weather can still vary within a season, a month or even a day. As an indication of the impact weather can have, one 2011 study found a doubling in temperature could lead up to a 50% increase in cycling levels, before having a negative impact if too high (Study by [Miranda-Moreno and Nosal, 2011](#)).

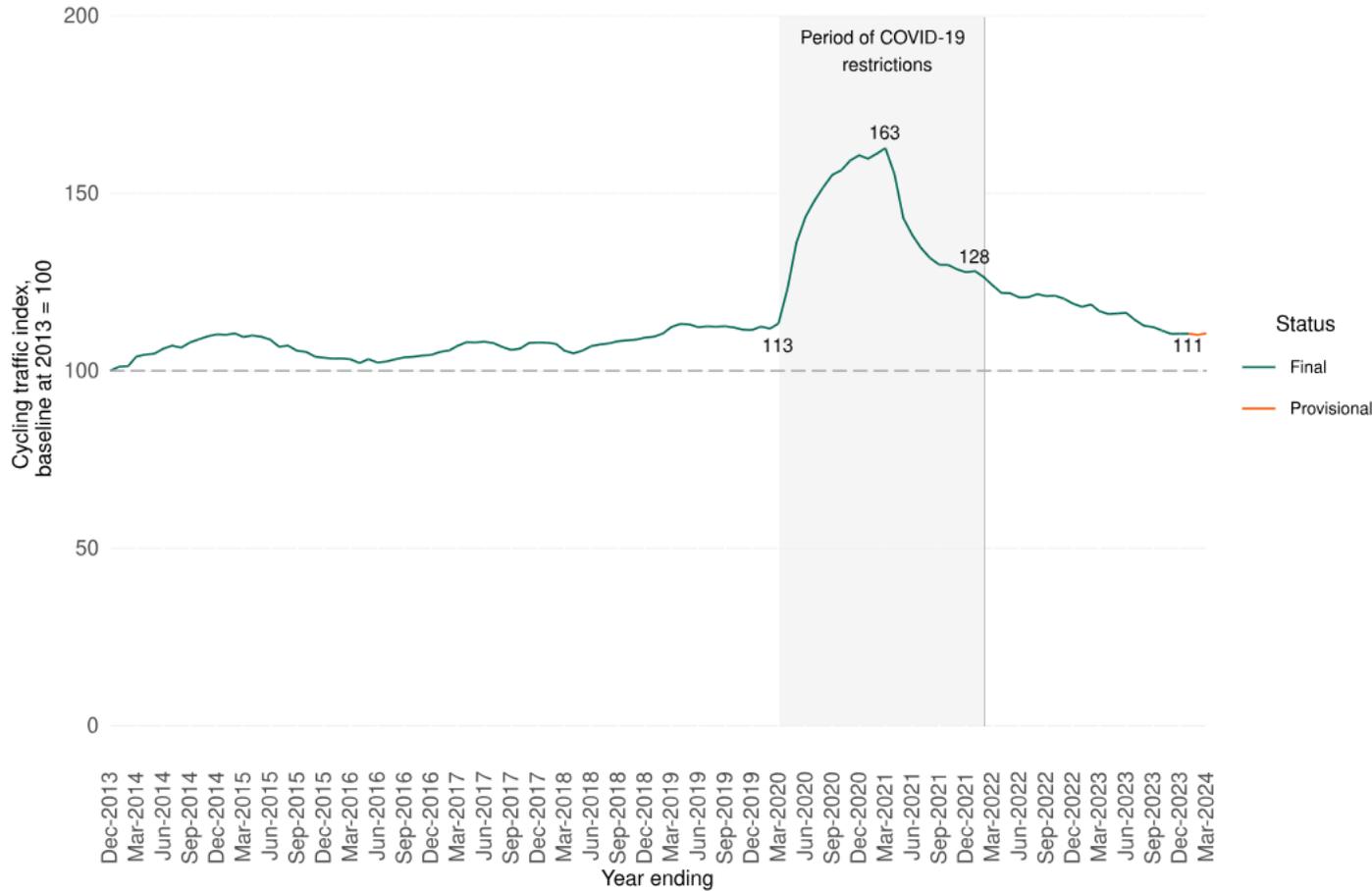
During the month in which Pre LTN counts were conducted (November 2021), the average temperature in Greater London was 9°C, with average highs of 11°C and average lows of 7°C. Post LTN-Now counts, taken in November 2023, show an average temperature of 9°C, with average highs of 11°C and average lows of 6°C. However, levels of precipitation were considerably higher in November 2023 than in November 2021, with rainfall at the nearest national counter (Heathrow) measured at 78.4mm in the month of the Post LTN-Now counts and 10.2mm measured in the month of the Pre LTN counts. This indicates that generally, whilst temperatures in the Post LTN-Now data collection period were similar to those collected in the Pre LTN period, the Post LTN-Now period saw considerably higher rainfall levels, which may have reduced cycling levels.

Considering these caveats, it is also important to note that government regulations and COVID-19 guidance have significantly impacted wider cycling trends, particularly since March 2020 (data from [DfT's Official Statistics](#)). Graph 3 on the next page shows, on a national basis, the number of cycle trips completed since March 2013. This typically indicates that whilst cycling grew rapidly in popularity through 2020 and early 2021, volumes of cycling trips dropped sharply leading into the summer of 2021 and have continued to decline since – today they are at more or less pre-COVID levels. In contrast, data from [Transport for London's 2023 Annual Overview](#) indicates that the number of cycle stages/journeys in Inner London boroughs (including Haringey) increased by 8.2% between 2022-2023, noting that this is full-year data and does not neatly map onto the months considered in the monitoring approach.

Route choices made by people cycling will also be impacted by the availability of nearby protected cycle infrastructure and less traffic-dominated neighbourhoods.

Graph 3 below outlines nationwide cycling trends, with the following maps and tables outlining the Pre LTN cycling levels and how these have changed between data collection phases.

Graph 3: National Cycling Levels – Since December 2013

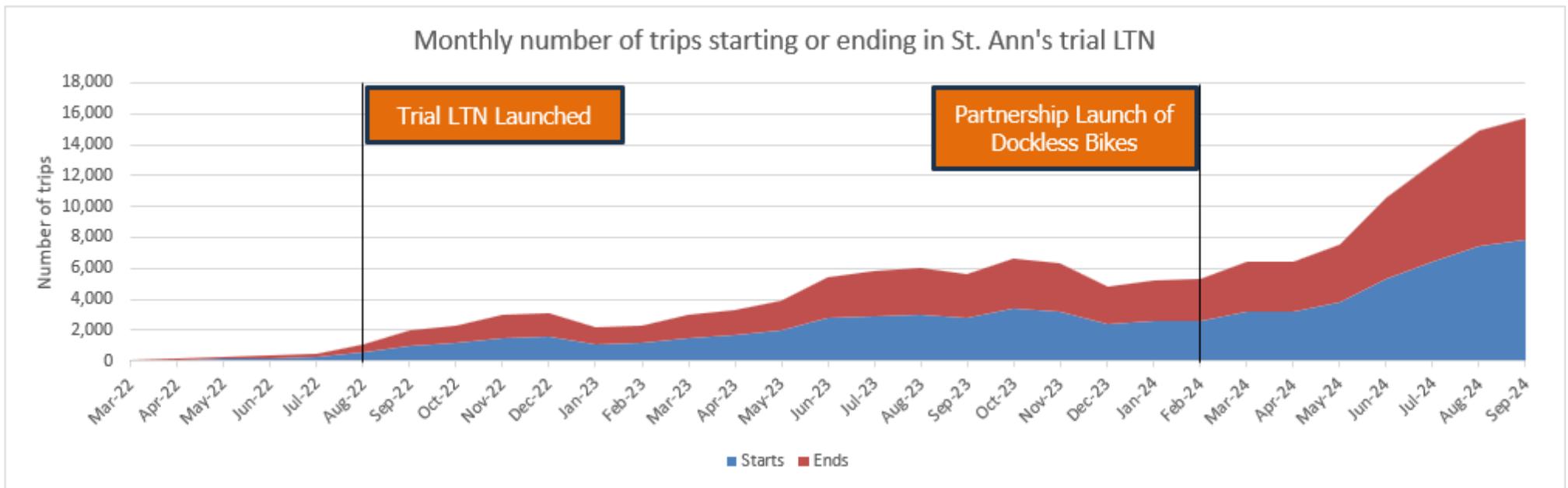


*Given that all monitoring for this report has taken place post-COVID, it would be expected that (given the national benchmark) that cycling levels in Haringey would also decrease over time.

Dockless Cycles

The introduction of dockless cycles in London is another trend that may have impacted cycling levels in and around the LTN area. Dockless cycles are available for hire across Haringey, bikes can be picked up and parked anywhere (with certain exclusions – for example, because of safety). Such bikes have been operating in parts of Haringey since 2022 and the council entered into a 2-year trial partnership with Lime and Forest in February 2024, with specific locations chosen where bikes can be left. Data has been supplied by Lime to show the number of trips that start or end within the LTN. More information about the trial is available [online](#).

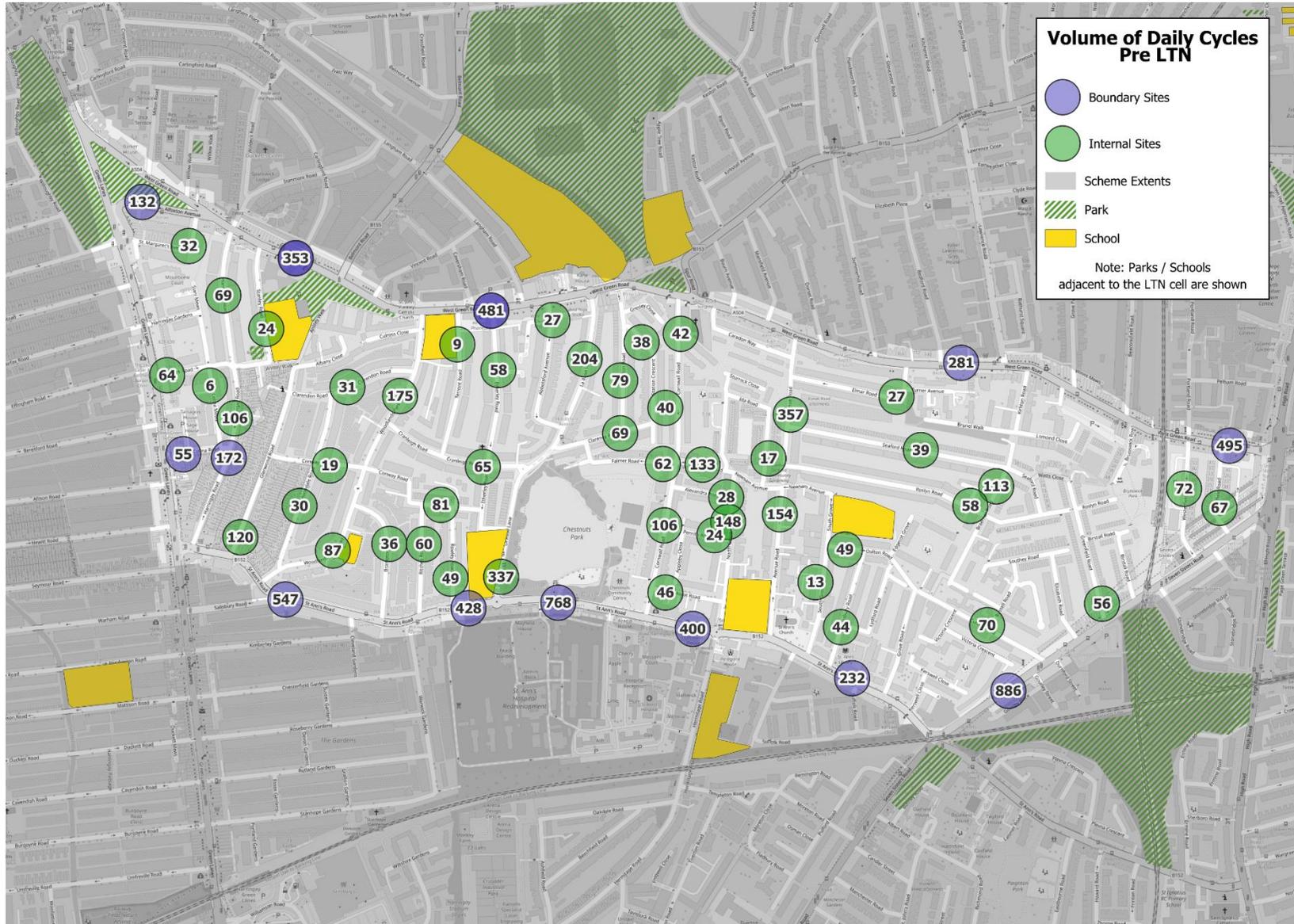
Graph 4: Dockless Cycle Levels for Bounds Green



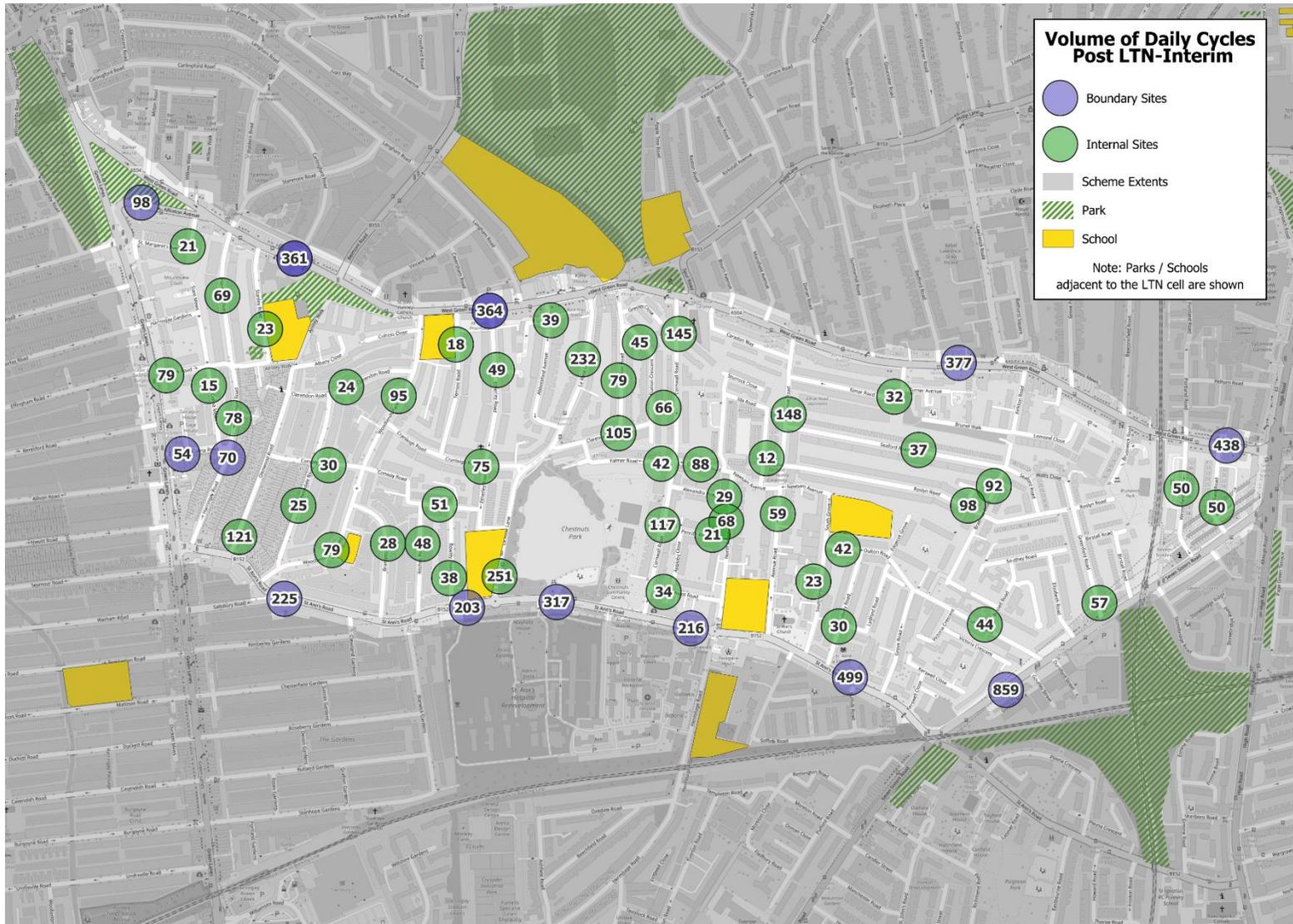
The data indicates a significant increase in the use of dockless bikes starting and ending within the LTN, which aligns with the launch of the dockless bike trial in the borough.

It is expected that dockless cycles play a role in the trends seen in the following maps, which measure the total volumes of cycles traveling at each of the count sites. However, it is not possible to determine whether cycles counted are personal, docked or dockless.

Map 8: Pre LTN (Nov-21) Volume of Cycles (Observed)



Map 9: Post LTN-Interim (Jan-23) Volume of Cycles (Observed)



Map 10: Post LTN-Now (Nov-23) Implementation Volume of Cycles (Observed)



Table 15: Cycling Volumes on Internal Roads

	Pre LTN: Nov-21	Post LTN-Interim: Jan-23	Post LTN-Now: Nov-23	Volume Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)	Difference Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (%)
Abbotsford Avenue	27	39	27	0	1%
Alexandra Road (@North Grove)	28	29	37	10	35%
Ascot Road	46	34	16	-30	-65%
Avenue Road (#41/Newsam Avenue)	154	59	178	24	16%
Avenue Road (#95/Ida Road)	357	148	222	-135	-38%
Avondale Road	30	25	28	-2	-7%
Brampton Road	36	28	19	-17	-48%
Breamar Road	113	92	74	-39	-35%
Cissbury Road	44	30	49	5	12%
Clarence Road	69	105	88	19	27%
Clarendon Road	31	24	40	10	32%
Clinton Road	79	79	81	2	3%
Colina Mews	6	15	5	-1	-14%
Conway Road (@Avondale Road/Woodlands Park Road)	19	30	9	-10	-53%
Conway Road (@Rowley Road/Ritches Road)	81	51	70	-11	-14%
Cornwall Road (#47/West Green Road)	42	145	98	56	134%
Cornwall Road (@Penrith Road)	106	117	73	-33	-31%
Cranleigh Road	65	75	75	10	15%
Culvert Road	70	44	50	-20	-29%
Dagmar Road	40	66	11	-29	-73%
Elmar Road	27	32	12	-15	-56%
Etherley Road	58	49	57	-1	-2%
Falmer Road	62	42	45	-17	-28%
Glenwood Road	120	121	200	80	67%
Gorleston Road	133	88	52	-81	-61%
Greenfield Road	56	57	54	-3	-5%
Harringay Road (#67)	106	78	96	-10	-10%
Harringay Road (#68)	69	69	66	-3	-5%
Ida Road	17	12	11	-7	-38%
La Rose Lane (#31)	204	232	171	-34	-17%
La Rose Lane (@Chestnuts Park)	337	251	182	-154	-46%
North Grove	148	68	212	65	44%
Oulton Road	49	42	23	-26	-54%
Park Road	64	79	20	-45	-69%
Penrith Road	24	21	14	-10	-43%
Ritches Road	60	48	45	-15	-25%
Roslyn Road	58	98	91	33	57%
Rowley Road	49	38	34	-15	-31%
Seaford Road	39	37	39	0	1%
South Grove	13	23	36	23	175%

St Margaret's Avenue	32	21	15	-16	-52%
Stanley Road	24	23	24	-1	-2%
Station Crescent	38	45	37	-1	-3%
Suffield Road	67	50	49	-18	-27%
Terront Road	9	18	21	12	132%
Westerfield Road	72	50	81	9	12%
Woodlands Park Road (#16/Clarendon Road)	175	95	46	-129	-74%
Woodlands Park Road (#87/Avondale Road)	87	79	61	-26	-30%
Total/Average Internal*	3,639	3,105	3,042	-597	-16%

*As detailed on pages 19-20, it is important to note that cycles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Table 16: Cycling Volumes on Boundary Roads

	Pre LTN: Nov-21	Post LTN-Interim: Jan-23	Post LTN-Now: Nov-23	Volume Difference Post LTN-Now (Nov- 23) vs. Pre LTN (Nov-21)	Difference Post LTN-Now (Nov- 23) vs. Pre LTN (Nov-21) (%)
A503 Seven Sisters Rd (@Gourley Street)	886	859	761	-125	-14%
A504 West Green Road (@Bedford Road/Lawrence Road)	281	377	461	180	64%
A504 West Green Road (@Carlingford Road)	353	361	547	194	55%
A504 West Green Road (@Etherley Road)	481	364	305	-176	-37%
A504 West Green Road (@Suffield Road)	495	438	569	74	15%
Alfoxton Avenue	132	98	141	9	7%
B152 Harringay Road	55	54	62	7	13%
B152 Colina Road	172	70	126	-45	-26%
B152 St. Ann's Road (@Chestnuts Park)	768	317	223	-546	-71%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	400	216	265	-135	-34%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	428	203	331	-97	-23%
B152 St. Ann's Road (@Salisbury Road)	547	225	234	-312	-57%
B152 St. Ann's Road (@Suffolk Road)	232	499	274	42	18%
Total/Average Boundary Road*	5,228	4,079	4,298	-930	-18%

*As detailed on pages 19-20, it is important to note that cycles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

Insights: Cycling Volumes

Based on the data, it appears that cycling levels have decreased across both internal and boundary roads within the St. Ann's LTN scheme area between November 2021 (Pre LTN) and November 2023 (Post LTN-Now). However, it should be noted that there was considerably more rainfall in November 2023 than November 2021, which may have played a major role in these outcomes.

On internal roads, daily cycling volumes decreased by 16%, equating to 597 fewer cycles. The largest decrease was observed on La Rose Lane (@Chestnuts Park) which saw 154 fewer daily cycles (-46%). Large decreases were also seen on Avenue Road (#95/Ida Road), where there were 135 fewer cycles, and Woodlands Park Road (#16/Clarendon Road) which saw 129 fewer cycles. Conversely, the most notable increase was on Glenwood Road, where daily cycle volumes increased by 80 (67%). Cornwall Road (#47/West Green Road) and North Grove observed increases of over 50 cycles.

On boundary roads, daily cycling volumes decreased by 18%, equating to 930 fewer cycles. This change was largely driven by B152 St Ann's Road (@Chestnuts Park) and B152 St Ann's Road (@Salisbury Road) which saw decreases in 546 and 312 respectively. Conversely, A504 West Green Road (@Suffield Road), A504 West Green Road (@Bedford Road/Lawrence Road), and A504 West Green Road (@Carlingford Road) reported the most significant increases in cycling levels (74, 180 and 194 additional cycles).

While some sites on internal roads have seen an increase and others have observed a decrease in cycling levels since the implementation of the LTN scheme, overall findings show that there is an overall reduction in cycling levels across the scheme area. It is unclear if there is a specific reason cycling decreases were seen within the scheme area, although it is considered that these results are likely due to the much rainier weather in the month of the Post LTN-Now counts. It may also be due to new cycling routes opening along similar desire lines to those running through the LTN, attracting cyclists previously using roads in the scheme area. In any case, cycling levels should be further monitored to ensure that a satisfactory cycling environment is fostered within and on the boundaries of the LTN scheme area.

Analysis of Vehicle Speeds

Speeding is a major contributing factor to road danger, so reducing speeding is vital to making roads safer for all.

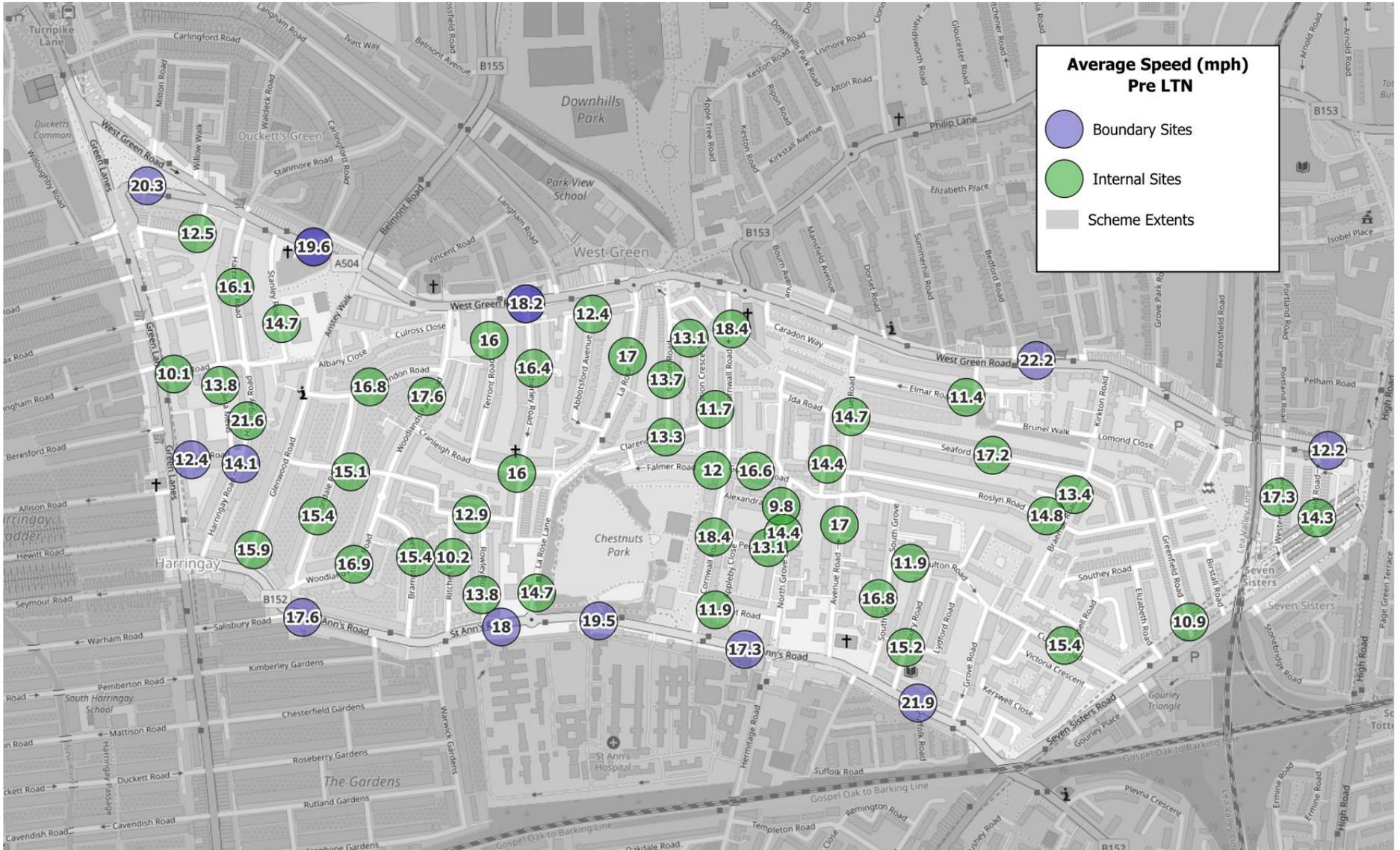
Traffic counters measure motorised traffic speeds as well as volumes. Details about the dates and locations of the traffic volume and speed monitoring are in Appendix 5. The speed limit is 20mph on all monitored roads.

The normalised results presented here are seven-day averages.

The 85th percentile is used in transport monitoring to gauge changes in speeds and speeding behaviour. It is the speed at or below which 85% of traffic will be travelling along a street (and therefore 15% of traffic will be travelling faster than this speed).

Cycles and their speeds have been removed from calculations relating to vehicle speeds as including such counts would skew averages down.

Map 12: Pre LTN (Nov-21) average Vehicle Speed in mph (Observed)



Map 13: Post LTN-Interim (Jan-23) average Vehicle Speed in mph (Observed)

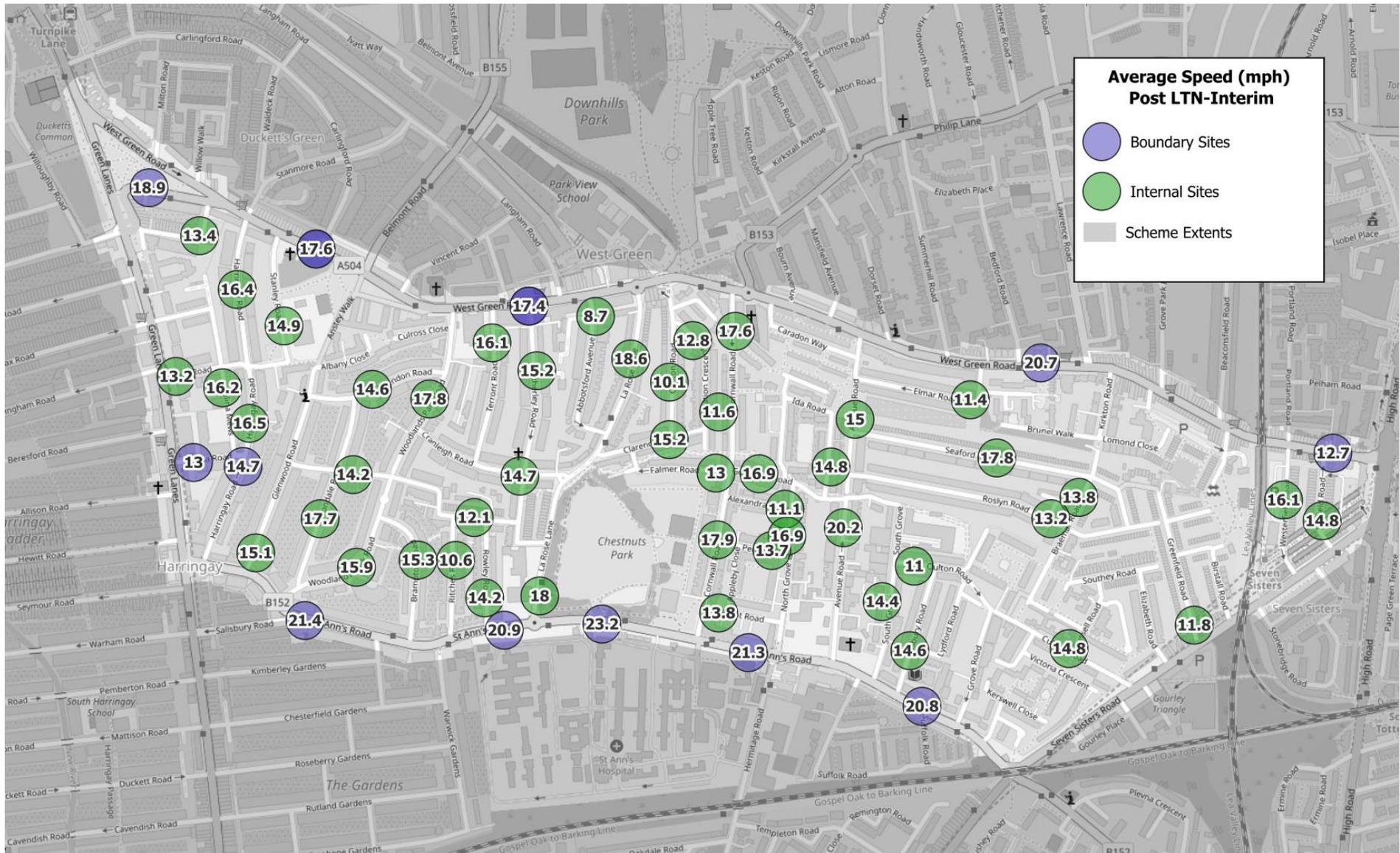


Table 17: Speeds of Motorised Vehicles on Internal Roads

c	Pre LTN (Nov-21) Average Speed (mph)	Post LTN-Interim (Jan-23) Average Speed (mph)	Post LTN-Now (Nov- 23) Average Speed (mph)	Average Speed Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (mph)	Average Speed Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (%)
Abbotsford Avenue	12.4	8.7	12.9	0.5	4%
Alexandra Road (@North Grove)	9.8	11.1	9.3	-0.5	-5%
Ascot Road	11.9	13.8	17.6	5.7	48%
Avenue Road (#41/Newsam Avenue)	17.0	20.2	16.8	-0.2	-1%
Avenue Road (#95/Ida Road)	14.7	15.0	12.6	-2.1	-14%
Avondale Road	15.4	17.7	16.3	0.9	6%
Brampton Road	15.4	15.3	16.9	1.5	10%
Breamar Road	13.4	13.8	13.6	0.2	2%
Cissbury Road	15.2	14.6	14.1	-1.1	-7%
Clarence Road	13.4	15.2	13.2	-0.2	-1%
Clarendon Road	16.8	14.6	12.0	-4.8	-29%
Clinton Road	13.7	10.1	13.4	-0.3	-2%
Colina Mews	13.9	16.2	16.8	3.0	21%
Conway Road (@Avondale Road/Woodlands Park Road)	15.1	14.2	16.1	1.0	7%
Conway Road (@Rowley Road/Ritches Road)	12.9	12.1	11.6	-1.3	-10%
Cornwall Road (#47/West Green Road)	18.4	17.6	20.1	1.7	9%
Cornwall Road (@Penrith Road)	18.4	17.9	18.3	-0.1	-1%
Cranleigh Road	16.0	14.7	10.5	-5.5	-34%
Culvert Road	15.5	14.8	15.0	-0.4	-3%
Dagmar Road	11.7	11.6	13.8	2.1	18%
Elmar Road	11.4	11.4	10.7	-0.7	-6%
Etherley Road	16.4	15.2	14.7	-1.7	-10%
Falmer Road	12.1	13.0	16.2	4.2	34%
Glenwood Road	15.9	15.1	15.4	-0.5	-3%
Gorleston Road	16.6	16.9	18.6	2.0	12%
Greenfield Road	10.9	11.8	11.1	0.3	2%
Harringay Road (#67)	21.6	16.5	15.8	-5.8	-27%
Harringay Road (#68)	16.1	16.4	15.6	-0.5	-3%
Ida Road	14.4	14.8	14.2	-0.2	-1%
La Rose Lane (#31)	17.0	18.6	19.8	2.8	16%
La Rose Lane (@Chestnuts Park)	14.7	18.0	20.2	5.5	37%
North Grove	14.4	16.9	15.0	0.6	4%
Oulton Road	11.9	11.0	13.6	1.7	14%
Park Road	10.1	13.2	15.6	5.5	55%
Penrith Road	13.1	13.7	14.2	1.1	8%
Ritches Road	10.2	10.6	11.6	1.4	14%
Roslyn Road	14.8	13.2	13.9	-0.9	-6%
Rowley Road	13.8	14.2	12.4	-1.4	-10%
Seaford Road	17.2	17.8	18.1	0.9	5%
South Grove	16.8	14.4	16.7	-0.1	-1%

St Margaret's Avenue	12.5	13.4	13.1	0.6	5%
Stanley Road	14.7	14.9	13.3	-1.4	-10%
Station Crescent	13.1	12.8	14.3	1.2	9%
Suffield Road	14.3	14.8	14.5	0.2	2%
Terront Road	16.0	16.1	16.5	0.5	3%
Westerfield Road	17.3	16.1	17.3	0.0	0%
Woodlands Park Road (#16/Clarendon Road)	17.6	17.8	19.9	2.3	13%
Woodlands Park Road (#87/Avondale Road)	16.9	15.9	17.0	0.1	1%
Total/Average Internal*	16.0	15.7	16.1	0.1	0%

Table 18: 85th Percentile Speed of Motorised Vehicles on Internal Roads

	85th Pct. Speed Pre LTN (Nov-21) (mph)	85th Pct. Speed Post LTN-Interim (Jan-23) (mph)	85th Percentile Speed Post LTN-Now (Nov-23) (mph)	85th Percentile Speed Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (mph)	85th Percentile Speed – Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (%)
Abbotsford Avenue	16.5	9.8	15.3	-1.2	-7%
Alexandra Road (@North Grove)	12.9	13.7	11.1	-1.8	-14%
Ascot Road	15.4	17.2	22.3	6.9	45%
Avenue Road (#41/Newsam Avenue)	20	24.1	21.4	1.4	7%
Avenue Road (#95/Ida Road)	18.1	18.7	16.2	-1.9	-10%
Avondale Road	19.2	20.7	21	1.8	9%
Brampton Road	19.3	18.7	22.2	2.9	15%
Breamar Road	17.3	17.5	17.5	0.2	1%
Cissbury Road	19.9	19.4	18.9	-1.0	-5%
Clarence Road	18.5	19.3	16.7	-1.8	-10%
Clarendon Road	20.9	19.3	13.1	-7.8	-37%
Clinton Road	16.9	12.8	16.7	-0.2	-1%
Colina Mews	18.5	21.6	22.3	3.8	21%
Conway Road (@Avondale Road/Woodlands Park Road)	18.7	17.6	19.7	1.0	5%
Conway Road (@Rowley Road/Ritches Road)	16.5	13.6	14.5	-2.0	-12%
Cornwall Road (#47/West Green Road)	22.1	22.7	25.6	3.5	16%
Cornwall Road (@Penrith Road)	22.7	22.7	24.3	1.6	7%
Cranleigh Road	20.3	17.3	15.1	-5.2	-26%
Culvert Road	20.2	19.4	18.9	-1.3	-6%
Dagmar Road	14.5	14	17.5	3.0	21%
Elmar Road	14.2	13.7	13.8	-0.4	-3%
Etherley Road	20.7	18.6	18.5	-2.2	-11%
Falmer Road	14.7	14.8	20.6	5.9	40%
Glenwood Road	19.9	19.1	19.6	-0.3	-2%
Gorleston Road	20.9	21.8	23.5	2.6	12%
Greenfield Road	13.7	14.8	13.5	-0.2	-1%
Harringay Road (#67)	27.3	20.3	19.7	-7.6	-28%

Harringay Road (#68)	20.4	21.8	22	1.6	8%
Ida Road	19	19.6	19.1	0.1	1%
La Rose Lane (#31)	20.7	22.5	24.1	3.4	16%
La Rose Lane (@Chestnuts Park)	18.3	23	25.2	6.9	38%
North Grove	19	20.4	19.4	0.4	2%
Oulton Road	14	14	18.4	4.4	31%
Park Road	12.7	17	18.5	5.8	46%
Penrith Road	19	17.3	18.2	-0.8	-4%
Ritches Road	12.5	13.4	15.2	2.7	22%
Roslyn Road	18.4	16.1	17	-1.4	-8%
Rowley Road	17	18.4	15.1	-1.9	-11%
Seaford Road	21.7	21.5	23.2	1.5	7%
South Grove	21	18	21.2	0.2	1%
St Margaret's Avenue	14.5	15.9	17.2	2.7	19%
Stanley Road	16.4	17.2	15.6	-0.8	-5%
Station Crescent	16.4	16	18	1.6	10%
Suffield Road	18	18.9	18.7	0.7	4%
Terront Road	20.1	20.3	21.2	1.1	5%
Westerfield Road	21.2	19.6	21.2	0.0	0%
Woodlands Park Road (#16/Clarendon Road)	21.1	22.3	25.7	4.6	22%
Woodlands Park Road (#87/Avondale Road)	20.2	19.3	20.8	0.6	3%
Total/Average Internal*	19.7	19.5	20.3	0.6	3%

Table 19: % of Speeding, Motorised Vehicles on Internal Roads

	% Speeding Pre LTN (Nov-21)	% Speeding Post LTN-Interim (Jan-23)	% Speeding Post LTN-Now (Nov-23)	Speeding Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (% pt.)
Abbotsford Avenue	4%	0%	6%	2%
Alexandra Road (@North Grove)	0%	0%	0%	0%
Ascot Road	2%	6%	32%	30%
Avenue Road (#41/Newsam Avenue)	16%	49%	21%	5%
Avenue Road (#95/Ida Road)	5%	9%	2%	-3%
Avondale Road	15%	32%	21%	6%
Brampton Road	15%	12%	23%	8%
Breamar Road	5%	7%	4%	-1%
Cissbury Road	14%	13%	11%	-3%
Clarence Road	9%	12%	6%	-3%
Clarendon Road	20%	13%	5%	-15%
Clinton Road	4%	0%	3%	-1%
Colina Mews	9%	21%	24%	15%
Conway Road (@Avondale Road/Woodlands Park Road)	7%	5%	13%	6%
Conway Road (@Rowley Road/Ritches Road)	4%	2%	1%	-3%

Cornwall Road (#47/West Green Road)	29%	29%	47%	18%
Cornwall Road (@Penrith Road)	31%	31%	37%	6%
Cranleigh Road	19%	7%	1%	-18%
Culvert Road	14%	11%	8%	-6%
Dagmar Road	0%	0%	2%	2%
Elmar Road	0%	1%	0%	0%
Etherley Road	18%	11%	12%	-6%
Falmer Road	1%	2%	19%	18%
Glenwood Road	16%	11%	13%	-3%
Gorleston Road	20%	24%	37%	17%
Greenfield Road	0%	3%	1%	1%
Harringay Road (#67)	62%	22%	19%	-43%
Harringay Road (#68)	19%	22%	19%	0%
Ida Road	11%	14%	11%	0%
La Rose Lane (#31)	19%	33%	45%	26%
La Rose Lane (@Chestnuts Park)	5%	34%	48%	43%
North Grove	14%	25%	14%	0%
Oulton Road	1%	0%	9%	8%
Park Road	0%	5%	12%	12%
Penrith Road	4%	7%	7%	3%
Ritches Road	0%	0%	0%	0%
Roslyn Road	6%	3%	3%	-3%
Rowley Road	7%	7%	1%	-6%
Seaford Road	25%	27%	34%	9%
South Grove	20%	7%	22%	2%
St Margaret's Avenue	5%	4%	4%	-1%
Stanley Road	11%	10%	7%	-4%
Station Crescent	3%	2%	7%	4%
Suffield Road	11%	13%	11%	0%
Terront Road	17%	17%	21%	4%
Westerfield Road	22%	13%	22%	0%
Woodlands Park Road (#16/Clarendon Road)	21%	30%	45%	24%
Woodlands Park Road (#87/Avondale Road)	16%	14%	20%	4%
Total/Average Internal*	15%	18%	21%	6%

Table 20: Average Speed of Motorised Vehicles on Boundary Roads

	Pre LTN (Nov-21) Average Speed (mph)	Post LTN-Interim (Jan-23) Average Speed (mph)	Post LTN-Now (Nov- 23) Average Speed (mph)	Average Speed Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (mph)	Average Speed Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (%)
A503 Seven Sisters Rd (@Gourley Street)	No speed data available for video site				
A504 West Green Road (@Bedford Road/Lawrence Road)	22.2	20.7	19.8	-2.4	-11%
A504 West Green Road (@Carlingford Road)	19.6	17.6	16.6	-3.0	-15%

	Pre LTN (Nov-21) Average Speed (mph)	Post LTN-Interim (Jan-23) Average Speed (mph)	Post LTN-Now (Nov- 23) Average Speed (mph)	Average Speed Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (mph)	Average Speed Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (%)
A504 West Green Road (@Etherley Road)	18.2	17.4	19.2	1.0	6%
A504 West Green Road (@Suffield Road)	12.2	12.7	12.9	0.7	6%
Alfoxton Avenue	20.3	18.9	16.8	-3.5	-17%
B152 Harringay Road	14.2	14.7	15.4	1.2	8%
B152 Colina Road	12.4	13	12.5	0.1	1%
B152 St. Ann's Road (@Chestnuts Park)	19.5	23.2	24.0	4.5	23%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	17.4	21.3	20.9	3.6	20%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	18.0	20.9	22.1	4.1	23%
B152 St. Ann's Road (@Salisbury Road)	17.6	21.4	18.9	1.3	7%
B152 St. Ann's Road (@Suffolk Road)	21.9	20.8	23.0	1.1	5%
Total/Average Boundary Road*	18.5	19.2	19.2	0.7	4%

Table 21: 85th Percentile Speed of Motorised Vehicles on Boundary Roads

	85th Pct. Speed Pre LTN (Nov-21) (mph)	85th Pct. Speed Post LTN-Interim (Jan- 23) (mph)	85th Percentile Speed Post LTN-Now (Nov-23) (mph)	85th Percentile Speed Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (mph)	85th Percentile Speed – Post LTN- Now (Nov-23) vs. Pre LTN (Nov-21) (%)
A503 Seven Sisters Rd (@Gourley Street)	No speed data available for video site				
A504 West Green Road (@Bedford Road/Lawrence Road)	27.3	25.1	24.0	-3.3	-12%
A504 West Green Road (@Carlingford Road)	24.5	22.4	21.0	-3.5	-14%
A504 West Green Road (@Etherley Road)	22.8	21.3	23.9	1.1	5%
A504 West Green Road (@Suffield Road)	16.0	16.8	16.7	0.7	4%
Alfoxton Avenue	24.1	22.3	20.0	-4.1	-17%
B152 Harringay Road	15.6	16.6	16.1	0.5	3%
B152 Colina Road	17.5	17.8	17.8	0.3	2%
B152 St. Ann's Road (@Chestnuts Park)	23.7	27.4	28.8	5.1	22%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	21.6	25.3	24.7	3.1	14%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	22.1	24.6	26.3	4.2	19%
B152 St. Ann's Road (@Salisbury Road)	21.4	25.2	22.5	1.1	5%
B152 St. Ann's Road (@Suffolk Road)	26.4	25.3	27.6	1.2	5%
Total/Average Boundary Road*	22.7	23.2	23.3	0.6	2%

Table 22: % of Speeding, Motorised Vehicles on Boundary Roads

	% Speeding Pre LTN (Nov-21)	% Speeding Post LTN-Interim (Jan-23)	% Speeding Post LTN-Now (Nov-23)	Speeding Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (% pt.)
A503 Seven Sisters Rd (@Gourley Street)	No speed data available for video site			
A504 West Green Road (@Bedford Road/Lawrence Road)	67%	53%	45%	-22%
A504 West Green Road (@Carlingford Road)	47%	34%	26%	-21%
A504 West Green Road (@Etherley Road)	34%	26%	42%	8%
A504 West Green Road (@Suffield Road)	7%	8%	7%	0%
Alfoxton Avenue	54%	40%	17%	-37%
B152 Harringay Road	0%	4%	4%	4%
B152 Colina Road	6%	3%	6%	0%
B152 St. Ann's Road (@Chestnuts Park)	45%	77%	81%	36%
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	28%	61%	58%	30%
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	29%	57%	68%	39%
B152 St. Ann's Road (@Salisbury Road)	24%	64%	35%	11%
B152 St. Ann's Road (@Suffolk Road)	65%	54%	75%	10%
Total/Average Boundary Road*	38%	45%	44%	6%

Insights: Vehicle Speeds

Overall, vehicle speed data indicates that vehicle speed metrics did not change significantly on either internal or on boundary roads.

On internal roads, data demonstrates that average speeds across internal roads increased by 0.1mph when compared to Pre LTN vehicle speeds (0%). The most notable increase in average vehicle speed was observed on Ascot Road which observed an increase of 5.7mph (from 11.9mph to 17.6mph, +48%). Falmer Road, La Rose Lane (@Chestnuts Park), Park Road and Ascot Road all observed increases exceeding 4mph of average speed. Conversely, Harringay Road (#67), Cranleigh Road, Clarendon Road recorded a decrease in average speed ranging between 4.8mph and 5.8mph. The 85th percentile speed of motorised vehicles on internal roads increased by 3% between November 2021 (Pre LTN) and November 2023 (Post LTN-Now). Clarendon Road and Harringay Road (#67) observed the most significant decreases, while La Rose Lane (@Chestnuts Park) and Ascot Road recorded an increase in 85th percentile of nearly 7mph. Internal roads also saw a 6% increase in the percentage of vehicles speeding, with La Rose Lane (@Chesnuts Park) and Ascot Road once again driving this change with respective increases of 43% and 30%.

The situation on boundary roads did not change significantly between November 2021 and January 2023. Overall, average speeds increased by 0.7mph (from 18.5mph to 19.2mph, +4%), 85th percentile speed increased by 2%, and the percentage of speeding vehicles increased by 6% between the two periods. The increase in average speeds was driven by the 23% increase observed on B152 St. Ann's Road (@Rowley Road/La Rose Lane), which equates to 4.1mph (from 18.0mph to 22.1mph). B152 St. Ann's Road (@Hermitage Road/Cornwall Road) and B152 St. Ann's Road (@Chestnuts Park) also observed average speed increases exceeding 20%. On the other hand, various sites on A504 West Green Road saw decreases of over 10% in average speed. The same sites experienced the largest increases in 85th percentile speed and in average speed, while the same sites experienced the largest decreases in 85th percentile speed and in average speed.

Overall, vehicle speed data indicates that vehicle speed metrics remained broadly the same on boundary and internal sites. Results remain within the 10% and -10% changes and are therefore minimal.

Collision Data

Any scheme in which there are changes to road environments may have an impact on the safety of those traveling within that environment. In the case of this report, this is measured by the difference in the number of collisions and severity of casualties before and after the LTN scheme was implemented (one year before and one year after).

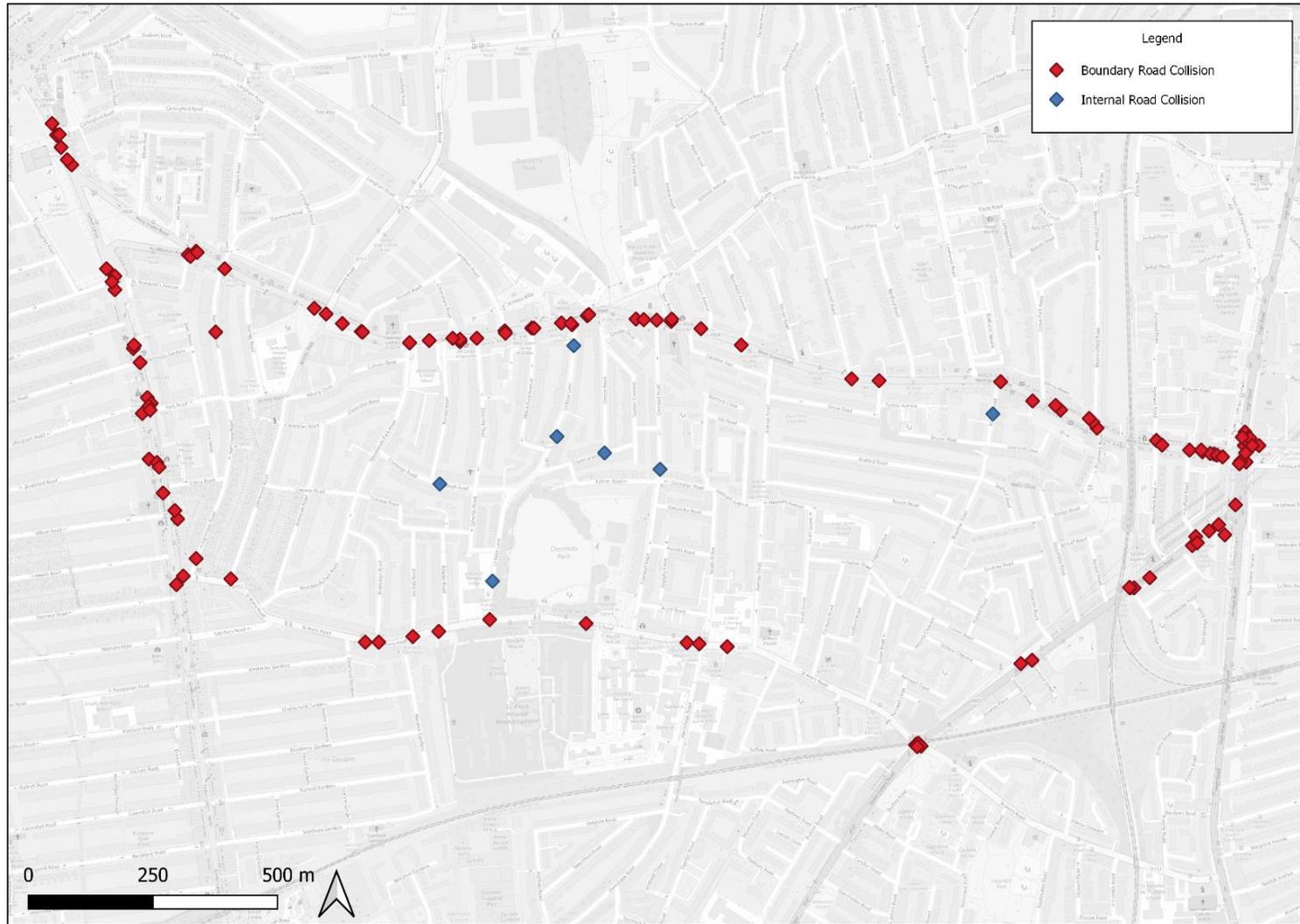
Vehicle collisions, as defined in this report, refer specifically to data collected by police officers at the scene of road traffic collisions (accidents), or data reported to the police from such instances. Data is only entered into this dataset if there is a personal injury caused by the collision; data from collisions resulting in property damage is not included. Collisions that do not result in police attendance are not recorded in the dataset.. For recorded entries, a range of information is collected, including the coordinates/location, time and day, severity of collision (slight, serious and fatal), roadway types and conditions, demographics of casualties, and information (if available) on how the collision occurred.

It is noted that there is likely a strong correlation between motorised vehicle flows and the number of collisions, as lower traffic levels reduce the risk of exposure to collisions. However, other factors such as vehicle speeds, changes in proportions of vehicle types (e.g. more cycles, motorcycles and goods vehicles) can also have a significant effect on collision and casualty numbers.

It is also important to note that whilst some collisions occur due to the road environment, many are noted as due to “driver error”, which typically has more to do with driving choices (driving under the influence, driving whilst using a mobile phone, etc.) than the road environment itself. Thankfully, there are limited collisions across most of the scheme area, with repeat collisions in specific locations typically few in number as well – although this means that it is difficult to draw statistically conclusive findings based on the very small sample sizes.

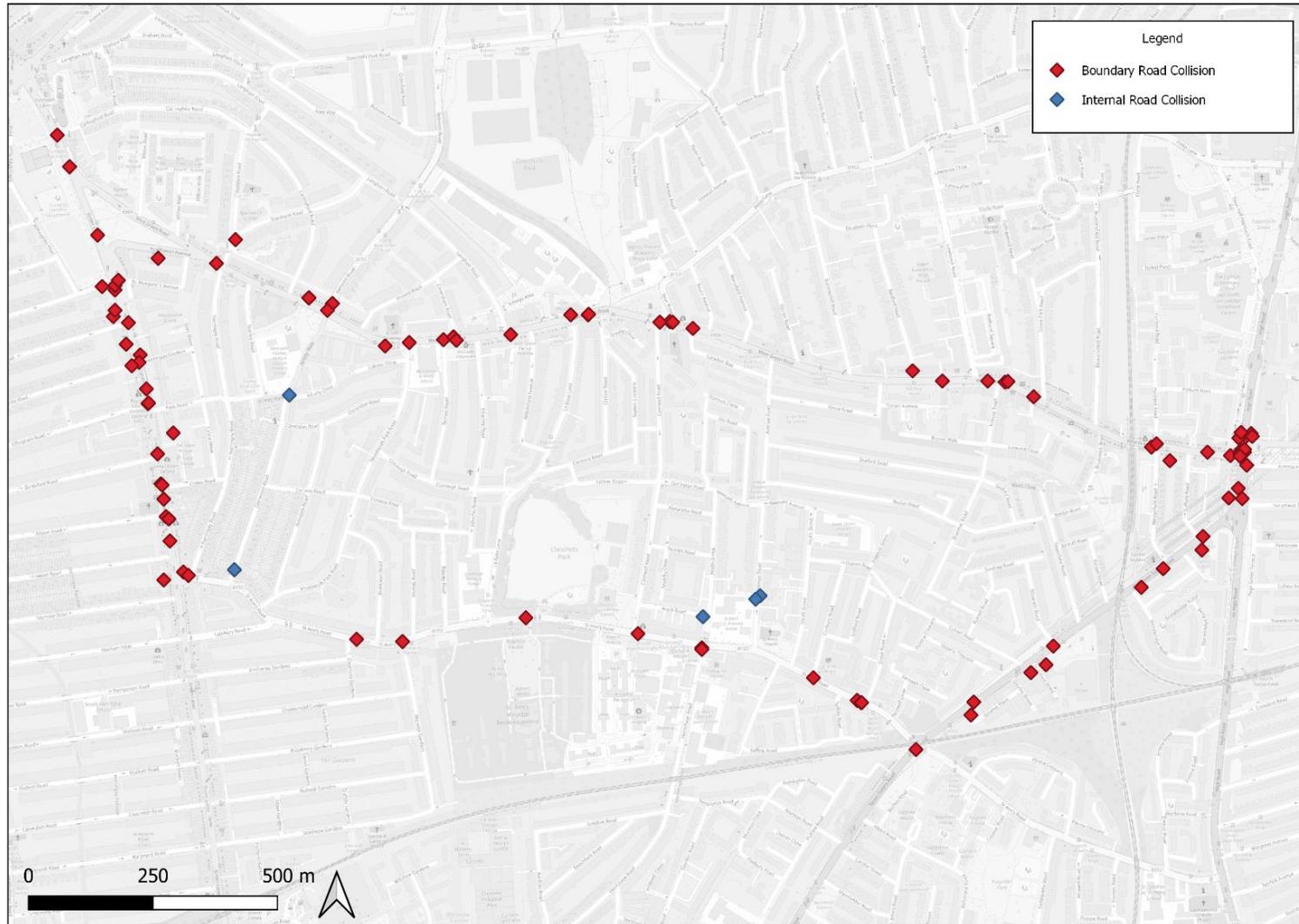
The maps tables on the following pages show a comparison of both the number of collisions (instances) and casualties (number of individuals injured), broken down by casualty severity, scheme area (internal or boundary) and period (12 months before or 12 months after implementation).

Map 16: Collision Locations, Pre-Implementation 12 Months



*It should be noted that coordinates do not always clearly outline an internal/boundary road. In such cases, the actual street name was referenced to confirm which category the collision belonged to.

Map 17: Collision Locations, Post-Implementation 12 Months



*It should be noted that coordinates do not always clearly outline an internal/boundary road. In such cases, the actual street name was referenced to confirm which category the collision belonged to.

Table 23: Collision Volumes, Internal Roads

	Internal, Pre-Implementation	Internal, Post-Implementation	Internal, Change	Internal, % Change
# Fatal Collisions	0	0	0	0%
# Serious Collisions	0	2	2	0%
# Slight Collisions	7	3	-4	-57%
Total Collisions	7	5	-2	-29%

Table 24: Casualty Volumes, Internal Roads

	Internal, Pre-Implementation	Internal, Post-Implementation	Internal, Change	Internal, % Change
# Fatal Casualties	0	0	0	0%
# Serious Casualties	0	2	2	0%
# Slight Casualties	7	3	-4	-57%
Total Casualties	7	5	-2	-29%

Table 25: Collision Volumes, Boundary Roads

	Boundary, Pre-Implementation	Boundary, Post-Implementation	Boundary, Change	Boundary, % Change
# Fatal Collisions	0	1	1	0%
# Serious Collisions	15	12	-3	-20%
# Slight Collisions	107	83	-24	-22%
Total Collisions	122	96	-26	-21%

Table 26: Casualty Volumes, Boundary Roads

	Boundary, Pre-Implementation	Boundary, Post-Implementation	Boundary, Change	Boundary, % Change
# Fatal Casualties	0	1	1	0%
# Serious Casualties	16	12	-4	-25%
# Slight Casualties	111	92	-19	-17%
Total Casualties	127	105	-22	-17%

Insights: Collisions

As previously outlined, drawing conclusions about the scheme based on collision data is difficult, as the sample size is thankfully too small (particularly for specific parts of the network) to know whether changes are related to the LTN and/or other factors. This is particularly true of drawing conclusions about specific junctions or stretches of road. As such, it would not be appropriate to report at this level of detail, particularly as this dataset is usually analysed for entries over a three-year period (noting that this was not possible in the context of this report).

That said, on an overall basis, there appears to have been a reduction in the total number of collisions and casualties between the 12 months before and the 12 months after the scheme was implemented. Naturally, the number of collisions and casualties on internal roads has gone down by 29%, in line with the reduced traffic volumes on these roads. However, despite the slight increase in traffic on boundary roads, the volume of total collisions on such roads has dropped by 21%, with casualties dropping by 17%.

It is possible that changes in traffic volumes have played a role in these changes, but other metrics such as vehicle speeds, increased driver awareness and caution (in light of the scheme being new) and many others could have also been factors.

Bus Speeds on Boundary Roads

TfL monitors bus speeds across its network, which can add an additional layer of understanding about the impacts of transport schemes, particularly levels of congestion along roads and at junctions.

Bus journey time monitoring focused on the three main boundary road corridors below. A map of these corridors is presented on the following page.

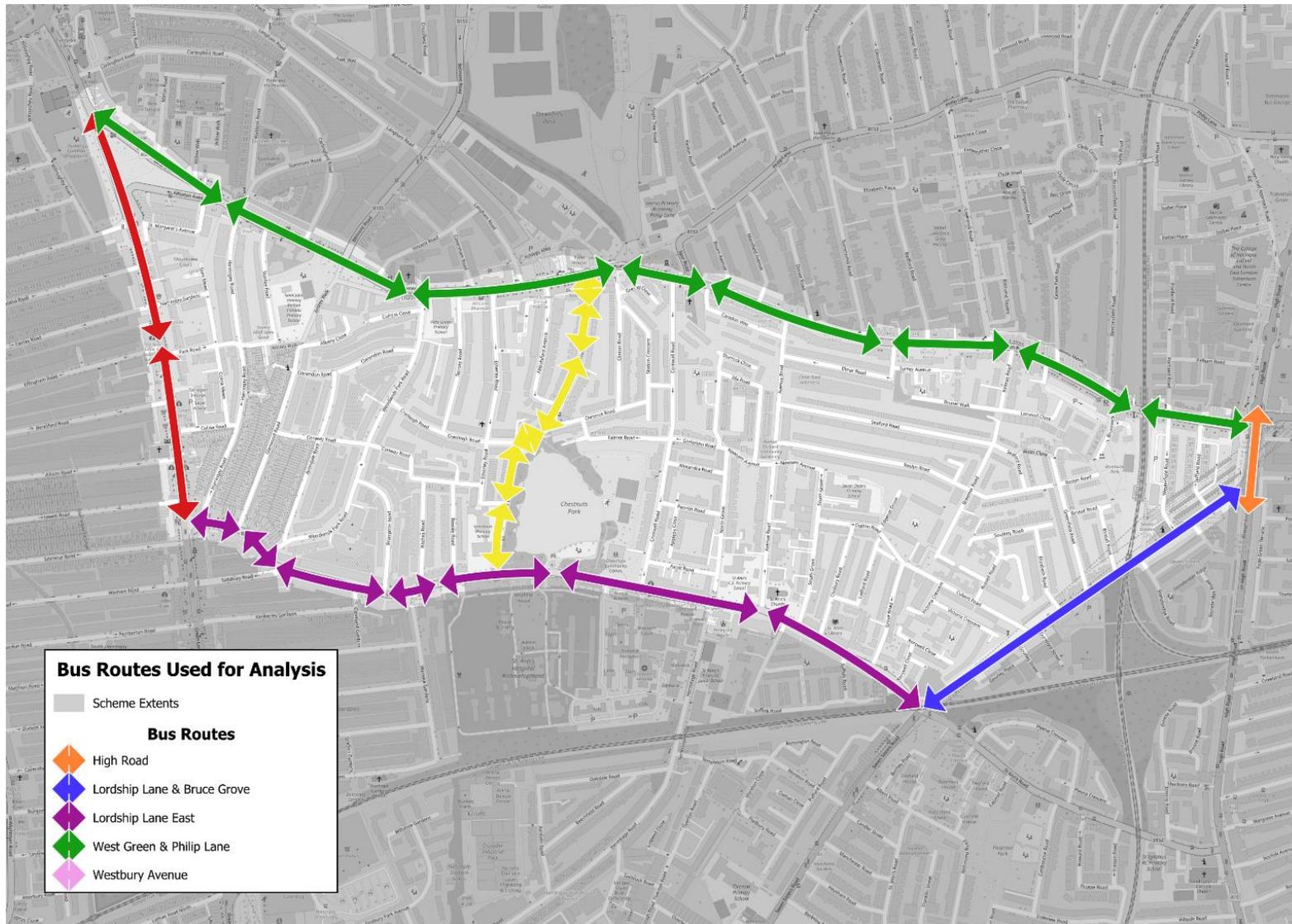
- **Green Lanes** (Routes 29, 41, 67, 141, 230, N29, N41, W4)
- **High Road** (Routes 76, 123, 149, 243, 259, 279, 318, 341, 349, 476, N73, N279, W4)
- **La Rose Lane** (Routes 67, 341)
- **St. Ann's Road** (Routes 67, 341)
- **Seven Sisters Road** (Routes 259, 279, L1, L2, N279)
- **West Green Road** (Routes 41, 67, 230, 341, N41, W4)

Weekly iBus data provided by TfL has been used for analysis on these routes. This gives weekday (Monday to Friday, excluding bank holidays) average speeds by route, stop-to-stop link and peak periods. These speeds exclude dwell times at stops.

TfL's methodology has been used to analyse the results of the iBus data. Journey time results have first been summarised by route, by taking the total journey time across stop-to-stop links along the corridor and dividing by the length of these links, to give a minutes per kilometre figure. Corridor level figures have been found by taking a weighted average across the route level figures, weighted by the route frequency.

The data shows the corridor averages each week but also shows thresholds ('Pre LTN Upper' & 'Pre LTN Lower'). These thresholds have been found by taking the mean journey time plus or minus one standard deviation during the pre-COVID-19 Pre LTN period (11 March 2019 – 13 March 2020). This allows for a reasonable amount of week-to-week variation but gives a threshold above which minutes per km figures would be deemed above "normal".

Map 18: Corridors Analysed Using iBus Data

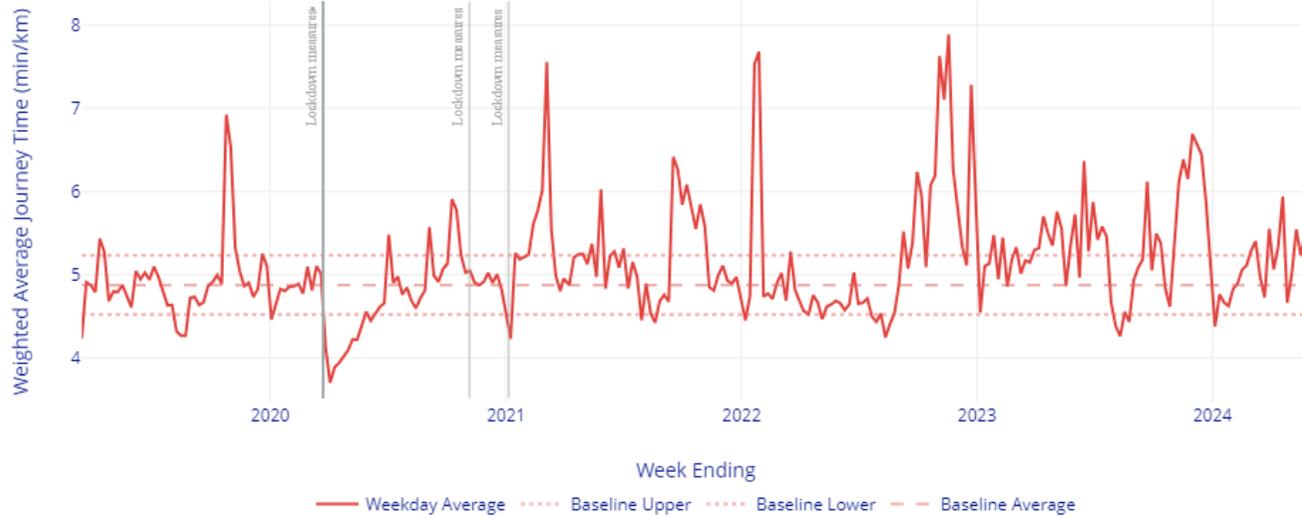


The results are shown in Graphs 4 to 9 on the following pages. The dashed red lines indicate the baseline threshold, and the red line indicates the average journey times, on a three-week basis.

Graph 5: Green Lanes Corridor

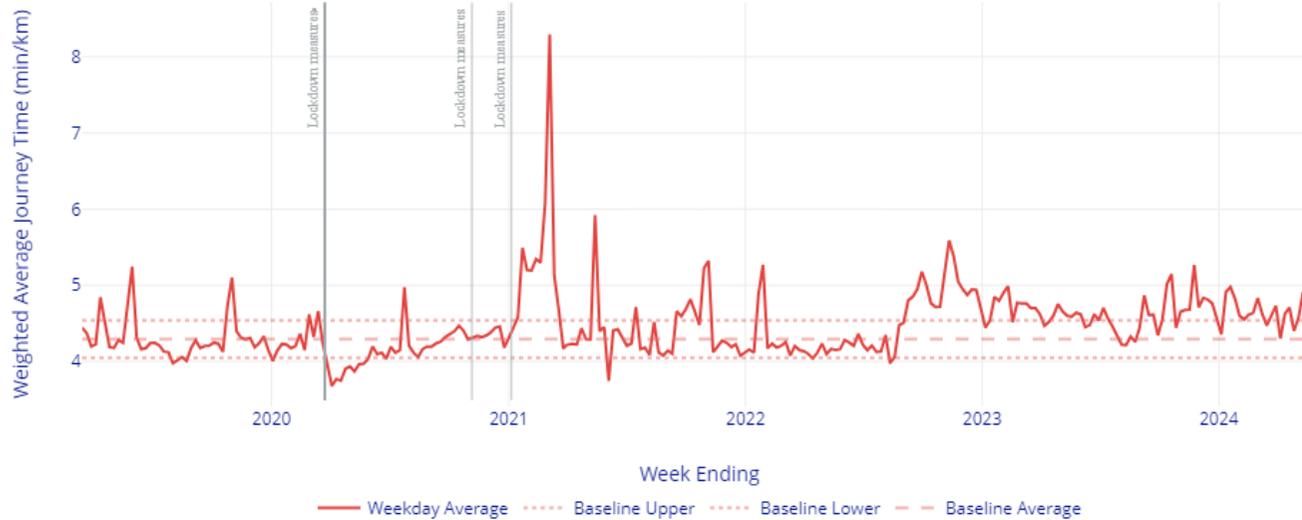
Northbound:

Average Weekday Journey Times on Green Lanes NB Corridor, during 12hr Period (7am-7pm)



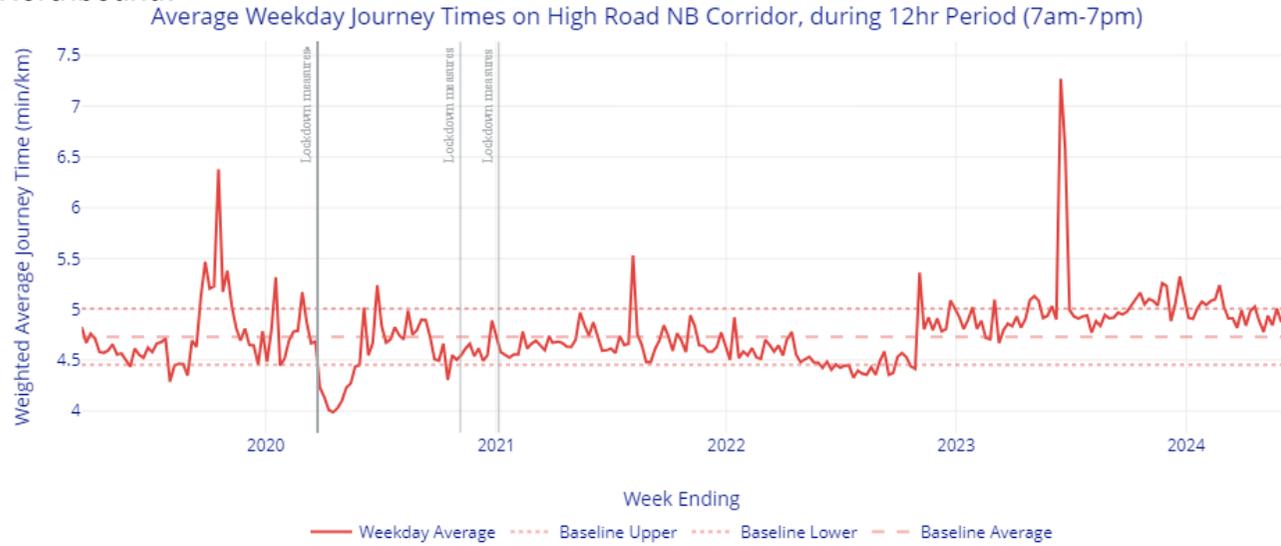
Southbound:

Average Weekday Journey Times on Green Lanes SB Corridor, during 12hr Period (7am-7pm)

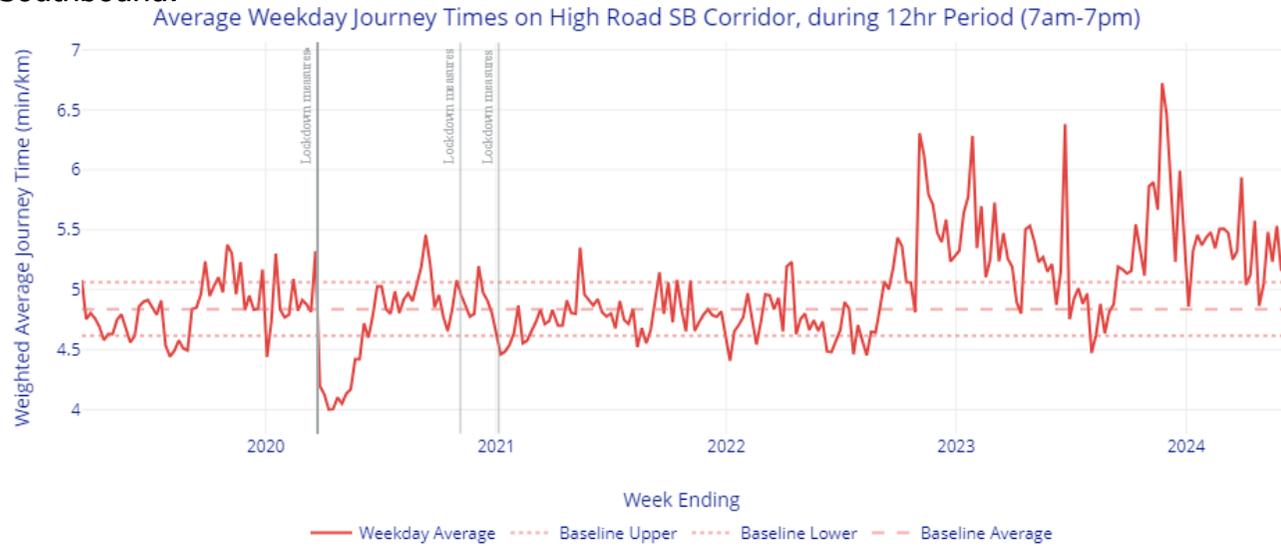


Graph 6: High Road Corridor

Northbound:



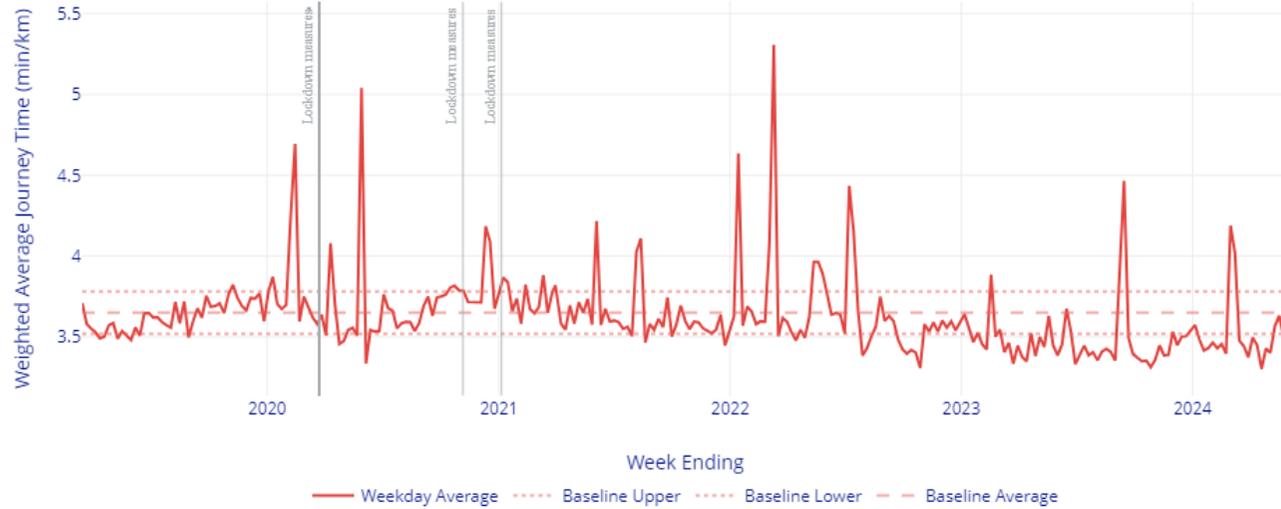
Southbound:



Graph 7: La Rose Lane Corridor

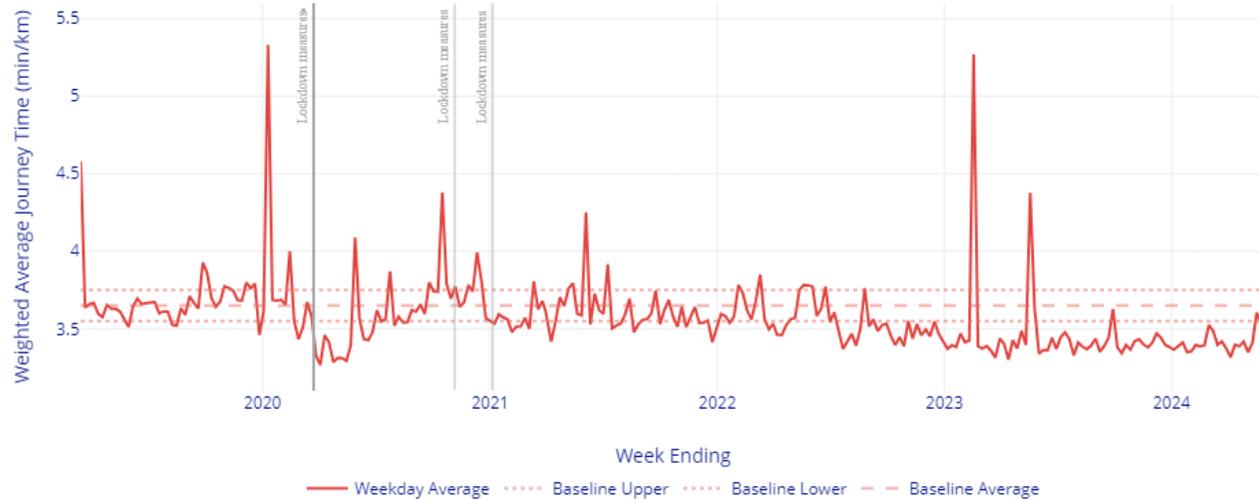
Northbound:

Average Weekday Journey Times on La Rose Lane NB Corridor, during 12hr Period (7am-7pm)



Southbound:

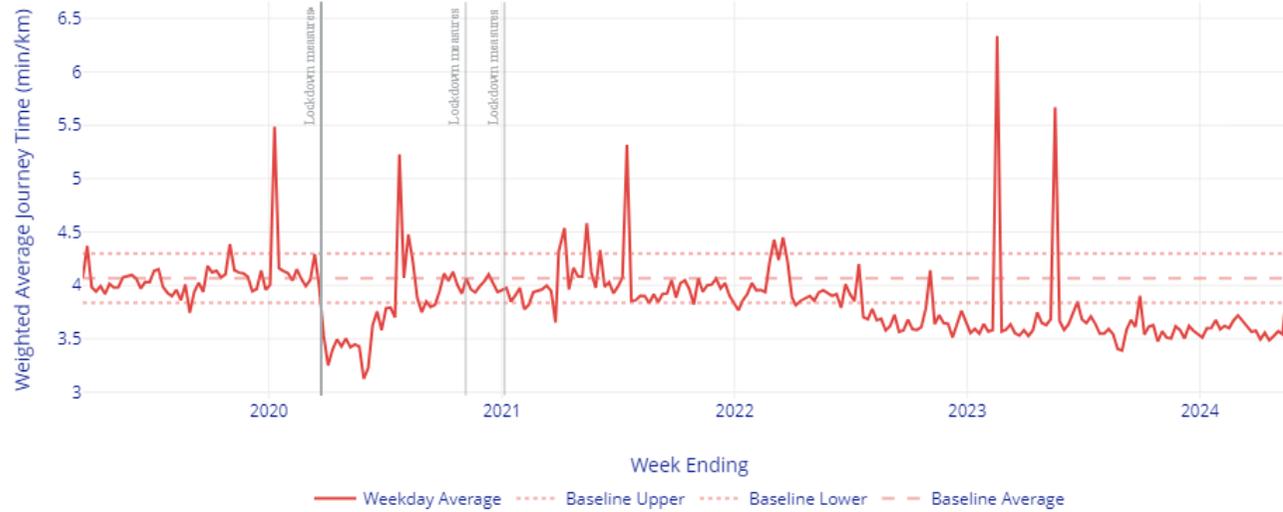
Average Weekday Journey Times on La Rose Lane SB Corridor, during 12hr Period (7am-7pm)



Graph 8: St. Ann's Road Corridor

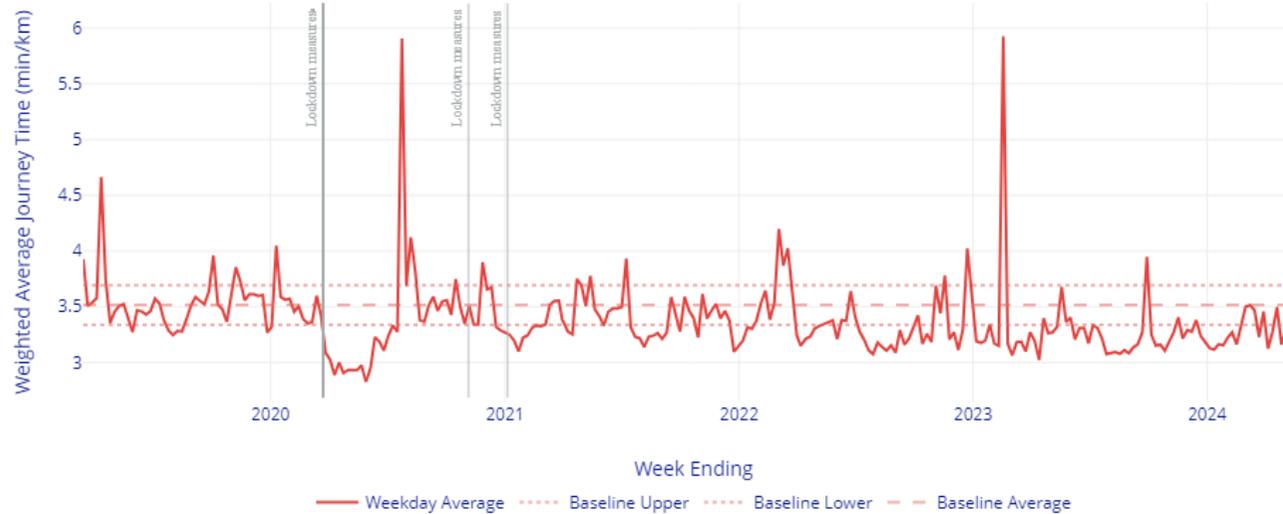
Westbound:

Average Weekday Journey Times on St Anns Road WB Corridor, during 12hr Period (7am-7pm)



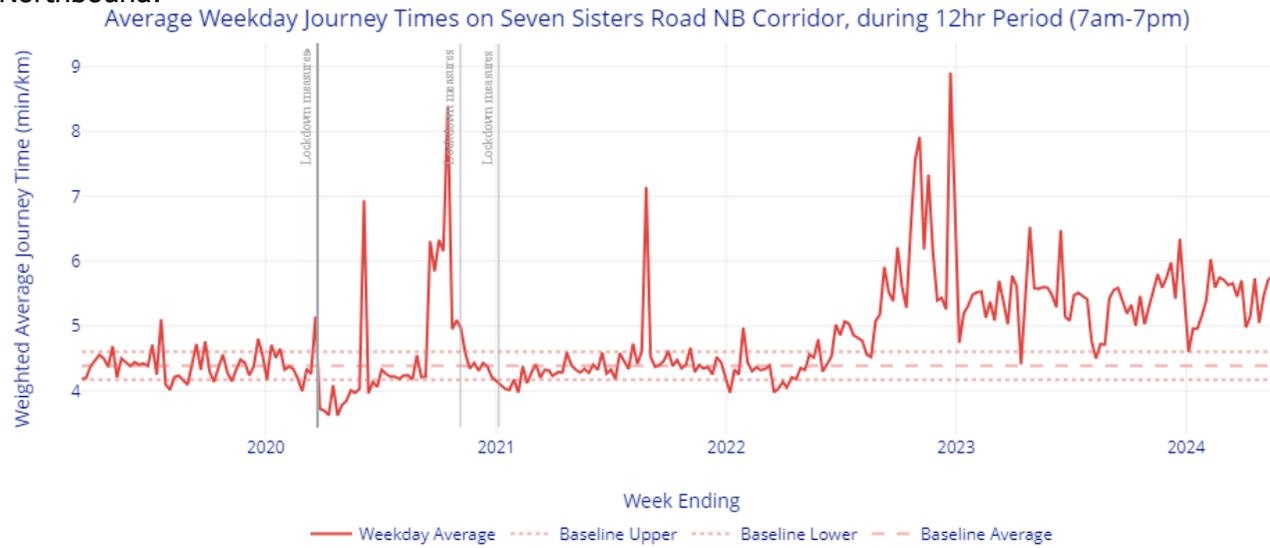
Eastbound:

Average Weekday Journey Times on St Anns Road EB Corridor, during 12hr Period (7am-7pm)

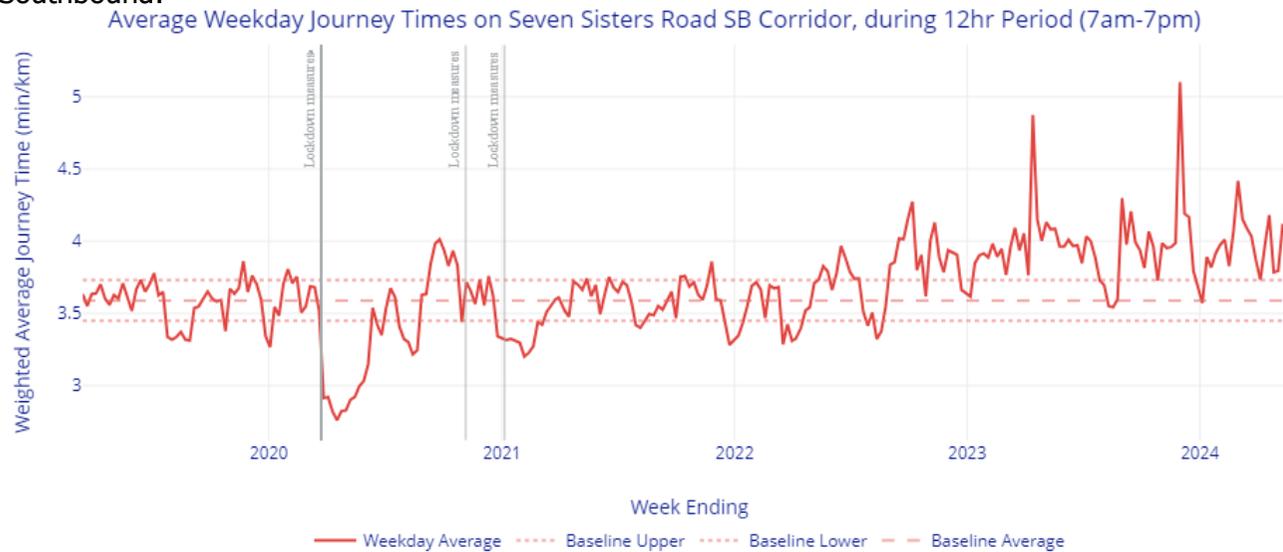


Graph 9: Seven Sisters Road Corridor

Northbound:

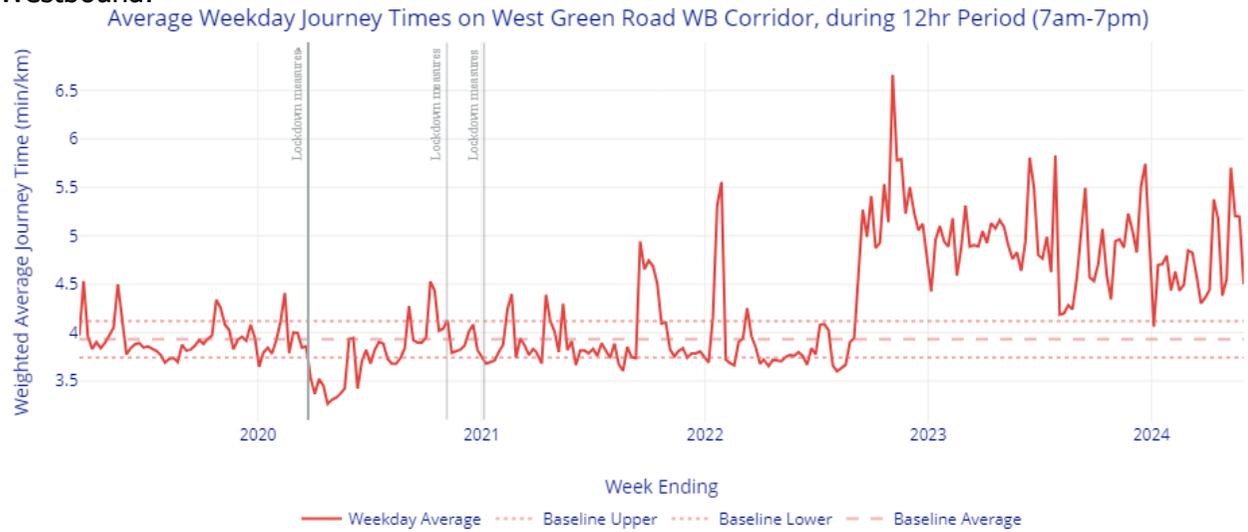


Southbound:

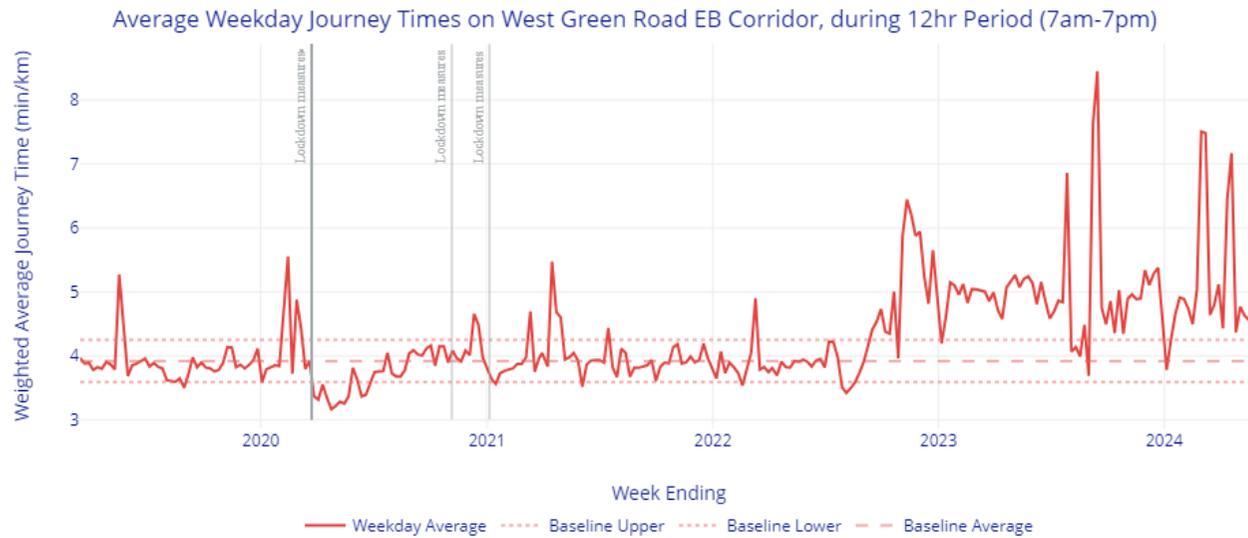


Graph 10: West Green Road Corridor

Westbound:



Eastbound:



Insights: Bus Speeds on Boundary Roads

Green Lanes – Bus Speeds

Since the trial LTN has been introduced, average speeds on the northbound corridor between 7am-7pm are showing an increase of average journey time of 0.4min/km in comparison to the baseline average. There is an average journey time of 5.3min/km. This corridor has seen similar variability to pre-LTN bus speeds.

Since the trial LTN has been introduced, average speeds on the southbound corridor between 7am-7pm are showing an increase of average journey time of 0.5min/km in comparison to the baseline average. There is an average journey time of 4.8min/km. There is less variability than pre-LTN bus speeds.

High Road – Bus Speeds

Since the trial LTN has been introduced, average speeds on the northbound corridor between 7am-7pm are showing an increase of 0.2min/km in comparison to the baseline average. Average bus speeds show an average of 4.8min/km. This corridor has seen similar variability to pre-LTN bus speeds, as speeds have been relatively consistent apart from one peak exceeding 7min/km mid-2023.

Since the trial LTN has been introduced, average speeds on the southbound corridor between 7am-7pm are showing an increase of 0.5min/km in comparison to the baseline average. Average bus speeds show an average of 5min/km. This corridor has seen more variability than pre-LTN bus speeds.

La Rose Lane – Bus Speeds

Since the trial LTN has been introduced, average speeds on the northbound corridor between 7am-7pm have shown a decrease in average journey time of 0.5min/km in comparison to the baseline average. There is an average journey time of 3.2min/km. This corridor has seen less variability than pre-LTN bus speeds.

Since the trial LTN has been introduced, average speeds on the southbound corridor between 7am-7pm have shown a decrease in average journey time of 0.5min/km in comparison to the baseline average. There is an average journey time of 3.2min/km. This corridor has seen less variability than pre-LTN bus speeds.

St. Ann's Road – Bus Speeds

Since the trial LTN has been introduced, average speeds on the westbound corridor between 7am-7pm are showing a decrease of average journey time of 0.6min/km in comparison to the baseline average. There is an average journey time of 3.6min/km. This corridor has generally seen less variability than pre-LTN bus speeds, apart from two peaks exceeding 5.5min/km in early 2023.

Since the trial LTN has been introduced, average speeds on the eastbound corridor between 7am-7pm are showing a decrease of average journey time of 0.25min/km time in comparison to the baseline average. There is an average journey time of 3.25min/km. This corridor has more less variability than pre-LTN bus speeds.

Seven Sisters Road – Bus Speeds

Since the trial LTN has been introduced, average speeds on the northbound corridor between 7am-7pm are showing an increase of average journey time of 1.1min/km in comparison to the baseline average. There is an average journey time of 5.5min/km. This corridor has seen significantly more variability than pre-LTN bus speeds.

Since the trial LTN has been introduced, average speeds on the southbound corridor between 7am-7pm are showing an increase average of journey time of 0.4min/km in comparison to the baseline average. There is an average journey time of 4min/km. This corridor has seen more variability than pre-LTN bus speeds.

West Green Road – Bus Speeds

Since the trial LTN has been introduced, average speeds on the westbound corridor between 7am-7pm are showing an increase of 1.1min/km of average journey time in comparison to the baseline average. There is an average journey time of 5.1min/km. This corridor has seen significantly more variability than pre-LTN bus speeds.

Since the trial LTN has been introduced, average speeds on the eastbound corridor between 7am-7pm are showing an increase of average journey time of 1.2min/km in comparison to the baseline average. There is an average journey time of 5.2min/km. This corridor is displaying significantly more variability than pre-LTN bus speeds.

Air Quality

Air quality refers to the air around us, how clean it is and how many pollutants (harmful chemicals or substances) it contains. The more pollutants the air contains the more air pollution there is and the worse the air quality is. Poor air quality is a concern as air pollution can impact health. The main pollutant of concern that we monitor is nitrogen dioxide (NO₂) – one of a group of gases called nitrogen oxides. NO₂ is toxic gas that can be very harmful to the human respiratory system.

The analysis conducted focuses on outputs from diffusion tubes, which provide monthly readings of NO₂. Whilst not as accurate as other types of monitors (i.e. automatic monitors), diffusion tubes can be more widely deployed to provide trends over a larger area and time period, and such tubes are a nationally approved monitoring technique. These tubes measure the air's concentration of nitrogen dioxide (NO₂). The tubes are replaced and analysed on a monthly basis. Research suggests that at urban roadside locations in the UK up to 80% of the nitrogen dioxide measured comes from road transport.

Haringey's air quality sites are classified based on their location using Defra guidance, but are referred to in these LTN monitoring reports using LTN terminology. According to Defra, "Roadside sites" are those within one to five metres of a busy road. In the LTN monitoring reports, roadside monitoring equates to boundary road sites. According to Defra, "Urban background sites" are those in an urban location but more distanced from traffic sources, and in the report, these are the internal sites within the LTN.

The analysis has been conducted across two sets of monitors for purposes of comparison – those within LTN cells or on their boundary roads, or those that are elsewhere in the borough. The sites not in LTNs have been treated as a control group, as well as to show the longer trend of air quality in the borough. Continuous data from some wider-borough sites exists from 2018 onwards, whilst the LTN-focused monitors first started collecting data in June 2021. The wider-borough sites used for Haringey are those that are not within or on the direct boundary of LTN cells and consist of 12 roadside diffusion tubes and 16 background urban diffusion tubes.

The air quality monitoring sites for the St. Ann's LTN are listed in Appendix 3, with details about type and location. The wider-borough sites that are being used for comparison work in this report consist of eight boundary road diffusion tubes, six internal road diffusion tubes and four urban background tubes. For the St Ann's scheme, there are three boundary road diffusion tubes and nine urban background tubes.

Methodology

Air quality varies naturally over time due to a variety of factors, including seasonal variations, weather and other non-transport factors. It is therefore important to look at trends over a longer period of time, ideally for at least a year, to identify real changes in air quality that could be attributed to the scheme. The ultimate goal of the air quality strategy is to reduce air pollution as much as possible, and certainly to within legal limits.

In the case of this report, data is available from January 2018 to December 2023. Data for individual sites is easily skewed, particularly if months are missing in the datasets – this is quite common, as when tubes are replaced each month they may be missing or presenting other clear issues (2019 [guidance](#) set by the Mayor of London indicates how such situations are to be treated in the data). Ultimately, the above means that making comparisons between short periods of time before and after scheme implementation is unlikely to yield meaningful results, and that presenting air quality data on a site-by-site basis would be misleading. Instead, the overall trend of NO₂ levels (as an average across all site types) has been considered to show how air quality has changed over time.

It is noted that to improve accuracy levels of diffusion tubes, it is necessary to bias correct the results based upon local or national collocation studies with more accurate reference monitors (checking accuracy in a few of the same locations using more accurate, but expensive equipment). It is also necessary to calculate the data capture, and if this is less than 75%, the results should be annualised. More information on this process can be found in the council's annual air quality report.

Results: Air Quality Diffusion Tubes

The table below provides an indication of the average air quality before and after scheme implementation, comparing average NO₂ levels for the twelve months on either side of implementation for monitoring sites, both in the scheme area and elsewhere in the borough.

Table 27: Average NO₂ levels for the 12 months on either side of implementation for monitoring sites, LTN scheme and borough

Monitoring Location- St Ann's LTN	Before LTN NO ₂ (µg/m ³)	After LTN NO ₂ (µg/m ³)	Before LTN vs After LTN NO ₂ (µg/m ³)	Before LTN vs After LTN NO ₂ (%)
Roadside (Boundary) - LTN	21.6	21.8	0.2	0.9%
Roadside (Boundary) - Borough	30.9	33.9	3.0	10%
Urban Background (Internal) - LTN	19.5	21.2	1.7	9%
Urban Background (Internal) - Borough	20.9	22.5	1.6	8%
All - LTN	20	20.3	0.3	1.5%
All - Borough	25.2	27.3	2.1	8%

The tables below provide an indication of the average air quality before and after scheme implementation, comparing average NO₂ levels for the twelve months on either side of implementation for monitoring sites, both on internal sites and boundary sites.

Table 28: Average NO₂ levels for the 12 months on either side of implementation for monitoring sites, Internal Roads

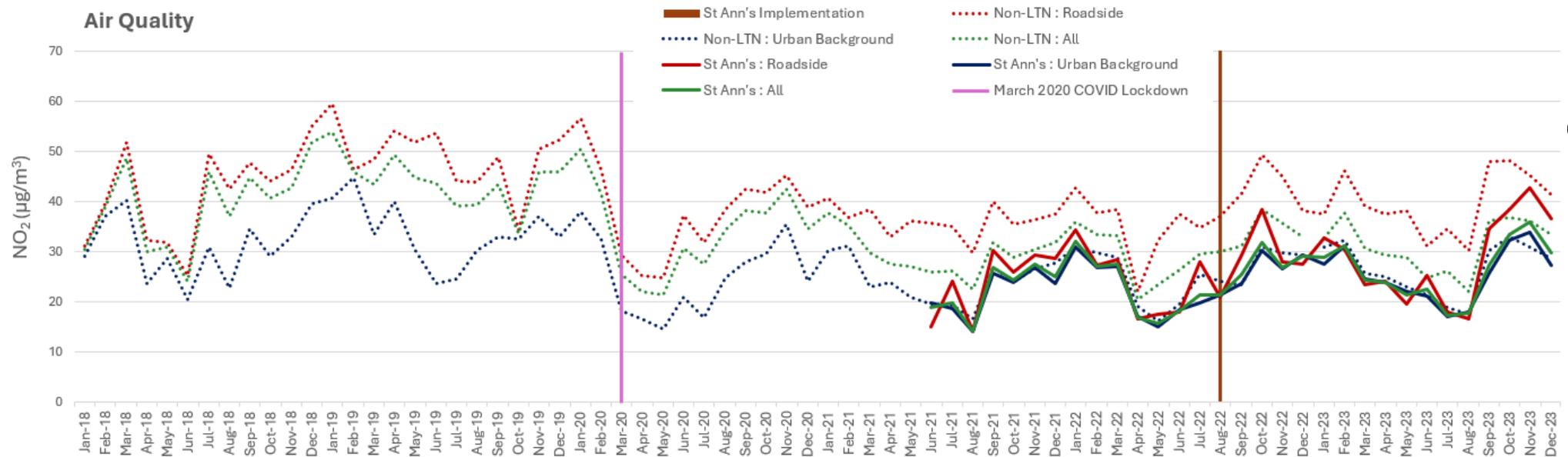
Internal - Location / Road	NO ₂ Annual Mean Objective (40µg/m ³)	
	Before LTN (August 2021 - July 2022)	After LTN(August 2022 - July 2023)
Saint John Vianney Roman Catholic Pr. School, N15 3HB	18.1	23.4
26 Clarendon Rd, Harringay Ladder, London N15 3JX	23.8	23.6
West Green Primary School, Woodlands Park Rd, London N15 3RH	18.5	18.2
Woodlands Park Nur. Sch., 74-76 Woodlands Park Rd, N15 3SD	17.6	17.4
Chestnuts Primary School, La Rose Lane (formerly Black Boy Lane), London, N15 3AR	17.7	16.7
114 Cornwall Rd, London N15 5AU	16.9	16.7
St Ann's CE Primary School, Avenue Rd, London N15 5JG	18.9	18.7
Seven Sisters Primary Sch, Edgecot Grove, London, N15 5HD	26.7	26.4
20, Suffield Road, London, N15 5JX	17.0	16.8

Table 29: Average NO₂ levels for the 12 months on either side of implementation for monitoring sites, Boundary Roads

Boundary - Location / Road	NO ₂ Annual Mean Objective (40µg/m ³)	
	Before LTN	After LTN
St. Ann's Hospital, St Ann's Road, London N15 5BN	August 2021 - July 2022	August 2022 - July 2023
The Green Dental Surgery, 200 W Green Rd, London N15 5AG	26.3	27.5
730 Seven Sisters Rd, South Tottenham, London N15 5NH	19.4	19.2
	18.9	18.7

The chart below shows the trendlines for air quality sites within the St. Ann's LTN, as well as across the wider Borough, allowing for easy comparison of trends in NO₂ levels for boundary, urban background and all roads combined.

Graph 11: Average NO₂ Levels in St Ann's LTN Compared to Long-Term Borough-Wide Sites from Diffusion Tubes



Insights: Air Quality

Air Quality demonstrates that there are considerable seasonal impacts on NO₂ levels, with typically lower levels recorded in warmer months and higher levels in colder months. Still, the impact of COVID-19 on air quality was very clear during the most restrictive lockdowns in 2020 and 2021, with lower-than-average NO₂ levels recorded during this period. From around the time LTN-specific monitors were installed in 2021, COVID-era improvements in air quality began to flatten and, as many returned to work and more active daily routines commenced in 2022, this began to increase slightly. Air quality improved after the introduction of LTN schemes until August 2023 before worsening again at the end of 2023 at the onset of autumn – following seasonal patterns. Broadly, the same trend can be seen for borough wide, non-LTN monitors as for monitors inside the LTN – both before and after the scheme were implemented – indicating no specific impact from its introduction.

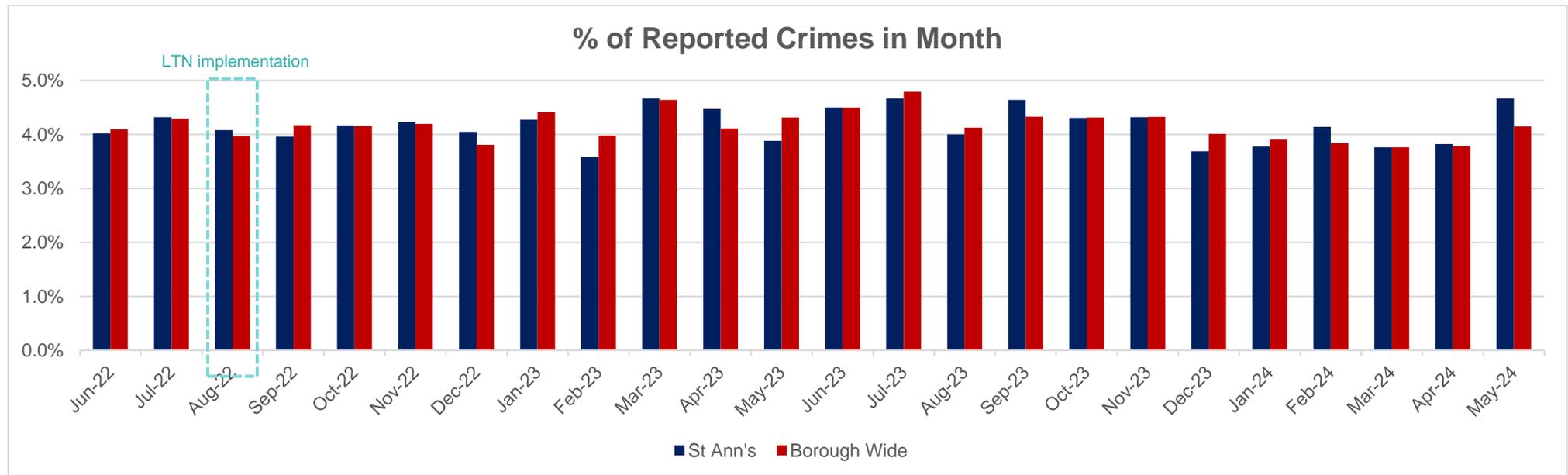
It has been found that, generally, there has been limited change in air quality at monitoring sites in the scheme area, and that any changes are similar to wider changes across the borough, indicating that the scheme did not notably impact air quality. All locations in the St. Anns LTN experienced an average NO₂ increase of 0.3 ug/m³ (~1.5%) since implementation (based on 12 months of data). Overall, the concentration of NO₂ increased by 1.5% for the sites in the LTN scheme area and by 8% for sites elsewhere in the Borough.

Crime Patterns within the LTN

Crime data has been drawn from the [London datastore](#) for the 16 Lower Super Output Areas included within the St Ann’s area, as well as for the entirety of Haringey, for a period covering June 2022 to May 2024. The dataset includes an indication of all criminal activity as reported to the police, including a wide range of offences including public order offences, theft, drug offences and burglary, among others. The graph below shows the number of crime reports summed by month and presented as a proportion out of the total number of such reports across the two years of data presented.

Data has been drawn from the St Ann’s LTN area and the whole of Haringey, with the number of crime reports summed by month and presented as a proportion out of the total number of such reports across the two years of data presented.

Graph 12: Proportional Breakdown of Calls and Crimes in St Ann’s LTN and Haringey



Insights: Anti-Social Behaviour and Crime Patterns

Pre LTN, St Ann's showed lower % of reported crimes than the rest of the borough, however this was not the case in May and July 2022, in which St Ann's had a higher % of reported crimes than at borough-level. The minimum observed in St Ann's was 4% (4% borough-wide), the maximum observed in St Ann's was 4.3% (4.3% borough-wide), and the Pre LTN average was 4.1% in both St Ann's and borough-wide. As such, Pre LTN, similar levels of reported crimes per month were observed.

Post LTN, as shown above, patterns in the LTN area and in the borough have been very similar. Both display an average of 4.2% throughout the study period, St Ann's has a minimum % of reported crimes of 3.6% while it is 3.8% borough-wide; the maximum is 4.7% in St Ann's area and 4.8% borough-wide. While % levels have increased slightly following the introduction of the LTN scheme, this has been the case both in the scheme area and in the borough as a whole.

Findings indicate that the volume of criminal activity reports in the scheme area and in the borough-at-large are broadly similar, both before and after the scheme's introduction. There is no indication that crime patterns within the St Ann's LTN area have been impacted by the introduction of the LTN scheme.

Footfall within the LTN

Footfall data in district and local centres in the St. Ann's LTN area has been analysed to assess whether the introduction of the LTN scheme has impacted businesses. Data is available between mid-May 2022 and end of March 2024 for both West Green Road / Seven Sisters and Bruce Grove business locations, both of which have been included as they are close to the St. Ann's LTN scheme area.

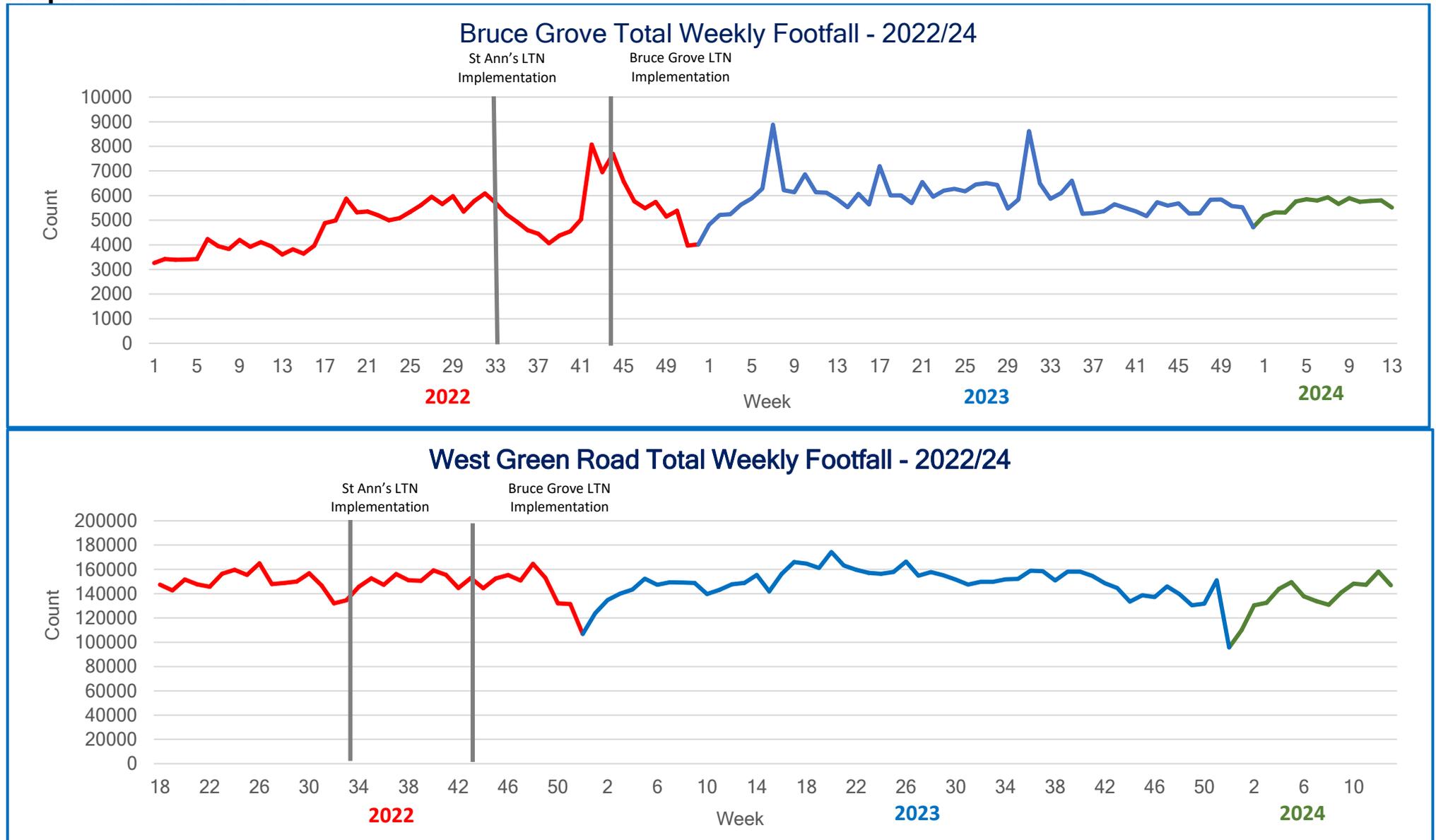
Methodology – MRI (Springboard) Footfall Counters

Haringey Council collects footfall data through MRI (formerly Springboard) footfall counters based at strategic locations on High Streets across the borough. The data is used to compare hourly, week-week, month-month, and year on year footfall to assist in the development of strategic high street interventions

It is noted that due to the proximity of the Bruce Grove West Green LTN scheme, both St Ann's and Bruce Grove West Green LTNs have been considered for this analysis.

Total weekly footfall is shown in the following page.

Graph 13: Footfall Data



Insights: Footfall within the LTN

In West Green Road / Seven Sisters, generally, footfall has increased for around half of the weeks since the first week of implementation of both LTNs (37 out of 83 weeks since the introduction of St Ann's LTN, 48 out of 73 weeks since the introduction of St Ann's LTN). When comparing Post LTN data to Pre LTN data more broadly, absolute values suggest that footfall has increased.

In Bruce Grove, footfall has on average increased following the implementation of St Ann's LTN.

In both locations, it is noted that significant fluctuations in footfall coincide with events at Tottenham Hotspur Stadium. The general decrease observed around Christmas week is consistent with other high streets. As such, it is noted that fluctuations may be induced by seasons and nearby events.

Therefore, the footfall analysis has indicated that footfall has generally increased since the implementation of the LTNs. However, this may not have been caused directly by the St Ann's LTN.

Instore Card Spend within the LTN

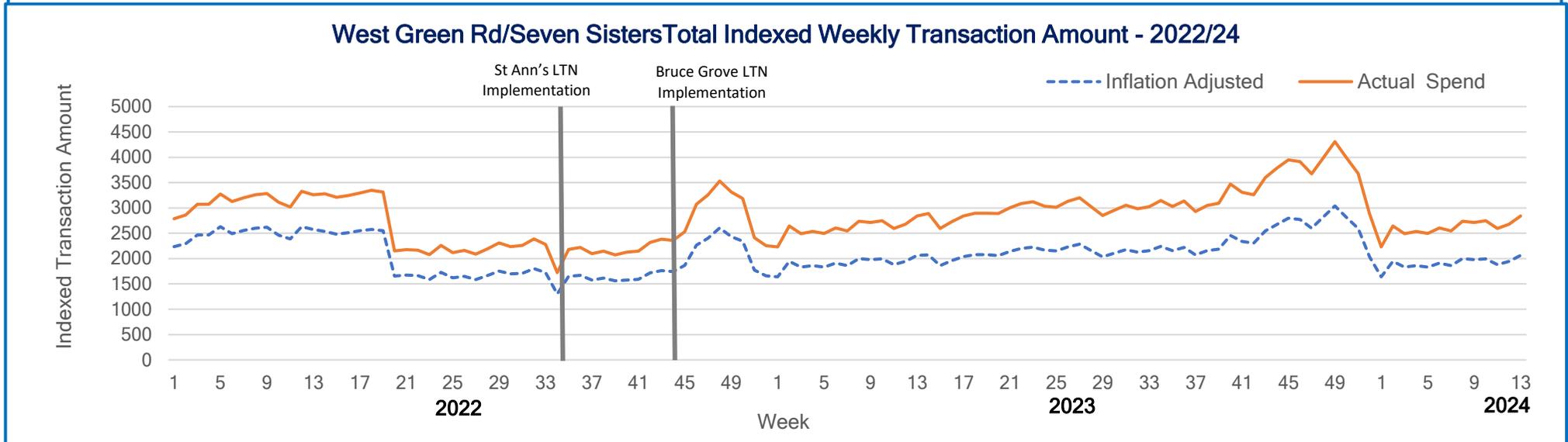
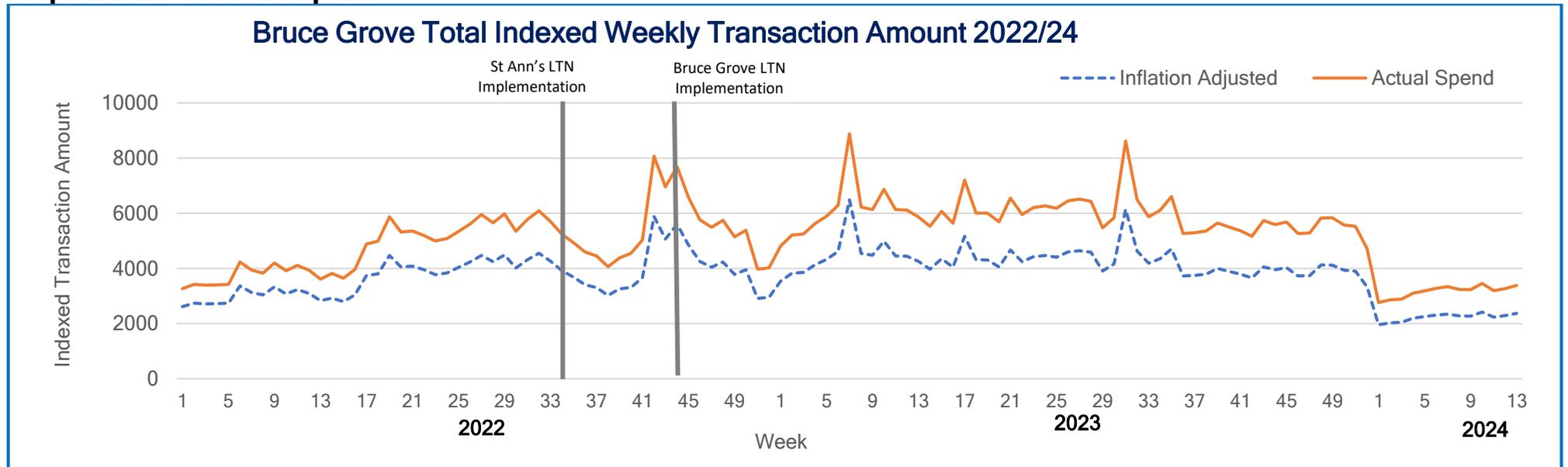
In addition to a footfall analysis, instore card spend has been analysed to evaluate whether businesses have been impacted by the LTN scheme. Both West Green Road / Seven Sisters and Bruce Grove business locations have been included as they are close to the St Ann's LTN. Instore card spend data in the St Ann's scheme area is available between 2022 and mid-March 2024. Index transaction amounts before and after the implementation of the LTN are shown below.

Methodology – GLA London Datastore Mastercard Retail Location Index

Mastercard's Retail Location Index (MRLI) uses anonymised and aggregated transaction data from billions of cards to measure sales, transactions, and accounts. Mastercard uses the geocoded location of merchants aggregated to an area and transaction data to create a timeseries. The data only includes physical sales (i.e. not online). The MRLI is a relative index compared to a common base area and time frame for each measure. The index is provided to the GLA at a 150m resolution, which has been combined into the geographies. Haringey Council uses the data to compare month-month and year-on-year spend on the high streets.

It is noted that due to the proximity of the St Ann's LTN scheme, both Bruce Grove West Green and St Ann's LTNs have been considered for this analysis.

Graph 14: Instore Card Spend



Insights: Instore Card Spend within the LTN

In West Green Road / Seven Sisters, card spend has been higher since the first week of both LTN scheme implementation. Following a drop observed immediately after the introduction of the LTNs, card spend levels have since generally increased. It is noted there was a drop towards the end of 2023, but this was also observed at a similar period in 2022. Despite an initial drop in 2024, card spend has been increasing and returning to Pre LTN levels. Indexed instore card spend was higher in 33 of the 52 weeks in 2023 than in 2022, indexed card spend is higher in 7 of the 13 weeks to date in 2024 than the same weeks in 2022 and than all 13 same weeks in 2023.

In Bruce Grove, following a drop observed immediately after the introduction of the LTNs, card spend has generally increased. Card spend has generally exceeded Pre-LTN levels, however a significant drop in card spend was observed at the start of 2024. Indexed instore card spend was higher in 45 of the 52 weeks in 2023 than in 2022, it was higher in all the 13 weeks to date in 2024 than the same weeks in 2022, and higher in 4 of the 13 weeks to date in 2024 than the same weeks in 2023. It is noted that transaction amounts fluctuate considerably following the implementation of the schemes.

It is noted that there are wider impacts on spend to consider, including cost of living, inflation and the energy crisis. It is also noted that pre-pandemic numbers of transactions are lower than post pandemic due to a recent increase in card payments. Furthermore, instore card spend in West Green Road/Seven Sisters district centre is statistically lower than all the other district centres.

Despite a drop in card spend observed in early 2024, Post LTN card spend has generally been similar to or higher than Pre LTN levels. However, no causal relationship between the introduction of the LTNs and the instore card spend can be made.

Exemptions

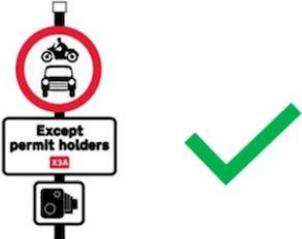
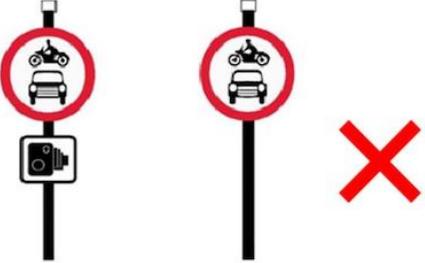
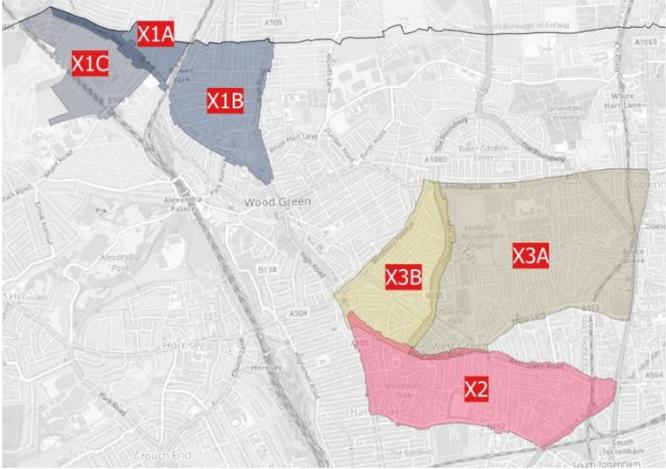
Exemptions allow [specific groups of motorists](#) to drive through one or more traffic filter. This benefits some motorists (typically those with greatest accessibility needs) by allowing them to pass through an LTN traffic filter, but it reduces the overall effectiveness of the LTN by increasing the volume of through-traffic. The following table explains the circumstances where motor vehicles are exempt:

Table 30: Restriction Applications

Moving traffic restrictions (LTN traffic filters) do not apply to:	Exemption permits (eg X1, X2, X3) may be issued, upon application, to:
<ul style="list-style-type: none"> • any motor vehicle when used for fire brigade, ambulance or police purposes; • any motor vehicle when used in an emergency by Hatzolah north west ambulance service. • anything done with the permission or at the direction of a police constable in uniform; • any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984; • permit holders (eg X1, X2, X3) <i>(see right for detail)</i> • local buses (only where traffic signs allow them to proceed) • Council refuse and cleansing vehicles • Pedal cycles • motor vehicles authorised by Haringey Council for the transport of a person with special education needs and disabilities (SEND) to facilitate home to school transport. • vehicles that have written permission from the Council, authorised by the Assistant Director for Direct Services, provided that any conditions or requirements imposed are being complied with. 	<ul style="list-style-type: none"> • One motor vehicle nominated by a person who holds a valid disabled badge living within the London Borough of Haringey; • any motor vehicles authorised by Haringey Council for the transport of a person with special education needs and disabilities (SEND) to facilitate home to school transport; • any motor vehicles authorised by Haringey Council services and commissioned services transporting people with a disability and Transport for London’s Dial-a-ride service; • any other motor vehicles required for urgent safety matters with written permission of the Council. • any motor vehicle with individual circumstance to drive through a designated filter and with the written permission of the Council, provided that any condition or requirements imposed are being complied with, including <ul style="list-style-type: none"> ○ Person, or person with a child, with a condition that means sitting in a car or a re-routed journey causes overwhelming psychological distress; ○ Person, or person with a child, with a chronic health condition that makes sitting in a car very difficult; ○ A professional carer whose ability to transport a care recipient in a car or directly assist them with their care needs is significantly impaired by an LTN; ○ An organisation that solely transports people with access or disability needs.

Depending upon the criteria that the applicant applied under, exemptions can be approved for (a) one specific traffic filter, (b) a group of filters, (c) the entire LTN* or (d) all three trial LTNs* as explained in the following table.

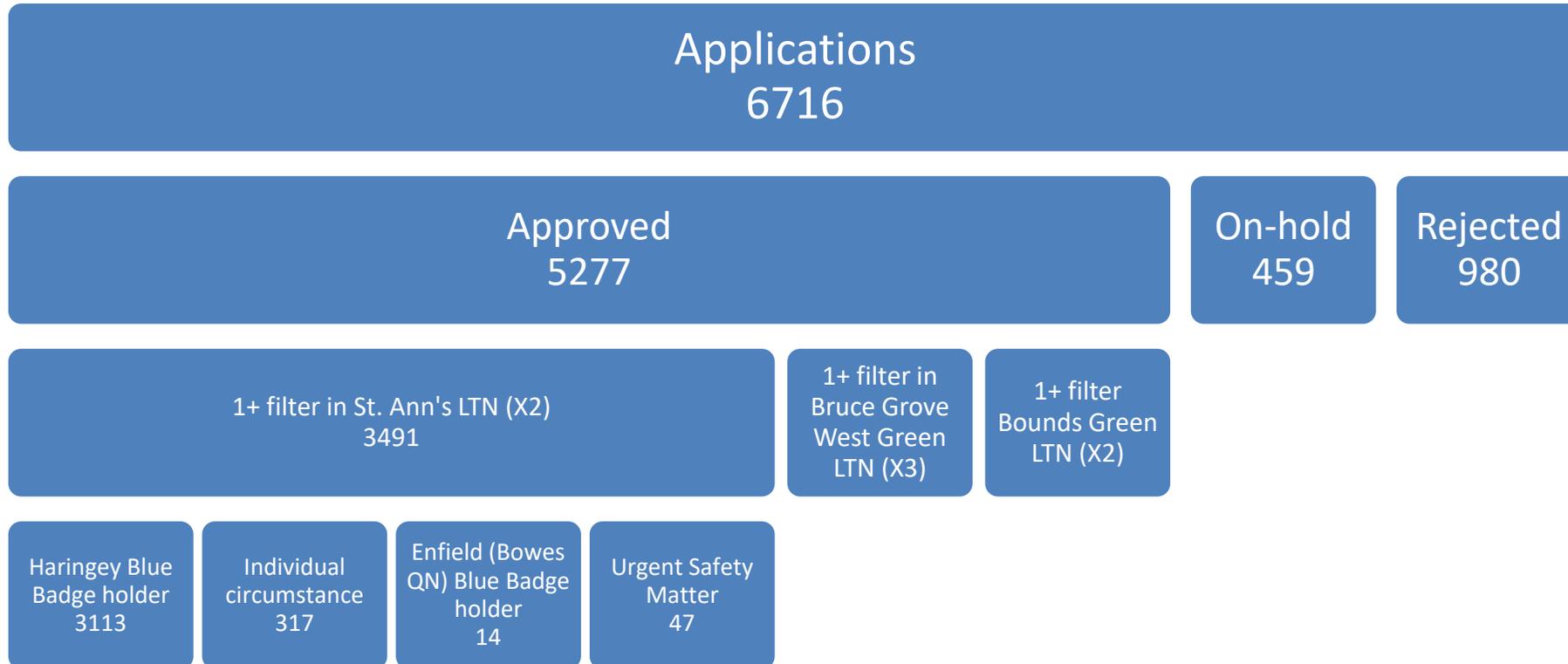
Table 31: Exemption Coverage

What the exemption covers	What the exemption does not cover	Map of LTNs and corresponding permit identifiers
<p>This exemption lets you drive your exempt vehicle through all traffic filters that have an 'Except permit holders' sign underneath a 'No motor vehicles' sign (a red circle containing a picture of a motorbike and a car).</p> <p>The 'Except permit holder' signs will have one of the following letter and number combinations:</p> <ul style="list-style-type: none"> • Bounds Green LTN will show X1A, X1B or X1C • St Ann's LTN will show X2 • Bruce Grove West Green LTN will show X3A or X3B 	<p>You cannot drive through traffic filters that do not have an 'Except permit holders' sign under the red circle sign. If you do, you'll get a fine – also know as a 'penalty charge notice'.</p> 	
<p>*where the traffic signs include the 'except permit holders' variant, shown above.</p>		

Quantity of exemptions

The following figure illustrates the number of online exemption permit applications that have been received and approved and include at least one filter within St Ann's LTN, for the period between the LTN launch and 1 October 2024.

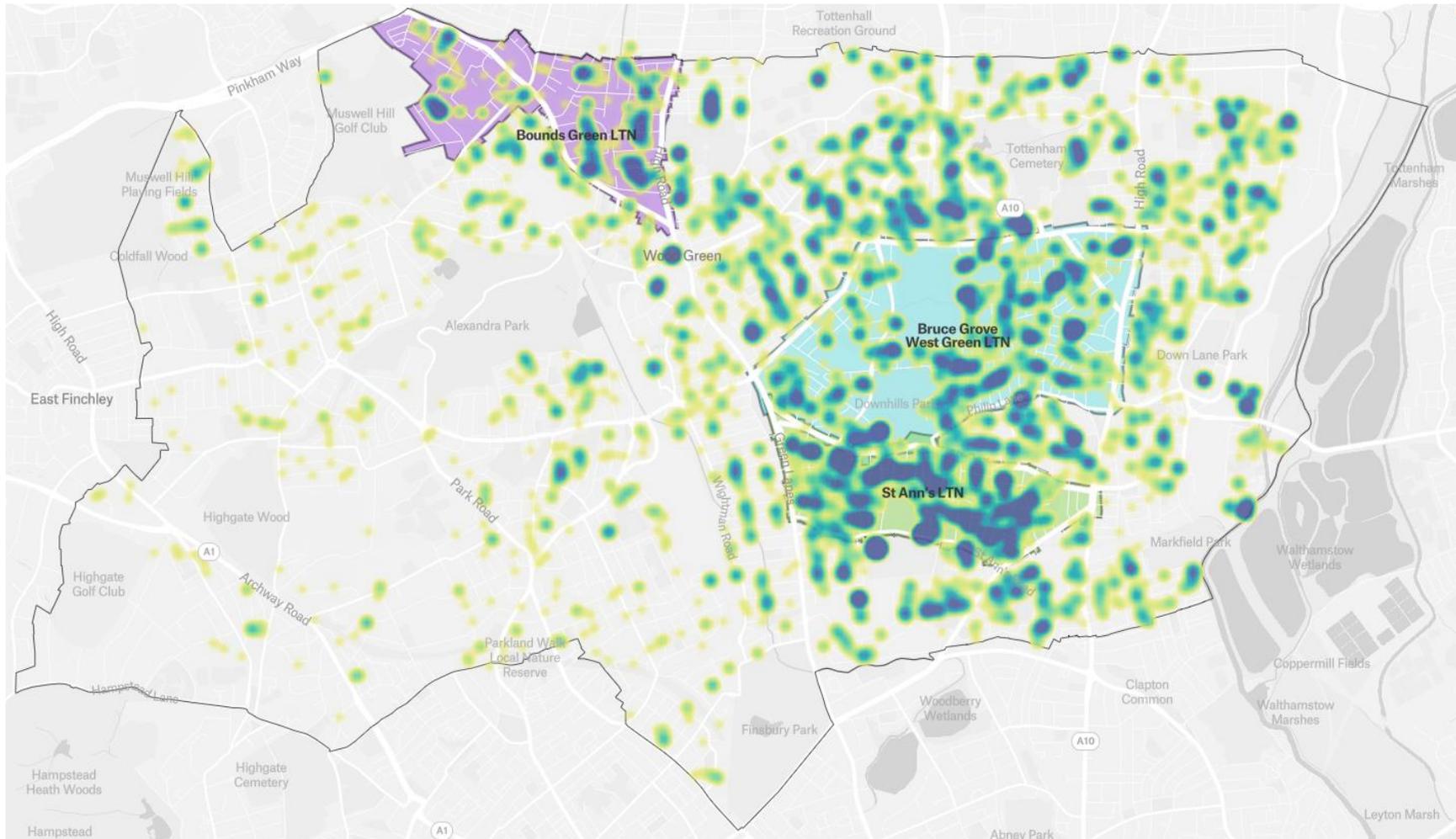
Graph 15: Exemptions Breakdown



Distribution of exemptions

The following heatmap shows the distribution of approved exemptions and only where the exemption is valid for one or more traffic filter in Bruce Grove West Green.

Map 19: Exemption Distribution Heatmap



Insights: Exemptions

Exemptions have been available since the launch of the LTN and, following the interim review, were extended so that all Blue Badge holders living in Haringey could apply to drive through most of the traffic filters that are enforced by camera (previously, exemptions were available only for Blue Badge holders who lived within or on the immediate boundary of the LTN).

Most (79%) of applications have been approved. Those categorised as 'on-hold' (7%) are where an incomplete application has been made e.g. the applicant has not provided all the necessary evidence. The exemption team will have contacted the applicant and asked for further details, but a response has not yet been received. Those rejected (15%) are where the applicant has not met the criteria for an exemption.

The majority of exemption permits have been issued to motorists who applied under the 'Haringey Blue Badge holder' (89%) or 'Individual Circumstances' (9%) criteria. In those cases, exemptions are generally valid across all three trial LTNs (where the traffic filter displays the relevant permit code (X1, X2, X3)).

Unsurprisingly, most applications are made by people who live within the LTN. However, of those who live outside an LTN, there is a significantly larger proportion of applicants living in the east of the borough than in the west; this aligns with [health and deprivation data](#) that shows that communities in the east of the borough have higher levels of long-term health conditions and, therefore, are more likely to be eligible for an exemption under the Blue Badge or Individual Circumstance criteria.

Concluding Remarks

This Post LTN-Now monitoring report demonstrates that, in general, the St Ann’s LTN is delivering the intended local impacts in terms of a reduction in motorised traffic volumes on internal roads without significant impact to most boundary roads.

The following table summarises the key takeaways for each vehicle classification in St Ann’s boundary and internal roads.

Table 32: Key Takeaways in the St Ann’s LTN

Pre LTN vs Post LTN-Now (Nov 2021 vs. Nov 2023)		
Vehicle Classification	Boundary Roads	Internal Roads
Motorised Vehicles (volume, normalised)	+7,840 vehicles (+5%)	-35,834 vehicles (-57%)
HGVs (volume, normalised)	+2,306 HGVs (+53%)	-588 HGVs (-43%)
LGVs (volume, normalised)	+2,326 LGVs (+23% LGVs)	-515 LGVs (-14%)
Motorcycles (volume, normalised)	+1,708 motorcycles (+24%)	+146 motorcycles (+4%)
Cycles (volume, observed)	-930 cycles (-18%)	-597 cycles (-16%)
Speeding (normalised)	+0.7mph (+4%)	0.1mph (0%)

The LTN trial has successfully reduced motorised vehicle volumes within the scheme area. Between November 2021 (Pre LTN) and November 2023 (Post LTN-Now), internal roads experienced a 57% decrease in traffic, with 34 of the 48 monitored sites showing reductions, particularly in north-south links with new modal filters. Boundary roads saw a 5% increase in traffic, with notable rises on West Green Road and other key routes.

Findings reveal a significant decrease in goods vehicle volumes on internal roads during weekdays, with LGV and HGVs volumes decreasing by 14% and 43% respectively. Despite this, the proportion of LGVs and HGVs relative to motorised traffic on internal roads has increased slightly, suggesting less flexibility for routing choices for LGVs due to delivery needs within the scheme area. On boundary roads, 2,326 additional LGVs and 2,306 additional HGVs were recorded in November 2023 (Post LTN-Now) than in November 2021 (Pre LTN), equating to a 23% LGV increase and a 53% HGV increase, or an increase in 1 percentage point for each vehicle type.

Motorcycle flows in St Ann’s do not align with the broader trends observed in overall motorised vehicle traffic following the implementation of the scheme. While internal roads have generally seen a decrease in motor vehicle traffic, motorcycle volumes have

increased by 4% (+146 motorcycles) between November 2021 and November 2023. This increase is primarily driven by specific sites such as Avenue Road, but it is noted that some internal roads like Woodlands Park Road and La Rose Lane experienced significant reductions in motorcycle traffic. On boundary roads, motorcycle flows increased by 24%, with an increase of 1,708 motorcycles, whereby most boundary sites reported increases. Motorcycles exhibit a higher degree of prevalence, thereby suggesting a higher degree of non-compliance, which indicates the need for further monitoring.

There has been a slight decrease in national cycling levels during the study period, although it must first be noted that the rainfall levels in the Post LTN-Now period (November 2023) were considerably higher than those in the Pre LTN period (November 2021), which almost certainly resulted in lower cycling flows than would otherwise have been seen. Within the scheme area, cycling levels have decreased by 16% on internal roads and by 18% on boundary roads, equating to a reduction of 597 and 930 cycles respectively. Internal roads saw significant decreases on La Rose Lane, Avenue Road, and Woodlands Park Road. However, Glenwood Road and a few others experienced notable increases. This is primarily driven by decreases on B152 St Ann's Road, though some sections of A504 West Green Road saw increases. Reasons for these changes are unclear but are expectedly due to the significantly higher rainfall in the Post LTN-Now data collection period as compared to that in the month of the Pre LTN counts. The volume of dockless bikes traveling within the scheme area has also seen a significant increase since they were introduced.

Overall, the changes in vehicle speed metrics are within a minimal range of $\pm 10\%$, suggesting stability in speed patterns. Internal roads saw an increase in average speeds of 0.1mph and a 3% rise in the 85th percentile speed and the percentage of speeding vehicles, with notable increases on Ascot Road and La Rose Lane. Conversely, some roads like Harringay Road and Clarendon Road experienced significant decreases in average speed. Boundary roads exhibited a modest increase in average speeds by 0.7mph and a 2% rise in the 85th percentile speed, with a slight 1% decrease in the percentage of speeding vehicles. Specific sites such as B152 St. Ann's Road showed significant increases in average speed, while A504 West Green Road saw notable decreases.

The scheme has varied impacts on bus journey times across different corridors. This indicates that further analysis may be needed to optimise bus journey times.

With relation to wider safety and economic impacts of the LTNs, road collision, crime patterns, footfall, and card spend have been analysed. Findings indicate that the volume of criminal activity reports in the scheme area and in the borough-at-large are broadly similar, both before and after the scheme's introduction. There is no indication that crime patterns within the St Ann's LTN area have been impacted by the introduction of the LTN scheme. Furthermore, the footfall analysis has indicated that footfall has generally increased since the implementation of the LTNs, but it is noted that this may not have been caused directly by the LTNs. Finally, despite a drop in card spend observed in early 2024, Post LTN card spend has generally been similar to or higher than Pre LTN levels. However,

no causal relationship between the introduction of the LTNs and the instore card spend can be made. Similarly, the number of collisions decreased from the year before LTN implementation to the year after; however, the sample size and location of collisions does not provide sufficient evidence to draw a causal relationship between the scheme and road safety.

Following an interim review, exemptions for Haringey LTNs were extended to all Blue Badge holders in the borough, with 79% of applications approved, most permits issued to those under the Blue Badge or Individual Circumstance criteria, and a higher proportion of applicants from the more deprived east of the borough.

The St. Ann's LTN has been in place for around two years at the time of writing this final monitoring report. It can be broadly seen to be achieving its main objectives of reducing traffic volumes on internal roads which in turn makes them safer, more pleasant, and more attractive for people to walk and cycle.

Appendices

Appendix 1: St. Ann's Traffic Count Locations and Type

Haringey-commissioned traffic count sites and type

Site	Latitude	Longitude	Site Type
A503 Seven Sisters Rd (@Gourley Street)	51.580202	-0.078885	Video
A504 West Green Road (@Bedford Road/Lawrence Road)	51.585258	-0.080068	ATC
A504 West Green Road (@Carlingford Road)	51.58687	-0.096709	ATC
A504 West Green Road (@Etherley Road)	51.586062	-0.091819	ATC
A504 West Green Road (@Suffield Road)	51.58398	-0.073358	ATC
Abbotsford Avenue	51.585916	-0.090289	ATC
Alexandra Road (@North Grove)	51.583186	-0.085942	ATC
Alfoxtton Avenue	51.587737	-0.100544	ATC
Ascot Road	51.581717	-0.087464	ATC
Avenue Road (#41/Newsam Avenue)	51.582923	-0.084601	ATC
Avenue Road (#95/Ida Road)	51.584459	-0.084331	ATC
Avondale Road	51.583051	-0.096613	ATC
B152 Colina Road	51.583848	-0.099521	ATC
B152 Harringay Road	51.583791	-0.098383	ATC
B152 St. Ann's Road (@Chestnuts Park)	51.58156	-0.090144	ATC
B152 St. Ann's Road (@Hermitage Road/Cornwall Road)	51.581155	-0.08678	ATC
B152 St. Ann's Road (@Rowley Road/La Rose Lane)	51.581473	-0.092387	ATC
B152 St. Ann's Road (@Salisbury Road)	51.58161	-0.096965	ATC
B152 St. Ann's Road (@Suffolk Road)	51.580396	-0.082794	ATC
Brampton Road	51.582466	-0.094368	ATC
Breamar Road	51.583353	-0.079191	ATC
Cissbury Road	51.581183	-0.083074	ATC
Clarence Road	51.584171	-0.088596	ATC
Clarendon Road	51.584883	-0.095415	ATC
Clinton Road	51.584385	-0.088593	ATC
Colina Mews	51.584705	-0.098784	ATC

Conway Road (@Avondale Road/Woodlands Park Road)	51.583676	-0.095857	ATC
Conway Road (@Rowley Road/Ritches Road)	51.583068	-0.093076	ATC
Cornwall Road (#47/West Green Road)	51.585705	-0.087082	ATC
Cornwall Road (@Penrith Road)	51.582752	-0.087491	ATC
Cranleigh Road	51.583654	-0.092029	ATC
Culvert Road	51.581213	-0.079417	ATC
Dagmar Road	51.584563	-0.087464	ATC
Elmar Road	51.584735	-0.081683	ATC
Etherley Road	51.585147	-0.091638	ATC
Falmer Road	51.583698	-0.087526	ATC
Glenwood Road	51.582568	-0.098093	ATC
Gorleston Road	51.583688	-0.086536	ATC
Greenfield Road	51.581545	-0.076544	ATC
Harringay Road (#67)	51.584402	-0.098235	ATC
Harringay Road (#68)	51.586297	-0.098519	ATC
Ida Road	51.584184	-0.084884	ATC
La Rose Lane (#31)	51.585314	-0.089483	ATC
La Rose Lane (@Chestnuts Park)	51.581958	-0.091572	ATC
North Grove	51.58222	-0.085895	ATC
Oulton Road	51.58238	-0.082972	ATC
Park Road	51.585066	-0.099925	ATC
Penrith Road	51.582601	-0.086241	ATC
Ritches Road	51.582962	-0.093502	ATC
Roslyn Road	51.583052	-0.079836	ATC
Rowley Road	51.581931	-0.092836	ATC
Salisbury Road	51.581567	-0.097814	ATC
Seaford Road	51.583912	-0.081076	ATC
South Grove	51.581277	-0.083709	ATC
St Margaret's Avenue	51.587058	-0.099384	ATC
Stanley Road	51.585781	-0.097446	ATC

Station Crescent	51.585574	-0.088058	ATC
Suffield Road	51.583622	-0.073607	ATC
Terront Road	51.585542	-0.092667	ATC
Westerfield Road	51.583317	-0.074491	ATC
Woodlands Park Road (#16/Clarendon Road)	51.584747	-0.0941	ATC
Woodlands Park Road (#87/Avondale Road)	51.582364	-0.09578	ATC

TfL permanent traffic sites and coordinates (all ATCs)

Site	Latitude	Longitude	Site Type
A1055 Great Cambridge Road NB	51.609531	-0.085715	Permanent ATC
A1055 Great Cambridge Road SB	51.609111	-0.0854853	Permanent ATC
Bruce Grove	51.597282	-0.0735916	Permanent ATC
Great Cambridge Road NB	51.617411	-0.0864079	Permanent ATC
Great Cambridge Road SB	51.618248	-0.0855269	Permanent ATC
Green Lanes	51.572252	-0.0968812	Permanent ATC
High Road Tottenham	51.579888	-0.0728362	Permanent ATC
NCR Bowes Road	51.612497	-0.1189113	Permanent ATC
NCR Stirling Way EB	51.614228	-0.0778041	Permanent ATC
NCR Stirling Way WB	51.614483	-0.0778925	Permanent ATC
Seven Sisters Road	51.575750	-0.0849741	Permanent ATC
A1055 Great Cambridge Road NB	51.609531	-0.0857153	Permanent ATC

ATCs measure traffic volumes and speeds using two thin tubes that run across the street and are connected to a sensor. When wheels pass over the tubes, the pressure impact is interpreted by the sensor to identify the type of vehicle passing over, and the speed with which it passed. They are considered to be extremely accurate. Inaccuracies can arise when, for example, two vehicles pass at the same time they may be counted as one, or if a car and bicycle pass at the same time, it may be read as one car. However, the same method was used before and after and the method is considered a good industry standard. ATCs have been used as a standard in monitoring transport schemes.

Appendix 2: Traffic Count Normalisation Methodologies

To calculate the normalised percentage differences, the November 2021 traffic count volumes have been divided by 0.9894, the January 2023 traffic counts by 0.9516 and the November 2023 traffic counts by 0.9776 to give normalised volumes. In other words, in order to account for the fact that there was (generally) less traffic on Haringey streets from March 2020 onwards, we have provided adjusted figures that provide an estimate for what the traffic would have been if there had not been disruptions from broad events such as COVID-19 or the cost-of-living crisis. This allows us to analyse the impacts of the LTN scheme rather than the impacts of current events / central government policy.

To calculate the percentage change, the difference between the two has been taken and divided by the normalised baseline volume to arrive at a normalised percentage change.

The normalisation figure for each month is reached by calculating the daily average percentage difference between the 'baseline' month (pre-COVID-19 impact) and the corresponding 'impacted' month (i.e. November 2021, January 2023 and November 2023) across all the permanent TfL counter sites around Haringey, and taking an average difference for the whole month.

Appendix 3: Air Quality Monitoring

The London Borough of Haringey's air quality strategy has been outlined in the borough's [2019-2024 Air Quality Action Plan](#). The document introduces a range of actions to improve air quality, such as reducing emissions from developments and buildings, incentivising cleaner transport and greening servicing and freight operations.

Part of the air quality strategy remains to improve the breadth of air quality monitoring in the borough. Haringey has been using diffusion tubes for air quality monitoring since before 2018, and now have 37 long-term monitoring sites, with more being added over time. A further set of diffusion tubes within or on the boundary of LTNs were added specifically to understand the impact of air quality of LTNs, 12 of which were within the bounds of the St. Ann's scheme.

The air quality monitoring sites in the St. Ann's LTN area are listed below, with details about type and if they have been added as part of the LTN programme or were pre-existing.

St. Ann's LTN air quality monitoring sites type and period of installation (all diffusion tubes)

Location	Postcode	Defra Classification
St. John Vianney Roman Catholic Primary School	N15 3HB	Urban Background
26 Clarendon Road, Harringay Ladder	N15 3JX	Urban Background
West Green Primary School, Woodlands Park Road	N15 3RH	Urban Background
Woodlands Park Nursery School, 74-76 Woodlands Park Road	N15 3SD	Urban Background
Chestnuts Primary School, La Rose Lane (formerly Black Boy Lane)	N15 3AR	Urban Background
114 Cornwall Road	N15 5AU	Urban Background
St. Ann's CE Primary School, Avenue Road	N15 5JG	Urban Background
Seven Sisters Primary School, Edgecot Grove	N15 5HD	Urban Background
20 Suffield Road	N15 5JX	Urban Background

Location	Postcode	Defra Classification
St. Ann's Hospital, St. Ann's Road	N15 5BN	Roadside
The Green Dental Surgery, 200 West Green Road	N15 5AG	Roadside
730 Seven Sisters Road	N15 5NH	Roadside

Data quality control

To ensure data is as accurate as possible, national guidance for monitoring air quality (in terms of both deployment and results analysis), is followed – for example, such guidance requires the use of accredited monitors, personnel and laboratories or correction of diffusion tube data based on annual comparisons to automatic monitors.

Air quality in Haringey is monitored using diffusion tubes. The existing monitoring stations currently measure the concentration of Nitrogen Oxides (NO_x) in the atmosphere.

Overall monitoring for Particulate Matter (PM) across London shows that the current objective values are largely met, therefore, monitoring for PM₁₀ (up to 10µm across) and PM_{2.5} (up to 2.5µm across) ceased in Haringey in 2014 and 2016 respectively. Monitoring for both started again in May 2021 at our Wood Green monitoring site, locally funded by the borough.

Under Part IV on the Environment Act 1995, local authorities are required to periodically review and assess air quality in their area and identify areas where the air quality objectives are not likely to be met. The air quality objectives are set out for the seven pollutants in the Air Quality (England) Regulations 2000. The objectives are based on the health effects of air pollution. For areas where the air quality objectives are not likely to be achieved, local authorities have to declare Air Quality Management Areas (AQMA) and produce Air Quality Action Plans (AQAP) detailing measures to work towards the achieving the air quality objectives. Following extensive review and assessment of all seven pollutants, Haringey Council declared the whole borough an AQMA for the pollutants of PM₁₀ and NO₂ in July 2001.

Haringey, like all authorities with AQMAs, has to produce annual reports for both Defra (Department for Environment, Food & Rural Affairs) and the Greater London Authority (GLA) to show trends in air pollution and progress towards achievement of the air quality objectives for the pollutants concern. The latest status report can be found on the Haringey website by following the link below.

https://www.haringey.gov.uk/sites/haringeygovuk/files/air_quality_annual_status_report_for_2021.pdf

Pollution levels are impacted by a range of local and wider sources, which can have national or even international origins. Therefore, it can be very hard to pick up on local changes caused by schemes such as the LTNs.

Pollution also varies significantly over time due to a range of external factors (such as weather) for which this study has not corrected. Therefore, ideally, a longer period of study would be required to analyse these results more fully. This would also allow further quality control of data that has not been possible with these results. There is also further uncertainty in recent results and whether these will represent longer term trends due to COVID-19. Studies of the first lockdown in March, for example by the [Greater London Authority](#), show a decrease in overall motorised traffic and NO₂ levels but no consistent change in PM due to weather impacts.

Appendix 4: SYSTRA Statement

SYSTRA has been commissioned to prepare this report in partnership with the London Borough of Haringey.

SYSTRA is a global leader in mass transportation and mobility, employing over 7,000 global employees across 80 countries. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also Social and Market Research Consultancy. Their team members have an in-depth understanding of both the transport sector and of social and market research techniques, providing expert support in monitoring and evaluation both direct to clients and also in a peer review capacity. They provide a wealth of experience in conducting both qualitative and quantitative transport research with stakeholders to help understand their priorities and to inform options for future investment and policy development.

Neither SYSTRA nor LB Haringey can be held accountable for errors in the data provided by third parties, where these errors have not been identified through normal checking processes.

Appendix 5: Individual Site Volumes & Speeds

The following section provides detail for each monitored site including a breakdown of flows and speeds by monitoring period and by vehicle class.

As noted in the main report, data was processed using SYSTRA's proprietary automated data processing tools, which draw together raw data from all reporting periods and apply formulae-based calculations to produce the charts and tables shown in the following pages and appendices. However, as it is not uncommon for there to be problems with data surveys (broken equipment, cars parked on ATC bands etc.) as well as anomalous readings from surveys resulting from one-off events (waterworks, gas leaks, accidents etc.), all data has been thoroughly checked by hand and "patched" (i.e. blank data or significantly anomalous data has been substituted by more representative data from the site/wave in question), which is a necessary task in order to maintain comparable data.

It is also noted that data for goods vehicles is presented as seven-day averages in the appendix (vs. weekday averages in the report).

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Impact of Haringey LTNs on traffic count and air pollution

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Introduction

We were tasked with evaluating the impact of the recently implemented Low Traffic Neighbourhoods (LTNs) in Haringey on both traffic and air pollution. To provide an accurate evaluation, it's important to separate the effects of LTNs from other external factors, such as technological advancement, meteorological patterns, Covid-19 impact, work from home and broader economic trends. These factors can influence traffic volume and air pollution independently of the LTNs.

By using a **Difference-in-Differences (DID)** approach, we provide an accurate and robust assessment of how the LTNs have affected both traffic volumes and air quality. DID is a widely used method to identify the causal effects of policies and interventions. This approach has been applied in similar evaluations, including studies on Low Traffic Neighbourhoods (LTNs) (Yang et al., 2022; Xiao et al., 2023), congestion charges and low-emission zones (Ait Bihi Ouali et al., 2021; Chamberlain et al., 2023; Gehrsitz, 2017; Green et al., 2020; Li et al., 2012; Margaryan, 2021; Peters et al., 2021; Xiao et al., 2024), and other international studies (Jiménez et al., 2016; Marquet et al., 2024; Rivers et al., 2020). A comprehensive review (Chamberlain et al., 2023) highlights studies assessing the health impacts of congestion charges and low-emission zones, including 11 that employed the DID method.

Methods

Impacts of Haringey Low Traffic Neighbourhoods (LTNs) on traffic and air pollution are evaluated using the Difference-in-Differences (DID) methodology. DID helps to isolate the impact of LTNs by comparing the changes in pollution and traffic within the LTNs with changes in areas where no LTN measures were implemented.

The Difference-in-Differences (DID) model is a statistical technique used to evaluate the effect of a policy or intervention by comparing changes in outcomes over time between a group that is exposed to the intervention (the treatment group) and a group that is not (the control group). It is especially useful for evaluating LTNs or similar policy interventions when randomised controlled trials are not possible or practical. In other words, it allows us to attribute any change observed in air pollution or traffic to the LTN policy intervention, accounting for any other trends that may be occurring in the area. We consider separately how the intervention impacts streets within the LTN area and boundary roads surrounding the LTN.

How DID works:

- **Pre- and Post-intervention Data:** The DID method requires data from two time periods: before and after the intervention. For example, we look at data on traffic volumes and air pollution levels both before and after the LTNs were implemented.
- **Treatment and Control Groups:** The treatment group is exposed to the intervention (i.e., areas impacted by LTNs - either internal or boundary roads), while the control group is not exposed (i.e., areas outside the LTNs and not affected by the LTNs).
- **Parallel Trend Assumption:** A key assumption of DID is that, in the absence of the intervention, the treatment and control groups would follow similar trends over time. This allows the method to account for any external factors that may affect both groups equally, such as seasonal changes in traffic patterns, Covid 19 impacts, meteorological impacts on air pollution, or broader economic shifts.
- **Calculation:** DID compares the difference in the outcome variable (e.g., NO2 levels or traffic volumes) before and after the intervention for both the treatment and control groups. The

difference in these changes between the two groups is attributed to the intervention. This helps isolate the effect of the LTN from other factors.

- **Statistical Significance:** The DID method tests whether the observed differences between treatment and control groups are statistically meaningful, meaning they are unlikely to have occurred due to random chance. This is assessed using p-values and confidence intervals (CIs). Statistical significance suggests that the observed changes are robust and likely caused by the LTNs rather than random variability or external factors. Results are presented with confidence intervals to reflect the range of plausible values for the estimated impacts. The CIs account for variability in the data and provide a measure of uncertainty. Narrower intervals indicate more precise estimates, while wider intervals highlight greater uncertainty in the results.

For example, if traffic volume decreases by 10% in LTN areas but only by 3% in control areas (perhaps due to citywide traffic trends), the DID method would attribute the additional 7% reduction in traffic volume to the LTN intervention.

DID vs before-after analysis:

The key difference between DID and a simple before-and-after comparison is that DID helps distinguish between changes caused by the intervention and changes that could have occurred regardless of it. A before-and-after comparison looks at the average outcome in the same group before and after the intervention, assuming that any observed change is entirely due to the intervention. This approach can be misleading, as it ignores other factors or trends that might have influenced the outcome. DID, on the other hand, separates the impact of the intervention from other influences by using a control group and a regression model. Additionally, while before-and-after comparisons don't account for uncertainty, DID provides estimates with confidence intervals, giving a more reliable and nuanced analysis of the intervention's effect.

DID is often implemented as a type of regression model to measure the effect of an intervention more precisely, especially when other factors are at play. If no other factors influenced the outcome, the regression would show their estimated impact as zero, effectively reducing the analysis to a simple comparison of changes between the treatment and control groups (which would be similar to a simple before-and-after comparison). However, when other factors do influence the outcome, the DID regression accounts for these, allowing us to isolate the true, unbiased effect of the intervention. This makes DID a more robust method for evaluating the real impact of policies.

Key Benefits of DID:

- **Teases out external factors:** DID separates the intervention's effect from changes that might have occurred anyway, ensuring that the estimate is unbiased.
- **Accounts for uncertainty:** Unlike simple before-after comparisons, DID provides confidence intervals to measure how certain we are about the estimated impacts.

DID in a simple form can be expressed as:

$$Y_{gt} = a_g + b_t + \delta D_{gt} + \epsilon_{gt}$$

where

- Y_{gt} is the outcome of interest (e.g., pollution level, traffic counts) for group g at time t .
- $D_{gt} = 1$ if group g is exposed to treatment (e.g. LTN) at time t , and $D_{gt} = 0$ if group g is exposed to the control condition at time t .

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- δ is the estimated treatment effect which tells us the impact of the policy (in our case, the LTNs)
- a_g represents the fixed effects of each group (e.g., differences that don't change over time, like the location of the group).
- b_t represents time-fixed effect i.e., the time-varying effects but group-invariant characteristics (e.g., month or day-of-week effects that are the same for all groups).
- ϵ is the error term (random noise).

In simple terms, DID allows us to isolate the effects of the LTN policy from time-based factors (b_t) and group-specific characteristics (a_g), giving us a clearer view of the intervention's true impact.

In before-after analysis, aggregating (averaging) data can obscure important trends and patterns, especially in cases like air pollution, which is highly influenced by external factors such as meteorological patterns. In this project, we use a generalised version of DID, which allows for complex evaluations, such as multiple intervention and control sites, temporally uneven monitoring, and adjustments for confounding factors like road types or the COVID-19 lockdown's effect on traffic. This helps to ensure that the estimates of the impact of LTNs on traffic and pollution are as accurate and robust as possible.

Results

Traffic counts

Generalised DID Model for Traffic Counts:

$$\ln(TC) = \alpha + \beta_{site}X_{site} + \beta_{time}X_{time} + \beta_{internal}X_{internal}D_{post} + \beta_{boundary}X_{boundary}D_{post} + \epsilon$$

$\ln(TC)$	Outcome variable: natural logarithm of daily traffic counts
α	Base effect
D_{post}	Indicator for the measurement is taken post LTN implementation
X_{site}	Indicators for different sites
β_{site}	Site fixed effect
X_{time}	Indicators for different time periods (dates)
β_{time}	Date fixed effect
$X_{internal}$	Indicator for the site being an internal road for an LTN
$\beta_{internal}$	Policy effect: impact of LTNs on internal roads
$X_{boundary}$	Indicator for the site being a boundary road for an LTN
$\beta_{boundary}$	Policy effect: impact of LTNs on boundary roads
ϵ	Error term

The data comprises 1,483 sample points from 108 Automatic Traffic Counter (ATC) sites, collected in 2021 and 2023. Each sample point shows the daily traffic volumes for 14 vehicle classes. We adopted a classification approach suggested by Haringey Council to aggregate traffic volume into three vehicle types: Bike, light vehicle, and heavy vehicle. The mapping between the vehicle classes recorded in ATC and vehicle types considered in this report is outlined in the appendix. This process resulted in three traffic datasets.

We estimated three generalised DID models based on these datasets. The results reveal the impacts of LTNs on traffic volumes, by vehicle type, on internal and boundary roads. Full estimates are

presented in the appendix. Table 1 presents the estimated impact of LTNs (i.e. $\beta_{internal}$ and $\beta_{boundary}$) converted to percentage change and the corresponding 95% confidence intervals (Statistically non-significant effects are presented in light grey font). We transformed the natural log to convert estimates to percentage change. A 95% confidence interval means that if we repeated the same study many times, 95 out of 100 times, the true value (the actual effect) would fall within the range we calculated.

Main findings:

- The light and heavy traffic volumes on internal roads in the three LTNs have decreased due to the implementation of the policy. This reduction varies for light vehicles (76%, 32%, 34%) and heavy vehicles (74%, 42%, 59%) between the schemes.
- The reductions of heavy vehicle traffic on boundary roads in Bounds Green and Bruce Grove due to LTNs are also statistically significant (46% and 60%). Other estimates on boundary roads are not statistically significant: this means that LTNs have not increased light vehicle traffic on boundary roads for three LTNs and have not increased heavy vehicle traffic on boundary roads in St Ann’s.
- The bike traffic volumes have decreased on both internal and boundary roads after the implementation of LTNs in Bounds Green and St Ann’s. The change in Bruce Grove is, however, not statistically significant.

Table 1: Percentage change due to policy, 95% confidence intervals in brackets

	Traffic count		
	(1) Bike	(2) Light vehicle	(3) Heavy vehicle
Bounds Green			
Boundary	-31.4% [-48.1%, -9.4%]	8.0% [-20.2%, 46.2%]	-45.8% [-69.8%, -2.6%]
Internal	-29.3% [-44.3%, -10.3%]	-76.4% [-81.7%, -69.4%]	-74.0% [-84.2%, -57.2%]
Bruce Grove			
Boundary	-0.9% [-24.3%, 29.6%]	2.9% [-23.1%, 37.6%]	-59.5% [-76.9%, -28.8%]
Internal	17.7% [-6.9%, 48.8%]	-31.7% [-47.0%, -11.9%]	-41.9% [-64.5%, -5.1%]
St Ann’s			
Boundary	-27.0% [-42.6%, -7.2%]	13.1% [-12.8%, 46.7%]	-27.0% [-55.9%, 20.9%]
Internal	-28.8% [-42.6%, -11.6%]	-33.9% [-47.7%, -16.5%]	-59.0% [-73.9%, -35.4%]

Air pollution

Generalised DID Model for Air Pollution:

$$Ln(AP) = \alpha + \beta_{site}X_{site} + \beta_{time}X_{time} + \beta_{internal}X_{internal}D_{post} + \beta_{boundary}X_{boundary}D_{post} + \epsilon$$

- $Ln(AP)$ Outcome variable: natural logarithm of monthly average NO2
- α Base effect
- D_{post} Indicator for the measurement is taken post LTN implementation

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X_{site}	Indicators for different sites
β_{site}	Site fixed effect
X_{time}	Indicators for different time periods (dates)
β_{time}	Date fixed effect
$X_{internal}$	Indicator for the site being an internal road for an LTN
$\beta_{internal}$	Policy effect: impact of LTNs on internal roads
$X_{boundary}$	Indicator for the site being a boundary road for an LTN
$\beta_{boundary}$	Policy effect: impact of LTNs on boundary roads
ϵ	Error term

The final dataset used for estimation comprises 1,528 sample points from 66 sites, collected between September 2021 and October 2023.

The impacts of LTNs on air pollution on internal and boundary roads (i.e. $\beta_{internal}$ and $\beta_{boundary}$) converted to percentage change and the corresponding 95% confidence intervals for the three LTNs separately are presented in Table 2 (Statistically non-significant effects are presented in light grey font). We transformed the natural log to convert estimates to percentage change. A 95% confidence interval means that if we repeated the same study many times, 95 out of 100 times, the true value (the actual effect) would fall within the range we calculated. Full estimates are presented in the appendix.

Main findings:

- Overall, our findings indicate that the implementation of LTNs has no statistically significant impact on air pollution. This means we can be confident that NO₂ levels did not significantly increase or decrease for LTN sites due to the policy, relative to the external sites.
- For internal sites, NO₂ levels increased in St Ann's by 3.2% (95% CI: [−3.3%, 10.1%]), in Bounds Green by 0.2% (95% CI: [-7.1%, 8.0%]) and Bruce Grove by −4.5% (95% CI: [-12.6%, 4.4%]), but these results were not statistically significant.
- For boundary sites, NO₂ levels increased for Bruce Grove by -2.3% (95% CI: [-10.6%, 6.8%]), Bounds Green by 2.7% (95% CI: [-7.4%, 13.9%]) and St Ann's by 1.0% (95% CI: [-8.1%, 11%]), but these results were not statistically significant.

Table 2: Percentage change in air pollution due to policy, 95% confidence intervals in brackets

Air pollution (NO₂)	
Bounds Green	
Boundary	2.7% [-7.4%, 13.9%]
Internal	0.2% [-7.1%, 8.0%]
Bruce Grove	
Boundary	-2.3% [-10.6%, 6.8%]
Internal	-4.5% [-12.6%, 4.4%]
St Ann's	
Boundary	1.0% [-8.1%, 11.0%]
Internal	3.2% [-3.3%, 10.1%]

Discussion and Conclusions

Support from the scientific literature

LTNs have been in place in many locations in the UK since the 1970s, but they have become particularly prominent since November 2020 when the UK Department for Transport announced active travel funding to go towards their implementation (Mason, 2021). LTNs subsequently spread across London to encourage active travel during the COVID-19 lockdowns and can be found across many boroughs, including Camden, Ealing, Hackney, and Waltham Forest (Transport for London, 2020).

Many studies have supported the concept of LTNs as an effective, sustainable transport initiative aimed at reducing vehicle traffic, promoting active travel, and improving air quality, in addition to having much further-reaching benefits such as promoting health and local businesses (Aldred et al., 2024; Furlong et al., 2023; Mason, 2021; Yang et al., 2022). However, extensive debates about the overall effects of LTNs have led to some controversy. While the existing (but limited) scientific literature supports improving air quality and traffic conditions within LTN boundaries and multiple other co-benefits, concerns have persisted that the policy may lead to deteriorations in these metrics at the fringes due to traffic rerouting. In some cases, LTNs have been eliminated by authorities within *weeks* – far from enough time for evaluation of their impacts to support their becoming permanent (Lavery et al., 2021).

However, the ideas that have caused the most controversy – namely, that traffic and air pollution are simply displaced – are not supported by the evidence. Several previous studies have demonstrated that LTNs result in a **decrease in traffic volumes** in residential neighbourhoods (Goodman et al., 2023; Pritchett et al., 2024; Thomas & Aldred, 2024; Xiao et al., 2023), while evidence also supports LTNs **decreasing air pollution without displacing it** to surrounding areas (Yang et al., 2022). Other studies have shown that many other benefits are supported by LTNs, including promoting **social equity** (Aldred et al., 2021; Dudley et al., 2022), **local businesses** (Mason, 2021), **community engagement** (Aldred et al., 2019; Pritchett et al., 2024), **safety for pedestrians and cyclists** (Goodman et al., 2021; Goodman & Aldred, 2021; Mason, 2021; Pritchett et al., 2024; Xiao et al., 2023), and **uptake of active travel** (Aldred et al., 2019; Aldred & Goodman, 2021; Goodman et al., 2021; Aldred et al., 2024; Mason, 2021) as well as **support for mobility needs of older or disabled people** (Macniven et al., 2024).

Analyses and discussions

Vehicle traffic

For vehicle traffic, our results align with the literature that LTN implementation leads to a decrease in traffic volumes on internal roads (Goodman et al., 2023, Thomas & Aldred, 2024; Xiao et al., 2023). We did not find evidence that LTN implementation displaces internal traffic to boundary roads (Pritchett et al., 2024, Mason, 2021). On the contrary, we observed notable decreases in heavy vehicle traffic on boundary roads across the LTNs, except for St Ann's, where the decrease was not statistically significant. These results are consistent with the analyses of Yang et al. (2022), which were based on LTN data collected in Islington, a neighbouring borough. Taken together, these findings provide strong empirical evidence supporting the benefits of LTNs in reducing traffic without exacerbating traffic issues in fringe areas.

We do, however, want to highlight a caveat in interpreting the results. Specifically, we could not find comparable figures from other empirical studies concerning heavy vehicle traffic, as heavy vehicles are not usually analysed separately from light vehicles. While the observed 27–74% reduction in heavy

vehicle traffic following LTN implementation appears promising, it is important to note that this reduction could partly be influenced by surges in heavy vehicle traffic at two control sites: CE141 (Middle Ln) and CE142 (Park Road). This underscores the limitation of this study: the relatively small number of control sites. In general, having a larger number of external sites would improve the robustness of the analysis.

Bike traffic

We found that LTN implementation appears to suppress bike traffic, which contradicts prior propositions suggesting an uptake in active travel following LTNs (Aldred et al., 2019; Aldred & Goodman, 2021, Pritchett et al., 2024). While bike traffic remained relatively stable in Crouch End (control group) and Bruce Grove LTN, bike traffic significantly dropped in St Ann's and Bounds Green in November 2023 compared to November 2021. These two LTNs may have been influenced by concurrent policies that did not affect Bruce Grove or the control sites. For example, introducing new cycle lanes might have altered overall cycling patterns.

To better understand this trend, we examined the sites with the most significant declines, in percentage terms, in bike traffic and identified two key corridors: Bounds Green Road and St Ann's Road. These patterns suggest that **rerouting behaviours occurred among cyclists rather than a modal shift away from cycling**. If the LTNs had discouraged cycling altogether, the decreases would likely have been more evenly distributed across the LTN areas than what is seen here. Due to the limited availability of traffic data outside the LTNs, however, we cannot determine where this redirected traffic has gone.

Air quality

Empirical studies on the impacts of LTNs on air quality are limited in the literature. Yang et al. (2022) reported that LTNs reduce NO₂ levels on both internal and boundary roads. In this study, however, we cannot reach the same conclusion because none of our air pollution results are statistically significant. The differing results reported by Yang et al. (2022) may stem from variations in the air quality monitoring processes in the two studies. That said, Yang et al.'s reported reductions were 5.7% (95% CI: [0.1%, 11.0%]) for internal roads and 8.9% (95% CI: [0.2%, 15.7%]) for boundary roads. Our confidence intervals overlap substantially (see Table 2). Since our estimates of the policy effect are not statistically significant, we similarly report no evidence that LTN implementation worsens air quality or traffic at the fringes—an issue previously highlighted by policymakers and researchers.

Conclusion

The current data supports the conclusion that LTN implementation reduces traffic volumes on internal roads. Furthermore, no evidence was found of a deterioration in traffic conditions or air quality in fringe areas. Based on this evidence, we recommend that Haringey Council continue to support and conserve the LTNs. For future analysis, we recommend the following:

1. Investigate the surges in heavy traffic volumes at CE141 and CE142 in 2023. Local knowledge should be able to quickly determine whether these surges are attributable to local factors or general trends and concurrent policies. This will help assess whether the estimates of LTN effects on heavy vehicle traffic are overestimated.
2. Investigate whether concurrent policies (e.g., provision of new cycling lanes) might have affected cycling routes around Bounds Green and St Ann's. This could explain the negative estimates of LTN effects on bike travel.

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3. A more dispersed selection and larger number of control sites could have mitigated the issues related to heavy vehicle traffic and bike traffic mentioned above. We recommend collecting data from more dispersed and extensive sites in future projects.
4. Evaluate other impacts of LTNs identified in the literature, including promoting health, social equity, local businesses, community engagement, safety for pedestrians and cyclists, road safety, and support for mobility needs of older or disabled people.

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Annex 1.1 Vehicle type mapping

Vehicle classes in ATC	Vehicle types in the current models
PC	Bike
MC SV SVT TB2	Light vehicle
TB3 T4 ART3 ART4 ART5 ART6 BD DRT TRT	Heavy vehicle

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Annex 1.2 Traffic count sites

scheme	site	site_class	address
Bounds	BG144	Internal	Ring Way
Bounds	BG145	Internal	Cline Rd
Bounds	BG148	Internal	Passmore Gardens
Bounds	BG149	Internal	Gordon Rd
Bounds	BG150	Internal	Blake Rd
Bounds	BG152	Internal	Queen's Rd
Bounds	BG153	Internal	Whittington Rd
Bounds	BG154	Internal	Marlborough Rd
Bounds	BG155	Internal	Myddleton Rd
Bounds	BG156	Internal	Palmerston Rd
Bounds	BG157	Internal	Truro Rd
Bounds	BG158	Internal	Nightingale Rd
Bounds	BG159	Internal	Commerce Rd
Bounds	BG163	Boundary	A109 Bounds Green Road (@Gordon Road/Passmore Gardens)
Bounds	BG164	Boundary	B106 Durnsford Road
Bounds	BG165	Boundary	A109 Bounds Green Road (@Truro Road/Nightingale Road)
Bounds	BG166	Boundary	A105 High Road (@Cranbrook Park/Watsons Road)
Bounds	BG168	Boundary	A105 High Road (@Sidney Road/Woodside Road)
Bruce Grove	BR178	Internal	Napier Road
Bruce Grove	BR179	Internal	St. Loys Road
Bruce Grove	BR180	Internal	Woodside Gardens
Bruce Grove	BR181	Internal	The Avenue (@Broadwater Road)
Bruce Grove	BR182	Internal	Elmhurst Road
Bruce Grove	BR183	Internal	Hartham Road
Bruce Grove	BR184	Internal	Mount Pleasant Road (#316/Lordship Lane)
Bruce Grove	BR185	Internal	Lordsmead Road
Bruce Grove	BR186	Internal	Broadwater Road
Bruce Grove	BR187	Internal	Linley Road
Bruce Grove	BR189	Boundary	A109 Lordship Lane (@Elsden Road)
Bruce Grove	BR190	Boundary	A109 Lordship Lane (@Waltheof Avenue)
Bruce Grove	BR191	Boundary	B155 Downhills Way
Bruce Grove	BR192	Internal	Sandringham Road
Bruce Grove	BR193	Boundary	A1080 Westbury Avenue (@Willingdon Road)
Bruce Grove	BR194	Internal	Carlingford Road
Bruce Grove	BR195	Boundary	A105 Green Lanes (@Carlingford Road)
Bruce Grove	BR196	Internal	Mannock Road
Bruce Grove	BR197	Boundary	B155 Belmont Road
Bruce Grove	BR198	Internal	Langham Road
Bruce Grove	BR199	Internal	Wilmot Road
Crouch End	CE140	External	Priory Road
Crouch End	CE141	External	Middle Ln

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Crouch End	CE142	External	Park Road
Crouch End	CE143	External	Palace Road
St Anns	ST039	Internal	Park Road
St Anns	ST040	Internal	Ritches Road
St Anns	ST041	Internal	Brampton Road
St Anns	ST042	Internal	Rowley Road
St Anns	ST043	Internal	Glenwood Road
St Anns	ST044	Internal	Cissbury Road
St Anns	ST045	Internal	South Grove
St Anns	ST046	Internal	Gorleston Road
St Anns	ST047	Internal	Clarence Road
St Anns	ST048	Internal	Conway Road (@Rowley Road/Ritches Road)
St Anns	ST049	Internal	Abbotsford Avenue
St Anns	ST051	Internal	Etherley Road
St Anns	ST052	Internal	Terront Road
St Anns	ST053	Internal	Culvert Road
St Anns	ST054	Internal	Harringay Road (#67)
St Anns	ST055	Internal	Cranleigh Road
St Anns	ST056	Internal	Stanley Road
St Anns	ST057	Internal	Outlon Road
St Anns	ST058	Internal	Falmer Road
St Anns	ST059	Boundary	B152 St Ann's Road (@Chestnuts Park)
St Anns	ST060	Boundary	A504 West Green Road (@Bedford Road/Lawrence Road)
St Anns	ST061	Internal	Harringay Road (#68)
St Anns	ST062	Internal	Stanmore Road
St Anns	ST063	Internal	Carlingford Road (@Crescent Road/Green Lanes)
St Anns	ST069	Boundary	A504 West Green Road (@Suffield Road)
St Anns	ST073	Internal	St Margaret's Avenue
St Anns	ST074	Boundary	Alfoxton Avenue
St Anns	ST075	Boundary	B152 Colina Road
St Anns	ST076	Internal	Colina Mews
St Anns	ST077	Boundary	A504 West Green Road (@Carlingford Road)
St Anns	ST077	Boundary	A504 West Green Road (@Carlingford Road)
St Anns	ST078	Internal	Avondale Road
St Anns	ST079	Internal	Conway Road (@Avondale Road/Woodlands Park Road)
St Anns	ST080	Internal	Woodlands Park Road (#87/Avondale Road)
St Anns	ST081	Internal	Woodlands Park Road (#16/Clarendon Road)
St Anns	ST082	Boundary	B152 St Ann's Road (@Rowley Road/La Rose Lane)
St Anns	ST083	Boundary	A504 West Green Road (@Etherley Road)
St Anns	ST083	Boundary	A504 West Green Road (@Etherley Road)
St Anns	ST084	Internal	La Rose Lane (#31)
St Anns	ST085	Internal	Clinton Road
St Anns	ST086	Internal	Station Crescent
St Anns	ST087	Internal	Dagmar Road

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St Anns	ST088	Internal	Cornwall Road (#47/West Green Road)
St Anns	ST089	Internal	Alexandra Road (@North Grove)
St Anns	ST090	Internal	Cornwall Road (@Penrith Road)
St Anns	ST091	Internal	Penrith Road
St Anns	ST092	Internal	North Grove
St Anns	ST093	Internal	Ascot Road
St Anns	ST094	Boundary	B152 St Ann's Road (@Hermitage Road/Cornwall Road)
St Anns	ST095	Internal	Avenue Road (#41/Newsam Avenue)
St Anns	ST096	Internal	Ida Road
St Anns	ST097	Internal	Avenue Road (#95/Ida Road)
St Anns	ST098	Internal	Breamar Road
St Anns	ST204	Boundary	B152 St Ann's Road (@Salisbury Road)
St Anns	ST205	Internal	Salisbury Road
St Anns	ST206	Internal	Clarendon Road
St Anns	ST207	Boundary	B152 Harringay Road
St Anns	ST208	Internal	La Rose Lane (@Chestnuts Park)
St Anns	ST209	Boundary	B152 St Ann's Road (@Suffolk Road)
St Anns	ST210	Internal	Elmar Road
St Anns	ST211	Internal	Seaford Road
St Anns	ST212	Internal	Roslyn Road
St Anns	ST213	Internal	Greenfield Road
St Anns	ST214	Internal	Suffield Road
St Anns	ST215	Internal	Westerfield Road

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Annex 1.3 Traffic Full Results

Model 1 – Bike counts

	Estimate	Std. Error	t-value	Pr(> t)	
(Intercept)	3.9173	0.1159	33.8080	< 2e-16	***
LTN effects					
(policy)Bounds-Boundary	-0.3774	0.1425	-2.6490	0.0082	**
(policy)Bounds-Internal	-0.3464	0.1215	-2.8510	0.0044	**
(policy)Bruce Grove-Boundary	-0.0091	0.1371	-0.0660	0.9471	
(policy)Bruce Grove-Internal	0.1630	0.1195	1.3640	0.1729	
(policy)St Anns-Boundary	-0.3152	0.1226	-2.5710	0.0102	*
(policy)St Anns-Internal	-0.3390	0.1103	-3.0740	0.0022	**
Site effects (Relative to BG144)					
(site)BG145	-0.5706	0.1502	-3.8000	0.0002	***
(site)BG148	-0.9399	0.1531	-6.1400	0.0000	***
(site)BG149	-0.3800	0.1502	-2.5300	0.0115	*
(site)BG150	-0.6302	0.1502	-4.1970	0.0000	***
(site)BG152	0.2385	0.1502	1.5880	0.1125	
(site)BG153	0.2721	0.1502	1.8120	0.0702	.
(site)BG154	-0.3388	0.1502	-2.2560	0.0242	*
(site)BG155	1.0484	0.1502	6.9810	0.0000	***
(site)BG156	0.4717	0.1502	3.1410	0.0017	**
(site)BG157	-0.1955	0.1502	-1.3020	0.1932	
(site)BG158	-0.6642	0.1502	-4.4230	0.0000	***
(site)BG159	0.3774	0.1502	2.5130	0.0121	*
(site)BG163	1.0238	0.1603	6.3880	0.0000	***
(site)BG164	1.6688	0.1603	10.4140	< 2e-16	***
(site)BG165	1.5130	0.1603	9.4410	< 2e-16	***
(site)BG166	2.8353	0.1603	17.6930	< 2e-16	***
(site)BG168	2.0323	0.1603	12.6820	< 2e-16	***
(site)BR178	1.9780	0.1555	12.7210	< 2e-16	***
(site)BR179	1.3595	0.1555	8.7430	< 2e-16	***
(site)BR180	-0.5413	0.1555	-3.4810	0.0005	***
(site)BR181	0.3246	0.1555	2.0870	0.0370	*
(site)BR182	-1.0332	0.1555	-6.6440	0.0000	***
(site)BR183	0.2364	0.1555	1.5200	0.1286	
(site)BR184	-0.3003	0.1555	-1.9310	0.0536	.
(site)BR185	-0.7975	0.1555	-5.1290	0.0000	***
(site)BR186	1.2156	0.1555	7.8180	0.0000	***
(site)BR187	-0.8599	0.1555	-5.5300	0.0000	***
(site)BR189	0.9980	0.1591	6.2740	0.0000	***
(site)BR190	1.5064	0.1591	9.4690	< 2e-16	***
(site)BR191	0.4247	0.1591	2.6700	0.0077	**
(site)BR192	-0.6828	0.1555	-4.3910	0.0000	***

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(site)BR193	1.4121	0.1591	8.8770	< 2e-16	***
(site)BR194	-0.3275	0.1555	-2.1060	0.0354	*
(site)BR195	2.6828	0.1591	16.8650	< 2e-16	***
(site)BR196	1.4502	0.1555	9.3270	< 2e-16	***
(site)BR197	1.0398	0.1591	6.5370	0.0000	***
(site)BR198	0.6574	0.1555	4.2280	0.0000	***
(site)BR199	0.3474	0.1555	2.2340	0.0256	*
(site)CE140	0.9540	0.1620	5.8890	0.0000	***
(site)CE141	1.7051	0.1620	10.5250	< 2e-16	***
(site)CE142	1.9402	0.1620	11.9760	< 2e-16	***
(site)CE143	0.4494	0.1620	2.7740	0.0056	**
(site)ST039	-0.1980	0.1538	-1.2880	0.1981	
(site)ST040	0.1732	0.1538	1.1260	0.2602	
(site)ST041	-0.5338	0.1538	-3.4710	0.0005	***
(site)ST042	-0.0846	0.1538	-0.5500	0.5822	
(site)ST043	1.2625	0.1538	8.2100	0.0000	***
(site)ST044	0.0622	0.1538	0.4050	0.6858	
(site)ST045	-0.7583	0.1538	-4.9310	0.0000	***
(site)ST046	0.6376	0.1538	4.1460	0.0000	***
(site)ST047	0.5903	0.1538	3.8390	0.0001	***
(site)ST048	0.5343	0.1538	3.4750	0.0005	***
(site)ST049	-0.4984	0.1538	-3.2410	0.0012	**
(site)ST051	0.2511	0.1538	1.6330	0.1027	
(site)ST052	-1.1851	0.1538	-7.7060	0.0000	***
(site)ST053	0.3081	0.1538	2.0040	0.0453	*
(site)ST054	0.8237	0.1538	5.3570	0.0000	***
(site)ST055	0.4718	0.1538	3.0680	0.0022	**
(site)ST056	-0.6065	0.1538	-3.9440	0.0001	***
(site)ST057	-0.2841	0.1538	-1.8480	0.0649	.
(site)ST058	0.1958	0.1538	1.2730	0.2032	
(site)ST059	2.2077	0.1561	14.1430	< 2e-16	***
(site)ST060	2.1178	0.1561	13.5670	< 2e-16	***
(site)ST061	0.4281	0.1538	2.7840	0.0054	**
(site)ST062	-0.4820	0.1538	-3.1350	0.0018	**
(site)ST063	0.7097	0.1538	4.6150	0.0000	***
(site)ST069	2.4915	0.1561	15.9610	< 2e-16	***
(site)ST073	-0.7062	0.1538	-4.5930	0.0000	***
(site)ST074	1.1579	0.1561	7.4180	0.0000	***
(site)ST075	0.2607	0.1561	1.6700	0.0951	.
(site)ST076	-2.1272	-0.1538	13.8330	< 2e-16	***
(site)ST077	2.3269	0.1561	14.9070	< 2e-16	***
(site)ST078	-0.4019	0.1538	-2.6140	0.0091	**
(site)ST079	-1.2543	0.1538	-8.1570	0.0000	***
(site)ST080	0.4878	0.1538	3.1720	0.0015	**
(site)ST081	0.7082	0.1538	4.6050	0.0000	***
(site)ST082	2.1477	0.1561	13.7590	< 2e-16	***

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(site)ST083	2.1690	0.1561	13.8950	< 2e-16	***
(site)ST084	1.4720	0.1538	9.5720	< 2e-16	***
(site)ST085	0.3704	0.1538	2.4090	0.0161	*
(site)ST086	-0.1597	0.1538	-1.0380	0.2993	
(site)ST087	-1.2587	0.1538	-8.1850	0.0000	***
(site)ST088	0.3656	0.1538	2.3780	0.0176	*
(site)ST089	-0.3259	0.1538	-2.1200	0.0342	*
(site)ST090	0.6998	0.1538	4.5510	0.0000	***
(site)ST091	-0.8757	0.1538	-5.6950	0.0000	***
(site)ST092	1.4084	0.1538	9.1590	< 2e-16	***
(site)ST093	-0.4685	0.1538	-3.0470	0.0024	**
(site)ST094	2.0053	0.1561	12.8470	< 2e-16	***
(site)ST095	1.3377	0.1538	8.6990	< 2e-16	***
(site)ST096	-1.2067	0.1538	-7.8470	0.0000	***
(site)ST097	1.8817	0.1538	12.2370	< 2e-16	***
(site)ST098	0.7410	0.1538	4.8190	0.0000	***
(site)ST204	2.1202	0.1561	13.5830	< 2e-16	***
(site)ST205	0.6833	0.1538	4.4430	0.0000	***
(site)ST206	-0.2212	0.1538	-1.4380	0.1506	
(site)ST207	1.2142	0.1561	7.7790	0.0000	***
(site)ST208	1.7550	0.1538	11.4130	< 2e-16	***
(site)ST209	1.7403	0.1561	11.1490	< 2e-16	***
(site)ST210	-0.8930	0.1538	-5.8070	0.0000	***
(site)ST211	-0.0927	0.1538	-0.6030	0.5469	
(site)ST212	0.5135	0.1538	3.3390	0.0009	***
(site)ST213	0.2531	0.1538	1.6460	0.1000	
(site)ST214	0.2709	0.1538	1.7620	0.0783	.
(site)ST215	0.5846	0.1538	3.8020	0.0002	***
Time effects (Relative the Monday(s) in 2021)					
(day)Tue 2021	0.0733	0.0546	1.3420	0.1797	
(day)Wed 2021	0.0576	0.0546	1.0560	0.2911	
(day)Thu 2021	0.0484	0.0546	0.8860	0.3756	
(day)Fri 2021	0.0019	0.0546	0.0340	0.9727	
(day)Sat 2021	-0.2432	0.0546	-4.4560	0.0000	***
(day)Sun 2021	-0.3854	0.0546	-7.0620	0.0000	***
(day)Mon 2023	0.2409	0.1176	2.0480	0.0407	*
(day)Tue 2023	0.2656	0.1176	2.2580	0.0241	*
(day)Wed 2023	0.1837	0.1176	1.5620	0.1185	
(day)Thu 2023	-0.0322	0.1176	-0.2740	0.7842	
(day)Fri 2023	0.2233	0.1176	1.8980	0.0578	.
(day)Sat 2023	-0.2404	0.1176	-2.0430	0.0412	*
(day)Sun 2023	-0.2743	0.1176	-2.3330	0.0198	*

Signif. codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1					
Adjusted R-squared: 0.8758					

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Model 2 – Light vehicle counts

	Estimate	Std. Error	t-value	Pr(> t)	
(Intercept)	8.0800	0.1255	64.3870	< 2e-16	***
LTN effects					
(policy)Bounds-Boundary	0.0774	0.1543	0.5010	0.6162	
(policy)Bounds-Internal	-1.4430	0.1316	-10.9680	< 2e-16	***
(policy)Bruce Grove-Boundary	0.0282	0.1485	0.1900	0.8492	
(policy)Bruce Grove-Internal	-0.3806	0.1294	-2.9400	0.0033	**
(policy)St Anns-Boundary	0.1232	0.1328	0.9280	0.3536	
(policy)St Anns-Internal	-0.4146	0.1194	-3.4710	0.0005	***
Site effects (Relative to BG144)					
(site)BG145	-0.6887	0.1626	-4.2350	0.0000	***
(site)BG148	-2.0620	0.1658	-12.4360	< 2e-16	***
(site)BG149	-1.5580	0.1626	-9.5770	< 2e-16	***
(site)BG150	-0.9760	0.1626	-6.0010	0.0000	***
(site)BG152	-2.6370	0.1626	-16.2150	< 2e-16	***
(site)BG153	-0.5100	0.1626	-3.1360	0.0017	**
(site)BG154	-1.2650	0.1626	-7.7800	0.0000	***
(site)BG155	0.1883	0.1626	1.1580	0.2471	
(site)BG156	-0.5636	0.1626	-3.4650	0.0005	***
(site)BG157	-1.5240	0.1626	-9.3680	< 2e-16	***
(site)BG158	-0.0971	0.1626	-0.5970	0.5506	
(site)BG159	0.0028	0.1626	0.0170	0.9862	
(site)BG163	1.7940	0.1736	10.3360	< 2e-16	***
(site)BG164	1.3300	0.1736	7.6620	0.0000	***
(site)BG165	1.7960	0.1736	10.3470	< 2e-16	***
(site)BG166	1.8480	0.1736	10.6510	< 2e-16	***
(site)BG168	1.5810	0.1736	9.1070	< 2e-16	***
(site)BR178	-1.1790	0.1684	-7.0020	0.0000	***
(site)BR179	-0.0260	0.1684	-0.1550	0.8771	
(site)BR180	-1.8350	0.1684	-10.8970	< 2e-16	***
(site)BR181	-0.7518	0.1684	-4.4640	0.0000	***
(site)BR182	-1.9340	0.1684	-11.4830	< 2e-16	***
(site)BR183	-3.3590	0.1684	-19.9480	< 2e-16	***
(site)BR184	-0.1898	0.1684	-1.1270	0.2600	
(site)BR185	-0.9967	0.1684	-5.9190	0.0000	***
(site)BR186	-0.1665	0.1684	-0.9880	0.3231	
(site)BR187	-1.2430	0.1684	-7.3790	0.0000	***
(site)BR189	1.4350	0.1723	8.3300	< 2e-16	***
(site)BR190	1.4020	0.1723	8.1360	0.0000	***
(site)BR191	1.4790	0.1723	8.5820	< 2e-16	***
(site)BR192	-1.4790	0.1684	-8.7830	< 2e-16	***
(site)BR193	1.5480	0.1723	8.9830	< 2e-16	***
(site)BR194	-1.5220	0.1684	-9.0390	< 2e-16	***

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(site)BR195	1.8990	0.1723	11.0200	< 2e-16	***
(site)BR196	-0.8337	0.1684	-4.9510	0.0000	***
(site)BR197	0.9851	0.1723	5.7180	0.0000	***
(site)BR198	-0.2318	0.1684	-1.3770	0.1689	
(site)BR199	-1.7010	0.1684	-10.1040	< 2e-16	***
(site)CE140	1.6820	0.1754	9.5840	< 2e-16	***
(site)CE141	0.9954	0.1754	5.6740	0.0000	***
(site)CE142	1.0680	0.1754	6.0860	0.0000	***
(site)CE143	-3.6260	0.1754	-20.6670	< 2e-16	***
(site)ST039	-1.6530	0.1665	-9.9260	< 2e-16	***
(site)ST040	-2.3680	0.1665	-14.2160	< 2e-16	***
(site)ST041	-2.2800	0.1665	-13.6900	< 2e-16	***
(site)ST042	-2.2150	0.1665	-13.2980	< 2e-16	***
(site)ST043	-1.4750	0.1665	-8.8570	< 2e-16	***
(site)ST044	-1.4950	0.1665	-8.9800	< 2e-16	***
(site)ST045	-1.9820	0.1665	-11.9010	< 2e-16	***
(site)ST046	-1.0170	0.1665	-6.1040	0.0000	***
(site)ST047	-1.3460	0.1665	-8.0800	0.0000	***
(site)ST048	-2.4810	0.1665	-14.8950	< 2e-16	***
(site)ST049	-2.2100	0.1665	-13.2730	< 2e-16	***
(site)ST051	-1.5280	0.1665	-9.1760	< 2e-16	***
(site)ST052	-1.7050	0.1665	-10.2400	< 2e-16	***
(site)ST053	-1.4580	0.1665	-8.7570	< 2e-16	***
(site)ST054	-1.8380	0.1665	-11.0340	< 2e-16	***
(site)ST055	-1.8980	0.1665	-11.3950	< 2e-16	***
(site)ST056	-2.1030	0.1665	-12.6290	< 2e-16	***
(site)ST057	-2.7520	0.1665	-16.5270	< 2e-16	***
(site)ST058	-2.0450	0.1665	-12.2820	< 2e-16	***
(site)ST059	1.3150	0.1690	7.7770	0.0000	***
(site)ST060	0.9404	0.1690	5.5630	0.0000	***
(site)ST061	-2.1250	0.1665	-12.7590	< 2e-16	***
(site)ST062	-1.3430	0.1665	-8.0630	0.0000	***
(site)ST063	-1.2090	0.1665	-7.2580	0.0000	***
(site)ST069	0.9805	0.1690	5.8000	0.0000	***
(site)ST073	-2.3500	0.1665	-14.1120	< 2e-16	***
(site)ST074	0.9700	0.1690	5.7380	0.0000	***
(site)ST075	-0.3004	0.1690	-1.7770	0.0758	.
(site)ST076	-3.1070	0.1665	-18.6570	< 2e-16	***
(site)ST077	1.5310	0.1690	9.0570	< 2e-16	***
(site)ST078	-2.1050	0.1665	-12.6430	< 2e-16	***
(site)ST079	-2.3450	0.1665	-14.0790	< 2e-16	***
(site)ST080	-0.8340	0.1665	-5.0080	0.0000	***
(site)ST081	-0.4692	0.1665	-2.8170	0.0049	**
(site)ST082	1.2480	0.1690	7.3830	0.0000	***
(site)ST083	1.3100	0.1690	7.7510	0.0000	***
(site)ST084	0.5244	0.1665	3.1490	0.0017	**

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(site)ST085	-2.1130	0.1665	-12.6870	< 2e-16	***
(site)ST086	-2.4430	0.1665	-14.6680	< 2e-16	***
(site)ST087	-2.1860	0.1665	-13.1240	< 2e-16	***
(site)ST088	-0.4918	0.1665	-2.9530	0.0032	**
(site)ST089	-2.7780	0.1665	-16.6810	< 2e-16	***
(site)ST090	-0.3328	0.1665	-1.9980	0.0459	*
(site)ST091	-2.6140	0.1665	-15.6950	< 2e-16	***
(site)ST092	-2.2450	0.1665	-13.4790	< 2e-16	***
(site)ST093	-2.0780	0.1665	-12.4780	< 2e-16	***
(site)ST094	1.4100	0.1690	8.3390	< 2e-16	***
(site)ST095	-0.4363	0.1665	-2.6200	0.0089	**
(site)ST096	-3.1170	0.1665	-18.7150	< 2e-16	***
(site)ST097	0.0049	0.1665	0.0290	0.9766	
(site)ST098	-2.4050	0.1665	-14.4430	< 2e-16	***
(site)ST204	1.2370	0.1690	7.3170	0.0000	***
(site)ST205	0.5429	0.1665	3.2600	0.0011	**
(site)ST206	-2.1690	0.1665	-13.0230	< 2e-16	***
(site)ST207	0.0398	0.1690	0.2350	0.8140	
(site)ST208	0.3430	0.1665	2.0600	0.0396	*
(site)ST209	1.3210	0.1690	7.8140	0.0000	***
(site)ST210	-2.1850	0.1665	-13.1210	< 2e-16	***
(site)ST211	-1.7360	0.1665	-10.4240	< 2e-16	***
(site)ST212	-1.8670	0.1665	-11.2130	< 2e-16	***
(site)ST213	-1.9240	0.1665	-11.5500	< 2e-16	***
(site)ST214	-0.0136	0.1665	-0.0810	0.9352	
(site)ST215	-0.3358	0.1665	-2.0160	0.0440	*
Time effects (Relative the Monday(s) in 2021)					
(day)Tue 2021	0.0283	0.0591	0.4790	0.6318	
(day)Wed 2021	0.0521	0.0591	0.8810	0.3784	
(day)Thu 2021	0.0938	0.0591	1.5870	0.1128	
(day)Fri 2021	0.1784	0.0591	3.0180	0.0026	**
(day)Sat 2021	0.0346	0.0591	0.5850	0.5587	
(day)Sun 2021	-0.1491	0.0591	-2.5230	0.0118	*
(day)Mon 2023	-0.0457	0.1274	-0.3590	0.7196	
(day)Tue 2023	0.0000	0.1274	0.0000	0.9997	
(day)Wed 2023	0.0133	0.1274	0.1040	0.9170	
(day)Thu 2023	-0.0006	0.1274	-0.0050	0.9961	
(day)Fri 2023	0.0521	0.1274	0.4090	0.6828	
(day)Sat 2023	-0.0254	0.1274	-0.1990	0.8420	
(day)Sun 2023	-0.1325	0.1274	-1.0400	0.2985	

Signif. codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1					
Adjusted R-squared: 0.9315					

IMPERIAL

Model 3- Heavy vehicle counts

	Estimate	Std. Error	t-value	Pr(> t)	
(Intercept)	4.5612	0.2431	18.7630	< 2e-16	***
LTN effects					
(policy)Bounds-Boundary	-0.6122	0.2989	-2.0480	0.0408	*
(policy)Bounds-Internal	-1.3485	0.2549	-5.2890	0.0000	***
(policy)Bruce Grove-Boundary	-0.9035	0.2876	-3.1410	0.0017	**
(policy)Bruce Grove-Internal	-0.5437	0.2507	-2.1680	0.0303	*
(policy)St Anns-Boundary	-0.3146	0.2573	-1.2230	0.2215	
(policy)St Anns-Internal	-0.8907	0.2314	-3.8500	0.0001	***
Site effects (Relative to BG144)					
(site)BG145	-0.4725	0.3151	-1.5000	0.1340	
(site)BG148	-2.9757	0.3212	-9.2660	< 2e-16	***
(site)BG149	-1.3702	0.3151	-4.3490	0.0000	***
(site)BG150	-2.0915	0.3151	-6.6380	0.0000	***
(site)BG152	-3.6702	0.3151	-11.6490	< 2e-16	***
(site)BG153	-2.7914	0.3151	-8.8600	< 2e-16	***
(site)BG154	-2.2963	0.3151	-7.2880	0.0000	***
(site)BG155	0.1730	0.3151	0.5490	0.5830	
(site)BG156	-2.6854	0.3151	-8.5230	< 2e-16	***
(site)BG157	-1.6280	0.3151	-5.1670	0.0000	***
(site)BG158	-1.0412	0.3151	-3.3050	0.0010	***
(site)BG159	-1.0066	0.3151	-3.1950	0.0014	**
(site)BG163	1.2783	0.3362	3.8020	0.0002	***
(site)BG164	1.8770	0.3362	5.5830	0.0000	***
(site)BG165	1.0806	0.3362	3.2140	0.0013	**
(site)BG166	1.6404	0.3362	4.8790	0.0000	***
(site)BG168	0.6990	0.3362	2.0790	0.0378	*
(site)BR178	-2.3902	0.3262	-7.3270	0.0000	***
(site)BR179	-1.1784	0.3262	-3.6120	0.0003	***
(site)BR180	-2.6078	0.3262	-7.9940	0.0000	***
(site)BR181	-2.2724	0.3262	-6.9660	0.0000	***
(site)BR182	-2.4929	0.3262	-7.6420	0.0000	***
(site)BR183	-4.0147	0.3262	-12.3070	< 2e-16	***
(site)BR184	-0.3599	0.3262	-1.1030	0.2702	
(site)BR185	-2.4156	0.3262	-7.4050	0.0000	***
(site)BR186	-1.1362	0.3262	-3.4830	0.0005	***
(site)BR187	-2.1069	0.3262	-6.4590	0.0000	***
(site)BR189	1.0482	0.3337	3.1410	0.0017	**
(site)BR190	1.5150	0.3337	4.5390	0.0000	***
(site)BR191	0.2502	0.3337	0.7500	0.4535	
(site)BR192	-3.3032	0.3262	-10.1260	< 2e-16	***
(site)BR193	1.7309	0.3337	5.1860	0.0000	***
(site)BR194	-3.1341	0.3262	-9.6080	< 2e-16	***

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(site)BR195	2.0883	0.3337	6.2570	0.0000	***
(site)BR196	-2.3704	0.3262	-7.2660	0.0000	***
(site)BR197	0.8882	0.3337	2.6610	0.0079	**
(site)BR198	-0.4927	0.3262	-1.5100	0.1312	
(site)BR199	-2.4352	0.3262	-7.4650	0.0000	***
(site)CE140	0.5790	0.3399	1.7030	0.0887	.
(site)CE141	-0.0038	0.3399	-0.0110	0.9911	
(site)CE142	0.5171	0.3399	1.5220	0.1284	
(site)CE143	-4.3529	0.3399	-12.8070	< 2e-16	***
(site)ST039	-2.2000	0.3226	-6.8190	0.0000	***
(site)ST040	-3.0270	0.3226	-9.3830	< 2e-16	***
(site)ST041	-2.6515	0.3226	-8.2190	0.0000	***
(site)ST042	-3.6927	0.3226	-11.4460	< 2e-16	***
(site)ST043	-1.9881	0.3226	-6.1620	0.0000	***
(site)ST044	-1.6782	0.3226	-5.2020	0.0000	***
(site)ST045	-3.6533	0.3226	-11.3240	< 2e-16	***
(site)ST046	-1.7591	0.3226	-5.4530	0.0000	***
(site)ST047	-1.4548	0.3226	-4.5090	0.0000	***
(site)ST048	-3.7317	0.3226	-11.5670	< 2e-16	***
(site)ST049	-2.9254	0.3226	-9.0680	< 2e-16	***
(site)ST051	-1.5903	0.3226	-4.9290	0.0000	***
(site)ST052	-3.3074	0.3226	-10.2520	< 2e-16	***
(site)ST053	-2.0413	0.3226	-6.3270	0.0000	***
(site)ST054	-3.4451	0.3226	-10.6790	< 2e-16	***
(site)ST055	-1.5336	0.3226	-4.7540	0.0000	***
(site)ST056	-3.4367	0.3226	-10.6530	< 2e-16	***
(site)ST057	-2.5975	0.3226	-8.0510	0.0000	***
(site)ST058	-3.7216	0.3226	-11.5360	< 2e-16	***
(site)ST059	0.7200	0.3275	2.1990	0.0281	*
(site)ST060	1.2108	0.3275	3.6970	0.0002	***
(site)ST061	-2.4389	0.3226	-7.5600	0.0000	***
(site)ST062	-1.6706	0.3226	-5.1780	0.0000	***
(site)ST063	-1.7018	0.3226	-5.2750	0.0000	***
(site)ST069	1.2826	0.3275	3.9160	0.0001	***
(site)ST073	-4.2541	0.3226	-13.1860	< 2e-16	***
(site)ST074	0.4417	0.3275	1.3490	0.1776	
(site)ST075	-0.7663	0.3275	-2.3400	0.0194	*
(site)ST076	-4.0972	0.3226	-12.7000	< 2e-16	***
(site)ST077	1.8598	0.3275	5.6790	0.0000	***
(site)ST078	-3.5537	0.3226	-11.0150	< 2e-16	***
(site)ST079	-3.4787	0.3226	-10.7830	< 2e-16	***
(site)ST080	-1.9176	0.3226	-5.9440	0.0000	***
(site)ST081	-1.0949	0.3226	-3.3940	0.0007	***
(site)ST082	-0.0046	0.3275	-0.0140	0.9888	
(site)ST083	1.4491	0.3275	4.4250	0.0000	***
(site)ST084	0.0536	0.3226	0.1660	0.8681	

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(site)ST085	-2.2953	0.3226	-7.1150	0.0000	***
(site)ST086	-3.6516	0.3226	-11.3190	< 2e-16	***
(site)ST087	-2.7933	0.3226	-8.6580	< 2e-16	***
(site)ST088	-0.6168	0.3226	-1.9120	0.0561	.
(site)ST089	-4.2541	0.3226	-13.1860	< 2e-16	***
(site)ST090	-0.7055	0.3226	-2.1870	0.0289	*
(site)ST091	-3.5088	0.3226	-10.8760	< 2e-16	***
(site)ST092	-2.9704	0.3226	-9.2070	< 2e-16	***
(site)ST093	-3.5042	0.3226	-10.8620	< 2e-16	***
(site)ST094	1.5160	0.3275	4.6290	0.0000	***
(site)ST095	-1.7903	0.3226	-5.5490	0.0000	***
(site)ST096	-4.2046	0.3226	-13.0330	< 2e-16	***
(site)ST097	-0.8284	0.3226	-2.5680	0.0103	*
(site)ST098	-3.3085	0.3226	-10.2550	< 2e-16	***
(site)ST204	0.4579	0.3275	1.3980	0.1623	
(site)ST205	0.3843	0.3226	1.1910	0.2338	
(site)ST206	-2.9957	0.3226	-9.2860	< 2e-16	***
(site)ST207	-0.7847	0.3275	-2.3960	0.0167	*
(site)ST208	0.7518	0.3226	2.3300	0.0199	*
(site)ST209	1.4025	0.3275	4.2830	0.0000	***
(site)ST210	-4.1962	0.3226	-13.0070	< 2e-16	***
(site)ST211	-3.6356	0.3226	-11.2690	< 2e-16	***
(site)ST212	-3.1509	0.3226	-9.7670	< 2e-16	***
(site)ST213	-1.0291	0.3226	-3.1900	0.0015	**
(site)ST214	-0.0675	0.3226	-0.2090	0.8343	
(site)ST215	-2.5877	0.3226	-8.0210	0.0000	***
Time effects (Relative the Monday(s) in 2021)					
(day)Tue 2021	-0.0852	0.1145	-0.7440	0.4568	
(day)Wed 2021	0.1371	0.1145	1.1970	0.2315	
(day)Thu 2021	0.1186	0.1145	1.0360	0.3003	
(day)Fri 2021	0.1041	0.1145	0.9090	0.3636	
(day)Sat 2021	-0.2464	0.1145	-2.1520	0.0315	*
(day)Sun 2021	-0.4269	0.1145	-3.7280	0.0002	***
(day)Mon 2023	0.6070	0.2467	2.4600	0.0140	*
(day)Tue 2023	0.6847	0.2467	2.7750	0.0056	**
(day)Wed 2023	0.6514	0.2467	2.6400	0.0084	**
(day)Thu 2023	0.5643	0.2467	2.2870	0.0223	*
(day)Fri 2023	0.5808	0.2467	2.3540	0.0187	*
(day)Sat 2023	0.3850	0.2468	1.5600	0.1190	
(day)Sun 2023	0.2469	0.2467	1.0010	0.3172	

Signif. codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1					
Adjusted R-squared: 0.833					

IMPERIAL**Annex 2.1 Air quality monitoring sites**

scheme	site_id	site_class	address
Bounds Green	LTN/15	Boundary	300A High Rd, London N22 8JR
Bounds Green	LTN/16	Boundary	5 Brownlow Rd, London N11 2ET
Bounds Green	LTN/17	Internal	46, Myddleton Road, London, N22 8NW
Bounds Green	LTN/18	Internal	66 Truro Rd, London N22 8DN
Bounds Green	LTN/19	Internal	6 Warwick Rd, London N11 2TU
Bounds Green	LTN/20	Internal	St Martin of Porres Pr. Schl, Bounds Green, N11 2AF
Bounds Green	LTN/21	Internal	21 Queen's Rd, London N11 2QJ
Bounds Green	LTN/23	Internal	162 Woodfield Way, London N11 2NU
Bounds Green	LTN/24	Boundary	83 Durnsford Rd, London N11 2EN
Bruce Grove	LTN/29	Boundary	Harris Primary Academy, Philip Lane, London, N15 4AE
Bruce Grove	LTN/30	Internal	Bruce Grove Primary School, Sperling Road, London, N17 6UL
Bruce Grove	LTN/32	Boundary	87 Bruce Grove, London N17 6UZ
Bruce Grove	LTN/33	Internal	Park View Academy, Langham Road, London, N15 3RA
Bruce Grove	LTN/34	Boundary	104 Westbury Ave, London N22 6RT
Bruce Grove	LTN/35	Boundary	85 Downhills Way, London N17 6AL
Bruce Grove	LTN/37	Internal	The Grove School, Downhills Park Road, London, N17 6AR
Bruce Grove	LTN/38	Internal	73 Broadwater Rd, London N17 6EP
External	HR06	External	200A, Archway Road, N6 5BA
External	HR08	External	7 Cross Lane, N8 7QG
External	HR14a	External	639 High Road, N17
External	HR14b	External	639 High Road, N17
External	HR14c	External	639 High Road, N17
External	HR21	External	Lordship Lane Primary School, N22 5PS
External	HR25	External	Rowland Hill Nursery, White Hart Lane
External	HR30	External	Earlsmead Primary School, N17
External	HR31	External	97/101 High Road, N22 6BB
External	HR32	External	271 Archway Road, N6 5AA
External	HR34	External	Coleridge Primary school
External	HR36	External	Holy Trinity CE School, Tottenham
External	HR37	External	Weston Park/Broadway, 48 The Broadway, N8 9TP
External	HR38	External	Welbourne Primary School N15
External	HR39	External	Fortismere School, N10 1NE
External	HR40	External	Opposite Highgate Private Hospital, 17 " 19 View Road, Highgate. N6 4DJ
External	HR41	External	258 Muswell Hill Broadway, N10 3SH
External	HR42	External	15 Stanhope Road, N6 5NE
External	HR43	External	St Aidan's VC Primary School, N4 4RR
External	HR44	External	North Harringay Primary School, N8 0NU
External	HR45	External	Tiverton Primary School, Pulford Road. N15 6SP
External	HR48	External	Mulberry Primary School, N17 9RB
External	HR51	External	76 Coburg Road, N22 6UB
External	HR52	External	263 Victoria Road, N22 7XH

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External	HR54	External	Woodside High Road/ White Hart Lane, N22 5QJ
External	HR55	External	Risley Ave. Primary, London N17 7AB
External	HR56	External	Dukes Aldridge Academy, Almond Road, N17 0PG
External	HR57	External	Campsbourne School Nightingale Lane, N8 7AF
External	LTN/14	External	9 Bramble Cl, Broad Ln, South Tottenham, London N15 4NF
External	LTN/22	External	St Cuthberts Church, 85 Wolves Lane, N22 5JD
External	LTN/25	External	112 Crescent Road, London N22 7RX
External	LTN/26	External	10 Palace Gates Rd, London N22 7BN
External	LTN/27	External	188 Albert Rd, London N22 7AQ
External	LTN/28	External	84 Victoria Rd, London N22 7XF
External	LTN/39	External	96 Risley Ave, London N17 7ES
External	LTN/40	External	47 Lawrence Road, N15 4EF
St Ann's	LTN/1	Internal	Saint John Vianney Roman Catholic Pr. School, N15 3HB
St Ann's	LTN/10	Internal	Seven Sisters Primary Sch, Edgecot Grove, London, N15 5HD
St Ann's	LTN/11	Boundary	730 Seven Sisters Rd, South Tottenham, London N15 5NH
St Ann's	LTN/12	Internal	20, Suffield Road, London, N15 5JX
St Ann's	LTN/13	Boundary	142 Allison Rd, Harringay Ladder, London N8 0AS
St Ann's	LTN/2	Internal	26 Clarendon Rd, Harringay Ladder, London N15 3JX
St Ann's	LTN/3	Internal	West Green Primary School, Woodlands Park Rd, London N15 3RH
St Ann's	LTN/4	Internal	Woodlands Park Nur. Sch., 74-76 Woodlands Park Rd, N15 3SD
St Ann's	LTN/5	Internal	Chestnuts Primary School, Black Boy Lane, London, N15 3AR
St Ann's	LTN/6	Boundary	St. Ann's Hospital, St Ann's Road, London N15 5BN
St Ann's	LTN/7	Internal	114 Cornwall Rd, London N15 5AU
St Ann's	LTN/8	Internal	St Ann's CE Primary School, Avenue Rd, London N15 5JG
St Ann's	LTN/9	Boundary	The Green Dental Surgery, 200 W Green Rd, London N15 5AG

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Annex 2.2 Air pollution (NO2) full results

	Estimate	Std. Error	t value	Pr(> t)	
(Intercept)	3.2077	0.0485	66.1870	< 2e-16	***
LTN effects					
(policy)Bounds Green-Boundary	0.0264	0.0529	0.4980	0.6186	
(policy)Bounds Green-Internal	0.0020	0.0383	0.0510	0.9592	
(policy)Bruce Grove-Boundary	-0.0230	0.0455	-0.5060	0.6131	
(policy)Bruce Grove-Internal	-0.0461	0.0453	-1.0180	0.3090	
(policy)St Ann's-Boundary	0.0095	0.0482	0.1970	0.8441	
(policy)St Ann's-Internal	0.0312	0.0331	0.9420	0.3464	
Site effects (Relative to HR06)					
(site_id)HR08	-0.2460	0.0576	-4.2680	0.0000	***
(site_id)HR14a	-0.1816	0.0576	-3.1520	0.0017	**
(site_id)HR14b	-0.1600	0.0582	-2.7490	0.0061	**
(site_id)HR14c	-0.0979	0.0582	-1.6820	0.0927	.
(site_id)HR21	-0.4591	0.0576	-7.9660	0.0000	***
(site_id)HR25	-0.3412	0.0576	-5.9200	0.0000	***
(site_id)HR30	-0.1301	0.0628	-2.0720	0.0384	*
(site_id)HR31	0.6274	0.0595	10.5420	< 2e-16	***
(site_id)HR32	0.3870	0.0588	6.5780	0.0000	***
(site_id)HR34	-0.1344	0.0602	-2.2310	0.0258	*
(site_id)HR36	-0.1264	0.0576	-2.1940	0.0284	*
(site_id)HR37	-0.0324	0.0595	-0.5450	0.5861	
(site_id)HR38	-0.3933	0.0595	-6.6080	0.0000	***
(site_id)HR39	-0.3523	0.0602	-5.8480	0.0000	***
(site_id)HR40	-0.1958	0.0576	-3.3970	0.0007	***
(site_id)HR41	0.1608	0.0588	2.7330	0.0063	**
(site_id)HR42	-0.3998	0.0595	-6.7170	0.0000	***
(site_id)HR43	-0.5171	0.0582	-8.8830	< 2e-16	***
(site_id)HR44	-0.4957	0.0576	-8.6020	< 2e-16	***
(site_id)HR45	-0.5395	0.0582	-9.2660	< 2e-16	***
(site_id)HR48	-0.3989	0.0595	-6.7030	0.0000	***
(site_id)HR51	-0.4964	0.0582	-8.5270	< 2e-16	***
(site_id)HR52	-0.2214	0.0582	-3.8020	0.0001	***
(site_id)HR54	-0.3761	0.0576	-6.5250	0.0000	***
(site_id)HR55	-0.0837	0.0588	-1.4220	0.1552	
(site_id)HR56	-0.4334	0.0588	-7.3660	0.0000	***
(site_id)HR57	-0.4752	0.0576	-8.2450	0.0000	***
(site_id)LTN/1	-0.4225	0.0612	-6.9100	0.0000	***
(site_id)LTN/10	-0.1756	0.0641	-2.7400	0.0062	**
(site_id)LTN/11	-0.4991	0.0652	-7.6510	0.0000	***
(site_id)LTN/12	-0.5930	0.0620	-9.5700	< 2e-16	***
(site_id)LTN/13	-0.0076	0.0669	-0.1130	0.9101	
(site_id)LTN/14	-0.3983	0.0582	-6.8410	0.0000	***

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(site_id)LTN/15	0.2933	0.0668	4.3940	0.0000	***
(site_id)LTN/16	-0.4294	0.0647	-6.6350	0.0000	***
(site_id)LTN/17	-0.2886	0.0632	-4.5650	0.0000	***
(site_id)LTN/18	-0.1822	0.0619	-2.9440	0.0033	**
(site_id)LTN/19	-0.0897	0.0623	-1.4400	0.1501	
(site_id)LTN/2	-0.2619	0.0625	-4.1910	0.0000	***
(site_id)LTN/20	-0.4849	0.0637	-7.6070	0.0000	***
(site_id)LTN/21	-0.4372	0.0619	-7.0630	0.0000	***
(site_id)LTN/22	-0.4134	0.0582	-7.1000	0.0000	***
(site_id)LTN/23	-0.4578	0.0628	-7.2930	0.0000	***
(site_id)LTN/24	-0.5106	0.0668	-7.6480	0.0000	***
(site_id)LTN/25	-0.3659	0.0576	-6.3490	0.0000	***
(site_id)LTN/26	-0.4156	0.0576	-7.2110	0.0000	***
(site_id)LTN/27	-0.0487	0.0576	-0.8460	0.3979	
(site_id)LTN/28	-0.4300	0.0595	-7.2240	0.0000	***
(site_id)LTN/29	-0.5629	0.0634	-8.8820	< 2e-16	***
(site_id)LTN/3	-0.4938	0.0625	-7.9000	0.0000	***
(site_id)LTN/30	-0.0405	0.0630	-0.6430	0.5206	
(site_id)LTN/32	-0.2646	0.0644	-4.1100	0.0000	***
(site_id)LTN/33	-0.3759	0.0630	-5.9640	0.0000	***
(site_id)LTN/34	0.0998	0.0634	1.5740	0.1157	
(site_id)LTN/35	-0.4987	0.0631	-7.9070	0.0000	***
(site_id)LTN/37	-0.2066	0.0643	-3.2120	0.0013	**
(site_id)LTN/38	-0.2991	0.0633	-4.7230	0.0000	***
(site_id)LTN/39	-0.3695	0.0751	-4.9220	0.0000	***
(site_id)LTN/4	-0.6037	0.0616	-9.7940	< 2e-16	***
(site_id)LTN/40	-0.0961	0.0650	-1.4790	0.1394	
(site_id)LTN/5	-0.5407	0.0682	-7.9260	0.0000	***
(site_id)LTN/6	-0.0791	0.0674	-1.1730	0.2410	
(site_id)LTN/7	-0.6111	0.0622	-9.8280	< 2e-16	***
(site_id)LTN/8	-0.4938	0.0625	-7.9000	0.0000	***
(site_id)LTN/9	-0.4975	0.0636	-7.8210	0.0000	***
Time effects (Relative to Apr.2021)					
(month)Apr.23	0.3569	0.0389	9.1750	< 2e-16	***
(month)Aug.22	0.3005	0.0375	8.0020	0.0000	***
(month)Aug.23	0.0466	0.0388	1.2030	0.2293	
(month)Dec.21	0.4503	0.0369	12.1970	< 2e-16	***
(month)Dec.22	0.5321	0.0383	13.8960	< 2e-16	***
(month)Feb.22	0.4885	0.0374	13.0630	< 2e-16	***
(month)Feb.23	0.6485	0.0387	16.7730	< 2e-16	***
(month)Jan.22	0.5960	0.0372	16.0070	< 2e-16	***
(month)Jan.23	0.4724	0.0380	12.4170	< 2e-16	***
(month)Jul.22	0.2975	0.0374	7.9570	0.0000	***
(month)Jul.23	0.1603	0.0395	4.0620	0.0001	***
(month)Jun.22	0.1491	0.0372	4.0050	0.0001	***
(month)Jun.23	0.1488	0.0397	3.7480	0.0002	***

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(month)Mar.22	0.4903	0.0369	13.2880	< 2e-16	***
(month)Mar.23	0.4174	0.0387	10.7830	< 2e-16	***
(month)May.22	0.0720	0.0376	1.9170	0.0554	.
(month)May.23	0.2879	0.0388	7.4130	0.0000	***
(month)Nov.21	0.4802	0.0372	12.8990	< 2e-16	***
(month)Nov.22	0.5622	0.0391	14.3720	< 2e-16	***
(month)Oct.21	0.3939	0.0387	10.1770	< 2e-16	***
(month)Oct.22	0.5975	0.0382	15.6480	< 2e-16	***
(month)Oct.23	0.6278	0.0436	14.4020	< 2e-16	***
(month)Sep.21	0.4805	0.0383	12.5400	< 2e-16	***
(month)Sep.22	0.3638	0.0384	9.4700	< 2e-16	***
(month)Sep.23	0.5334	0.0426	12.5190	< 2e-16	***

Signif. codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1					
Adjusted R-squared: 0.6777					

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1. Introduction – St Ann’s Consultation Report

Haringey Council’s ‘Streets for People’ initiative has been developed to promote a vision for thriving local streets, streets that are greener, safer and cleaner. The introduction of measures under the ambitious ‘Streets for People’ project is aimed at cutting road traffic and pollution, as well as to improve the walkability and cyclability of local areas, all whilst developing active travel corridors between local amenities.

Following an extensive listening and engagement exercise, Haringey Council has introduced three trial people-friendly Low-Traffic Neighbourhoods (LTNs) across the borough. These schemes use filters, such as bollards or ANPR cameras, to stop motor traffic taking shortcuts along local roads, creating a safer, cleaner and quieter neighbourhood.

The borough’s trial Low Traffic Neighbourhoods comprise of:

- Bounds Green LTN (introduced 15 August 2022)
- St Ann’s LTN (introduced 22 August 2022)
- Bruce Grove West Green LTN (introduced 1 November 2022)

1.2 Scheme Context

On 22 August 2022, Haringey Council introduced a trial low traffic neighbourhood (LTN) in St Ann's to create a safer, cleaner and quieter neighbourhood as part of the Haringey Streets for People programme.

To combat the domination of roads in neighbourhoods across the Borough by cars, the scheme aims to reduce through traffic and road danger, improve air quality and make it safer and easier to walk, wheel, scoot, cycle and shop locally.

The council have installed seven (7) new traffic filters in the St Ann's trial to prevent motor vehicles from cutting through the local area. Camera enforcement is used so that buses and emergency vehicles can still pass through the traffic filters.

Following extensive engagement and research, the Council has developed a Low Traffic Neighbourhood Exemptions Criteria and Application Process, which allow certain groups or people with specific characteristics bypass the filters. Further details can be found by accessing this link: <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/low-traffic-neighbourhood-exemptions>.

1.3 Consultation Report

This report includes all the data from the Commonplace survey questions which were available for residents and businesses to respond to during the consultation period.

The report also includes the analysis of feedback received from LB Haringey via formal objections, and other online feedback such as emails of support or rejection of the schemes.

1.4 Independent Production of the Report by SYSTRA Ltd.

SYSTRA has been commissioned to prepare this report in partnership with the London Borough of Haringey.

SYSTRA is a global leader in mass transportation and mobility, employing over 7,000 global employees across 80 countries. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also Social and Market Research Consultancy. Their team members have an in-depth understanding of both the transport sector and of social and market research techniques, providing expert support in monitoring and evaluation both direct to clients and also in a peer review capacity. They provide a wealth of experience in conducting both qualitative and quantitative transport research with stakeholders to help understand their priorities and to inform options for future investment and policy development.

As independent, impartial researchers, we believe that we have a duty to society to ensure that we report findings accurately, and with honesty. In adherence to our industry guidelines, we provide insight into both commonly and uncommonly cited themes referenced by respondents. Furthermore, this report does not offer any subjective commentary, merely a reporting of the data gathered.

Neither SYSTRA nor LB Haringey can be held accountable for errors in the data provided by third parties, where these errors have not been identified through normal checking processes.

2. Methodology

2.1 Consultation surveys

Five surveys were designed to obtain feedback from a range of stakeholders across each LTN. Each of the surveys were available online, with paper versions available on request. The surveys were available to complete between Friday 23rd August to Friday 20th September 2024.

The primary survey (split into individual surveys for Bounds Green, Bruce Grove West Green and St Ann's) was open to complete for all residents and businesses, as well as those who reside outside of Haringey and the immediate LTN areas. In addition, specific surveys were developed for disabled people and carers were available, to obtain specific views from these groups of respondents. The results of the disabled and carer surveys and a business perception survey carried out in July 2024 are summarised in separate reports.

The surveys were designed and delivered by LB Haringey. Each survey began with an introductory page explaining why the consultation was taking place, how feedback can be provided, how the feedback will be used, and access to the relevant privacy policy. The consultation end date was also displayed. The questions were tailored for each audience, but with broad consistency in the topics covered across each of the surveys, which included:

- Demographic/respondent profile questions (e.g. age, sex, disability, other protected characteristics, connection to the LTN area, access to motor vehicle);
- Main mode(s) and frequency of travel, before the launch of the LTN and since the launch;
- Experiences of the LTNs, including:
 - Awareness of the LTNs;
 - Overall sentiments towards the schemes;
 - Community impacts;
 - Whether any changes to the LTNs are required; and
 - Open questions to provide feedback regarding the above topics.
- Experience of LTN exemptions, including:
 - Awareness of and communications regarding exemptions
 - Application processes; and
 - Open question to provide further feedback regarding exemptions.

2.2 Other feedback channels

Since the LTN introduction, residents have been able to send email feedback to LB Haringey's dedicated email address, as well as their local Councillors regarding the scheme. This feedback has been collated by the Council, and shared with SYSTRA for analysis purposes only. In addition, an online portal has been available, to which residents have been able to provide comments on the schemes.

2.3 De-duplication of consultation response data

As with all research data, it is good practice to check and review the data collected prior to analysis. This ensures that the data carried forward to the analysis stage is as clean as possible; allowing the analyst to have confidence in the data being used, in order to draw genuine and robust conclusions from it.

Whilst respondents were permitted to make multiple submissions to the consultation, it was important to not provide undue weight to a respondents closed-question answers. For any duplicate Respondent ID in the data file, the most recent response submission was used for the respondents' answers to closed questions, to prevent over-inflation of reporting to closed questions. For their open-ended responses, these were combined across their submissions so all their written sentiments were still captured. This approach means that duplicate responses were not excluded outright, rather they were consolidated to ensure the view of a single individual were not counted on multiple occasions, providing undue weight to their response relative to other respondents.

2.4 Qualitative Analysis Approach

For open (qualitative) responses, our approach was to code based solely on what the responses stated, and not to interpret or assess whether their comments were valid. This was to ensure that the process of coding was as objective as possible.

Each response was read and coded by a SYSTRA researcher against a coding frame, which classified the broad range of comments provided by respondents into themes emerging from the data. Each coder's work was quality-checked by a supervisor, to ensure that respondent feedback had been coded fully and correctly; with all sentiments noted.

As with all analysis of qualitative data, it should be noted that:

- The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct;

- Qualitative data, particularly in instances where the sample is self-selecting, does not provide a statistically representative sample. Instead, it ensures the views and opinions of different types of people are heard; and
- Whilst we have provided numbers to illustrate the prevalence of each sentiment, this engagement process cannot be seen as a 'vote' and we do not attempt to draw conclusions about what the 'best' suggestion might be, based on the number of people offering positive or negative comments about a particular suggestion.

Full qualitative results have been provided to LB Haringey in the form of Pivot tables, which the Council can use to dynamically view the themes from the analysis against specific roads; and so specific comments assigned to each theme can be investigated for further detail if required.

2.5 Quantitative Analysis Approach

Following the aforementioned de-duplication process, the data for each survey was converted from an Excel file into SPSS format. SPSS is an industry standard data analysis tool used to analyse large volumes of quantitative data, and conduct inferential statistical analysis.

For each survey, two main strands of quantitative analysis were run on the data:

- Frequencies were run to provide results at an overall sample level, identifying overall levels of sentiment across all respondents; and
- Crosstabulations (segmented analysis) were run to understand whether sentiments significantly differ (statistically) between people with different characteristics. The results of crosstabulations included in this report are for statistically significant findings only.

Full quantitative analysis with all frequencies and crosstabulations run in the analysis are included in a separate Excel file, Appendix A.

2.6 Response rates

In total, 2,348 responses were received across all the different consultation response channels for St Ann's. The number of responses obtained through each channel is provided in Table 1.

Table 1. St Ann's 2024 Consultation Response rates

Channel	Responses
Commonplace Survey	2,049
Responses through Formal Objections channel	261
Responses through Dedicated Email channel	19
Other email correspondence	19
Total responses	2,348

3. Analysis of Commonplace Responses

3.1 Respondent background and connection to the LTN

Just over half (51.6%) of respondents reported¹ living within the St Ann’s LTN. Around 1 in 5, each, lived on either a boundary road surrounding this LTN (21.1%), or in another part of Haringey (19.8%). 6.4% lived in a different London Borough and 1.2% lived outside of London.

Table 2. Where do you live in relation to the LTN?

Category	Count	Percentage
I live within St Anns LTN	1,021	51.6
I live on a boundary road surrounding St Anns LTN	417	21.1
Live in another part of Haringey	393	19.8
Live in a different London Borough	126	6.4
Live outside London	23	1.2
Base	1,980	100.0

¹ During analysis of respondents’ answers to the question in relation to their proximity to the LTN, it was noted that some respondents had indicated that they lived within an LTN or boundary road when that was not, in fact, the case. Therefore, further analysis has been undertaken based on respondents’ actual postcodes and street names provided, rather than being self-defined by the respondent. This analysis is provided on pages 22-23 of this report.

The respondents from other parts of London lived in a range of Boroughs. The most common ones to live in were Enfield (29.8% of respondents from outside of Haringey) and Hackney (24.8% of respondents).

Table 3. If you live in a different London Borough, which borough?

Category	Count	Percentage
Enfield	36	29.8
Hackney	30	24.8
Islington	14	11.6
Barnet	12	9.9
Waltham Forest	7	5.8
Camden	5	4.1
Southwark	5	4.1
Tower Hamlets	2	1.7
Bexley	2	1.7
Brent	2	1.7
Bromley	1	0.8
City of London	1	0.8
Greenwich	1	0.8
Hounslow	1	0.8
Lewisham	1	0.8
Redbridge	1	0.8
Barking and Dagenham	1	0.8
Base	121	100.0

Of those respondents that did not live within the LTN or on a boundary road surrounding the LTN, the most common forms of connections to the area were through visiting friends or family within the LTN (26.2% of the respondents) and travelling through the area (23%). Being connected to the area through visiting friends or family on boundary roads (18.8%) or travelling along boundary roads (18.9%) was also fairly common among respondents who did not live within the LTN or on one of its boundary roads.

Table 4. If you don't live within the LTN or a boundary road surrounding the LTN, what is your connection to the area?

Category	Count	Percentage
I visit friends or family within the LTN	300	58.9
I travel through the LTN area	264	51.9
I travel along boundary roads	217	42.6
I visit friends or family on boundary roads	215	42.2
I work in the LTN area	98	19.3
I work on a boundary road	43	8.4
Other	9	1.8
Base	509	100.0

Most respondents (86.8%) did not have a disability, with 13.2% of respondents stating they had one. Among the respondents that had a disability, around 3 in 10 (29.8%) reported having a physical disability or health condition. Around 3 of 10 (30.6%) of the disabled respondents stated their disability affected their mobility, and just over half (54.2%) stated their mobility was not affected. The remaining 15.3% of respondents preferred not to say whether their mobility was affected.

Table 5. Do you have a disability?

Category	Count	Percentage
Yes	148	13.2
No	974	86.8
Base	1,122	100.0

Nearly 7 in 10 (66.9%) of respondents to the survey were in full-time employment. A further 13.8% worked part-time, and a total of 1.8% were in education, whether full- or part-time. Close to 1 in 10, or 9.2%, were not in paid employment nor in education. Of the respondents that were employed or in education, nearly half (49.3%) worked or studied mostly away from home, and nearly 3 in 10 (27.6%) described working or studying mostly from home. Further, 12% stated that where they worked or studied changes from day to day. Regarding working patterns, 8 in 10 (80%) of those that worked or studied did a standard working day, and 10% worked or studied outside of the standard working day.

Table 6. What is your employment status?

Category	Count	Percentage
Full-time employment	785	66.9
Part-time employment	162	13.8
Not in paid employment and not in education	108	9.2
Prefer not to say	97	8.3
Full-time education	18	1.5
Part-time education	3	0.3
Base	1,173	100.0

Close to 6 in 10 (57.2%) of respondents stated their household have access to a motor vehicle, such as a car, van, motorcycle or moped), and 10.3% had access to two or more vehicles. Nearly 1 in 3 (28.7%) of respondents' households did not have such access. For the respondents with access to a car or van, just over half (55.5%) stated they do not use it for work. 18.7% reported using the vehicle for work most of the time, and 19.3% reported sometimes using a vehicle for work.

Table 7. Does your household have access to a motor vehicle (e.g. car, van, motorcycle or moped)?

Category	Count	Percentage
No	343	28.7
Yes, one motor vehicle	683	57.2
Yes, two or more motor vehicles	123	10.3
Prefer not to say	46	3.8
Base	1,195	100.0

3.2 Views on the LTN

Respondents were asked how they feel about a number of factors in streets within the LTN area since the trial scheme was launched. Around half of respondents were positive about walking (50.8%) and road safety (49.4%). Respondents were least positive towards crime and anti-social behaviour (28.0%) and personal safety (42.3%).

Full segmentations are provided as a separate appendices, but broadly, the following respondents demographics were more likely to express positive attitudes towards the features listed in Table 8:

- Respondents living in another part of Haringey, or within the LTN;
- Respondents without a disability;
- Respondents without an LTN exemption
- Respondents with no access to a motor vehicle;
- Respondents who were in employment or education
- Respondents aged 30-49; and
- Male respondents.

Table 8. For streets within the LTN, how do you feel about the following?

Feature	Positive	Neutral	Negative	Don't know	Base
Walking	50.8	20.1	25.5	3.5	1,965
Road safety	49.4	15.3	32.6	2.7	1,988
Cycling	47.9	18.3	23.6	10.2	1,957
Pollution	47.2	19.6	28.9	4.3	1,991
Noise	47.1	19.1	29.4	4.4	1,956
Traffic congestion	47.1	9.6	40.8	2.5	1,996
Personal safety	42.3	18.7	35.8	3.2	1,979
Crime and anti-social behaviour	28.0	25.7	38.9	7.3	1,963

Respondents were also asked how they feel about a number of factors on boundary roads surrounding the LTN area since the trial scheme was launched. On average, respondents were more negative than positive for all factors, as seen in Table 9.

Full segmentations are provided as a separate appendices, but broadly, the following respondents demographics were more likely to express positive attitudes towards the features listed in Table 9:

- Respondents who lived within the LTN, or in another part of Haringey
- Respondents without a disability;
- Respondents without an LTN exemption
- Respondents with no access to a motor vehicle;
- Respondents who were in employment or education
- Respondents aged 30-39; and
- Male respondents.

Table 9. For the boundary roads surrounding the LTN, how do you feel about the following?

Feature	Positive	Neutral	Negative	Don't know	Base
Walking	31.0	25.1	41.3	2.6	1,813
Personal safety	27.6	28.2	41.6	2.7	1,814
Cycling	27.6	23.0	40.4	9.0	1,796
Pollution	26.6	19.7	50.9	2.7	1,822
Road safety	26.4	20.3	51.9	1.4	1,814
Traffic congestion	24.4	14.5	60.1	1.0	1,823
Noise	23.7	23.4	50.2	2.7	1,790
Crime and anti-social behaviour	20.5	31.6	40.9	6.9	1,798

Respondents were also asked about changes in their travel since the introduction of the trial scheme. Around half, or more, of respondents reported no changes in their travel modes. The transport modes the highest proportions of respondents reporting using more of since the LTN was introduced were cycling (33.3%), motor vehicles (22.8%) and bus (21.7%). The modes that the highest proportion of respondents reported using less since the LTN was introduced, was motor vehicle (23%) and bus (17.4%).

Table 10. Since the LTN was introduced, has the way you travel changed?

Feature	More	No change	Less	Don't know	Base
Walking/wheeling	36.8	51.8	9.3	2.0	1,819
Cycling	33.3	49.7	8.8	8.2	1,782
Motor vehicle	22.8	49.0	23.0	5.2	1,721
Bus	21.7	57.9	17.4	3.0	1,783
Train or underground	16.1	70.1	10.6	3.2	1,749
Private hire vehicle	13.8	63.3	13.7	9.3	1,663
Black taxi	8.6	67.9	12.0	11.4	1,642
Assisted transport	5.2	65.0	5.4	24.3	1,561
Mobility scooter	4.3	65.7	5.1	24.9	1,567

The following features exhibited statistically significant variations between respondents with different characteristics:

- **Walking or wheeling** - Respondents within the LTN (39.8%) or another part of Haringey (40.0%) were more likely to walk/wheel than before compared to those on boundary roads (28.2%) and those outside of Haringey (30.4%). Respondents with a disability also reported walking or wheeling less than before (11.6%) compared to those without a disability (7.1%). Similarly, respondents without an LTN exemption reported walking and wheeling less than before (11.9%) compared to those with (8.3%).
- **Cycling**- Respondents within the LTN (35.1%) or another part of Haringey (39.9%) were more likely to walk/wheel than before compared to those on boundary roads (25.0%) and those outside of Haringey (26.7%). Respondents with a disability also reported being less likely to cycle more than before (19.1%) compared to those without a disability (37.1%). Similarly, respondents in education (37.4%) and employment (45.0%) were more likely to be cycling more; as were those without access to a motor vehicle (52.7%).
- **Bus**- Respondents within the LTN (23.8%) were more likely to use bus more than before compared to those outside Haringey (12.8%). Similarly, those without a motor vehicle were using bus more than before (22.9%) to a greater extent than those who a motor vehicle. Respondents without an LTN exemption were more likely to have increased their bus use (22.1%) compared to those with an exemption

- (18.2%).
- **Train or underground-** Respondents within the LTN (18.8%) were more likely to use train/underground more than before compared to those outside Haringey (9.2%). Respondents with an LTN exemption were more likely to have decreased their train/underground use (16.1%) compared to those with an exemption (9.8%).
 - **Black taxi-** Respondents outside of Haringey (18.4%) were more likely to use black taxi less than before compared to respondents living in other locations. Respondents in education were more likely to have to have increased their black taxi use (10.5%) than other groups.
 - **Private hire vehicle-** Respondents outside of Haringey (7.8%) were less likely to use private hire vehicles more than before compared to all other areas. Respondents in education were more likely to have to have increased their private hire vehicle use (15.8%) than other groups.
 - **Motor vehicles-** The groups most likely to have increased their motor vehicle usage included respondents: residing on boundary roads (26.2%) or outside of Haringey (28.6%), those with a disability (36.8%); respondents with access to two or more motor vehicles (39.5%); and respondents with an LTN exemption (36.8%).

Those aged 29 and under were most likely to report an increase in travel since the LTN was introduced for Train or underground (20.3%) and Black taxi (12.8%) Those aged between 40 and 49 were most likely to report an increase in travel since the LTN was introduced for and Cycling (41.2%)

Male respondents were more likely to report an increase in travel since the LTN was introduced for Cycling (38.1%).

1,247 respondents provided a total of 2,785 coded sentiments regarding changes to travel since the LTN was introduced. The most common themes related to '*Congestion, traffic build-up or displacement*', '*Increased journey times (general)*', and '*Improved environment for active travel*'.

- Comments on '*Congestion, traffic build-up or displacement*' included mostly comments regarding feeling that traffic overall had increased in the area, and that there was more congestion of both private vehicles and buses. Responses were also made regarding traffic being displaced due to the LTN filters, as well as roadworks and road closures for non-LTN reasons.
- Comments on '*Increased journey times - general*' included mostly comments regarding people experiencing it taking them longer to drive to their destinations. This was attributed both to taking detours due to LTN filters, therefore requiring drivers to take longer routes, and being due to standstill traffic.
- Comments on '*Improved environment for active travel*' included mostly comments regarding feeling more confident when cycling or walking. This was described both based on the respondents' own perspectives as well as how they perceived this environment to be for children. Additionally, respondents commented they were walking or cycling more after the LTN was introduced.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 11. Thinking specifically about time of the day or days of the week, please explain why your travel has changed?

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	461	Negative impact on health (unspecified)	12
Increased journey times - general	421	Modify the LTN - Reduce number of filters	12
Improved environment for active travel	317	Alternative road layout proposed	11
Increased pollution (unspecified)	144	Improve access/allow exemptions - residents	11
Increased journey times - public transport	106	Unclear sentiment	10
Reduced car ownership/usage	87	Amend parking provisions/restrictions	10
No changes observed	82	Improved feeling of community/sociability	9
Improved safety (unspecified)	80	No comment	9
Negative impact on business/the economy	78	Pedestrian/walking improvements required - General	9
Anti-social behaviour concerns	62	Positive impact on businesses/the economy	9
Improved road safety	61	Comment on consultation	7
Reduced public transport quality - unspecified	59	Improve signage/wayfinding	7
Road safety concerns	58	Suggestions for enforcement	6

Reduced traffic/congestion	56	Positive impact on mental health	5
Reduced socialisation/increased division	48	Improve access/allow exemptions - deliveries	4
Unspecified negative comment	47	Public transport improvements - Reduce overcrowding	4
Remove the LTN	42	Improved air quality	3
Reduced noise pollution	42	Positive impact on health (unspecified)	3
Improve access/allow exemptions - taxis/private hire	41	Inappropriate/illegal parking	3
Increased public transport usage	39	Improve access/allow exemptions - disabled people/carers	3
Negative impact on mental health	35	Traffic calming measures - amend speed limits	2
Increased car ownership/usage	30	Traffic calming measures - unspecified	2
Negative comment on Council	28	Traffic calming measures - speed bumps	2
Reduced air quality	27	Reference to other LB Haringey/Government policies	2
Cycle improvements required	23	Electric/hybrid/low emission vehicles	2
Increased noise pollution	21	Modify the LTN	2
Proposals are unfair/create inequality	21	Further information/monitoring requests	2
Unspecified positive comment	19	Improve public facilities	1
Support the LTN	18	Further consultation	1
Money-making scheme	18	Improve access/allow exemptions - tradespeople	1
Lack of alternatives to car use	17	Increased trees/plants/greenery	1
Reduced pollution (unspecified)	16	Improve access/allow exemptions - unspecified	1
Public transport improvements - General	15		

Respondents were asked about how the LTN has affected their experience of community in the area. Nearly 1 in 3 (27.3%) respondents stated they had noticed no change. 1 in 4, or 24.5% stated they feel less connected to the community. However, around 1 in 5, each, reported feeling a stronger sense of belonging (20.3%) or reported spending more time in local public spaces (20.5%).

Table 12. How has the LTN affected your experience of community in the area?

Category	Count	Percentage
I have noticed no change	559	27.3
I feel less connected	501	24.5
Spend more time in local public spaces	420	20.5
I feel a stronger sense of belonging	415	20.3
Interact more with neighbours	323	15.8
I participate more in local events	226	11.0
Base	2,444	100.0

With regards to differences in sentiments by age. Those aged 29 and under were less likely to agree that they Interact more with neighbours (9.4%). In addition, those aged 60 or over were less likely to agree that they Spend more time in local public spaces (14.5%), Feel a stronger sense of belonging (12.9%), and Participate more in local events (6.0%)

Male respondents were more likely than females to agree with that they Spend more time in local public spaces (26.5%) and Participate more in local events (14.7%)

987 respondents provided a total of 2,006 comments regarding any changes to community interaction or neighbourhood interaction since the introduction of the LTN. The most common themes related to '*Reduced socialisation/increased division*', '*Improved feeling of community/sociability*', and '*Congestion/traffic build-up/displacement*'.

- Comments on '*Reduced socialisation/increased division*' included mostly comments regarding not going out to socialise with or visit friends and family as often as before, due to finding it more difficult to travel around. Further, respondents commented on the neighbourhood having a poorer community feeling than before. Some respondents described the LTN as divisive and finding it best to avoid the subject when socialising in the area.
- Comments on '*Improved feeling of community/sociability*' included mostly comments regarding perceptions that people in the area are socialising more with one another than before. Some attributed this to the roads being quieter since the LTN was introduced.
- Comments on '*Congestion/traffic build-up/displacement*' included mostly comments regarding people experiencing roads without filters being busier with traffic and vehicles stuck in queues now as compared to before the LTN was introduced.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 13. Describe any changes you've noticed in community interaction/neighbourhood atmosphere since the introduction of the LTN?

Themes	Count	Themes (continued)...	Count
Reduced socialisation/increased division	234	Money-making scheme	8
Improved feeling of community/sociability	231	Cycle improvements required	8
Congestion/traffic build-up/displacement	182	Improve access/allow exemptions - deliveries	7
Improved environment for active travel	121	Positive impact on businesses/the economy	7
Reduced noise pollution	113	Reference to other LB Haringey/Government policies	7
Anti-social behaviour concerns	110	Suggestions for enforcement	6
Increased journey times - general	90	Improve access/allow exemptions - taxis/private hire	5
No changes observed	82	Public transport improvements - General	5
Unspecified negative comment	73	Reduced air quality	5
Reduced traffic/congestion	73	Reduced car ownership/usage	4
Increased pollution (unspecified)	60	Reduced parking availability	4
Negative impact on mental health	54	Further information/monitoring requests	4
Improved safety (unspecified)	50	Increased car ownership/usage	3
Improved road safety	47	Pedestrian/walking improvements required - Crossings	3

Negative impact on business/the economy	45	Lack of alternatives to car use	3
Road safety concerns	42	Positive impact on health (unspecified)	2
Reduced pollution (unspecified)	37	Improved parking availability	2
Unspecified positive comment	33	Improve signage/wayfinding	2
Proposals are unfair/create inequality	30	Modify the LTN	2
Negative comment on Council	28	Improve access/allow exemptions - tradespeople	2
Remove the LTN	27	Increased public transport usage	2
Increased noise pollution	24	Modify the LTN - Reduce number of filters	2
No comment	21	Further consultation	1
Comment on consultation	15	Increased trees/plants/greenery	1
Unclear sentiment	14	Modify the LTN - Increase number of filters	1
Support the LTN	13	Improve access/allow exemptions - disabled people/carers	1
Reduced public transport quality - unspecified	10	Traffic calming measures - amend speed limits	1
Negative impact on health (unspecified)	10	Pedestrian/walking improvements required - General	1
Increased journey times - public transport	9	Inappropriate/illegal parking	1
Positive impact on mental health	9	Suggested improvements for exemptions	1
Improve access/allow exemptions - residents	8	Amend parking provisions/restrictions	1
Improved air quality	8	Improve access/allow exemptions - emergency services	1

In addition to the detailed questions above, respondents were asked in general how they felt about the trial LTN since the scheme was launched. 46.4% felt positive about the scheme, whilst 51.3% indicated negative feelings. Only 1.7% were neutral and 0.6% indicated they were “not sure” of their feelings. These findings are outlined in Table 14.

Table 14. In general, how do you feel about the trial LTN?

Category	Count	Percentage
Positive	771	46.4%
Neutral	28	1.7%
Negative	851	51.3%
Not sure	10	0.6%
Base	1,660	100.0%

During analysis of respondents’ answers to the question in relation to their proximity to the LTN, it was noted that some respondents had indicated that they lived within an LTN or boundary road when that was not, in fact, the case. Therefore, further analysis has been undertaken based on respondents’ actual postcodes and street names provided, rather than being self-defined by the respondent.

The results have therefore been displayed in two separate tables. Table 14a provides the results of respondents’ location as self-defined, whilst Tables 14b provides results following the additional analysis noted above. It is noted that the supporting datasets from Table 14b is considerably smaller than those in 14a, as only around 70% of respondents provided a postcode and street. Similarly, all of the following datasets are smaller than that in table 14 as “not sure” answers were removed, as well as any answers where the respondent did not report on their proximity to the LTN.

Table 14a. In general, how do you feel about the trial LTN? – Split by Self-Reported Location

Category	Within the LTN	Boundary Road	Another part of Haringey	Outside of Haringey
Positive	51.4%	36.6%	50.9%	32.5%
Neutral	2.0%	2.1%	1.2%	0.0%
Negative	46.7%	61.3%	47.9%	67.5%
Base	810	336	332	126

Table 14b. In general, how do you feel about the trial LTN? – Split by Actual Postcode and Street

Category	Within the LTN	Boundary Road	Another part of Haringey	Outside of Haringey
Positive	56.6%	35.7%	45.8%	32.7%
Neutral	2.6%	0.0%	2.0%	0.0%
Negative	40.8%	64.3%	52.2%	67.3%
Base	574	56	402	98

1,244 respondents provided a total of 2,297 comments regarding changes or alternatives to the St Ann’s LTN they would like to see. The most common themes related to ‘*Cycle improvements needed*’, ‘*Remove the LTN*’, and ‘*Congestion/traffic build-up/displacement*’.

- Comments on ‘*Cycle improvements needed*’ included mostly comments regarding respondents wanting more cycle lanes and crossings, and more or better infrastructure for cycling, including parking and storage for bicycles both privately owned and rented.
- Comments on ‘*Remove the LTN*’ included mostly comments from respondents being unhappy with the LTN and wanting it removed due to it causing inconvenience to people.
- Comments on ‘*Congestion/traffic build-up/displacement*’ included mostly comments from respondents experiencing that the amount of traffic and congestion has increased since the LTN was introduced, and additionally that traffic has been displaced and concentrated on roads that were previously quieter.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 15. Whether you think the trial LTN has been positive or not, are there any changes or alternatives you would you like to see??

Themes	Count	Themes (continued)...	Count
Cycle improvements required	285	Improve access/allow exemptions - disabled people/carers	10
Remove the LTN	241	Reduced parking availability	9
Congestion/traffic build-up/displacement	155	Improve access/allow exemptions - electric/hybrid/low emission vehicles	7
Improve access/allow exemptions - residents	135	Improve public facilities	7
Suggestions for enforcement	127	Negative comment on Council	7

Road safety concerns	122	Improved environment for active travel	7
Pedestrian/walking improvements required - Crossings	117	Fewer/no exemptions	6
Modify the LTN - Reduce number of filters	107	Suggested improvements for exemptions	6
Increased lighting	80	Negative impact on business/the economy	6
Further information/monitoring requests	72	Traffic calming measures - amend speed limits	5
Increased pollution (unspecified)	68	Improve access/allow exemptions - visitors	5
Increased journey times - general	62	Reduced socialisation/increased division	5
Modify the LTN	58	Negative impact on health (unspecified)	5
Anti-social behaviour concerns	54	Reduced air quality	4
Public transport improvements - General	49	Reduced traffic/congestion	4
Improve signage/wayfinding	45	Negative impact on mental health	4
Increased trees/plants/greenery	35	Improve access/allow exemptions - deliveries	4
Support the LTN	31	Improve access/allow exemptions - tradespeople	4
Modify the LTN - Increase number of filters	30	Comment on consultation	3
Reference to other LB Haringey/Government policies	26	Reduced public transport quality - unspecified	3
Amend parking provisions/restrictions	26	Increased journey times - public transport	3
Traffic calming measures - unspecified	26	Reduced car ownership/usage	3
Pedestrian/walking improvements required - General	23	Improved safety (unspecified)	3
Unspecified negative comment	22	Improved parking availability	3
Alternative road layout proposed	21	Lack of alternatives to car use	3
Increased noise pollution	20	Increased car ownership/usage	2
Traffic calming measures - speed bumps	18	Reduced noise pollution	2
Improve access/allow exemptions - taxis/private hire	18	Reduced pollution (unspecified)	2
Unclear sentiment	18	No comment	2
Proposals are unfair/create inequality	16	Improve access/allow exemptions - Council staff	1
Money-making scheme	15	Improve access/allow exemptions - key workers	1
No changes desired	15	Improve access/allow exemptions - emergency services	1
Inappropriate/illegal parking	12	Improved air quality	1
Electric/hybrid/low emission vehicles	10		

1,077 respondents provided a total of 1,702 comments regarding any other comments about the St Ann's trial LTN. The most common themes related to *'Congestion/ traffic buildup/displacement'*, *'Support the LTN'*, and *'Remove the LTN'*.

- *'Congestion/traffic build-up/displacement'* included mostly comments regarding congestion having increased since the introduction of the LTN, in some cases due to roadworks happening in parallel to the LTN trial. Further, respondents described finding that traffic has dispersed onto new roads, meaning these roads are now much more congested than before, with other roads being traffic-free.
- *'Support the LTN'* included mostly comments regarding respondents experiencing positive impacts from the LTN trial, including feeling comfortable to walk or cycle more, and experiencing less pollution. Respondents also based their support for the LTN on the perceived environmental benefits reduced car use would bring.
- *'Remove the LTN'* included mostly comments regarding respondents having negative perceptions of the idea of an LTN, or the implementation of it. This was frequently tied to perceiving the LTN contributing to longer car journeys, thereby causing more air pollution, and that longer car journeys require more petrol, thereby having a negative financial impact on respondents.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 16. Do you have any other comments about the trial LTN?

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	238	Negative impact on mental health	10
Support the LTN	201	Further consultation	9
Remove the LTN	193	Improve public facilities	9
Unspecified negative comment	83	No comment	9
Increased pollution (unspecified)	77	Improve access/allow exemptions - disabled people/carers	9
Increased journey times - general	56	Improved safety (unspecified)	8
Reduced socialisation/increased division	53	Increased noise pollution	7
Proposals are unfair/create inequality	51	Unclear sentiment	7
Road safety concerns	51	Negative impact on health (unspecified)	7
Reduced air quality	40	Amend parking provisions/restrictions	7
Improved road safety	38	Public transport improvements - General	3
Negative comment on Council	38	Traffic calming measures - unspecified	3
Improved environment for active travel	34	Improve access/allow exemptions - unspecified	3

Money-making scheme	34	Modify the LTN - Increase restrictions for HGVs	3
Negative impact on business/the economy	33	No changes observed	3
Comment on consultation	31	Traffic calming measures - speed bumps	2
Improved feeling of community/sociability	30	Positive impact on mental health	2
Unspecified positive comment	29	Positive impact on health (unspecified)	2
Suggestions for enforcement	26	Lack of alternatives to car use	2
Improved air quality	26	Electric/hybrid/low emission vehicles	2
Modify the LTN - Increase number of filters	25	Improve access/allow exemptions - key workers	2
Modify the LTN - Reduce number of filters	22	Reduced traffic/congestion	1
Improve access/allow exemptions - residents	21	Improve access/allow exemptions - tradespeople	1
Modify the LTN	21	Traffic calming measures - amend speed limits	1
Cycle improvements required	19	Improve access/allow exemptions - taxis/private hire	1
Further information/monitoring requests	19	Improve access/allow exemptions - electric/hybrid/low emission vehicles	1
Improve signage/wayfinding	18	Improve access/allow exemptions - deliveries	1
Reduced noise pollution	17	Increased car ownership/usage	1
Anti-social behaviour concerns	17	Improved parking availability	1
Reduced car ownership/usage	15	Improve access/allow exemptions - emergency services	1
Increased journey times - public transport	15	Increased trees/plants/greenery	1
Alternative road layout proposed	12		

3.3 Views on LTN exemptions

The majority, 92.8% of respondents, did not have an LTN exemption. 3.6% of respondents reported having one.

Table 17. Do you have an LTN exemption?

Category	Count	Percentage
Yes	71	3.6
No	1,829	92.8
Prefer not to say	70	3.6
Base	1,970	100

Around 6 in 10 respondents with an LTN exemption preferred not to say what criteria it was granted under. Nearly 1 in 3 respondents (28.6%) held a Haringey Blue Badge, and 7.6% had an exemption based on individual circumstances. The remaining categories were only selected by one or two respondents.

Table 18. If you have an LTN exemption, under which criteria was it granted?

Category	Count	Percentage
Blue Badge holder – Haringey	53	28.6
Individual circumstance	14	7.6
Emergency services	2	1.1
Disability transport	2	1.1
Blue Badge holder – Enfield	1	0.5
Urgent safety matter	1	0.5
Prefer not to say	112	60.5
Base	185	100

Respondents were asked how they felt about the exemptions for motor vehicles being offered by the council. Just over half of respondents (52.8%) believed that more people should be exempted from the LTN. Furthermore, 35.5% believed that the right level of exemptions have been offered, and 11.7% believed that fewer people should be exempted.

The following respondent demographics had the highest proportions stating they believed more people should be exempt:

- Respondents living on a boundary road, or outside of Haringey;
- Respondents connected to the LTN via working in the area or on a boundary road;
- Respondents with a disability, and respondents with a disability that affects their mobility;
- Respondents with access to one or more motor vehicles; and
- Respondents with an LTN exemption.

Table 19. How do you feel about the exemptions for motor vehicles been offered by the council?

Category	Count	Percentage
More people should be exempt	809	52.8
The right level of exemptions have been offered	544	35.5
Less people should be exempt	179	11.7
Base	1,532	100

813 respondents provided a total of 1,269 comments regarding changes required to LTN exemptions. The most common themes related to *'Improve access/allow exemptions - residents'*, *'Remove the LTN'*, and *'Improve access/allow exemptions – disabled people/carers'*.

- *'Improve access/allow exemptions -residents'* included mostly comments suggesting that all residents should be exempt from the LTN. Some respondents suggested this exemption should also apply to residents of surrounding areas, including all Haringey residents.
- *'Remove the LTN'* included mostly comments suggesting that, instead of providing exemptions to more groups, the LTN should be removed altogether.
- *'Improve access/allow exemptions – disabled people/carers'* included mostly comments stating that a variety of disabled people and carers should get exemptions, including all Blue Badge holders, taxis driving disabled people, anyone with a disability that impacts their mobility, and elderly people. Other respondents commented that there should be multiple exemptions given in cases where a person has multiple carers.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 20. If you think changes are required to the exemptions, please provide more details.

Themes	Count	Themes (continued)...	Count
Improve access/allow exemptions - residents	365	Pedestrian/walking improvements required - General	6
Remove the LTN	145	Reduced traffic/congestion	6
Improve access/allow exemptions - disabled people/carers	73	Improve signage/wayfinding	5
Congestion/traffic build-up/displacement	54	Unspecified negative comment	5
Increased journey times - general	51	Improve access/allow exemptions - car share	4
Fewer/no exemptions	47	Improve access/allow exemptions - teachers	4
No comment	42	Increased car ownership/usage	4
Improve access/allow exemptions - taxis/private hire	40	No changes desired	4
Increased pollution (unspecified)	36	Comment on consultation	3
Improve access/allow exemptions - tradespeople	32	Reduced pollution (unspecified)	3
Improve access/allow exemptions - visitors	30	Reduced air quality	3
Suggested improvements for exemptions	27	Negative impact on business/the economy	3
Improve access/allow exemptions - unspecified	25	Traffic calming measures - unspecified	3

Suggestions for enforcement	24	Modify the LTN - Increase number of filters	3
Improve access/allow exemptions - deliveries	21	Improve access/allow exemptions - Council staff	3
Improve access/allow exemptions - emergency services	18	Cycle improvements required	2
Further information/monitoring requests	16	Reduced car ownership/usage	2
Proposals are unfair/create inequality	15	Support the LTN	2
Road safety concerns	15	Increased noise pollution	2
Improve access/allow exemptions - electric/hybrid/low emission vehicles	15	Public transport improvements - General	2
Negative comment on Council	13	Modify the LTN - Reduce number of filters	2
Money-making scheme	13	Improved road safety	1
Improve access/allow exemptions - key workers	12	Traffic calming measures - amend speed limits	1
Modify the LTN	12	Electric/hybrid/low emission vehicles	1
Reduced socialisation/increased division	11	Pedestrian/walking improvements required - Crossings	1
Anti-social behaviour concerns	8	Reference to other LB Haringey/Government policies	1
Improve access/allow exemptions - families with young children	8	Increased journey times - public transport	1
Negative impact on mental health	8	Lack of alternatives to car use	1
Unclear sentiment	7	Amend parking provisions/restrictions	1
Negative impact on health (unspecified)	6	Increased public transport usage	1

4. Objections or representations made in response to the experimental traffic order consultation

4.1 Formal objections channel

A total of 261 responses received through the formal objections channel related to St Ann's. Of these responses:

- 203 respondents made formal objections towards the LTN (729 comments);
- 55 respondents provided comments in support of the scheme (154 comments); and
- 3 respondents provided other feedback with a negative sentiment, without outright objection to the scheme (9 comments).

The main themes within each of these types of responses are outlined in the tables below:

Table 21a. Objection Channel Themes – Formal objections relating to St Ann's.

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	133	Public transport improvements	17
Increased journey times	95	Improve access/allow exemptions - emergency services	16
Increased noise/air pollution	81	Further information/monitoring requests	14
Remove the LTN	80	Further consultation	10
Negative impacts on businesses	35	Alternative road layout proposed	9
Anti-social behaviour concerns	35	Modify the LTN	9
Negative impact on mental/physical health	32	Unclear sentiment	8
Scheme is unfair/discriminatory	31	Improve access/allow exemptions - disabled people/carers	7
Comment on consultation	29	Improve signage/wayfinding	5
Road safety concerns	27	Support the LTN	1
Improve access/allow exemptions - residents	27	Improve public facilities	1
Money making scheme	26	Suggestions for enforcement	1

Table 21b. Objection Channel Themes – Comments of support relating to St Ann’s.

Themes	Count	Themes (continued)...	Count
Improved safety for walking/cycling	43	Positive impact on mental/physical health	3
Support the LTN	42	Improve signage/wayfinding	2
Reduced noise/air pollution	20	Improve access/allow exemptions - disabled people/carers	2
Reduced car ownership/usage	9	Public transport improvements	2
Consider LTN expansion	9	Further consultation	1
Suggestions for enforcement	7	Modify the LTN	1
Congestion/traffic build-up/displacement	4	Comment on consultation	1
Suggested active travel improvements	3	Anti-social behaviour concerns	1
Reduced anti-social behaviour	3	Increased journey times	1

Table 21c. Objection Channel Themes – Negative feedback relating to St Ann’s.

Themes	Count	Themes (continued)...	Count
Anti-social behaviour concerns	2	Congestion/traffic build-up/displacement	1
Increased journey times	1	Comment on consultation	1
Money making scheme	1	Road safety concerns	1
Increased noise/air pollution	1	Improve signage/wayfinding	1

4.2 Designated LTN feedback channel

A total of 19 responses were received through a separate LTN feedback channel relating to St Ann's. Of these responses:

- 3 respondents provided neutral comments (11 comments); and
- 16 respondents provided feedback with a negative sentiment (59 comments).

The main themes within each of these types of responses are outlined in the tables below:

Table 22a. LTN Feedback Channel Themes – Neutral comments relating to St Ann's

Themes	Count	Themes (continued)...	Count
Improve signage/wayfinding	2	Suggestions for enforcement	1
Road safety concerns	2	Congestion/traffic build-up/displacement	1
Comment on consultation	2	Alternative road layout proposed	1
Support the LTN	1	Further information/monitoring requests	1

Table 22b. LTN Feedback Channel Themes – Negative comments relating to St Ann's.

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	11	Remove the LTN	2
Increased journey times	8	Suggestions for enforcement	2
Increased noise/air pollution	6	Improve access/allow exemptions - residents	1
Scheme is unfair/discriminatory	5	Reduced safety for walking/cycling	1
Road safety concerns	4	Further information/monitoring requests	1
Public transport improvements	3	Anti-social behaviour concerns	1
Negative impact on mental/physical health	3	Improve access/allow exemptions - tradespeople/businesses	1
Negative impacts on businesses	3	Improve signage/wayfinding	1
Money making scheme/Corruption	3	Modify the LTN	1
Comment on consultation	2		

4.3 Other email correspondence

A total of 19 respondents provided email feedback through alternative channels relating to St Ann's. Of these responses:

- 7 respondents provided suggestions for improvements to the scheme (9 comments);
- 12 respondents provided comments in support of the scheme (35 comments);
- 5 respondents provided feedback that included a negative sentiment (00 comments); and
- 1 respondent provided an unspecific comment.

The main themes within each of these types of responses are outlined in the tables below:

Table 23a. Other email correspondence themes – St Ann's - Suggestions

Themes	Count	Themes (continued)...	Count
Suggested improvements for exemptions	2	Support the LTN	1
Improve access/allow exemptions - emergency services	2	Modify the LTN	1
Comment on consultation	1	Road safety concerns	1
Suggestions for enforcement	1		

Table 23b. Other email correspondence themes – St Ann's – Positive comments

Themes	Count	Themes (continued)...	Count
Support the LTN	11	Improved environment for active travel	3
Positive impact on health (unspecified)	5	Improved feeling of community/sociability	2
Improved air quality	4	Positive impact on mental health	2
Improved road safety	3	Public transport improvements - General	1
Reduced noise pollution	3	Reduced traffic/congestion	1

Table 23c. Other email correspondence themes – St Ann’s – Negative comments

Themes	Count	Themes (continued)...	Count
Comment on consultation	2	Road safety concerns	1
Increased journey times - general	2	Anti-social behaviour concerns	1
Proposals are unfair/create inequality	1	Improve access/allow exemptions - disabled people/carers	1
Unspecified negative comment	1	Negative comment on Council	1

5. Equality Monitoring

Full details of responses to this section of the survey are provided in Appendix B. However, key features of the sample by protected characteristics are briefly summarised below.

- Age – 30-39 25.7%; 40-49 29.5%.
- Sex – Female 50.7%; Male 49.3%.
- Marriage/Civil partnership – Married 45.0%; Single 21.2%.
- Trans – Transgender 0.9%.
- Ethnicity – White English/Welsh/Scottish/Northern Irish/British 53.7%.
- Sexual orientation – Heterosexual/Straight 72.7%; Prefer not to say 16.6%.
- Pregnancy – Currently pregnant 1.4%.

Haringey Council– Low Traffic Neighbourhood (LTN) Business Perception Surveys

St Ann’s

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Introduction – St Ann’s LTN

Haringey Council’s Streets for People initiative is a vision for thriving local streets, streets that are greener, safer and cleaner. The introduction of measures under the ambitious ‘Streets for People’ project is aimed at cutting road traffic and pollution, as well as to improve the walkability and cyclability of local areas, all whilst developing active travel corridors between local amenities.

Following an extensive listening and engagement exercise, Haringey Council has introduced three trial people-friendly Low-Traffic Neighbourhoods (LTNs) across the borough. These schemes use filters, such as bollards or ANPR cameras, to stop traffic taking shortcuts along local roads, creating a safer, cleaner, and quieter neighbourhood for the people living there.

The borough’s Low Traffic Neighbourhoods comprise of:

- Bounds Green LTN (introduced 15 August 2022)
- St Ann’s LTN (introduced 22 August 2022)
- Bruce Grove West Green LTN (introduced 1 November 2022)

Scheme Context

On 22 August 2022, Haringey Council introduced a trial low traffic neighbourhood (LTN) in St Ann's to create a safer, cleaner and quieter neighbourhood as part of the Haringey Streets for People programme.

To combat the domination of roads in neighbourhoods across the borough by cars, the scheme aims to reduce through traffic and road danger, improve air quality and make it safer and easier to walk, wheel, scoot, cycle and shop locally.

The Council installed 7 new traffic filters in the St Ann's trial to prevent motor vehicles from cutting through the local area. Camera enforcement is used so that buses and emergency vehicles can still pass through the traffic filters.

Following extensive engagement and research, the Council developed and, in July 2022, implemented a Low Traffic Neighbourhood Exemptions Criteria and Application Process, which allows certain groups or people with specific characteristics to bypass the filters. Further details can be found by accessing this link: <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/low-traffic-neighbourhood-exemptions>.

Independent Production of the Report by SYSTRA Ltd.

SYSTRA has been commissioned to prepare this report in partnership with the London Borough of Haringey.

SYSTRA is a global leader in mass transportation and mobility, employing over 7,000 global employees across 80 countries. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also Social and Market Research Consultancy. Their team members have an in-depth understanding of both the transport sector and of social and market research techniques, providing expert support in monitoring and evaluation both direct to clients and also in a peer review capacity. They provide a wealth of experience in conducting both qualitative and quantitative transport research with stakeholders to help understand their priorities and to inform options for future investment and policy development.

As independent, impartial researchers, we believe that we have a duty to society to ensure that we report findings accurately, and with honesty. In adherence to our industry guidelines, we provide insight into both commonly and uncommonly cited themes referenced by respondents. Furthermore, this report does not offer any subjective commentary, merely a reporting of the data gathered.

Methodology

Survey design

SYSTRA and LB Haringey collaboratively produced the surveys, using the 2023 BPS as an initial starting point for the review. Question wording was modified to match the new timeframes, new pertinent questions were added, and previous questions which were no longer relevant to the study context were removed.

Two surveys were offered to businesses. Businesses were initially offered a 'full survey' (taking approximately 10 minutes to complete) including 23 closed and two open questions. As an alternative, businesses could opt to complete a 'short survey' (taking around 5 minutes to complete) including 11 closed and one open question. The topics covered in the surveys included:

- Demographics – including main business activities and number of staff employed;
- Staff – including modes of travel, whether this has changed as a result of the LTN and a series of agree/disagree statements;
- Clients/customers – times of day visited, impacts on business, modes of travel, whether this has changed as a result of the LTN and a series of agree/disagree statements;
- Deliveries – times of day, modes of travel and a series of agree/disagree statements;
- Impacts on business conditions – change in business turnover and a series of agree/disagree statements; and
- Open suggestions – for changes to the LTN and communications strategies.

Following sign-off from LB Haringey, each survey was scripted by SYSTRA using SNAP surveys. The programme enabled the routing of respondents based on their answers, and produced a QR code and hyperlink to provide access to the survey.

Survey distribution and response rates

The survey was distributed through two primary means: in-person visits with local businesses in/near each LTN area, and through the Business Bulletin promoted by LB Haringey. The survey was live and available to complete for just under six weeks, between Monday 15th July and Thursday 22nd August 2024.

During this time, four SYSTRA staff (working in teams of two) visited local business to encourage completion of the survey. The locations

of the businesses visited are mapped in Appendix C. Businesses in/near each LTN area were visited on the following days:

- Bounds Green – Tuesday 16th July, Wednesday 24th July, Wednesday 7th August 2024
- St Ann’s – Tuesday 16th July, Wednesday 17th July, Wednesday 7th August 2024
- Bruce Grove West Green – Tuesday 23rd July, Wednesday 24th July, Wednesday 7th August 2024

The survey was introduced as follows: *"Good morning/afternoon. I work for a company called SYSTRA. We are conducting an online survey with local businesses on behalf of Haringey Council regarding your views towards Low Traffic Neighbourhoods. Would you be interested in participating? The survey can be completed either now, or in your own time."*

A signed Letter of Authority and a copy of the research privacy notice was carried, should businesses ask for further information on the study objectives, approval to conduct the surveys, or how the data collected would be used.

If businesses were willing to participate, they were offered the option to go through the questions there and then with the SYSTRA interviewer present, or to complete the survey at their own leisure at another point in time. The response of each business was recorded in a tracking sheet, with SYSTRA noting for each business their outcome, as follows:

- Completed during visit – Full survey
- Completed during visit – Short survey
- Business to complete in own time – Full survey
- Business to complete in own time– Short survey
- Refusal
- Closed – First visit
- Closed – Second visit
- Business not found

At St Ann’s, a total of 52 businesses responded (26 businesses responded to the full survey and 26 businesses responded to the short survey). However, after de-duplication of the data (see Appendix B), three cases were removed, leaving a final total of 49 responses for analysis. A map showing the locations of the businesses who responded to the survey is provided in Appendix D.

Qualitative Analysis Approach

For open (qualitative) responses, our approach was to code based solely on what the responses stated, and not to interpret or assess whether their comments were valid. This was to ensure that the process of coding was as objective as possible.

As with all analysis of qualitative data, it should be noted that:

- The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct;
- Qualitative data, particularly in instances where the sample is self-selecting, does not provide a statistically representative sample. Instead, it ensures the views and opinions of different types of people are heard; and
- Whilst we have provided numbers to illustrate the prevalence of each sentiment, this engagement process cannot be seen as a 'vote' and we do not attempt to draw conclusions about what the 'best' suggestions might be, based on the number of people offering positive or negative comments about a particular suggestion.

Quantitative Analysis Approach

The survey data for each LTN area was downloaded from SNAP and converted into SPSS format. SPSS is an industry standard data analysis tool used to analyse large volumes of quantitative data, and conduct inferential statistical analysis.

For each LTN area, two main strands of quantitative analysis were run on the data:

- Frequencies were run to provide the results at an overall sample level (i.e. to identify overall levels of sentiment across all respondents); and
- Crosstabulations (segmented analysis) were run to understand whether sentiments significantly differ (statistically) between businesses with different characteristics. The results of crosstabulations in this report are for statistically significant findings only. By statistically significant, we mean results of chi-square results from the crosstabulations where we are confident, at the 95% level, that any variations between respondent sub-groups are not due to chance.

Throughout the report, we have included percentages in our results tables and graphs. However, these should be interpreted with a high degree of caution, given the low base sizes to the questions in this survey.

Analysis of Responses

Closed questions (Quantitative results)

Demographics

Overall, 49 businesses within St Ann's LTN responded to the survey. Around half (47.8%) described the main activity of their business as retail.

Table 1. Which of the following best describes the main activity of your business?

Response	Frequency	Percentage
Retail	26	53.1%
Services	15	30.6%
Hospitality	6	12.2%
Creative sector	1	2.0%
Other	1	2.0%
Total	49	100%

In addition, over half (55.1%) of the respondents indicated that their business employs between 0-4 employees.

Table 2. How many people does your business employ?

Response	Frequency	Percentage
0-4	27	55.1%
5-9	15	30.6%
10-19	1	2.0%
20-49	3	6.1%
50-99	2	4.1%
More	1	2.0%
Total	49	100.0%

Staff

Respondents were first asked questions relating to their staff and how they travel to and from work.

Respondents completing the full survey were asked to estimate the percentage of their staff travelling to and from work by walking, cycling, bus, train/tube, or car/motorbike/taxi, as their main mode of transport. Overall, the majority (87.0%) of respondents indicated that a proportion of their staff use a car, motorbike or taxi as their main mode of transport to travel to and from work. The most commonly reported proportion of staff doing so was between 1-25% and between 25-50%, each reported by five respondents.

Table 3. Approximately what percentage of your staff currently use the following as their main mode of transport to and from work - By car/motorbike/taxi

Response	Frequency	Percentage
0%	3	13.0%
1-25%	5	21.7%
26-50%	5	21.7%
51-75%	4	17.4%
76-100%	6	26.1%
Total	23	100.0%

In turn, just over half (52.2%) of the respondents reported that a proportion of their staff use a bus as their main mode of transport to travel to and from work, with almost all respondents reporting that between 1-25% of their staff do so (8 respondents)

Table 4. Approximately what percentage of your staff currently use the following as their main mode of transport to and from work - By bus

Response	Frequency	Percentage
0%	11	47.8%
1-25%	8	34.8%
26-50%	3	13.0%
76-100%	1	4.3%
Total	23	100.0%

Two fifths (43.5%) of respondents indicated that a proportion of their staff travel to and from work by walking, while a third (34.8%) indicated that a proportion of their staff travel by train/tube as their main mode of transport, with the most commonly reported proportion of staff travelling by either of these modes being between 1-25% (8 respondents and 5 respondents, respectively).

Table 5. Approximately what percentage of your staff currently use the following as their main mode of transport to and from work - By walking

Response	Frequency	Percentage
0%	13	56.5%
1-25%	8	34.8%
26-50%	1	4.3%
51-75%	1	4.3%
Total	23	100.0%

Table 6. Approximately what percentage of your staff currently use the following as their main mode of transport to and from work - By train/tube

Response	Frequency	Percentage
0%	15	65.2%
1-25%	5	21.7%
26-50%	1	4.3%
51-75%	1	4.3%
76-100%	1	4.3%
Total	23	100.0%

Lastly, a quarter (26.1%) of respondents indicated that a proportion of their staff cycle to and from work as their main mode of transport, with the most commonly reported proportion of staff doing so being between 1-25% (4 respondents).

Table 7. Approximately what percentage of your staff currently use the following as their main mode of transport to and from work - By cycling

Response	Frequency	Percentage
0%	17	73.9%
1-25%	4	17.4%
26-50%	1	4.3%
76-100%	1	4.3%
Total	23	100.0%

Respondents to the full survey were then asked whether the LTN has changed how their staff travel to or from work. Just under half (47.8%) of the respondents reported that it has, while just over two fifths (43.5%) reported that it has not.

Table 8. Has the LTN changed how the staff at your organisation travel to or from work?

Response	Frequency	Percentage
Yes	11	47.8%
No	10	43.5%
Unsure	2	8.7%
Total	23	100.0%

Of the 11 respondents who reported that the LTN has changed how their staff travel to or from work, four reported an increase in staff travelling by bus. In turn, five reported a decrease in travelling by car, motorbike or taxi and three reported a decrease in travelling by walking and by cycling.

Table 9. How has the LTN changed the modes of travel used by your staff to get to or from work?

Mode of travel	Response	Frequency	Percentage
By bus	Increased	4	36.4%
	Stayed the same	5	45.5%
	Decreased	2	18.2%
	Total	11	100.0%
By car/motorbike/taxi	Increased	2	18.2%
	Stayed the same	4	36.4%
	Decreased	5	45.5%
	Total	11	100.0%
By train/tube	Increased	2	18.2%
	Stayed the same	7	63.6%
	Decreased	2	18.2%
	Total	11	100.0%
By walking	Increased	2	18.2%
	Stayed the same	6	54.5%
	Decreased	3	27.3%
	Total	11	100.0%
By cycling	Increased	1	9.1%
	Stayed the same	7	63.6%
	Decreased	3	27.3%
	Total	11	100.0%

Lastly, respondents to both the full and short survey were provided with three statements regarding their staff's travel to or from work and were asked to indicate the extent to which they agree or disagree with each statement. Around four fifths of all respondents disagreed that journeys times for staff have decreased (79.6%) and that staff can take direct routes to or from work (75.5%), while a slightly lower proportion disagreed that staff feel they can use active modes of travel (69.4%).

Table 10. To what extent do you agree with the following statement regarding you staff’s travel to or from work?

	Response	Frequency	Percentage
Journey times for staff have decreased	Strongly Agree	3	6.1%
	Agree	1	2.0%
	Neither agree nor disagree	6	12.2%
	Disagree	22	44.9%
	Strongly disagree	17	34.7%
	Total	49	100.0%
Staff can take direct routes to or from work	Strongly Agree	1	2.0%
	Agree	4	8.2%
	Neither agree nor disagree	7	14.3%
	Disagree	22	44.9%
	Strongly disagree	15	30.6%
	Total	49	100.0%
Staff feel they can use active modes of travel (e.g. walking, cycling)	Strongly Agree	1	2.0%
	Agree	8	16.3%
	Neither agree nor disagree	5	10.2%
	Disagree	19	38.8%
	Strongly disagree	15	30.6%
	Unsure	1	2.0%
	Total	49	100.0%

Clients/customers

Respondents were then asked questions regarding their clients/customers and how they travel to their business.

Respondents to the full survey were asked to estimate what proportion of their clients/customers travel to their business from outside the LTN area. The most commonly reported percentage of clients/customers travelling from outside the LTN area was between 26-50% and between 76-100%, reported by a third of respondents (33.3% each).

Table 11. Approximately, what percentage of your clients/customers come from outside the LTN area?

Response	Frequency	Percentage
1-25%	1	4.8%
26-50%	7	33.3%
51-75%	5	23.8%
76-100%	7	33.3%
Unsure	1	4.8%
Total	21	100.0%

Respondents to the full survey were also asked to indicate the busiest times of day for clients/customers visiting their business. Respondents most commonly reported that the busiest time for clients/customers is between 16:00 – 17:59 (87.0%), followed by 14:00 – 15:59 (56.5%).

Figure 1. What are the busiest times of day for clients/customers visiting your business? (Multiple response set)



In addition, the full survey asked respondents what mode of transport the majority of their clients/customers use to travel to and from their business. Around three quarters (73.9%) of respondents suggested that the majority of their clients/customers travel to and from their business by car, motorbike or taxi.

Table 12. What do you think is the main way that the majority of your clients/customers travel to or from your business currently?

Response	Frequency	Percentage
By car/motorbike/taxi	17	73.9%
By walking	3	13.0%
By bus	1	4.3%
By train/tube	1	4.3%
By cycling	1	4.3%
Total	23	100.0%

Further, respondents to the full survey were asked whether the LTN has changed how their clients/customers travel to or from their business to which almost half (47.8%) reported that it has, and two fifths (39.1%) reported that it has not.

Table 13. Has the LTN changed how your clients/customers travel to or from your business?

Response	Frequency	Percentage
Yes	11	47.8%
No	9	39.1%
Unsure	3	13.0%
Total	23	100.0%

Of the 11 respondents who reported that the LTN has changed how their clients/customers travel to or from their business, four reported an increase in clients/customers travelling by bus and three reported an increase in clients/customers travelling by walking. In turn, nine reported a decrease in clients/customers travelling by car, motorbike or taxi.

Table 14. How has the LTN changed the modes of travel used by your clients/customers to travel to or from your business?

Mode of travel	Response	Frequency	Percentage
By bus	Increased	4	36.4%
	Stayed the same	4	36.4%
	Decreased	3	27.3%
	Total	11	100.0%
By car/motorbike/taxi	Increased	1	9.1%
	Stayed the same	1	9.1%
	Decreased	9	81.8%
	Total	11	100.0%
By train/tube	Increased	2	18.2%
	Stayed the same	7	63.6%
	Decreased	2	18.2%
	Total	11	100.0%
By walking	Increased	3	27.3%
	Stayed the same	6	54.5%
	Decreased	2	18.2%

	Total	11	100.0%
By cycling	Increased	0	-
	Stayed the same	9	81.8%
	Decreased	2	18.2%
	Total	11	100.0%

Respondents to both the full and short survey were provided with three statements regarding their clients/customers travel to or from their business and were asked to indicate the extent to which they agree or disagree with each statement. Four fifths of respondents disagreed that journeys times for clients/customers have decreased and that clients/customers can take direct routes to or from their business (79.6% each), while a slightly lower proportion disagreed that clients/customers feel they can use active modes of travel (67.3%).

Table 15. To what extent do you agree with the following statement regarding your clients/customers travel to or from your business?

	Response	Frequency	Percentage
Journey times for clients/customers have decreased	Strongly Agree	1	2.0%
	Agree	1	2.0%
	Neither agree nor disagree	2	4.1%
	Disagree	22	44.9%
	Strongly disagree	17	34.7%
	Unsure	6	12.2%
	Total	49	100.0%
Clients/customers can take direct routes to or from my business	Strongly Agree	0	-
	Agree	3	6.1%
	Neither agree nor disagree	2	4.1%
	Disagree	22	44.9%
	Strongly disagree	17	34.7%
	Unsure	5	10.2%
	Total	49	100.0%
Clients/customers feel they can use active modes of	Strongly Agree	0	-
	Agree	8	16.3%

travel (e.g. walking, cycling)	Neither agree nor disagree	3	6.1%
	Disagree	18	36.7%
	Strongly disagree	15	30.6%
	Unsure	5	10.2%
	Total	49	100.0%

When asked whether the number of clients/customers visiting their business has increased or decreased since September 2023 as a result of the LTN, just over three quarters (77.6%) of all respondents reported that it has decreased.

Table 16. Do you think the number of your clients/customers has increased or decreased since September 2023 as a result of the LTN?

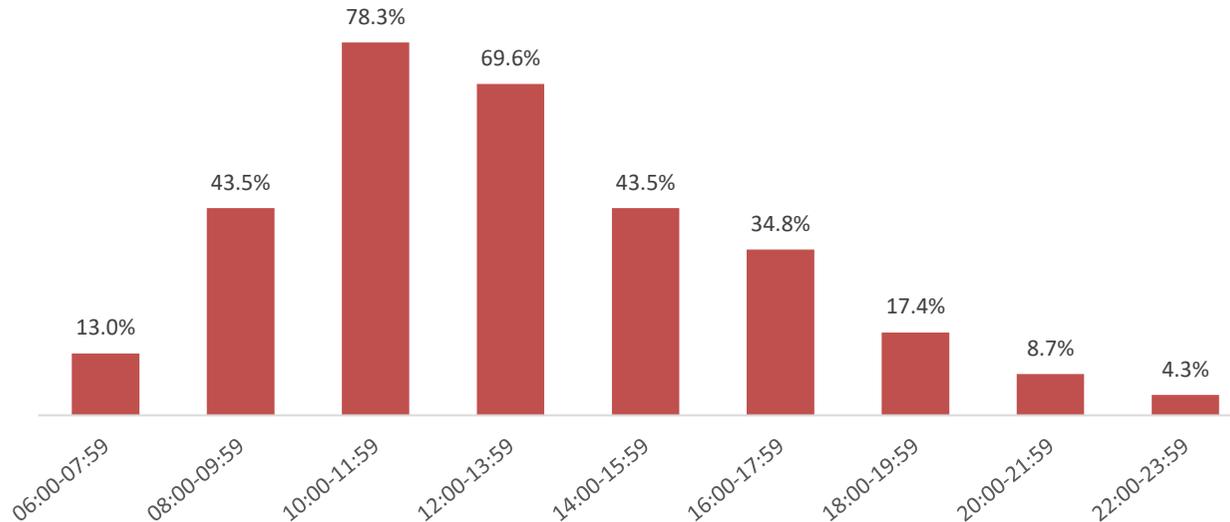
Response	Frequency	Percentage
Increased	0	-
Stayed the same	7	14.3%
Decreased	38	77.6%
Unsure	4	8.2%
Total	49	100.0%

Deliveries

Respondents were then asked questions relating to their suppliers and how they receive deliveries.

In the full survey, respondents were asked what times of the day they receive deliveries. Respondents most commonly reported receiving deliveries between 10:00 – 11:59 (78.3%), followed by 12:00 – 13:59 (69.6%).

Figure 2. What times of day do you receive deliveries? (Multiple response set)



Further, respondents were asked whether the LTN has changed how they receive their deliveries. Three fifths (60.9%) of respondents reported that it has, while the remaining two fifths (39.1%) reported that it has not.

Table 17. Has the LTN changed how you get deliveries?

Response	Frequency	Percentage
Yes	14	60.9%
No	9	39.1%
Total	23	100.0%

Of the 14 respondents who reported that the LTN has changed how they receive deliveries, the majority (9 respondents) commented that their deliveries arrive late due to the congestion as a result of the LTN. Two respondents also commented that delivery drivers are unable or refuse to deliver to their business due to the difficulty accessing the business as a result of the LTN.

Other comments, each reported by one respondent, referred to delivery drivers facing difficulties parking delivery vehicles close to the business, delivery drivers having to drop off deliveries at delivery points due to no longer being able to access the business, and

deliveries being less frequent. In addition, one respondent mentioned having to find new suppliers which has made deliveries more expensive which, as a result, has led to them increasing their prices and losing customers.

In addition, of the 14 respondents who reported the LTN has changed how their suppliers travel to or from their business, three reported an increase in suppliers travelling by car, motorbike or taxi, while four reported a decrease in suppliers travelling by all modes.

Table 18. How has the LTN changed the modes of travel used by your clients/customers to travel to or from your business?

Mode of travel	Response	Frequency	Percentage
By car/motorbike/taxi	Increased	3	21.4%
	Stayed the same	7	50.0%
	Decreased	4	28.6%
	Total	14	100.0%
By bus	Increased	2	14.3%
	Stayed the same	8	57.1%
	Decreased	4	28.6%
	Total	14	100.0%
By train/tube	Increased	2	14.3%
	Stayed the same	8	57.1%
	Decreased	4	28.6%
	Total	14	100.0%
By walking	Increased	2	14.3%
	Stayed the same	8	57.1%
	Decreased	4	28.6%
	Total	14	100.0%
By cycling	Increased	1	7.1%
	Stayed the same	9	64.3%
	Decreased	4	28.6%
	Total	14	100.0%

Respondents to both the full and short survey were provided with three statements regarding their suppliers travel to or from their business and were asked to indicate the extent to which they agree or disagree with each statement. Four fifths of all respondents disagreed that that suppliers can take direct routes to or from their business (81.6%), while a slightly lower proportion disagreed that

suppliers feel they can use active modes of travel (77.6%) and that journeys times for suppliers have decreased (75.5%).

Table 19. To what extent do you agree with the following statement regarding your suppliers travel to or from your business?

	Response	Frequency	Percentage
Journey times for suppliers have decreased	Strongly Agree	1	2.0%
	Agree	2	4.1%
	Neither agree nor disagree	4	8.2%
	Disagree	22	44.9%
	Strongly disagree	15	30.6%
	Unsure	5	10.2%
	Total	49	100.0%
Suppliers can take direct routes to or from my business	Strongly Agree	0	-
	Agree	2	4.1%
	Neither agree nor disagree	3	6.1%
	Disagree	25	51.0%
	Strongly disagree	15	30.6%
	Unsure	4	8.2%
	Total	49	100.0%
Suppliers feel they can use active modes of travel (e.g. walking, cycling)	Strongly Agree	0	-
	Agree	3	6.1%
	Neither agree nor disagree	4	8.2%
	Disagree	21	42.9%
	Strongly disagree	17	34.7%
	Unsure	4	8.2%
	Total	49	100.0%

Impacts on business conditions

Lastly, respondents were asked about the impact that the LTN has had on business conditions.

Respondents to both the full and short survey were provided with two statements regarding the impacts of the LTN on their business as a whole and were asked to indicate the extent to which they agree or disagree with each statement. The majority of all respondents disagreed that the LTN has had an overall positive impact on their business to date (81.6%) and that it will have an overall positive impact on their business in the next 12 months (77.6%).

Table 20. Overall, to what extent do you agree or disagree with the following statements on the impacts of the LTN on your business as a whole?

	Response	Frequency	Percentage
The LTN has had an overall positive impact on my business to date	Strongly Agree	0	-
	Agree	2	4.1%
	Neither agree nor disagree	6	12.2%
	Disagree	15	30.6%
	Strongly disagree	25	51.0%
	Unsure	1	2.0%
	Total	49	100.0%
The LTN will have an overall positive impact on my business in the next 12 months	Strongly Agree	0	-
	Agree	3	6.1%
	Neither agree nor disagree	7	14.3%
	Disagree	16	32.7%
	Strongly disagree	22	44.9%
	Unsure	1	2.0%
	Total	49	100.0%

In the full survey, respondents were also asked whether their business turnover has increased or decreased since September 2023 as a result of the LTN, to which the majority of respondents (87.0%) replied that it has decreased.

Table 21. Has your business turnover increased or decreased since September 2023 as a result of the LTN?

Response	Frequency	Percentage
Decreased	20	87.0%
Remained the same	2	8.7%
Unsure	1	4.3%
Total	23	100.0%

Open questions (Qualitative results)

Impacts on business conditions

At the end of both the full and short surveys, respondents were provided with the opportunity to suggest any improvements to the LTN trials. Overall, 20 respondents provided suggestions for improvement.

The most commonly reported suggestion for improvement was cancelling the trial and removing the LTN (12 respondents). In particular, three respondents commented on the negative impact that the LTN has had on their business, having lost customers as a result of the increased congestion and difficulty accessing the business.

This was followed by suggestions to allow through traffic on some of the roads, such as main boundary roads, to alleviate some of the congestion as a result of the LTN (4 respondents). In addition, there were suggestions to operate the LTN between specific times, such as during school hours, as respondents felt this would work well (2 respondents). One respondent also suggested introducing permits for business owners, so that they are exempt from the LTN.

Appendices

Appendix A – Challenges in maximising response rates

During the course of the fieldwork, several challenges were noted by the interviewing teams regarding maximisation of response rates from businesses. Despite taking a QR code, many businesses stated that they were unlikely to complete the survey on the basis of:

- Survey fatigue – Approximately 20 businesses explicitly stated that they had completed numerous surveys regarding LTNs in the past, and had no further comments to provide to LB Haringey. This was further evidenced by the survey team noticing many posters and advertisements across the LTN areas of other independent surveys being undertaken.
- Some language barriers were encountered, which the interviewing team were able to overcome to an extent with our interviewers completing in-person interviews in Hindi, Urdu, Mandarin and Cantonese. However, the team also encountered some Polish and Arabic speakers, but were unable to communicate in these languages.
- Many businesses on West Green Road often required an explanation that the focus of the survey was on LTNs, and not the recent gas works.
- A few larger organisations (e.g. TSB, Shell) were reluctant to participate in the research, in case their response was construed as an official company position.
- Furthermore, around 50 businesses refused to participate outright when they were visited.

Appendix B – De-duplication of data

As with all research data, it is good practice to check and review the data collected prior to analysis. This ensures that the data carried forward to the analysis stage is as clean as possible; allowing the analyst to have confidence in the data being used, in order to draw genuine and robust conclusions from it.

Upon the receipt of the raw dataset (52 total responses for St Ann's), three responses were identified as being a potential duplicate. The criteria which were applied during this initial data checking process, to classify whether or not a response was potentially dubious, are listed below. To be considered as a potentially dubious response, at least 2 of the below 'flags' needed to be tripped.

- Has more than one contribution been submitted by the same business name?
- Has more than one contribution been submitted by the same business address (email or postal address)?
- Has the contribution been submitted within the same minute as another contribution?
- Does the response have an identical response to any of the open-ended questions?

For any case identified as a duplicate response, SYSTRA used their most recent response for their answers to closed questions, to prevent over-inflation of reporting to closed questions, and combined all of their separate open-ended responses into one response so all written sentiments were still captured. This approach means that duplicate responses were not excluded outright, rather they were consolidated to ensure the view of a single individual were not counted on multiple occasions, providing undue weight to their response relative to other respondents.

Appendix C – Roads visited during St Ann’s site visits



Appendix D – Location of businesses who responded to the survey



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Introduction – Disabled People Consultation

Haringey Council's 'Streets for People' initiative has been developed to promote a vision for thriving local streets, streets that are greener, safer and cleaner.

The introduction of measures under the Council's ambitious Haringey Streets for People project aim to cut road traffic and pollution, as well as improve the walkability, cyclability and wheelability of the local area, creating active travel corridors between local amenities.

Following an extensive listening and engagement exercise, Haringey Council introduced three trial people-friendly Low-Traffic Neighbourhoods (LTNs) across the borough. These schemes use filters, such as bollards or ANPR cameras, to stop traffic taking shortcuts along local roads, creating a safer, cleaner, and quieter neighbourhood for the people living there.

The borough's Low Traffic Neighbourhoods comprise of:

- Bounds Green LTN (introduced 15 August 2022)
- St Ann's LTN (introduced 22 August 2022)
- Bruce Grove West Green LTN (introduced 1 November 2022)

Scheme Context

In 2022, Haringey Council introduced a series of trial low traffic neighbourhoods (LTNs) across the borough to create a safer, cleaner and quieter neighbourhood as part of the Haringey Streets for People programme.

To combat the domination of roads in neighbourhoods across the borough by cars, the schemes aim to reduce through traffic and road danger, improve air quality and make it safer and easier to walk, wheel, scoot, cycle and shop locally.

Following extensive engagement and research, the Council developed and, in May 2022, implemented a Low Traffic Neighbourhood Exemptions Criteria and Application Process which allows certain groups or people with specific characteristics to bypass the filters. Further details can be found by accessing this link: <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/low-traffic-neighbourhood-exemptions>.

Consultation Report

This report includes all the data from the Disabled People's survey run by LB Haringey. Where possible from the survey questions, results are segmented by LTN area.

Independent Production of the Report by SYSTRA Ltd.

SYSTRA has been commissioned to prepare this report in partnership with the London Borough of Haringey.

SYSTRA is a global leader in mass transportation and mobility, employing over 7,000 global employees across 80 countries. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also Social and Market Research Consultancy. Their team members have an in-depth understanding of both the transport sector and of social and market research techniques, providing expert support in monitoring and evaluation both direct to clients and also in a peer review capacity. They provide a wealth of experience in conducting both qualitative and quantitative transport research with stakeholders to help understand their priorities and to inform options for future investment and policy development.

As independent, impartial researchers, we believe that we have a duty to society to ensure that we report findings accurately, and with honesty. In adherence to our industry guidelines, we provide insight into both commonly and uncommonly cited themes referenced by respondents. Furthermore, this report does not offer any subjective commentary, merely a reporting of the data gathered.

Neither SYSTRA nor LB Haringey can be held accountable for errors in the data provided by third parties, where these errors have not been identified through normal checking processes.

Methodology

Consultation surveys

Five surveys were designed to obtain feedback from a range of stakeholders across each LTN. Each of the surveys were available online, with paper versions available on request. The surveys were available to complete between Friday 23rd August to Friday 20th September 2024.

The primary survey (split into three individual surveys for Bounds Green, Bruce Grove West Green and St Ann's) was open to complete for all residents and businesses, as well as those who reside outside of Haringey and the immediate LTN areas. In addition, specific surveys were developed for disabled people and carers to obtain specific views from these groups of respondents.

The surveys were designed and delivered by LB Haringey. Each survey began with an introductory page explaining why the consultation was taking place, how feedback can be provided, how the feedback will be used, and access to the relevant privacy policy. The consultation end date was also displayed. The questions were tailored for each audience, but with broad consistency in the topics covered across each of the surveys, which included:

- Demographic/respondent profile questions (e.g. age, sex, disability, other protected characteristics, connection to the LTN area, access to motor vehicle);
- Main mode(s) and frequency of travel, before the launch of the LTN and since the launch;
- Experiences of the LTNs, including:
 - Awareness of the LTNs;
 - Overall sentiments towards the schemes;
 - Community impacts;
 - Whether any changes to the LTNs are required; and
 - Open questions to provide feedback regarding the above topics.
- Experience of LTN exemptions, including:
 - Awareness of and communications regarding exemptions;
 - Application processes; and
 - Open question to provide further feedback regarding exemptions.

Other feedback channels

Since the LTN introduction, residents have been able to send email feedback to LB Haringey's dedicated email address, as well as their local Councillors regarding the scheme. This feedback has been collated by the Council, and shared with SYSTRA for analysis purposes only. In addition, an online portal has been available, to which residents have been able to provide comments on the schemes.

Qualitative Analysis Approach

For open (qualitative) responses, our approach was to code based solely on what the responses stated, and not to interpret or assess whether their comments were valid. This was to ensure that the process of coding was as objective as possible.

Each response was read and coded by a SYSTRA researcher against a coding frame, which classified the broad range of comments provided by respondents into themes emerging from the data. Each coder's work was quality-checked by a supervisor, to ensure that respondent feedback had been coded fully and correctly; with all sentiments noted.

As with all analysis of qualitative data, it should be noted that:

- The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct;
- Qualitative data, particularly in instances where the sample is self-selecting, does not provide a statistically representative sample. Instead, it ensures the views and opinions of different types of people are heard; and
- Whilst we have provided numbers to illustrate the prevalence of each sentiment, this engagement process cannot be seen as a 'vote' and we do not attempt to draw conclusions about what the 'best' suggestion might be, based on the number of people offering positive or negative comments about a particular suggestion.

Full qualitative results have been provided to LB Haringey in the form of pivot tables, which the Council can use to dynamically view the themes from the analysis against specific roads; and so specific comments assigned to each theme can be investigated for further detail if required.

Quantitative Analysis Approach

The raw data was converted from an Excel file into SPSS format. SPSS is an industry standard data analysis tool used to analyse large volumes of quantitative data, and conduct inferential statistical analysis.

For each survey, two main strands of quantitative analysis were run on the data:

- Frequencies were run to provide results at an overall sample level, identifying overall levels of sentiment across all respondents; and
- Crosstabulations (segmented analysis) were run to understand whether sentiments significantly differ (statistically) between people with different characteristics. The results of crosstabulations included in this report are for statistically significant findings only. By statistically significant, we mean results of chi-square results from the crosstabulations where we are confident, at the 95% level, that any variations between respondent sub-groups are not due to chance.

Full quantitative analysis with all frequencies and crosstabulations run in the analysis are included in a separate Excel file, Appendix C.

Response rates

In total, 365 responses were received to the Disabled People's Survey.

Analysis of Disabled Persons Survey Responses

Respondent background and connection to the LTN

Most respondents reported that they had a disability (80.8%), while 22.5% had a child or family member with a disability. 1.1% of respondents stated that they had no disability, while 1.1% preferred not to say. Respondents could select multiple answer options, for instance in cases where a person had a disability themselves *and* had a child or family members with a disability. Therefore, the total percentage exceeds 100% for this question.

Table 1. Do you or someone in your family have a disability?

Category	Count	Percentage
Yes, I have a disability	295	80.8
Yes, I have a child or family members with a disability	82	22.5
No	4	1.1
Prefer not to say	4	1.1
Base	365	100.0

Respondents were asked to provide information on the general nature of their disability. The majority of respondents stated that they had a physical disability or health condition (76.2%), followed by long-term health condition/hidden health condition (40.9%). Other commonly reported responses included chronic illness (23.8%), mental health condition (18.0%) and learning disability (11.6%). As above, respondents could select multiple responses, in instances where a person has multiple disabilities. Among those that reported either having a disability themselves, or who had a family member with a disability, just over 9 in 10 (91.7%) reported that their mobility was affected as a result.

Respondents were also asked to provide information on the mobility aids they or their family member used. Most responses stated that they used a mobility walker (94.8%), followed by a walking stick/cane (54.1%). 12.2% reported that they do not use a mobility aid. Respondents were asked whether they or their family member have a Blue Badge. Over 9 in 10 respondents reported that they had a Blue Badge (92.4%).

When asked about where the respondent themselves, or their disabled family member(s), lived in relation to the LTN, just over 3 in 10 respondents reported they and/or their family member living in another part of Haringey (33.9%), followed by within the Bruce Grove West Green LTN (28.8%). 5.6% of respondents stated that they or their family member lived in a different London Borough, while 0.8% lived outside London.

Respondents could select multiple answer options, for example where respondents lived on the boundary road of two LTNs. Therefore, the total percentage exceeds 100% for this question.

Table 2. Where do you live in relation to the LTN?

Category	Count	Percentage
Within Bounds Green LTN	52	14.7
On a boundary road of Bounds Green LTN	42	11.9
Within Bruce Grove West Green LTN	102	28.8
On a boundary road of Bruce Grove West Green LTN	47	13.3
Within St Ann's LTN	59	16.7
On a boundary road of St Ann's LTN	52	14.7
Another part of Haringey	120	33.9
A different London Borough	20	5.6
Outside London	3	0.8
Base	354	100.0

The most commonly reported method of travel was motor vehicle (car, van, moped or motorcycle), which 78.7% of respondents reported using. Other frequently reported methods of travel include bus (25.4%), walking or wheeling (20.7%), train or underground (16.3%) and private hire vehicle (11.9%).

Table 3. Which methods of travel do you use most often?

Category	Count	Percentage
Walking or wheeling	75	20.7
Cycling (including adapted cycle)	11	3.0
Mobility scooter	15	4.1
Assisted transport, e.g., Dial-a-Ride	28	7.7
Bus	92	25.4
Train or underground	59	16.3
Black Taxi	28	7.7
Private hire vehicle	43	11.9
Motor vehicle (car, van, moped or motorcycle)	285	78.7
Prefer not to say	8	2.2
Base	362	100.0

Respondents were asked about how often they, and their disabled family member(s), travel. The majority reported that they travel daily (46.7%), 33.3% stated that they travel 2 to 3 times per week, while 9.0% travel 1 to 2 times per week. Less frequently reported included travelling once a month (2.5%) and not travelling (0.8%).

Table 4. How often do you travel / go out?

Category	Count	Percentage
Daily	171	46.7
2 to 3 times per week	123	33.6
1 to 2 times per week	33	9.0
Several times a month	15	4.1
Once a month	9	2.5
I do not travel	3	0.8

Prefer not to say	12	3.3
Base	366	100.0

Respondents were asked whether they and/or their family member have a carer. Most respondents (43.9%) stated that that they, or their family member(s) did not have a carer. 33.7% of responses reported that they had one or more informal carer, 11.0% reported that they had one or more professional carer, while 8.0% of respondents had both professional and informal careers.

Table 5. Do you or your family member have a carer?

Category	Count	Percentage
Yes – One or more professional carer	40	11.0
Yes – One or more informal carer	122	33.7
Yes – Professional and informal carers	29	8.0
No	159	43.9
Prefer not to say	18	5.0
Base	362	100.0

Experience of the three LTNs

The majority of respondents (46.2%) reported that they were 'very aware' of the trial LTNs in Haringey. Over 3 in 10 respondents (32.9%) reported they were aware of the trial LTNs, while 8.6% stated that they were 'neither aware or unaware', and 9.5% were unaware of the trial LTNs in Haringey.

Table 6. How aware are you of the trial LTNs in Haringey?

Category	Count	Percentage
Very aware	166	46.2
Aware	118	32.9
Neither aware or unaware	31	8.6
Unaware	34	9.5
Very unaware	9	2.5
Prefer not to say	1	0.3
Base	359	100.0

In general, most respondents report feeling negative about the trial LTN (around 6 in 10 respondents). Around 2 in 10 respondents report feeling positive, while around 1 in 10 respondents are neutral about the trial LTNs. Similar results are observed across the three LTN areas. Respondents in Bounds Green LTN were more likely to report feeling positive (46.3%) about the trial LTN if they or their family have one or more professional carer. Further segmentations of Table 7 are provided on the next page. Whilst those who lived on Boundary Roads tended to have the most negative views, these differences were not statistically significant.

Table 7. In general, how do you feel about the trial LTN?

LTN	Positive	Neutral	Negative	Don't know	Base
Bounds Green	18.6	9.9	58.8	12.8	345
Bruce Grove West Green	17.9	9.7	59.4	12.9	340
St Ann's	17.7	9.3	60.4	12.6	333

Table 7a. How do you feel about the LTN x Respondent Location - Bounds Green

LTN	Within an LTN	Boundary Road	Another part of Haringey	Different part of London	Total
Positive	25.4%	19.1%	28.6%	10.0%	23.8%
Negative	74.6%	80.9%	71.4%	90.0%	76.2%

Table 7b. How do you feel about the LTN x Respondent Location – Bruce Grove

LTN	Within an LTN	Boundary Road	Another part of Haringey	Different part of London	Total
Positive	22.2%	19.5%	30.7%	11.8%	23.0%
Negative	77.8%	80.5%	69.3%	88.2%	77.0%

Table 7c. How do you feel about the LTN x Respondent Location – St Ann’s

LTN	Within an LTN	Boundary Road	Another part of Haringey	Different part of London	Total
Positive	22.0%	18.6%	31.6%	11.1%	22.5%
Negative	78.0%	81.4%	68.4%	88.9%	77.5%

More than half the respondents, except for those using motor vehicles, reported no change in the way they travel since the introduction of the LTN. The modes with the highest reported increase in travel were motor vehicles (over 4 in 10 respondents), followed by private hire vehicle and walking or wheeling (just over 2 in 10 respondents each). The modes with the highest reported reductions in travel were bus (almost 2 in 10 respondents), walking or wheeling and motor vehicle (between 1 in 10 and 2 in 10 respondents each).

Table 8. Since the LTN was introduced, has the way you travel changed?

Feature	More	No change	Less	Don't know	Base
Walking or wheeling	21.7	57.5	15.7	5.0	299
Cycling (including an adapted cycle)	5.8	64.6	7.5	22.1	240
Mobility scooter	4.2	65.3	5.9	24.6	236
Assisted transport e.g., Dial-A-Ride	9.2	60.7	8.3	21.8	239
Bus	16.8	56.4	17.9	8.8	273
Train or underground	13.5	64.8	10.9	10.9	267
Black taxi	15.4	60.5	8.3	15.8	253
Private hire vehicle	23.4	54.0	9.1	13.5	252
Motor vehicle (car, van, moped or motorcycle)	43.3	38.0	13.9	4.7	337

Respondents were then asked the extent to which they agreed or disagreed with a series of statements regarding the LTN in **Bounds Green**.

The statements with the highest proportion of respondents disagreeing were:

- "It has made it easier for me to get to friends and family" (6 in 10 respondents)
- "It is easier for me to make the trips I need to make" (between 5 in 10 respondents and 6 in 10 respondents)
- "It is easier for me to get to local shops and services" (between 5 in 10 respondents and 6 in 10 respondents)
- "I feel safer using the street during the night" (personal safety) (around 5 in 10 respondents)
- "I feel safer using the street during the day" (personal safety) (around 5 in 10 respondents)

In general, between 1 in 10 respondents and 2 in 10 respondents, across all categories, report that they agree with those statements for Bounds Green. Fewer than 1 in 10 respondents agree for the following statements:

- "I feel safer using the street during the night (personal safety)"
- "It is easier to cycle, use an adapted cycle or mobility scooter"

Almost 4 in 10 respondents stated that they don't know whether they agree or disagree with the statement that it is 'easier to cycle, use an adapted cycle or mobility scooter'. For all other statements, between 1 in 10 respondents and 3 in 10 respondents reported that they don't agree or disagree with the statements.

Between 1 in 10 respondents and 2 in 10 respondents report that they are neutral regarding the statements for Bounds Green.

Table 9. Since Bounds Green LTN was introduced, to what extent do you agree or disagree with these statements?

Bounds Green LTN	Agree	Neutral	Disagree	Don't know	Base
It is easier to cycle, use an adapted cycle or mobility scooter	8.4	21.0	32.0	38.5	309
It feels safer using the street in the day (road safety)	17.8	16.2	45.2	20.9	321
It feels safer using the street in the night (road safety)	14.0	17.1	47.3	21.6	315
It is easier to walk, use a walking chair or wheelchair	13.1	18.4	43.1	25.3	320
It is easier for me to make the trips I need to make	15.6	12.6	56.1	15.6	326
It is easier for me to get to local shops and services	15.0	14.1	54.7	16.2	327
It has made me take fewer trips by car	18.2	21.0	45.6	15.2	329
It has made it easier for me to get to friends and family	12.4	13.6	59.4	14.5	330
I feel safer using the street during the day (personal safety)	15.5	17.1	48.8	18.6	322

I feel safer using the street during the night (personal safety)	9.1	18.8	52.4	19.7	319
The area feels quieter (less noisy)	24.5	15.3	42.9	17.2	326
The air feels cleaner (less polluted)	16.2	20.5	45.3	18.0	327

Respondents were then asked the extent to which they agreed or disagreed with a series of statements regarding the LTN in **Bruce Grove West Green**.

The statements with the highest proportion of respondents disagreeing:

- “It has made it easier for me to get to friends and family” (6 in 10 respondents)
- “It is easier for me to get to local shops and services” (between 5 in 10 respondents and 6 in 10 respondents)
- “It is easier for me to make the trips I need to make” (between 5 in 10 respondents and 6 in 10 respondents)
- “I feel safer using the street during the night (personal safety)” (around 5 in 10 respondents)
- “I feel safer using the street during the night (road safety)” (5 in 10 respondents)

In general, between 1 in 10 respondents and 2 in 10 respondents, across all categories, report that they agree with those statements for Bruce Grove West Green. Less than 1 in 10 respondents agree for the following statements:

- I feel safer using the street during the night (personal safety)
- It is easier to cycle, use an adapted cycle or mobility scooter

Between 3 in 10 respondents and 4 in 10 respondents stated that they don’t know whether they agree or disagree with the statement that it is ‘easier to cycle, use an adopted cycle or mobility scooter’. For all other statements, between 1 in 10 respondents and 2 in 10 respondents reported that they don’t agree or disagree with the statements.

Between 1 in 10 respondents and 2 in 10 respondents report that they are neutral regarding the statements for Bruce Grove West Green.

Table 10. Since Bruce Grove West Green LTN was introduced, to what extent do you agree or disagree with these statements?

Bruce Grove West Green LTN	Agree	Neutral	Disagree	Don't know	Base
It is easier to cycle, use an adapted cycle or mobility scooter	7.1	22.1	36.0	34.7	308
It feels safer using the street in the day (road safety)	12.6	20.1	47.2	20.1	318
It feels safer using the street in the night (road safety)	9.5	18.4	50.8	21.3	315
It is easier to walk, use a walking chair or wheelchair	10.5	20.1	46.0	23.3	313
It is easier for me to make the trips I need to make	12.4	14.9	56.2	16.5	322
It is easier for me to get to local shops and services	11.5	15.6	56.4	16.5	321
It has made me take fewer trips by car	15.2	22.0	46.3	16.5	322
It has made it easier for me to get to friends and family	11.5	13.4	60.4	14.6	321
I feel safer using the street during the day (personal safety)	12.3	19.5	50.3	17.9	318
I feel safer using the street during the night (personal safety)	8.6	20.1	51.9	19.4	314
The area feels quieter (less noisy)	19.6	16.8	45.9	17.7	316

The air feels cleaner (less polluted)	12.7	18.8	48.4	20.1	314
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Respondents were then asked the extent to which they agreed or disagreed with a series of statements regarding the LTN in **St Ann's**.

The statements with the highest proportion of respondents disagreeing:

- "It is easier for me to make the trips I need to make" (6 in 10 respondents)
- "It has made it easier for me to get to friends and family" (6 in 10 respondents)
- "It is easier for me to get to local shops and services" (almost 6 in 10 respondents)
- "I feel safer using the street during the day" (5 in 10 respondents)
- "I feel safer using the street during the night (personal safety)" (almost 5 in 10 respondents)

In general, between 1 in 10 respondents and 2 in 10 respondents report that they agree with majority of statements for St Ann's. Fewer than 1 in 10 respondents agree for the following statements:

- "It has made it easier for me to get to friends and family"
- "It feels safer using the street in the night (road safety)"
- "It is easier to walk, use a walking chair or wheelchair"
- "I feel safer using the street during the night (personal safety)"
- "It is easier to cycle, use an adopted cycle or mobility"

Between 3 in 10 respondents and 4 in 10 respondents stated that they don't know whether they agree or disagree with the statement that it is 'easier to cycle, use an adopted cycle or mobility scooter'. For all other statements, between 1 in 10 respondents and 3 in 10 respondents reported that they don't agree or disagree with the statements.

Between 1 in 10 respondents and 2 in 10 respondents report that they are neutral regarding the statements for St Ann's.

Table 11. Since St. Ann’s LTN was introduced, to what extent do you agree or disagree with these statements?

St. Ann’s LTN	Agree	Neutral	Disagree	Don’t know	Base
It is easier to cycle, use an adapted cycle or mobility scooter	5.8	18.9	40.2	35.1	291
It feels safer using the street in the day (road safety)	11.5	17.8	48.7	22.0	304
It feels safer using the street in the night (road safety)	8.6	18.6	48.5	24.3	301
It is easier to walk, use a walking chair or wheelchair	7.9	19.8	45.5	26.7	303
It is easier for me to make the trips I need to make	11.1	12.7	59.9	16.3	307
It is easier for me to get to local shops and services	11.1	14.3	56.7	17.9	307
It has made me take fewer trips by car	15.2	19.0	48.7	17.1	310
It has made it easier for me to get to friends and family	8.9	14.5	59.5	17.1	304
I feel safer using the street during the day (personal safety)	10.6	18.9	49.7	20.9	302
I feel safer using the street during the night (personal safety)	7.0	20.5	49.3	23.2	302
The area feels quieter (less noisy)	18.9	15.2	45.7	20.2	302
The air feels cleaner (less polluted)	12.6	17.5	48.3	21.5	302

Respondents were asked about how the LTNs affected their experience of community in the area. The majority of respondents (46.1%) reported no change in community interaction, this was followed by feeling less connected to their community (44.0%). Feeling a stronger sense of belonging to the neighbourhood (9.6%), interacting more with neighbours (9.3%) and spending more time in public spaces (8.4%) were also commonly reported.

Table 12. How have the LTNs affected your experience of community in the area? (Number and percentage of respondents agreeing with each statement)

Category	Count	Percentage
I interact more with my neighbours	31	9.3
I spend more time in local public spaces	28	8.4
I feel a stronger sense of belonging to the neighbourhood	32	9.6
I participate more in local events or activities	14	4.2
I've noticed no change in community interaction	153	46.1
I feel less connected to my local community	146	44.0
Other	21	6.3
Base	332	100.0

252 respondents provided a total of 443 comments regarding any changes noticed in community interaction/neighbourhood atmosphere since the introduction of the LTNs. The most common themes related to *'Increased congestion/traffic displacement'*, *'Reduced interaction with community'*, and *'No change'*. The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 13. Describe any changes you've noticed in community interaction/neighbourhood atmosphere since the introduction of the LTN?

Themes	Count	Themes (continued)...	Count
Increased congestion/traffic displacement	88	Remove LTN	5
Reduced interaction with community	41	Improved air quality	5
No change	40	Unspecified negative comment	5

Anti-social behaviour concerns	28	Reduced noise pollution	5
Reduced air quality	28	Improved safety for all road users (e.g. pedestrian, cyclist, driver)	4
Increased journey times	22	Positive impact on mental health	3
Made travel more difficult	20	Unclear sentiment	3
Negative impact on mental health	17	Increased noise pollution	3
Increased road safety concerns	20	Improve signage	3
Dividing community/discriminatory scheme	16	Suggested improvements – automatic exemptions for blue badge holders	2
Reduced traffic/congestion	14	Support for exemptions	2
Confusion over restrictions	9	Difficulty finding parking	1
Negative impact on local businesses/economy	10	Negative impact on physical health	1
No comment	8	Disproportionate impact/unfair	1
Increased active travel	8	Delays emergency vehicles	1
Increased air pollution	8	Positive impact on travel for disabled people/carers	1
Negative impact on disabled people/carers	7	Money-making scheme	1
Improved road safety	6	Negatively affected travel – unspecified	1
Increased local community interaction	6		

278 respondents provided a total of 647 comments regarding any comments on their experience with the trial LTNs. The most common themes related to '*Increased congestion/traffic displacement*', '*Increased journey times*', and '*Increased air pollution*'. The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 14. Do you have any comments on your experience with the trial LTNs?

Themes	Count	Themes (continued)...	Count
Increased congestion/traffic displacement	115	Suggested improvement – automatic exemption for Blue Badge holders	6
Increased journey times	83	Improved safety for all road users (e.g. pedestrian, cyclist, diver)	6
Increased air pollution	50	Negative impact on community – unspecified	6

Reduced interaction with local community	34	Delays emergency vehicles	5
Remove LTNs	28	Reduced traffic/congestion	5
Disproportionate impact/unfair	22	Reduced noise pollution	4
Car needed	20	Improve access/permit - residents	4
Confusion over signage/areas covered by exemptions	20	Suggested improvement – exemptions for multiple vehicles	3
Negative impact on disabled people/carer	19	Discourages active travel due to congestion/pollution	3
Negative impact on physical health	19	Suggested improvement – exemption extended to all LTNs	3
Negative impact on mental health	16	Improved air quality	3
Road safety concerns	16	Improve access/permit - deliveries	3
Anti-social behaviour concerns	14	Suggested improvements – safe cycle lanes	3
No change	13	Modify the LTN	3
Increased noise pollution	13	LTN exemption improves ease of travel	3
Negatively affected travel – unspecified	11	Poor street quality/crossings for wheelchair users	2
LTN exemption improves ease of travel	11	Comment about other government policies	2
No comment	10	Difficulty finding parking	2
Money making scheme	10	Fines too expensive	1
Support for LTN	9	Suggested improvement - let off first offence	1
Improve access/permit – Black taxi/private hire vehicle	9	Suggested improvement - enforcement	1
Increased journey times	8	Suggested improvements – traffic calming measures	1
Positive impact on travel for disabled people/carers	7	Improve signage	1
Negative impact on local businesses/economy	6	Suggested improvement – exemption extended to all LTNs	1
Unclear sentiment	6	Poor street quality/crossings for wheelchair users	1
Comment on consultation	6		

Views on LTN exemptions

Most respondents were aware that the council offers LTN exemptions (89.4%), while 10.6% were unaware.

Table 15. Did you know the council offers LTN exemptions?

Category	Count	%
Yes	313	89.4
No	37	10.6
Base	350	100.0

Almost 7 in 10 respondents (68.1%) stated that they knew how to apply for an exemption and have an exemption. 14.6% of respondents reported that they don't know how to apply for an exemption and don't have an exemption, while 11.4% know how to apply for an exemption, but don't have an exemption.

- Respondents were asked for additional information on the criteria under which the exemption was issued. Most respondents (79.8%) reported that they were Haringey Blue Badge holders. 14.0% reported 'not applicable', while 1.3% stated individual circumstances and 0.7% stated Enfield Blue Badge holders.
- Respondents were also asked for additional information on which LTN the exemption is for. The majority of respondents (47.7%) reported all LTNs, followed by St Ann's LTN – X2 (32.8%) and Bruce Grove West Green LTN – Area X3A (32.4%). Also commonly reported were Bruce Grove West Green LTN – Area X3B (29.0%), Bounds Green LTN – Area X1C (23.2%), Bounds Green LTN – Area X1A (22.8%) and Bounds Green LTN – Area X1B (22.4%)

Table 16. Do you know how to apply for an exemption and do you have an exemption?

Category	Count	Percentage
Yes I know how to apply and I have an exemption	233	68.1
Yes I know how to apply but I don't have an exemption	39	11.4
No I don't know how to apply and I don't have an exemption	50	14.6

Other	9	2.6
Prefer not to say	7	2.0
Yes I know how to apply, and I have applied and am awaiting decision	4	1.2
Base	342	100.0

Residents were asked about how easy or difficult they found the application process. In general, over 4 in 10 respondents reported that they found the application process to be easy. Around 3 in 10 respondents stated that they felt neutral about the application process, while around 1 in 10 respondents found the application process to be difficult.

Table 17. How easy or difficult did you find the application process?

Category	Easy	Neutral	Difficult	Prefer not to say	Base
Applying for an exemption in general	43.1	31.3	13.0	12.6	246
Completing the exemption application form	43.3	32.9	10.3	13.5	252
Providing proof(s) of evidence	44.2	29.9	13.1	12.7	251
Uploading your proof(s) of evidence	41.3	30.8	14.2	13.8	247

Respondents were asked if, once they received confirmation of their exemption, the information supplied was clear and easy to understand. Nearly 6 in 10 respondents (59.3%) agreed with this statement, with the remaining 40.7% disagreeing with the statement that the information supplied was clear and easy to understand.

Table 18. When you received confirmation of your exemption, was the information supplied clear and easy to understand?

Category	Count	Percentage
Yes	169	59.3
No	116	40.7
Base	247	100.0

Respondents were asked about how they feel the Council has communicated LTN exemptions. In general, between 33.6% and 38.0% reported finding this communication to be unclear.

Information on the website:

- The most commonly reported response was unclear (38.0%), followed by clear (29.4%) and neutral (26.2%).
- Respondents were more likely to report clear (50.0%) if they or their family have one or more professional carer.

Information by post or email:

- The most commonly reported response was unclear (34.3%), followed by clear (31.4%) and neutral (28.2%).

Information by social media:

- The most commonly reported response was unclear (33.6%), followed by neutral (32.5%) and clear (16.8%).

Table 19. How do you feel about the way the Council has communicated about LTN exemptions?

Category	Clear	Neutral	Unclear	Prefer not to say	Base
Information on our website	29.4	26.2	38.0	6.4	313
Information by post or email	31.4	28.1	34.3	6.3	303
Information by social media	16.8	32.5	33.6	17.2	274

220 respondents provided a total of 322 comments regarding how the Council can improve information about LTN exemptions. The most common themes related to *'Remove LTNs'*, *'Confusion over exemptions'*, and *'Increased congestion/traffic displacement'*. The key themes

raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 20. What do you think the council can do to improve information about LTN exemptions?

Themes	Count	Themes (continued)...	Count
Remove LTNs	47	Modify the LTN	5
Confusion over exemptions	31	Provide another way to apply for an exemption (e.g. offline)	5
Increased congestion/traffic displacement	19	Anti-social behaviour concerns	4
Suggested improvements – automatic exemptions for Blue Badge holders	18	N/A	4
More publicity/advertisement of exemptions/LTN Zones	18	Increased journey times	4
Suggested improvement – make exemption valid for all LTNs	18	Happy with current information provision	4
Physical comms for those not tech savvy/using social media (i.e. letters, face-to-face)	17	Road safety concerns	4
No comment	13	Improve access/permit - residents	3
Disproportionate impact/unfair	11	Comment on other Haringey/government policies	3
Directly contact all Blue Badge holders to make aware of exemptions	10	Increased noise pollution	3
Simplify exemption applications process	9	Other comment	3
Clearer communication (i.e. around details of individual exemptions)	8	Faster application turnaround	3
Increased air pollution	7	Improve access/permit – Black taxi/private hire vehicle	2
Money making scheme	7	Negative impact on disabled people/carers	2
Support LTNs	6	Delays emergency vehicles	1
Improve signage	6	Poor road surface	1
Suggested improvement – exemptions for multiple vehicles	6	Improved refund turnaround period	1

Support for exemptions	6	Suggested improvement – let off first offence	1
Negative impact on mental health	5	Improve access/permit - residents	1
Reduced interaction with local community	5	Cars are needed	1

Equality Monitoring

Full details of responses to this section of the survey are provided in Appendix C (full quantitative results tables). However, key features of the sample by protected characteristics are briefly summarised below.

- Age – 60-74 31.1%; Prefer not to say 2.6%.
- Sex – Female 62.4%; Prefer not to say 5.7%.
- Trans – No 89.6%; Prefer not to say 8.9%.
- National Identity – British 58.4%; Prefer not to say 5.9%.
- Ethnicity – White – English/Welsh/Scottish/Northern Irish/British 36.1%; Prefer not to say 9.0%.
- Sexual orientation – Heterosexual/Straight 79.4%; Prefer not to say 14.7%.
- Religion or belief – Christian 43.3%; Prefer not to say 16.4%.
- Pregnancy and maternity (x2) – Yes 93.6%; Prefer not to say 6.1%.
- Marriage/Civil partnership – Married 29.5%; Prefer not to say 12.5%.
- Benefits received (if any) – None 49.5%; Prefer not to say 21.4%.
- Education/qualifications – Level 4 34.6%; Prefer not to say 25.3%.
- Preferred language – English 88.4%.

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Introduction – Carers Consultation

Haringey Council's 'Streets for People' initiative has been developed to promote a vision for thriving local streets, streets that are greener, safer and cleaner

The introduction of measures under the Council's ambitious Haringey Streets for People project aim to cut road traffic and pollution, as well as improve the walkability, cyclability and wheelability of the local area, creating active travel corridors between local amenities.

Following an extensive listening and engagement exercise, LB Haringey introduced three trial people-friendly low-traffic neighbourhoods (LTNs). These schemes use filters, such as bollards or smart cameras, to stop traffic taking shortcuts along local roads, creating a safer, cleaner and quieter neighbourhood for the people living there.

The borough's trial Low Traffic Neighbourhoods comprise of:

- Bounds Green LTN (introduced 15 August 2022)
- St Ann's LTN (introduced 22 August 2022)
- Bruce Grove West Green LTN (introduced 1 November 2022)

Scheme Context

In 2022, Haringey Council introduced a series of trial low traffic neighbourhoods (LTNs) across the borough to create a safer, cleaner and quieter neighbourhood as part of the Haringey Streets for People programme.

To combat the domination of roads in neighbourhoods across the borough by cars, the schemes aim to reduce through traffic and road danger, improve air quality and make it safer and easier to walk, wheel, scoot, cycle and shop locally.

Following extensive engagement and research, the Council developed and, in July 2022, implemented a Low Traffic Neighbourhood Exemptions Criteria and Application Process, which allows certain groups or people with specific characteristics to bypass the filters. Further details can be found by accessing this link: <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/low-traffic-neighbourhood-exemptions>.

Consultation Report

This report includes all the data from the Carers Survey run by LB Haringey. Where possible from the survey questions, results are segmented by LTN area.

Independent Production of the Report by SYSTRA Ltd.

SYSTRA has been commissioned to prepare this report in partnership with the London Borough of Haringey.

SYSTRA is a global leader in mass transportation and mobility, employing over 7,000 global employees across 80 countries. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also Social and Market Research Consultancy. Their team members have an in-depth understanding of both the transport sector and of social and market research techniques, providing expert support in monitoring and evaluation both direct to clients and also in a peer review capacity. They provide a wealth of experience in conducting both qualitative and quantitative transport research with stakeholders to help understand their priorities and to inform options for future investment and policy development.

As independent, impartial researchers, we believe that we have a duty to society to ensure that we report findings accurately, and with honesty. In adherence to our industry guidelines, we provide insight into both commonly and uncommonly cited themes referenced by respondents. Furthermore, this report does not offer any subjective commentary, merely a reporting of the data gathered.

Neither SYSTRA nor LB Haringey can be held accountable for errors in the data provided by third parties, where these errors have not been identified through normal checking processes.

Methodology

Consultation surveys

LB Haringey undertook an extensive consultation exercise during the summer of 2024 in order to gain the views of residents and key stakeholders on their trial LTN's. Five surveys were designed to obtain feedback from a range of stakeholders across each LTN. Each of the surveys were available online, with paper versions available on request. The surveys were available to complete between Friday 23rd August to Friday 20th September 2024.

The primary survey (split into three individual surveys for Bounds Green, Bruce Grove West Green and St Ann's) was open to complete for all residents and businesses, as well as those who reside outside of Haringey and the immediate LTN areas. In addition, specific surveys were developed for disabled people and carers were available, to obtain specific views from these groups of respondents.

The surveys were designed and delivered by LB Haringey. Each survey began with an introductory page explaining why the consultation was taking place, how feedback can be provided, how the feedback will be used, and access to the relevant privacy policy. The consultation end date was also displayed. The questions were tailored for each audience, but with broad consistency in the topics covered across each of the surveys, which included:

- Demographic/respondent profile questions (e.g. age, sex, disability, other protected characteristics, connection to the LTN area, access to motor vehicle);
- Main mode(s) and frequency of travel, before the launch of the LTN and since the launch;
- Experiences of the LTNs, including:
 - Awareness of the LTNs;
 - Overall sentiments towards the schemes;
 - Community impacts;
 - Whether any changes to the LTNs are required; and
 - Open questions to provide feedback regarding the above topics.
- Experience of LTN exemptions, including:
 - Awareness of and communications regarding exemptions
 - Application processes; and

- Open question to provide further feedback regarding exemptions.

Other feedback channels

Since the LTN introduction, residents have been able to send email feedback to LB Haringey's dedicated email address, as well as their local Councillors regarding the scheme. This feedback has been collated by the Council, and shared with SYSTRA for analysis purposes only. In addition, an online portal has been available, to which residents have been able to provide comments on the schemes.

Qualitative Analysis Approach

For open (qualitative) responses, our approach was to code based solely on what the responses stated, and not to interpret or assess whether their comments were valid. This was to ensure that the process of coding was as objective as possible.

Each response was read and coded by a SYSTRA researcher against a coding frame, which classified the broad range of comments provided by respondents into themes emerging from the data. Each coder's work was quality-checked by a supervisor, to ensure that respondent feedback had been coded fully and correctly; with all sentiments noted.

As with all analysis of qualitative data, it should be noted that:

- The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct;
- Qualitative data, particularly in instances where the sample is self-selecting, does not provide a statistically representative sample. Instead, it ensures the views and opinions of different types of people are heard; and
- Whilst we have provided numbers to illustrate the prevalence of each sentiment, this engagement process cannot be seen as a 'vote' and we do not attempt to draw conclusions about what the 'best' suggestion might be, based on the number of people offering positive or negative comments about a particular suggestion.

Full qualitative results have been provided to LB Haringey in the form of pivot tables, which the Council can use to dynamically view the themes from the analysis against specific roads; and so specific comments assigned to each theme can be investigated for further detail if required.

Quantitative Analysis Approach

The raw data was converted from an Excel file into SPSS format. SPSS is an industry standard data analysis tool used to analyse large volumes of quantitative data, and conduct inferential statistical analysis.

For each survey, two main strands of quantitative analysis were run on the data:

- Frequencies were run to provide results at an overall sample level, identifying overall levels of sentiment across all respondents; and
- Crosstabulations (segmented analysis) were run to understand whether sentiments significantly differ (statistically) between people with different characteristics. The results of crosstabulations included in this report are for statistically significant findings only. By statistically significant, we mean results of chi-square results from the crosstabulations where we are confident, at the 95% level, that any variations between respondent sub-groups are not due to chance.

Full quantitative analysis with all frequencies and crosstabulations run in the analysis are included in a separate Excel file, Appendix A.

Response rates

In total, 60 responses were received to the Carers Survey.

Analysis of Carers Survey Responses

Respondent background and connection to the LTN

Most respondents reported that they were adult carers (98.3%), while 1.7% of respondents were young careers under the age of 18. Out of the 60 carers, 5 carers stated that they were professional carers.

Table 1. Are you a...?

Category	Count	Percentage
Adult carer	59	98.3
Young carer (under 18)	1	1.7
Base	60	100

Respondents were asked for additional context on the relationship to the person they care for. The majority of respondents stated that they were caring for their parents (40%), followed by their children (23.3%). Respondents were also asked for additional information on the number of people they cared for. The most common response was 1 person (58.3%), followed by 2 people (13.3%).

Just over 70% of carers (71.7%) reported that they undertake their role as carer daily. 16.7% of respondents undertook their role 2 to 3 times per week, while 11.7% stated that they lived with the person they care for.

Table 2. How often do you undertake your role as a carer?

Category	Count	Percentage
Daily	43	71.7
2 to 3 times per week	10	16.7
I live with the person I care for	7	11.7
Base	60	100

Respondents were asked whether they or someone in their family had a disability. Most respondents reported that they or someone in their family did not have a disability (76.7%). 15.0% of responses stated that they had a disability, but not a Blue Badge, while 8.3% of respondents stated that they had a disability, and a Blue Badge.

- Respondents were asked for the general nature of their disability. The most common responses were physical disability or health condition (22.2%) and mental health condition (22.2%) while 11.1% of responses preferred not to say.
- Out of the respondents that stated having a disability, just over half (53.8%) reported that their mobility was also impacted, while 15.4% of respondents stated their mobility was not affected. The majority of respondents (62.9%) reported not using any mobility aid, while 17.1% of respondents reported using a walking stick/cane (17.1%), 14.3% of responses preferred not to say.

Table 3. Do you or someone in your family have a disability?

Category	Count	Percentage
No	46	76.7
Yes (I don't have a Blue Badge)	9	15.0
Yes (I have a Blue Badge)	5	8.3
Base	60	100

The majority of the respondents reported living in another part of Haringey (22.0%), this was followed by a different London Borough (20.3%).

Table 4. Where do you live in relation to the LTN?

Category	Count	Percentage
Another part of Haringey	13	22.0
A different London Borough	12	20.3
Within Bounds Green LTN	9	15.3
On a boundary road of Bruce Grove West Green LTN	9	15.3
Within St Ann's LTN	6	10.2
Within Bruce Grove West Green LTN	4	6.8
On a boundary road of Bounds Green LTN	3	5.1

On a boundary road of St Ann's LTN	3	5.1
Base	59	100

Most respondents stated that they drive a car or van, or ride a motorbike or moped (86.4%), 11.9% of respondents stated they don't drive any of those modes, while 1.7% preferred not to say.

Table 5. Do you drive a car or van or ride a motorbike or moped?

Category	Count	Percentage
Yes	51	86.4
No	7	11.9
Prefer not to say	1	1.7
Base	59	100

Respondents were asked where the person they care for lives. The majority of respondents (29.8%) reported that the person they care for lives within St Ann's LTN. Other common responses include within Haringey but not in any of the trial LTNs (26.3%), within Bounds Green LTN (24.6%) and within Bruce Grove LTN (21.1%).

Table 6. Where does the person(s) you care for live?

Category	Count	Percentage
Within St Ann's LTN	17	29.8
Within Haringey but not in any of the trial LTNs	15	26.3
Within Bounds Green LTN	14	24.6
Within Bruce Grove West Green LTN	12	21.1
Outside of Haringey	7	12.3
Base	57	100

Just over half (51.7%) of respondents stated that they normally travel to the person they care for by motor vehicle. 43.3% of respondents reported that they already live with the person they care for.

Table 7. How do you normally travel to the person (s) you care for?

Category	Count	Percentage
Motor vehicle (car, van, moped or motorcycle)	31	51.7
I live with the person I care for	26	43.3
Bus	6	10.0
Train or underground	3	5.0
Walking or wheeling	2	3.3
Cycling (including adapted cycle)	1	1.7
Private hire vehicle	1	1.7
Base	60	100

Respondents were asked how often they travel with the person they care for. Nearly 4 out of 10 (39.0%) respondents reported travelling daily while nearly 3 out of 10 (28.8%) stated that they travel 2 to 3 times per week. 8.5% of responses stated that they did not travel with the person they cared for.

Table 8. If you travel with the person you care for, how often do you travel with them?

Category	Count	Percentage
Daily	23	39.0
2 to 3 times per week	17	28.8
1 to 2 times per week	9	15.3
Once per month	3	5.1
I do not travel with the person I care for	5	8.5
I prefer not to answer	2	3.4
Base	59	100

The most common disability for the individual(s) under the care of the carer was reported to be physical disability or health condition (59.3%). Other common disabilities stated were mental health condition (33.9%) and long-term health condition / hidden health condition (27.1%). Also frequently reported were chronic illness (18.6%), learning disability (18.6%) and neurodivergent (16.9%). Other disabilities, not among the options, included dementia (1.7%), pregnancy (1.7%) and cerebral palsy (1.7%).

Among those that reported disabilities of the individual(s) under their care, nearly 9 in 10 (88.3%) respondents stated that it affected their mobility.

Table 9. If you are comfortable sharing, please let us know the disability of the individual(s) under your care.

Category	Count	Percentage
Physical disability or health condition	35	59.3
Mental health condition	20	33.9
Long-term health condition / hidden health condition	16	27.1
Chronic illness	11	18.6
Learning disability	11	18.6
Neurodivergent	10	16.9
Blind or partially sighted	5	8.5
Deaf / British Sign Language User / hard of hearing	4	6.8
Terminal illness	3	5.1
Prefer not to say	2	3.4
Other	2	3.4
Base	59	100

Experience of the three LTNs

The majority of respondents (63.8%) responded that they were very aware of the trial LTNs in Haringey. 13.8% stated that they were neither aware nor aware, while 3.4% stated that they were unaware of the trials.

Table 10. How aware are you of the trial LTNs in Haringey?

Category	Count	Percentage
Very aware	37	63.8
Aware	11	19.0
Neither aware nor unaware	8	13.8
Unaware	2	3.4
Base	58	100

Respondents were asked about their general feeling towards the trial LTNs. In general, the vast majority of respondents reported being negative about the trial LTN (around 8 in 10 respondents), while less than 1 in 10 respondents report feeling positive towards the trial LTN. Comparable results are observed across Bounds Green, Bruce Grove West Green and St Ann's.

Table 11. In general, how do you feel about the trial LTN?

LTN	Positive	Neutral	Negative	Don't know	Base
Bounds Green	7.2	5.4	82.1	5.4	56
Bruce Grove West Green	5.4	1.8	82.1	10.7	56
St Ann's	7.0	3.5	78.9	10.5	57

More than half the respondents, except for those using motor vehicles, reported no change in the way they travel. The modes with the highest reported increase in travel was motor vehicles (1 in 2 respondents), followed by private hire vehicle and walking or wheeling (around 2 in 5 respondents).

Table 12. Since the LTN was introduced, has the way you travel changed?

Feature	More	No change	Less	Don't know	Base
Motor vehicle (car, van, moped or motorcycle)	50.0	41.1	5.4	3.6	56
Private hire vehicle	22.7	56.8	11.4	9.1	44
Walking or wheeling	22.0	62.0	14.0	2.0	50
Bus	16.3	63.3	16.3	4.1	49
Black taxi	11.4	63.6	11.4	13.6	44
Train or underground	6.5	78.3	10.9	4.3	46
Assisted transport e.g., Dial-A-Ride	4.7	67.4	7.0	20.9	43
Mobility scooter	2.4	71.4	7.1	19.0	42
Cycling (including an adapted cycle)	2.2	71.1	8.9	17.8	45

Carers were then asked the extent to which they agreed or disagreed with a series of statements regarding the LTN in Bounds Green.

The statements with the highest proportion of respondents disagreeing:

- It is easier for me to make the trips I need (around 4 in 5 respondents)
- It is easier for me to get to local shops and services (around 4 in 5 respondents)
- It has made it easier for me to get to friends and family (4 in 5 respondents)
- I feel safer using the street during the night and I feel safer using the street during the day (personal safety) (around 3.5 in 5 respondents)

In general, around 1 in 10 respondents or less, across all categories, reported that they agree with those statements for Bounds Green.

More than 1 in 4 respondents stated that they don't know whether they agree or disagree with the statement that it is 'easier to cycle, use an adapted cycle or mobility scooter'. For all other statements, around 2 in 10 respondents, or less, reported that they don't agree or disagree with the statements.

Table 13. Since the Bounds Green LTN was introduced, to what extent do you agree or disagree with these statements?

Bounds Green	Agree	Neutral	Disagree	Don't know	Base
The area feels quieter (less noisy)	17.0	9.4	56.6	17.0	53
It feels safer using the street in the day (road safety)	10.9	9.1	67.3	12.7	55
I feel safer using the street during the day (personal safety)	7.4	13.0	72.2	7.4	54
The air feels cleaner (less polluted)	7.4	7.4	70.4	14.8	54
It feels safer using the street in the night (road safety)	7.4	9.3	70.4	13.0	54
It has made me take fewer trips by car	7.4	14.8	68.5	9.3	54
It is easier for me to make the trips I need	7.1	1.8	83.9	7.1	56
It is easier to cycle, use an adapted cycle or mobility scooter	5.7	11.3	54.7	28.3	53
I feel safer using the street during the night (personal safety)	5.7	9.4	73.6	11.3	53
It is easier for me to get to local shops and services	5.6	5.6	81.5	7.4	54
It has made it easier for me to get to friends and family	5.6	7.4	79.6	7.4	54
It is easier to walk, use a walking chair or wheelchair	5.5	18.2	58.2	18.2	55

Carers were then asked the extent to which they agreed or disagreed with a series of statements regarding the LTN in Bruce Grove West Green.

The statements with the highest proportion of respondents disagreeing:

- It is easier for me to make the trips I need (almost 9 out of 10 respondents)
- It has made it easier for me to get to friends and family (8 out of 10 respondents)
- It has made it easier for me to get to local shops and services (8 out of 10 respondents)
- I feel safer using the street during the night (personal safety) (almost 8 out of 10 respondents)
- I feel safer using the street during the day (personal safety) (7.5 out of 10 respondents).

In general, around 1 in 10 respondents or less, across all categories, reported that they agree with those statements for Bruce Grove West Green.

More than 1 in 4 respondents stated that they don't know whether they agree or disagree with the statement that it is 'easier to cycle, use an adopted cycle or mobility scooter'. For all other statements, around 2 in 10 respondents, or less, reported that they don't agree or disagree with the statements.

Table 14. Since Bruce Grove West Green LTN was introduced, to what extent do you agree or disagree with these statements?

Bruce Grove West Green	Agree	Neutral	Disagree	Don't know	Base
The area feels quieter (less noisy)	13.5	3.8	63.5	19.2	52
I feel safer using the street during the day (personal safety)	7.7	7.7	75.0	9.6	52
It feels safer using the street in the day (road safety)	5.7	9.4	71.7	13.2	53
It is easier for me to make the trips I need	5.7	-	86.8	7.5	53

It is easier for me to get to local shops and services	5.7	1.9	81.1	11.3	53
It has made me take fewer trips by car	5.7	7.5	73.6	13.2	53
It has made it easier for me to get to friends and family	5.7	-	83.0	11.3	53
It is easier to cycle, use an adapted cycle or mobility scooter	4.1	12.2	53.1	30.6	49
It is easier to walk, use a walking chair or wheelchair	3.9	13.7	58.8	23.5	51
I feel safer using the street during the night (personal safety)	2.0	8.0	78.0	12.0	50
The air feels cleaner (less polluted)	2.0	5.9	74.5	17.6	51
It feels safer using the street in the night (road safety)	1.9	9.6	73.1	15.4	52

Carers were then asked the extent to which they agreed or disagreed with a series of statements regarding the LTN in St Ann's.

The statements with the highest proportion of respondents disagreeing:

- It is easier for me to make the trips I need (8 out of 10 respondents)
- It has made it easier for me to get to friends and family (8 out of 10 respondents)
- It has made it easier for me to get to local shops and services (8 out of 10 respondents)
- I feel safer using the street during the night (personal safety) (almost 8 out of 10 respondents)
- It has made take fewer trips by car (7.5 out of 10 respondents).

In general, around 1 in 10 respondents or less, across all categories, reported that they agree with those statements for St Ann's.

More than 1 in 4 respondents stated that they don't know whether they agree or disagree with the statement that it is 'easier to cycle, use an adapted cycle or mobility scooter'. For all other statements, around 2 in 10 respondents, or less, reported that they don't agree or disagree with the statements.

Table 15. Since St Ann's LTN was introduced, to what extent do you agree or disagree with these statements?

St Anns	Agree	Neutral	Disagree	Don't know	Base
The area feels quieter (less noisy)	15.4	5.8	63.5	15.4	52
It feels safer using the street in the day (road safety)	11.3	9.4	66.0	13.2	53
I feel safer using the street during the day (personal safety)	7.7	9.6	73.1	9.6	52
It is easier for me to make the trips I need	7.5	1.9	81.1	9.4	53
It is easier to walk, use a walking chair or wheelchair	5.9	17.6	56.9	19.6	51
It feels safer using the street in the night (road safety)	5.8	9.6	69.2	15.4	52
It is easier for me to get to local shops and services	5.8	3.8	78.8	11.5	52
It has made it easier for me to get to friends and family	5.8	-	80.8	13.5	52
The air feels cleaner (less polluted)	5.8	11.5	67.3	15.4	52
It is easier to cycle, use an adapted cycle or mobility scooter	4.0	10.0	50.0	36.0	50

It has made me take fewer trips by car	3.8	7.5	73.6	15.1	53
I feel safer using the street during the night (personal safety)	3.8	3.8	76.9	15.4	52

The majority of respondents report feeling less connected to their local community (64.9%), followed by noticing no change in community interaction (47.4%). More interactions with neighbours (3.5%) and stronger sense of belonging (3.5%) are less frequently reported.

Table 16. How have the LTNs affected your experience of community in the area?

Category	Count	Percentage
I feel less connected to my local community	37	64.9
I've noticed no change in community interaction	27	47.4
I interact more with my neighbours	2	3.5
I feel a stronger sense of belonging to the neighbourhood	2	3.5
I participate more in local events or activities	1	1.8
Other	2	3.5
Base	57	100

47 respondents provided a total of 59 comments regarding any changes in community interaction/neighbourhood atmosphere they have noticed since the introduction of the LTN. The most common themes related to 'Increased congestion/traffic displacement', 'Increased anti-social behaviour', and 'Increased journey times'.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 17. Describe any changes you've noticed in community interaction/neighbourhood atmosphere since the introduction of the LTN?

Themes	Count	Themes (continued)...	Count
Increased congestion/traffic displacement	16	Road safety concerns	3
Increased anti-social behaviour	7	Negative impact on mental health	2
Increased journey times	7	Negative impact – unspecified	1
Increased air pollution	6	Improved local environment	1
People from outside LTN less willing to visit	5	Negative impact on local businesses/economy	1
Increased division in local community	5	Increased local community interaction	1
Difficulty travelling around the borough - unspecified	3	Reduced congestion/traffic	1

Respondents were asked how their overall feeling as a carer was affected by the trial LTNs. Most respondents stated that the trial LTNs made it more difficult to travel (84.2%), followed by increased travel time (70.2%). Less frequently reported were easier to travel (10.5%) and decreased travel time (5.3%). Other reported comments include delays to care (1.7%), increased isolation (1.7%), reduced anxiety (1.7%) and easier to walk locally as a carer (1.7%).

Table 18. How have the trial LTNs affected your overall experience as a carer?

Category	Count	Percentage
Made it more difficult to travel	48	84.2
Increased travel time	40	70.2
Made it easier to travel	6	10.5
Decreased travel time	3	5.3
Other	1	1.8
Base	57	100

Respondents were asked how the trial LTNs affected the person they care for. Most responses were negative (80.7%), with 14.0% stating they were positively affected.

Table 19. In your opinion, how have the trial LTNs affected the person you care for?

Category	Count	Percentage
Positively	8	14.0
Neither positively or negatively	3	5.3
Negatively	46	80.7
Base	57	100

54 respondents provided a total of 85 comments regarding their experience with the trial LTNs. The most common themes related to 'Increased congestion/traffic displacement', 'Increased journey times', and 'Increased air pollution'.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 20. Do you have any comments on your experience with the trial LTNs?

Themes	Count	Themes (continued)...	Count
Increased congestion/traffic displacement	20	Increased costs spent on fuel	3
Increased journey times	13	Pedestrian safety concerns	2
Increased air pollution	7	Negative impact on local businesses/economy	2
Remove LTNs	7	Increased anti-social behaviour	2
Negative impact on mental health	6	Money-making scheme	2
Reduced socialisation	4	Easier travel	2
Unfair/discriminatory against disabled/carers	3	Reduced congestion	2

Views on LTN exemptions

Respondents were asked whether they were aware that the Council offered LTN exemptions. Most respondents (72.9%) reported that they knew that the Council offered exemptions.

Table 21. Did you know the council offers LTN exemptions?

Category	Count	Percentage
Yes	43	72.9
No	16	27.1
Base	59	100

The majority of respondents reported that they know how to apply for an exemption, and also have an exemption (34.5%). Also commonly reported were that the respondents knew how to apply but don't have an exemption (29.3%) and don't know how to apply and don't have an exemption (27.6%).

Among those that stated they had an exemption, the most common criteria reported was Blue Badge holder (the person I care for has a Blue Badge and nominated my vehicle) with 53.1%, followed by Blue Badge Holder (Haringey Blue Badge holder) with 12.5% of responses. 28.1% of respondents reported not applicable.

Respondents were asked to provide additional information on which the LTN the exemption is for. The majority of respondents reported St Ann's LTN – X2 (50%), followed by Bruce Grove West Green LTN – Area X3A and Bruce Grove West Green – Area X3B (28.6%), and Bounds Green LTN – Area X1A and Bounds Green LTN – X1C (21.4%).

Table 22. Do you know how to apply for an exemption and do you have an exemption?

Category	Count	Percentage
Yes I know how to apply and I have an exemption	20	34.5
Yes I know how to apply but I don't have an exemption	17	29.3
No I don't know how to apply and I don't have an exemption	16	27.6
Prefer not to say	5	8.6
Base	58	100

Respondents were asked about how easy or difficult they found the application process. In general, most respondents (between 6 in 10 respondents and 7 in 10 respondents) reported that they found the difficulty to be neutral or difficult, across all four categories. Around 3 in 10 respondents stated that they found the application to be of neutral difficulty, while almost 4 in 10 respondents reported that they found the application process to be difficult.

Table 23. How easy or difficult did you find the application process?

Category	Easy	Neutral	Difficult	Prefer not to say	Base
Applying for an exemption in general	12.5	34.4	37.5	15.6	32
Completing the exemption application form	16.1	29.0	38.7	16.1	31
Providing proof(s) of evidence	16.1	32.3	35.5	16.1	31
Uploading your proof(s) of evidence	19.4	25.8	38.7	16.1	31

Respondents were asked if, once they received confirmation of their exemption, the information supplied was clear and easy to understand. The majority of respondents (60.6%) stated that they disagreed with this statement, with 39.4% agreeing that the information supplied was

clear and easy to understand.

Table 24. When you received confirmation of your exemption, was the information supplied clear and easy to understand?

Category	Count	Percentage
Yes	13	39.4
No	20	60.6
Base	33	100

Respondents were asked about how they feel the Council has communicated LTN exemptions. In general, most residents (between 4 in 10 respondents and 5 in 10 respondents) reported unclear for information by website, post or email. Between 2 in 10 respondents and 3 in 10 respondents stated that the communication was neutral, while 2 in 10 respondents reported that the communication was clear. For information by social media, almost 5 in 10 respondents reported unclear, while less than 1 in 10 respondents reported that the information was clear.

Table 25. How do you feel about the way the council has communicated about LTN exemptions?

Category	Clear	Neutral	Unclear	Prefer not to say	Base
Information on our website	17.6	27.5	45.1	9.8	51
Information by post or email	20.8	22.9	43.8	12.5	48
Information by social media	6.5	26.1	47.8	19.6	46

33 respondents provided a total of 26 comments regarding what the Council can do to improve information about LTN exemptions. The most common themes related to 'Remove the LTN', 'Better communication/information provision about exemptions', and 'Wider scope for exemptions'.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Table 26. What do you think the council can do to improve information about LTN exemptions?

Themes	Count	Themes (continued)...	Count
Remove the LTNs	8	Support for exemptions to all Blue Badge holders across all zones	1
Better communication/information provision about exemptions	5	Better communication/information provision about LTN restrictions for visitors	1
Widen scope for exemptions	3	No impact of exemptions due to congestion	1
Clearer/Easier application process	3	Support for LTNs	1
Easier process for changing car registration number on exemption	3		

Equality Monitoring

Full details of responses to this section of the survey are provided in Appendix A (full quantitative results tables). However, key features of the sample by protected characteristics are briefly summarised below.

- Age – 50-59 29.3%; Prefer not to say 5.2%.
- Sex – Female 60.3%; Prefer not to say 13.8%.
- Trans – No 79.6%; Prefer not to say 18.4%.
- National Identity – British 66.7%; Prefer not to say 1.7%.
- Ethnicity – White – English or Welsh or Scottish or Northern Irish or British 26.5%; Prefer not to say 18.4%.
- Sexual orientation – Heterosexual or Straight 72.7%; Prefer not to say 27.3%.
- Religion or belief – Christian (including Church of England, Catholic, Protestant and all other Christian denominations) 29.8%; Prefer not to say 38.3%.
- Pregnancy and maternity (x2) – No 80.7%; Prefer not to say 15.8%.
- Marriage/Civil partnership – Married 30.2%; Prefer not to say 30.2%.
- Benefits received (if any) – None 60.0%; Prefer not to say 25.5%.
- Education/qualifications – Level 4 or above – e.g. first or higher degree, professional qualifications or other equivalent higher education qualifications 41.8%; Prefer not to say 38.2%.
- Preferred language – English 93.9%.

Appendix C – Traffic order objection themes and recommended response

Notes: Formal objections to the ETO (4 September 2023 to 3 March 2024) were analysed thematically. Each respondent was linked to themes they mentioned. Any duplicate themes for the same respondent were removed to ensure each theme was counted only once per respondent. The data below shows the summed count for each theme. It is noted that these counts reflect the total mentions of a themes rather than the number of individual respondents.

Copy of the objections is available for inspection by Cabinet Members by contacting LTN@haringey.gov.uk

Objection theme	ETO objection theme count	Recommended response
<p>LTN generates additional pollution and noise through extra vehicle trips, and has displaced vehicles from the internal roads onto boundary roads</p> <p>Recommend: Not Accept</p>	308	<p>It is important to acknowledge the challenges and perceptions that arise during the implementation of LTNs. However, evidence shows that the LTN trial has successfully reduced motorised vehicle volumes within the scheme area. Between November 2021 and November 2023, internal roads experienced a 56% decrease in counted vehicles. Whilst some boundary roads have experienced increases in traffic volumes over the same time period, cumulative increases are substantially less than the reductions experienced on internal roads.</p> <p>Noise levels associated with motor vehicles are anticipated to correlate with variations in traffic volume and composition. Most roads within the scheme area are, therefore, expected to have experienced reduced noise levels, although some roads may encounter increased noise at specific times due to higher traffic volumes or changes in vehicle types. LTNs form a key component of the Council's broader strategy to decrease motor traffic across the borough, with the long-term aim of improving air quality and reducing noise pollution across all roads.</p> <p>Reductions in traffic volumes will also lead to an associated reduction in air and noise pollution associated with vehicular activity.</p> <p>Analysis by Imperial College London indicates a small reduction in air quality (in nitrogen dioxide (NO₂) levels) for both internal and boundary roads relative to borough-wide locations; however the figures were not statistically significant.</p> <p>Over time, the reduction in total vehicle numbers contributes to lower emissions and noise levels at both local and broader scales.</p> <p>The mitigation and complementary projects discussed in the report, alongside the existing availability of exemptions, are expected to help address any identified negative impacts. The Council remains committed to</p>

Appendix C – Traffic order objection themes and recommended response

		<p>monitoring the road network's performance and managing it in line with its statutory duties and adopted policies.</p>
<p>LTNs have a negative impact on road safety / safety</p> <p>Recommend: Not Accept</p>	<p>62</p>	<p>London collision data is collected by the Metropolitan Police Service (MPS) and the City of London Police (CoLP) or reported to the police by members of the public. The reported data is then provided to Transport for London (TfL) and undergoes rigorous processing, including data validation checks, to ensure it meets the required standard when it is submitted to the Department for Transport (DfT) as a national statistics, known as STATS19.</p> <p>Collision data shows that the number of road traffic collisions on internal LTN roads has reduced by 29% between the 12 months before and the 12 months after the LTN was introduced. The number of collisions on boundary roads has dropped by 21% over the same time period. The report points out that a longer monitoring period will provide more robust data as to the LTN effect on collisions.</p> <p>Patterns of reported crimes before and after scheme implementation have remained similar. There is no indication that crime patterns within the LTN area have been impacted by the introduction of the LTN.</p>
<p>LTNs are unfair as they negatively impact businesses and the economy (social and health, both physical and mental, impacts perceived by residents, concerns about antisocial behaviour and community cohesion, feelings that the scheme may promote inequality)</p>	<p>172</p>	<p>Whilst the motor vehicle route to some destinations may have had to change, as a consequence of the LTN, all businesses remain fully accessible.</p> <p>Data analysis does not indicate that footfall and instore card spend within the scheme area has been impacted by the introduction of the LTN. No causal relationship between the introduction of the LTN and instore card spend at businesses within or close to the LTN has been identified.</p> <p>With regards to unequal impacts to internal and boundary roads, the St. Ann's scheme is delivering its intended local impacts in terms of a reduction in motorised traffic volumes on internal roads without significant impact to most boundary roads. Benefits have been observed on both boundary and internal roads across a range of metrics: for instance, collisions have decreased by 29% of internal roads and by 21% on boundary roads, exponential growth in dockless cycling starting or ending in the LTN and air quality has been negligibly impacted across the scheme area.</p>

Appendix C – Traffic order objection themes and recommended response

<p>Recommend: Not Accept</p>		<p>With regards to increased inequalities within the scheme area, exemptions have been put in place to support those with a disability and who may rely on a motor vehicle. Exemptions for Haringey LTNs were extended to all Blue Badge holders in the borough, with 79% of applications approved, most permits issued to those under the Blue Badge or Individual Circumstance criteria, and a higher proportion of applicants from the more deprived east of the borough.</p> <p>Studies have shown that businesses generally overestimate the number of customers arriving by car and investment in walking and cycling can achieve considerable economic benefits, for example, by increasing retail spend (over a month, people who walk to the high street spend up to 40% more than people who drive), reducing absences and increasing productivity (people who are physically active take 27% fewer sick days each year than their colleagues).</p>
<p>LTNs should be removed</p> <p>Recommend: Not Accept</p>	<p>80</p>	<p>The 'Streets for People' initiative promotes a vision for thriving local streets, streets that are greener, safer and cleaner. Measures implemented seek to cut road traffic and pollution and improve the walkability and cyclability of local neighbourhoods. One of the key objectives, as set out in the Monitoring Strategy, is to reduce traffic volumes on residential streets within the study area. This, in turn, reduces road danger and creates streets that are more attractive for people to walk and cycle.</p> <p>Traffic count data indicates the LTN is achieving this objective.</p> <p>The Council's Walking and Cycling Action Plan (WCAP) sits under the overarching Haringey's Adopted Transport Strategy and the Mayor of London's Transport Strategy. The WCAP sets out the Council's vision:</p> <ul style="list-style-type: none"> • Walking and cycling are natural choices • active travel will improve the wellbeing of our residents, reducing obesity and improving air quality • reduce motor vehicles use for short trips with a shift to active travel <p>The WCAP identifies (Policy 4) that the Council will deliver a network of LTNs across the borough and specifically identifying St. Ann's.</p> <p>The Corporate Delivery Plan (CDP 2024-26) sets out that "we believe residents deserve and flourish in safe, clean and green neighbourhoods. By taking steps to reduce carbon emissions in the borough, we play our part in safeguarding the future of the planet at the same time as promoting longer, healthier lives for the residents of today."</p> <p>The aim of the LTN aligns with the above vision. LTNs also contribute to the 'Responding the climate emergency' theme which includes the following outcomes:</p>

Appendix C – Traffic order objection themes and recommended response

		<ul style="list-style-type: none"> • A greener Haringey • A zero carbon and climate resilient Haringey • Expanding active travel • Better air quality in Haringey <p>As set out in the Cabinet Report, officers consider that the LTN is, in general, meeting its objectives and recommend that the LTN is made permanent. Given the large size of the LTN, further benefits are expected to be realised over time and further work, such as the projects and programmes discussed will be required to assist Council's vision.</p>
<p>Modify the LTNs (improved street design features, junction management, enforcement, further consideration regarding exemptions)</p> <p>Recommend: Not Accept</p>	<p>42</p>	<p>At this stage of an experimental traffic order (ETO), the Council must take a decision whether to make the traffic orders permanent. No changes to the LTN scheme are permitted in moving the orders to permanent orders.</p> <p>However, the report does make clear that the LTN is part of a larger vision for the whole borough to create liveable, inclusive spaces that prioritise community well-being over car dominance and includes school streets, greener public spaces, walking and cycling infrastructure enhancements. As such, there are a range of further projects and programmes that are being considered that intend to mitigate any negative impacts the LTN may have had.</p> <p>It is noted that, following extensive engagement and research, the Council has developed a Low Traffic Neighbourhood Exemptions Criteria and Application Process, which allows exemptions to be issued enabling certain groups or people with specific characteristics to pass through the traffic filters in a motor vehicle. Further details can be found here: https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/low-traffic-neighbourhood-exemptions</p> <p>The Council will continue to monitor traffic levels and seek to deliver projects that complement the LTN.</p>
<p>LTNs have been implemented without considering the public's preferences</p> <p>Recommend: Not Accept</p>	<p>61</p>	<p>Prior to launch of the LTN trial, three stages of engagement were carried out which helped shape the design of the LTN. The LTN was then introduced on an experimental basis with provided a statutory 6-month objection period.</p> <p>In 2023, an interim review of the LTN was carried out which included consideration of any objections as well as a wider public consultation. Following a listening exercise, the Blue Badge exemptions which applied to those who lived inside and the immediate boundary of the LTN were extended to all Haringey blue badge holders; these came into effect on 4 September 2023.</p>

Appendix C – Traffic order objection themes and recommended response

	<p>More recently, as part of the final review, a range of consultations were carried out in July, August and September 2024 through a public CommonPlace survey, business perception surveys, disabled people survey and a survey of carers.</p> <p>At a broader level, the Council's Walking and Cycling Action Plan was subject to 9-week consultation in 2021/22.</p> <p>As noted in the report, there was a broad range of views expressed through the consultation process - with high levels of engagement through the public survey - and those consulted engaging meaningfully in the process. While consultation results show mixed opinions, there is evidence of growing acceptance with improving views compared to the interim review.</p> <p>At all stages of consultation, the Council has considered all feedback and objections prior to taking a decision.</p>
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EQUALITY IMPACT ASSESSMENT

The Equality Impact Assessment (EqIA) form is a template for analysing a policy or proposed decision for its potential effects on individuals with protected characteristics covered by the Equality Act 2010.

The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protected characteristics, please proceed to stage 2 and complete a full Equality Impact Assessment (EqIA).

Stage 2 – Full Equality Impact Assessment

An EqIA provides evidence for meeting the Council's commitment to equality and the responsibilities under the Public Sector Equality Duty.

When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision-making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.

Please read the Council's Equality Impact Assessment Guidance before beginning the EqIA process.

1. Responsibility for the Equality Impact Assessment	
Name of proposal	St Anns Low Traffic Neighbourhood
Service area	Environment and Resident Experience
Officer completing assessment	Naima Ihsan
Equalities/ HR Advisor	Jessica Russell
Cabinet meeting date (if applicable)	10 December 2024
Director/Assistant Director	Barry Francis / Mark Stevens

2. Summary of the proposal

Please outline in no more than 3 paragraphs

- The proposal which is being assessed
- The key stakeholders who may be affected by the policy or proposal
- The decision-making route being taken

In December 2021, Cabinet approved an 18-month trial of Bounds Green LTN, St Ann's LTN and Bruce Grove West Green LTN, and a range of complementary measures including new pedestrian crossings, cycle hangars and six trial School Streets. The LTNs were introduced on a trial basis, using experimental traffic orders (ETOs), the very purpose of which was to allow all stakeholders to see the scheme in operation allowing time to reflect on whether the scheme was working and delivering what it was expected to before taking a decision on whether to make alterations, revoke the ETO or make the changes permanent.

Low traffic neighbourhoods (LTNs) form a key part of Haringey Council's adopted Walking and Cycling Action Plan¹ which sets out how to make the borough a more attractive place for residents, businesses and visitors, by enabling more walking, wheeling², cycling and public transport trips; whilst reducing motor traffic overall. Motor vehicle-centric street design disproportionately impacts those with the lowest levels of motor vehicle access and household incomes³ and, by introducing well-designed LTNs, we can create streets that enable more walking, wheeling and cycling for those who benefit the least from traditional, passive traffic management approaches. In addition, research has shown that LTNs are able to reduce car ownership per household over time⁴, leaving more traffic capacity for those who have little option but to drive local trips.

Exemptions have been available since the launch of the LTN and, following the interim review, were extended so that all Blue Badge holders living in Haringey could apply to drive through most of the traffic filters that are enforced by camera. Previously, exemptions were available only for Blue Badge holders who lived within or on the immediate boundary of the LTN. The majority of exemption permits have been issued to motorists who applied under the 'Haringey Blue Badge holder' (89%) or 'Individual Circumstances' (8%) criteria. In those cases, exemptions are generally valid across all three trial LTNs (where the traffic filter displays the relevant permit code (X1, X2, X3)). Following extensive engagement and research, the Council developed and, in July 2022, implemented a Low Traffic Neighbourhood Exemptions Criteria and Application Process, which allow allows certain groups or people with specific characteristics to bypass the filters. Further details can be found by accessing this link: <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/low-traffic-neighbourhood-exemptions>.

¹ <https://new.haringey.gov.uk/streets-roads-travel/haringey-streets-people/our-walking-cycling-action-plan>

² 'Wheeling' – in this context meaning anyone using a mobility aid such as a wheelchair, wheeled walking aid (e.g. Rollator) or 3 or 4-wheeled mobility scooter; 'wheeling' also includes others such as children using push-scooters and parents/carers using buggies and pushchairs.

³ Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries
<https://www.sciencedirect.com/science/article/pii/S2214140517306308>

⁴ <https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions>

The key stakeholders are:

Everyone living in or who travels through the St Anns LTN area and surrounding areas who would be affected by the LTN. Vehicle access to all properties within the area will be maintained under the LTN, albeit the schemes will result in changes to motor vehicle access routes for some drivers. The LTN will deliver multiple benefits, of varying degrees, for various non-motorized users, as described throughout the Equality Impact Assessment (EqIA) report.

The proposed decision is to approve making of traffic orders which give permanent effect to the experimental traffic scheme known as St Anns Experimental LTN that is being presented to Cabinet on 10th December 2024.

3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these

This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.

Protected group	Service users	Staff
Sex	<ul style="list-style-type: none"> Census 2021 Haringey borough profile data <u>State of the Borough – September 2023</u> 	N/A
Gender Reassignment	<ul style="list-style-type: none"> Census 2021 Haringey borough profile data <u>State of the Borough – September 2023</u> 	N/A
Age	<ul style="list-style-type: none"> Census 2021 Haringey borough profile data <u>State of the Borough – September 2023</u> 	N/A
Disability	<ul style="list-style-type: none"> Census 2021 Haringey borough profile data <u>State of the Borough – September 2023</u> 	N/A
Race & Ethnicity	<ul style="list-style-type: none"> Census 2021 Haringey borough profile data <u>State of the Borough – September 2023</u> 	N/A
Sexual Orientation	<ul style="list-style-type: none"> Census 2021 Haringey borough profile data <u>State of the Borough – September 2023</u> 	N/A
Religion or Belief (or No Belief)	<ul style="list-style-type: none"> Census 2021 Haringey borough profile data <u>State of the Borough – September 2023</u> 	N/A

Protected group	Service users	Staff
Pregnancy & Maternity	<ul style="list-style-type: none"> • Census 2021 • Haringey borough profile data • <u>State of the Borough – September 2023</u> 	N/A
Marriage and Civil Partnership	<ul style="list-style-type: none"> • Census 2021 • Haringey borough profile data • <u>State of the Borough – September 2023</u> 	N/A

Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?

Sex

St Ann's LTN covers not only St Ann's ward, but also sections of Haringay and Seven Sisters wards. For that reason, information from the Census 2021 has been gathered on each protected group for each of these wards and for Haringey borough.

It is important that any scheme ensures that the needs of both sexes are considered, and any victimisation of women is not only avoided, but if possible reduced by the design.

Sex	St. Ann's ward (%)	Seven Sisters	Haringay ward (%)	LB Haringey (%)	of London (%)
Male	48.8% ⁵	48.5% ⁶	49.4% ⁷	48.1% ⁸	48.5% ⁹
Female	51.2% ¹⁰	51.5% ¹¹	50.6% ¹²	51.9% ¹³	51.5% ¹⁴

St Ann's ward has 48.8% of men and a slightly higher proportion of women at 51.2%. For Haringay ward, there is 49.4% of men and 50.6% of women. For Seven Sisters ward, there is 48.5% of males compared to 51.5% of women.

LB Haringey has 48.1% of men and 51.9% of women. Haringey's men to women ratio is in line with the rest of London.

Across Greater London, research undertaken by TfL shows walking is the most used type of transport by women (95 per cent walk at least once a week).¹⁵ Women are also more likely to use buses than men (63% compared with 56%) but are less likely to use other types of transport including the Tube (38% of women compared with 43% of men). Men (42%) are likely to drive a car than women (33%) once a week, with women (51%) more likely to use a car as a passenger once a week compared to men (37%).¹⁶

It is important to recognise that women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices.

Women aged 17 or over who are living in London are less likely than men to have a full driving licence (58% compared with 72%) or have access to a car (63% of all women

⁵ [Haringey ward profiles | Haringey Council](#)

⁶ [Haringey ward profiles | Haringey Council](#)

⁷ [Haringey ward profiles | Haringey Council](#)

⁸ [Haringey ward profiles | Haringey Council](#)

⁹ [Haringey ward profiles | Haringey Council](#)

¹⁰ [Haringey ward profiles | Haringey Council](#)

¹¹ [Haringey ward profiles | Haringey Council](#)

¹² [Haringey ward profiles | Haringey Council](#)

¹³ [Haringey ward profiles | Haringey Council](#)

¹⁴ [Haringey ward profiles | Haringey Council](#)

¹⁵ [Travel in London: Understanding our diverse communities 2019](#)

¹⁶ [Travel in London: Understanding our diverse communities 2019](#)

compared with 66% of all males).¹⁷ These factors are likely to be related to the frequency of car use as a driver.

Women are more likely to use the bus than men. As many public transport journeys start or end on foot or cycle, the improvements the scheme aims to be deliver in terms of safety and convenience to these networks will improve their access to public transport services.

The London Travel Demand Survey looks at attributes of those London residents who cycle. In 2022/23, it was reported that approximately 18% of women cycled at least once a week.¹⁸ 79% of women in London report being able to ride a bike, compared with 91% of males¹⁹. Increasing residents' access to favourable cycling conditions is likely to encourage women (who lag behind men) to learn how to ride a bike, particularly due to higher number of trips they make daily compared to men, as well as their role in taking children to and from educational and recreational facilities. The proposals would reduce a significant barrier to cycling.

Reduced volumes of motor vehicle traffic in LTNs create significantly quieter environments which can heighten the apprehension of threat. This perception particularly impacts women making trips by foot or bicycle, as part of a public transport journey or a trip on its own. There is some concern that this perceived risk impacts women's willingness to make trips by active travel modes after dark although, during the day, LTNs may create more pedestrians on the street and increase the feeling of safety. In contrast, an academic report²⁰ suggested a positive improvement in the measured crime rate after the introduction of LTNs. The report examined the impact on street crime after introducing LTNs in Waltham Forest which was associated with a 10% decrease in total street crime, with significant decreases in violence and sexual offences. The potential causative factors that result in reduced crime are not identified in the report, yet the outcome demonstrates a potential benefit. However, women tend to share taxi services late at night to get home safely. The LTN may increase travel times and cost between drop-offs.

Reduction of through-traffic will reduce the risk of road traffic collisions, which would benefit pedestrians particularly pregnant women with infants and/or young children. This will also provide benefits to women travelling with prams who require additional time to navigate kerbs when crossing the street. Quieter streets also mean that those travelling with prams can use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Air quality exposure is worse²¹ inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

¹⁷ [Travel in London: Understanding our diverse communities 2019](#)

¹⁸ [Travel in London 2023 - Annual Overview](#)

¹⁹ <http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf>

²⁰ <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london/>

²¹ <https://www.london.gov.uk/sites/default/files/2023-09/In-vehicle%20exposure%20to%20traffic%20and%20road-generated%20air%20pollution.pdf>

Gender Reassignment

There is no data showing that the LTN proportionately affects people as a result of their sexual orientation.

Age

The percentages below provide a snapshot of the age distribution in each ward, highlighting the diversity in age groups across these ward areas.²²

Age Group	St. Ann's Ward	Seven Sisters	Harringay Ward	Haringey	London
0-4 years	7%	7%	7%	6%	6%
5-9 years	6%	6%	6%	6%	6%
10-14 years	6%	6%	6%	5%	5%
15-19 years	5%	5%	5%	5%	5%
20-24 years	7%	8%	7%	7%	7%
25-29 years	8%	8%	8%	8%	8%
30-34 years	9%	9%	9%	9%	8%
35-39 years	8%	9%	9%	8%	8%
40-44 years	7%	7%	7%	7%	7%
45-49 years	6%	7%	7%	6%	6%
50-54 years	6%	6%	6%	6%	6%
55-59 years	5%	6%	6%	5%	5%
60-64 years	5%	5%	5%	4%	4%
65-69 years	4%	4%	4%	4%	3%
70-74 years	3%	3%	3%	3%	3%
75-79 years	2%	3%	3%	2%	2%
80-84 years	2%	2%	2%	2%	1%
85+ years	1%	1%	1%	1%	1%

With 20-22% of the population in these wards being children, the reduced traffic over time and safer streets can encourage outdoor play and walking or cycling to school, contributing to healthier lifestyles and reducing the risk of road accidents.

²² [Ward data, England and Wales: Census 2021 - Office for National Statistics](#)

With 19-20% of the population in the 45-59 age group, the LTN can offer a quieter and safer environment, which is beneficial for those who may be more vulnerable to traffic-related stress and pollution. Enhanced pedestrian infrastructure can also support more active and independent lifestyles.

Senior Population (60+ years): Seniors, making up 16-18% of the population, can greatly benefit from the LTN's focus on reducing traffic and improving pedestrian safety. Accessible and well-maintained pathways can facilitate mobility for older adults, promoting independence and reducing the risk of accidents.

People aged between 20 and 29 years old are more likely to be killed or seriously injured than those in other age groups and the number of children killed or seriously injured in cars increased as recently as 2016. Black, Asian, and non-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children ²³.

Alongside road danger, air pollution is an invisible but acute threat to children's health. Around 1 in 3 babies are growing up in areas of the UK with unsafe levels of particulate matter – that's nearly 270,000 babies under the age of 1 in the UK ²⁴.

Toxic exhaust pipe emissions damage children's growth and leave them with lasting health problems (it should be noted that harmful particulate matter is also produced by tyres and brake linings which includes those fitted to electrically powered motor vehicles). In 71% of UK towns and cities, children are breathing unsafe levels of air pollution ²⁵.

The LTN aims to improve the ability to move through the area walking, using a mobility aid, adapted cycle or wheelchair. Due to reduced traffic, it makes it easier to cross the road. Some older people with certain conditions may be more reliant on travel by motor vehicle and in some cases journey times may increase as a result.

Air quality exposure is worse²⁶ inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits. Data²⁷ on air quality shows that it is particularly harmful for children and elderly people.

Improvements in air quality are likely to particularly benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults. Children are usually closer to the ground than those of adults, as children in prams stay closer to the direct source of pollutions and fumes. The implementation of the scheme may alter some car

²³ Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy <https://content.tfl.gov.uk/vision-zero-action-plan.pdf>

²⁴ <https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf>

²⁵ Unicef – Healthy Air for Every Child <https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf>

²⁶ <https://www.london.gov.uk/sites/default/files/2023-09/In-vehicle%20exposure%20to%20traffic%20and%20road-generated%20air%20pollution.pdf>

²⁷ [Young and old, air pollution affects the most vulnerable](#)

journey routes and times for a portion of those who are pregnant and for parents with infants and/or young children who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars or taxis.

Implementing the LTN will therefore benefit these groups by improving air quality at the schools with the worst air quality, improving road safety, and reducing exposure levels to pollutants.

Air pollution disproportionately impacts on children living in deprived parts of Haringey²⁸ In fact, the 20% most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas

Disability

Census 2021 data on car ownership levels for disabled people in St Ann's, Seven Sisters and Harringay wards provides these key points:

Car Ownership Level	St. Ann's Ward	Seven Sisters	Harringay Ward	Haringey
No cars or vans in household	55%	52%	50%	48%
1 car or van in household	35%	37%	38%	40%
2 or more cars or vans in household	10%	11%	12%	12%

These figures indicate that a higher percentage of disabled households do not own a car or van compared to the general population in these wards. This suggests that disabled residents may rely more on public transport, walking, or other modes of travel. Therefore, the accessibility needs of disabled individuals to ensure they are not disproportionately affected is important.

Much of current public realm, transport systems and road network are not accessible for disabled people, limiting where they can travel and by what means²⁹. Low traffic neighbourhoods may therefore have positive impacts for some disabled people, particularly those who are able to benefit from measures that make active travel more accessible or whose journeys were affected by the higher levels of traffic in their local area before LTNs were introduced.

An LTN inclusion group was set up for individuals to voice their concerns and were invited to input into the disabled and carers survey. It was key to involve these groups to ensure the scheme is accessible for people with different disabilities.

Disabled and Carers Survey

²⁸ https://www.haringey.gov.uk/sites/haringeygovuk/files/air_pollution.pdf

²⁹ 1 Pave the Way, Transport for All, (2020)

A survey for disabled residents and/or carers in the LTN area was developed to explore some of the specific needs and suggestions from these groups. In total, 365 responses were received to the Disabled People's Survey.

Most respondents reported that they had a disability (80.8%), while 22.5% had a child or family member with a disability. 1.1% of respondents stated that they had no disability, while 1.1% preferred not to say. Respondents could select multiple answer options, for instance in cases where a person had a disability themselves and had a child or family members with a disability.

Respondents were asked to provide information on the general nature of their disability. The majority of respondents stated that they had a physical disability or health condition (76.2%), followed by long-term health condition/hidden health condition (40.9%). Other commonly reported responses included chronic illness (23.8%), mental health condition (18.0%) and learning disability (11.6%). As above, respondents could select multiple responses, in instances where a person has multiple disabilities.

Among those that reported either having a disability themselves, or who had a family member with a disability, just over 9 in 10 (91.7%) reported that their mobility was affected as a result.

Respondents were also asked to provide information on the mobility aids they or their family members used. Most responses stated that they used a mobility walker (94.8%), followed by a walking stick/cane (54.1%). 12.2% reported that they do not use a mobility aid. Respondents were asked whether they or their family member have a Blue Badge. Over 9 out of 10 respondents reported that they had a Blue Badge (92.4%).

The most commonly reported method of travel was motor vehicle (car, van, moped or motorcycle), which 78.7% of respondents reported using. Other frequently reported methods of travel include bus (25.4%), walking or wheeling (20.7%), train or underground (16.3%) and private hire vehicle (11.9%).

CommonPlace Survey

Analysis of CommonPlace survey results in St Anns show that the majority of respondents did not have a disability or long-term health condition.

Most respondents (86.8%) did not have a disability, with 13.2% of respondents stating they had one. Among the respondents that had a disability, around 3 in 10 (29.8%) reported having a physical disability or health condition. Around 3 of 10 (30.6%) of the disabled respondents stated their disability affected their mobility, and just over half (54.2%) stated their mobility was not affected. The remaining 15.3% of respondents preferred not to say whether their mobility was affected.

Do you have a disability?

Category	Count	Percentage
Yes	148	13.2
No	974	86.8
Base	1,122	100.0

Of the respondents who reported having an LTN exemption, a third reported holding Blue Badges in Haringey (27.3%), while less than a tenth (7.9%) reported having exemptions due to individual circumstances.

Table 2: If you have an LTN exemption, under which criteria was it granted?

Around 6 in 10 respondents with an LTN exemption preferred not to say what criterion it was granted under. Nearly 1 in 3 respondents (28.6%) held a Haringey Blue Badge, and 7.6% had an exemption based on individual circumstances. The remaining categories were only selected by one or two respondents.

Table 18. If you have an LTN exemption, under which criteria was it granted?

Category	Count	Percentage
Blue Badge holder – Haringey	53	28.6
Individual circumstance	14	7.6
Emergency services	2	1.1
Disability transport	2	1.1
Blue Badge holder – Enfield	1	0.5
Urgent safety matter	1	0.5
Prefer not to say	112	60.5
Base	185	100

13 respondents provided a total of 1,269 comments regarding changes required to LTN exemptions. The most common themes related to *'Improve access/allow exemptions - residents'*, *'Remove the LTN'*, and *'Improve access/allow exemptions – disabled people/carers'*.

- *'Improve access/allow exemptions -residents'* included mostly comments suggesting that all residents should be exempt from the LTN. Some respondents suggested this exemption should also apply to residents of surrounding areas, including all Haringey residents.
- *'Remove the LTN'* included mostly comments suggesting that, instead of providing exemptions to more groups, the LTN should be removed altogether.
- *'Improve access/allow exemptions – disabled people/carers'* included mostly comments stating that a variety of disabled people and carers should get exemptions, including all Blue Badge holders, taxis driving disabled people, anyone with a disability that impacts their mobility, and elderly people. Other respondents commented that there should be multiple exemptions given in cases where a person has multiple carers.

Race & Ethnicity

Haringey is a highly diverse borough with a rich cultural and linguistic landscape:

- Approximately **67.1%** of Haringey's population are from an ethnic minority or a non-White British group³⁰. This includes:
 - **Black ethnic groups:** 16.5%

³⁰ [How life has changed in Haringey: Census 2021](#)

- **Asian ethnic groups:** 10.3%
- **Other ethnic groups:** The remaining percentage includes mixed and other ethnicities.
- **White Other:** Around **26%** of residents identify as “White Other,” reflecting the significant presence of European and other non-British white communities³¹.
- **Languages Spoken:** Over **180 languages** are spoken in Haringey, highlighting its linguistic diversity³².

This diversity underscores the importance of inclusive and accessible community planning and services to cater to the needs of all residents.

While specific ward-level data for BAME car ownership in Haringey is not readily available, the general trends can be inferred from broader datasets:

- **No Car or Van:** Approximately 45-50% of BAME households in urban areas like Haringey do not own a car or van³³.
- **1 Car or Van:** Around 35-40% of BAME households own one car or van³⁴.
- **2 or More Cars or Vans:** About 10-15% of BAME households own two or more cars or vans³⁵.

Car ownership is highest among white Londoners (43%) in comparison to only 30% of Black Londoners.

The LTN is expected to have positive impacts for some Black, Asian and Multi-Ethnic groups. Black, Asian and Multi-Ethnic groups are over-represented in indices of deprivation and more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality and health inequalities related to inactive lifestyles.

By reducing traffic within the LTN areas, Black, Asian and Multi-Ethnic groups residents and those travelling through the LTNs are expected to benefit from improved road safety and improved air quality.

Data shows that BAME individuals are more likely³⁶ to be exposed to poor air quality in London than those not from BAME groups. We also know that poor air quality is more common in the south and east of Haringey, whilst the proportion of BAME residents is also higher in the east of Haringey. Therefore, we can surmise that BAME communities are presently more exposed to poor air quality in Haringey than non-BAME groups.

Air quality exposure is worse³⁷ inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

³¹ [How life has changed in Haringey: Census 2021](#)

³² [Haringey Census Demographics United Kingdom](#)

³³ [Car or van availability - Office for National Statistics](#)

³⁴ [Car or van availability - Office for National Statistics](#)

³⁵ [Car or van availability - Office for National Statistics](#)

³⁶ <https://www.london.gov.uk/press-releases/mayoral/bame-and-poorer-londoners-face-air-quality-risk>

³⁷ <https://www.london.gov.uk/sites/default/files/2023-09/In-vehicle%20exposure%20to%20traffic%20and%20road-generated%20air%20pollution.pdf>

Making the St Ann's LTN permanent will therefore benefit these groups by improving air quality in areas with disproportionate numbers of ethnic minorities.

Sexual Orientation

There is no data showing that the LTN will disproportionately affect people as a result of their sexual orientation.

Religion & Belief (or No Belief)

It is important that the specific views of the range of religious groups and communities are considered in the consultation process.

There are some established faith/religious groups in the area and were contacted and invited to take part in the engagement.

Religious identity in St Ann's ward largely follows the wider borough pattern, with Christianity (46.5%) the main religion and Islam representing the second largest religion (17.1%). St Ann's has a very small proportion of Jewish residents (0.7%) compared to LB Haringey more widely (3%).

Harringay ward has a larger proportion of residents identifying as having no religion (32.7%), compared to the wider borough (25.2%). The ward also has a smaller proportion of residents identifying as Christian (39%) than is seen across Haringey (45%).

The Muslim community is the second largest in all three wards which is consistent with the wider borough and London; however, the percentage is higher by 2-4% in the borough than in London.

Improving conditions for walking and cycling is likely to positively benefit those who attend places of worship on foot, by bicycle or using a mobility scooter. Amenities such as these are generally attended by those who live and work locally. Although it is acknowledged that this scheme is likely to increase some journey times for some worshippers who drive to their place of worship, all drivers will continue to have vehicle access to their destination.

Religious commitments can sometimes leave little time for sporting activities, for example, as young Asian Muslims attend mosque after school, they do not have much leisure time as those from non-religious backgrounds as stated in Barriers to Cycling for Ethnic Minorities and Deprived Groups³⁸. Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than them having to go out of their way to achieve it.

Pregnancy & Maternity

It is important to ensure the designs are suitable for pregnant women as well as accessible with prams.

³⁸ <http://content.tfl.gov.uk//barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

Reduction of through-traffic is likely to reduce conflict between different road users overall. This will reduce the risk of road traffic collisions involving pedestrians particularly pregnant women. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate kerbs when crossing the street. Quieter streets also mean that those travelling with prams can use the road if they choose to circumnavigate obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Improvements in air quality are likely to particularly benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults. Their face is usually lower than those of adults, as children in prams stay closer to the direct source of pollutions and fumes. The implementation of the scheme may alter some car journey routes and times for a portion of those who are pregnant and for parents with infants and/or young children who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars or taxis.

Expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments. Where this travel is made by car, some journeys may take slightly longer, but where the journey is walked or cycled through the project area, it is likely to be less polluted and have reduced volumes of traffic. Furthermore, exposure to poor air quality while at home should reduce over time because of mode shift away from private car trips.

There are some established pre/post-natal groups, parent groups and nurseries which have been invited to take part in the engagement. They were contacted and encouraged to take part during the early consultation and will continue to be encouraged during future consultation phases.

Air quality exposure is worse³⁹ inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Marriage and Civil Partnership

Air quality exposure is worse⁴⁰ inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?

³⁹ <https://www.london.gov.uk/sites/default/files/2023-09/In-vehicle%20exposure%20to%20traffic%20and%20road-generated%20air%20pollution.pdf>

⁴⁰ <https://www.london.gov.uk/sites/default/files/2023-09/In-vehicle%20exposure%20to%20traffic%20and%20road-generated%20air%20pollution.pdf>

Please outline which groups you may target and how you will have targeted them

Further information on consultation is contained within accompanying EqIA guidance

The communications and engagement activity undertaken to support the St Anns LTN aligns with the Council's obligations under the Equality Act 2010. The programme took the following steps to ensure those obligations were met :

- The option to request consultation materials in different languages or braille for those who request it;
- Translation and sign language options offered where necessary and possible.

This LTN project has seen unprecedented levels of consultation with three stages of engagement prior to launch, followed by an experimental (trial) scheme that provided everyone the opportunity to see the scheme in operation and comment on their lived experience. Between 23rd August and 20th September 2024, the following consultations were carried out:

- Public consultation – leaflet distributed to approximately 10,000 properties with online questionnaire via the CommonPlace platform.
- Disabled people survey – delivered by email or post to 10,000 Haringey Blue Badge holders and referenced in the other consultation documents.
- Carers survey – communicated through carer networks and referenced in the other consultation documents.
- Email to over 150 key stakeholders

Business perception survey – door-to-door visits of businesses located within and on the immediate boundary of the LTN were conducted from 16th July to 7th August. However, as implied by the title, the purpose of that survey was to ascertain the impact of the LTN on local business, rather than to determine or extract any equalities-related issues.

Responses to the above could be submitted online, or paper copies were available which could be returned via Freepost. Alternative formats and translation services were available, and a dedicated phone number and email address were provided for any further assistance.

Communication of the consultation included:

- Paper copies in local libraries
- 150 lamp column wraps
- HPX newsletter
- School newsletter
- Business bulletin
- SEND newsletter
- Digital screens in libraries and council buildings
- Emails to stakeholder and reference groups (local groups, trader groups, faith groups, disability groups, Joint Partnership Board, carer networks, health trust/partners, MPs, statutory bodies and internal teams)
- Enfield Council notified

- Staff bulletin
- Ongoing social media campaign

Taken together, these tools have provided residents with multiple opportunities to provide feedback on the proposals for reducing the traffic in the St Ann's LTN area.

A survey (hosted by CommonPlace) ran from 23rd August to 20th September 2024, which provided residents the opportunity to comment on feedback on how the trial has been running so far. This has been hosted on the CommonPlace platform and also the project page, allowing continuity for people who previously participated in the early engagement exercises. Residents have also been provided with a link to this in the mailshot that was sent to them.

Each engagement stage has included monitoring questions looking to collect:

- Demographic data;
- Information about how participants currently travel around the area.

The survey consultation material including a leaflet summarising the last stages of engagement was posted to all the households and premises within the scheme area and adjacent roads. The consultation included the following activities:

- All Haringey Councillors briefings;
- On-line and hard copy accessible formats for the leaflet and survey

In addition, a series of lamp post wraps were distributed in locations throughout the St Ann's LTN area, and emails were sent to all individuals who participated in the previous stages of engagement, to encourage them to complete the survey.

The collected data will help assess the impact of the LTN proposal on various protected groups by:

- Identifying any potential barriers or negative impacts.
- Ensuring that the needs and concerns of different groups are addressed.
- Informing adjustments to the proposal to enhance accessibility and inclusivity.

By targeting these groups and using diverse engagement methods, the Council aims to ensure that the LTN proposal is equitable and considers the needs of all residents, service users, and staff.

4. b) Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics

Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?

The previous EqIA provides an analysis of the previous consultations to date. This section of consultation will only provide analysis of the consultation carried as part of the final stage during Summer 2024.

A survey was designed to obtain feedback from a range of stakeholders across each LTN. Each of the surveys were available online, with paper versions available on request. The

surveys were available to complete between Friday 23rd August and Friday 20th September 2024.

An online survey (hosted by CommonPlace) was held from 23rd August to 20th September and showed that traffic speed and volumes were the top concerns.

Overview of the respondent characteristics showed:

The younger and older generation was underrepresented in the CommonPlace survey. This could be due to limited knowledge or access to the internet in the much younger and older generation. Early school engagements took place and school pop ups took place as part of the consultation.

Men were also slightly underrepresented in the CommonPlace survey with 48 percent responding to the survey.

With regard to ethnicity, 5% of individuals described themselves as coming from an Asian, Asian British, background. When compared to the ward profile for St Anns, there was an over-representation of White British individuals participating in the process, and an under-representation of the White Other group, which is the largest in the ward.

Age

Respondents were also asked about changes in their travel since the introduction of the trial scheme. Around half, or more, of respondents reported no changes in their travel modes. The transport modes the highest proportions of respondents reporting using more of since the LTN was introduced were cycling (33.3%), motor vehicles (22.8%) and bus (21.7%). The modes that the highest proportion of respondents reported using less since the LTN was introduced, was motor vehicle (23%) and bus (17.4%).

Those aged 29 and under were most likely to report an increase in travel since the LTN was introduced for Train or underground (20.3%) and Black taxi (12.8%). Those aged between 40 and 49 were most likely to report an increase in travel since the LTN was introduced for and Cycling (41.2%)

- 35% of participants identified as being under the age of 39.
- Compared to the wider ward demographics, there was a slight overrepresentation of over 60s.

Male respondents were more likely to report an increase in travel since the LTN was introduced for Cycling (38.1%).

A business perception survey was carried out in St Anns in July / August 2024.

5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?

Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.

Further information on assessing impact on different groups is contained within accompanying EqIA guidance

1. Sex

By increasing active travel and improving road safety it is anticipated that women, who are currently underrepresented among cyclists, will feel more confident and increase uptake of these modes.

Women frequently travel as pedestrians so delivering a network of pedestrian-friendly, low traffic streets via the LTN is expected to make choosing to cycle a great deal more comfortable for women. Over the long run, it is hoped that enabling residents who drive to leave the car at home more often will also help to reduce the congestion on main routes, which impacts on bus journeys and as such benefits women who tend to travel by bus more than men. Women are more likely to be primary carers for children and so it should be recognised that some may rely on motor vehicles to transport children regularly. For example, to access specialist educational settings outside of the immediate neighbourhood and in some cases these trips may require re-routing or experience some variance in journey time following delivery of an LTN (dependent on origin and destination). However, as described above, the aspiration is that more residents will choose alternative modes of transport over the long run, as has been observed in other LTNs across London, resulting in a reduction in congestion for the remainder of essential journeys.

Positive		Negative		Neutral impact		Unknown Impact	
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2. Gender reassignment

The LTN is not expected to have any specific impact for those who have undergone or who are undergoing gender reassignment.

If any inequity in delivery is identified, steps will be taken to rectify this. It is unlikely that the introduction of an LTN will unduly impact gender reassigned people. However this EqIA should be considered an iterative assessment document and should specific issues come to light they can be investigated, mitigation considered and actions recorded here.

Positive		Negative		Neutral impact		Unknown Impact	
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3. Age

The LTN will benefit young people who may benefit from increased levels of active travel, reduced road danger from lower volumes of cars, and benefit in the long term from improved air quality in their neighbourhoods.

By improving the public realm and cleaner air, there is likely to be more social interaction which would lower the levels of social isolation that predominantly older people feel.

Older people may also have greater confidence in accessing their neighbourhoods and crossing streets due to lower traffic volumes and decreased risk of road danger⁴¹ Safer road environments is especially beneficial for those with early dementia or Alzheimer's.

Positive		Negative		Neutral impact		Unknown Impact	
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4. Disability

Those with a disability will benefit from the improved air quality that the LTN will bring, and from there being fewer cars on the road.

There may be negative impacts associated with restricting vehicle access to certain roads. however, this has been mitigated by allowing those with a blue badge an exemption to drive through areas with operative LTNs at all times without restriction.

Positive		Negative		Neutral impact		Unknown Impact	
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5. Race and ethnicity

BAME communities in Haringey are more likely to live in areas with poor air quality.

Therefore, making the St Ann's LTN permanent will have a positive impact on BAME communities by improving air quality.

With a high proportion of black, Asian and non-white Londoners residents making sustainable journeys (walking and bus trips), the reductions in road danger and increased pedestrian priority associated with LTN projects will provide conditions that broadly benefit these groups. Black, Asian, and non-white Londoners, both adults and children, are twice as likely as white Londoners to be injured on the roads⁴². When we significantly increase the number of minor roads with infrequent motor vehicles movements it is likely to benefit these groups and lead to changes in desirable changes in behavior. Furthermore, Black, Asian and ethnically diverse Londoners are also less likely than white Londoners to say that they feel safe from road collisions when walking around London at night (60% Black, Asian and ethnically diverse people compared with 74% white). In the perception survey (February 2021), residents reported high rates of speeding drivers on minor roads and removing traffic will help to change perceptions of danger and enable more walking, wheeling and cycling for the shortest trips.

Positive		Negative		Neutral impact		Unknown Impact	
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⁴¹ [What is a low traffic neighbourhood? - Sustrans.org.uk](http://www.sustrans.org.uk)

⁴² TfL Casualties in Greater London during 2014 <http://content.tfl.gov.uk/casualties-in-greater-london-2014.pdf>

6. Sexual orientation

It is anticipated that making the LTN permanent will have a neutral impact on those whose sexual orientation is a protected characteristic. The LTN will not impact or affect this group in a different way to any other group.

Positive		Negative		Neutral impact		Unknown Impact	
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7. Religion or belief (or no belief)

Making the LTN permanent will have a neutral impact based on religion or belief, as there is no evidence they will disproportionately impact anyone because of their religion or belief.

Ensuring suitable levels of access to places of worship will be necessary.

Positive		Negative		Neutral impact		Unknown Impact	
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8. Pregnancy and maternity

The LTN will have an overall positive impact on pregnant women. This is because poor air quality is more harmful to pregnant women.

There are also negative impacts associated with LTNs for pregnant women. This is because pregnant women are less able to undertake active travel and may have mobility issues. The Council will endeavour to ensure the LTN scheme does not result in disproportionately negative impacts for this group. LTNs do not restrict access to any destination. However, inconveniences may be faced by this group through experiencing longer travel times to their destination.

Overall, LTNs are a proportionate measure to achieve a legitimate aim, and the benefits associated with improved air quality are anticipated to outweigh any negative impacts.

Positive		Negative		Neutral impact		Unknown Impact	
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9. Marriage and Civil Partnership

The LTN will have a neutral impact on marriage and civil partnership. People in a marriage or in a civil partnership will be impacted the same by this policy.

Positive		Negative		Neutral impact		Unknown Impact	
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10. Groups that cross two or more equality strands e.g. young black women

Religious people with disabilities who need to access a place of worship via motor vehicle may be disadvantaged by the scheme. However, the policy on exemptions allows for enough leeway to grant exemptions in these cases. Religious organisations within or near the zone have been engaged and have opportunities to request exemptions for these individuals before a scheme is implemented.

We know that certain transport inequalities exist in Haringey. In summary, LTNs promote active travel, improve air quality and have potential to reduce inequalities that affect protected groups including children and young people and BAME communities. However, some groups may not be able to benefit from engaging in active travel, including people with mobility-related disabilities, some older people, and pregnant people. These groups may be negatively impacted by reduction in private car use.

Outline the overall impact of the policy for the Public Sector Equality Duty:

- **Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?**
- **Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?**

This includes:

- a) **Remove or minimise disadvantage suffered by persons protected under the Equality Act**
- b) **Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups**
- c) **Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low**
- **Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?**

- No. There will be no direct discrimination as a result of implementing the LTN. Each LTN scheme will be unique and any issues that are identified will be assessed on a case-by-case basis.
- Most of the protected groups are experiencing the negative impacts of poor air quality at a disproportionate rate and therefore LTN will provide an overall positive.
- Those belonging to a protected group, such as disabled residents, will be accommodated by the LTN scheme and their access to their residence will not be negatively impacted.
- In all instances, where a penalty charge notice (PCN) is issued to a vehicle that contravenes the traffic restriction, there is a formal appeals process in place. This allows motorists to challenge the PCN if they believe an exemption applied or that there are mitigating circumstances that need to be considered.

6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqlA guidance			
Outcome			Y/N
No major change to the proposal: the EqlA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. <u>If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.</u>			Yes
Adjust the proposal: the EqlA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly <u>set out below</u> the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below			No
Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.			No
6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty			
Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale
Disabled residents		Highways and Parking	Ongoing
Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.			
<p>Those who have a Blue Badge will maintain access subject to issuance of an exemption which can be applied for.</p> <p>In all instances, where a penalty charge notice (PCN) is issued to a vehicle that contravenes the traffic restriction, there is a <u>formal appeals process</u> in place. This allows motorists to challenge the PCN if they believe an exemption applied or that there are mitigating circumstances that need to be considered.</p> <p>Therefore, the other groups with protected characteristics who will have their access restricted will not be negatively impacted in a disproportionate or discriminatory way. All groups also stand to benefit from the improvements of air quality and road safety, which often disproportionately affects people with protected characteristics.</p>			
6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:			

- **Number of Blue Badge users applying for exemptions.** This will ensure that communications to road users within / using the LTN are aware of exemptions that they can apply for.
- **Concerns raised by residents.** To ensure that all communications highlights that those with mobility concerns are aware of exemptions.
- **Air quality levels.** The Council will continue to monitor air quality levels inside and outside the LTN

7. Authorisation

EqlA approved by

Mark Stevens
Assistant Director of Resident Experience

Date

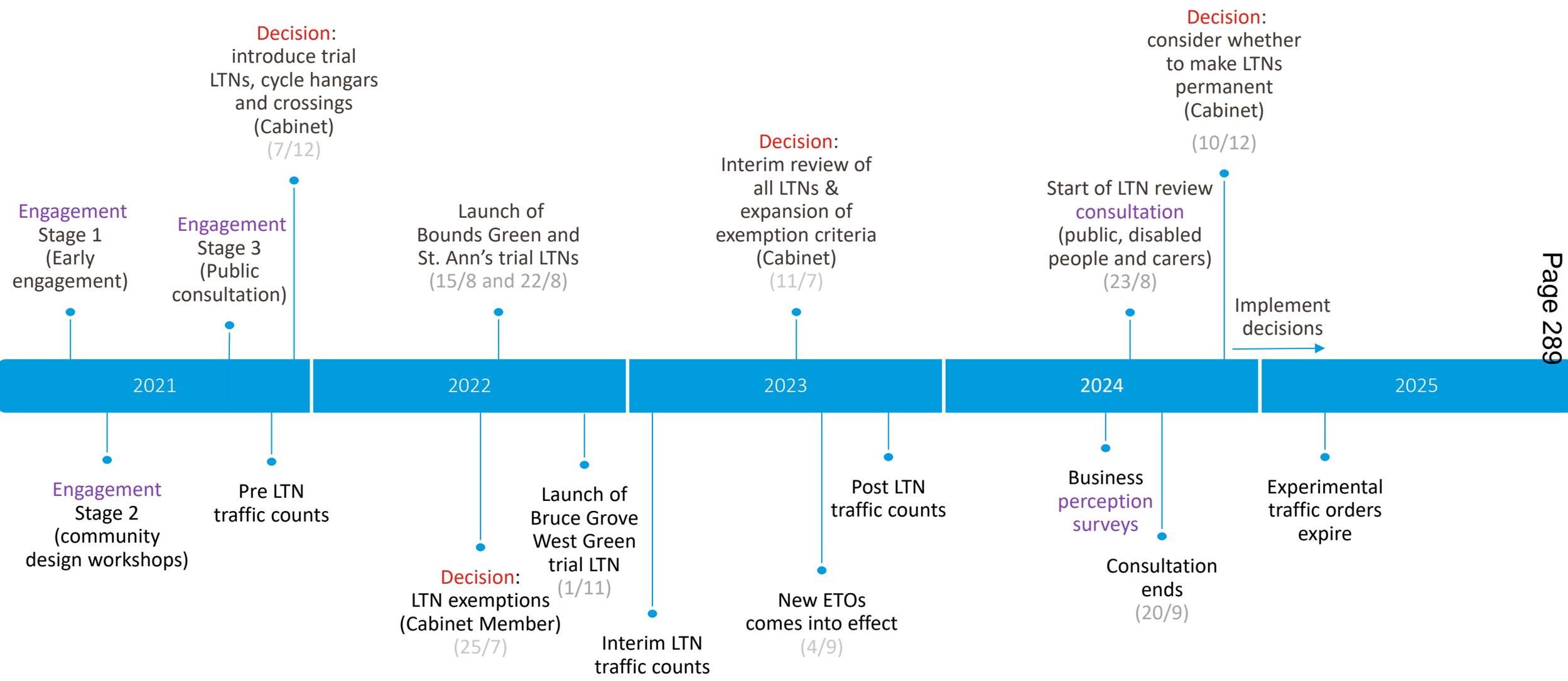
29th November 2024

8. Publication

Please ensure the completed EqlA is published in accordance with the Council's policy.

Please contact the Policy & Strategy Team for any feedback on the EqlA process.

LTN timeline



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St. Ann's LTN

High level summary of monitoring data

	% change	Actual change	Notes
Motor vehicles* (internal roads)	-57%	-35,834 vehicles / day	
Motor vehicles* (boundary roads)	+5%	+7,840 vehicles / day	
Vehicle speed (internal roads)	0%	+0.1 mph	
Vehicle speed (boundary roads)	+4%	+0.7 mph	
Cycling* (internal roads)	-16%	-597 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'
Cycling* (boundary roads)	-18%	-930 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'
Dockless cycling	Up to 15,500 trips start or end within LTN per month		
Air pollution (NO ₂) (Method A - Systra)	+9% internal roads; +0.9% boundary roads		Internal roads align with wider borough trend of +8%. Improvement on boundary road compared to borough-wide trend of +10%
Air pollution (NO ₂) (Method B - Imperial)	+3.2% internal roads; +1% boundary roads		These differences are relative to external sites but are not statistically significant
Bus journey times	Most corridors have not returned to pre-Covid levels: West Green Road, Seven Sisters Road, High Rd N17 southbound and Green Lanes northbound. Improvements seen along La Rose Lane and St Ann's Road. Mitigation measures consulted upon for West Green Road.		
Collisions / casualties	3 years data needed to draw robust conclusions, but positive signs (One year comparison has shown 2 less people injured inside LTN and 22 less on boundary roads)		
Crime	No change compared to borough-wide picture		
Footfall (WGR / Seven Sisters; Bruce Grove)	Footfall has generally increased since the implementation of the LTNs		
Instore spend (WGR / Seven Sisters; Bruce Grove)	Post LTN card spend has generally been similar to, or higher than, pre LTN levels		

*It is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.

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Appendix G – Further reading on LTNs

Year	Source	Title	Summary
2020	Active Travel Academy	LTNs for all? Mapping the extent of London's new Low Traffic Neighbourhoods	7.7m of London's 8.5m residents live on the residential streets most amenable to benefit from LTN-type interventions, other interventions must be planned and implemented to improve roads where an LTN is not possible.
2020	Transport Findings	The Impact of Introducing a Low Traffic Neighbourhood on Fire Service Emergency Response Times, in Waltham Forest London	Low traffic neighbourhoods do not adversely affect emergency response times, although while LTNs are novel this perception may exist among some crews
2021	Goodman, A., & Aldred, R.	The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London.	The introduction of a low traffic neighbourhood was associated with a 10% decrease in total street crime
2020	Transport Findings	Low Traffic Neighbourhoods, Car Use, and Active Travel: Evidence from the People and Places Survey of Outer London Active Travel Interventions	decreased car ownership and use, increased active travel) in intervention areas where Low Traffic Neighbourhoods (LTNs) were introduced
2021	Transport Findings	Impacts of 2020 Low Traffic Neighbourhoods in London on Road Traffic Injuries	absolute numbers of injuries inside LTNs halved relative to the rest of London
2021	Built Environment and Health	The Health Cost of Transport in Cities	Economic analyses support urban change in favor of compact neighborhoods and public transit, as well as infrastructure exclusively devoted to active transport. Private cars need to be restricted because of the high cost they impose on society.
2022	Imperial	Evaluation of Low Traffic Neighbourhood (LTN) Impacts on NO2 and Traffic	Positive impacts on NO2 and Traffic by LTNs
2023	Transport Findings	The Impact of 2020 Low Traffic Neighbourhoods on Levels of Car/Van Driving among Residents: Findings from Lambeth, London, UK	Residents in Lambeth started driving less once their area became a low traffic neighbourhood relative to those living in surrounding areas.
2023	Transport for London	The impacts of Low Traffic Neighbourhoods in London A summary of evidence	
2023	Journal of Transport & Health	Evaluating the impact of low traffic neighbourhoods in areas with low car ownership: A natural experimental evaluation	Introducing low traffic neighbourhoods was found to decrease traffic speeds and volumes. Traffic volumes on boundary streets did not increase in most neighbourhoods.
2024	Journal of Transport & Health	Impacts of active travel interventions on travel behaviour and health: Results from a five-year longitudinal travel survey in Outer London.	Low Traffic Neighbourhoods may have very high value for money (as much as 50:1 to 200:1)

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Appendix H

Consultation and communication materials
& stakeholder list

Consultation and communications



**STREETS FOR PEOPLE
IN BOUNDS GREEN**



**LOW TRAFFIC
NEIGHBOURHOOD TRIAL**

A trial LTN was introduced in Bounds Green to help create a safer, cleaner and quieter neighbourhood.

We want to hear your views on the trial LTN.

SCAN THE QR



**HAVE YOUR
SAY BY
20 SEPT
2024**

 boundsgreenitn.commonplace.is



**Haringey
LONDON**

Consultation element	Primary communications	Further communications
Public LTN consultation on CommonPlace	Leaflet to 36,000 properties with online questionnaire <ul style="list-style-type: none"> BG = 10,000 BGWG = 18,000 SA = 8,000 	<ul style="list-style-type: none"> Paper copies in local libraries 675 lamp column wraps <ul style="list-style-type: none"> BG = 150 BGWG = 245 SA = 280
Disabled people survey	Delivered by email or post to 10,000 blue badge holders	<ul style="list-style-type: none"> HPX newsletter School newsletter Business bulletin SEND newsletter
Carers survey	Communicated through carer networks	<ul style="list-style-type: none"> Digital screens in libraries and council buildings Emails to 150+ stakeholder and reference groups (local groups, trader groups, faith groups, disability groups, Joint Partnership Board, carer networks, health trust/partners, MPs, Enfield Council, statutory bodies & internal teams) Staff bulletin Ongoing social media campaign

- Responses were submitted online, or paper copies returned via Freepost
- Alternative formats and translation services
- Dedicated phone number & email address to provide further assistance

Stakeholder consultation list

Group	Count	Other groups representing protected characteristics	8	Stakeholders - associations and groups	54
Disability Groups	21	Age UK Enfield	1	4U2/ Sewn Together	1
Carers First Haringey	1	Co-op Childcare Bounds Green	1	African Caribbean Leadership Company	1
Carers Forum	1	Gingerbread Haringey	1	All people all places	1
Disabilities Rights UK	1	Haringey Families	1	Asian Centre	1
Disability Action Haringey (DAH)	1	Haringey LGBT Forum	1	Avril's Walks and Talks	1
Enfield Disability Action	1	Haringey Over 50s	1	Bounds Green & District Residents Association (BGDRA)	1
Enfield Vision	1	NCT Tottenham	1	Bounds Green and District Resident Association	1
HAIL's autism club	1	Wise Thoughts	1	Bounds Green Foodbank	1
Haringey Autism	1	Schools and education	37	Bounds Green Living Street	1
Haringey Learning Disabilities Centre	1	Alexandra Park School	1	Bounds Green Mutual Aid	1
Haringey Mencap	1	Assunnah Primary School	1	Bounds Green Window Show	1
Haringey Phoenix Group	1	Belmont Infant School	1	Bowes and Bounds Green connected	1
Jackson Lane	1	Belmont Junior School	1	Bowes Park Community Association	1
JDA - deaf and hard of hearing	1	Belmont Junior School	1	Broadwater Farm residents association	1
Joint Partnership Board (JPB)/Reference Group	1	Bounds Green Infant School	1	BUBIC (Bringing Unity Back Into the Community)	1
Keen	1	Bounds Green Junior School	1	Citizens Advice Haringey	1
Markfield Together for Inclusion	1	Broadwaters Children's Centre	1	Community development association for minority communities	1
Mind Haringey	1	Bruce Grove Primary School	1	Down Lane Park cycling	1
Public Voice	1	Chestnuts Primary School	1	Ducketts Green Healthy Streets	1
The Alzheimer's society Enfield	1	Greek Secondary School of London	1	Edgecot Grove Residents Association	1
The Cares Family	1	Haringey Learning Partnership	1	Friends of Belmont Rec	1
Venture Club for the Blind and Partially Sighted	1	Harris Primary Academy Philip Lane	1	Friends of Springfield Community Park Nature Area	1
Faith Groups	15	Holy Trinity CofE Primary School	1	Friends of St Anns Green Spaces (STAGS)	1
Assunah Islamic Centre	1	Hyland House School	1	Friends of the Green Bounds Green	1
Caris Haringey	1	Islamic Shakhshiyah Foundation	1	Goan Community Association	1
Christ Apostolic Church Kingswell	1	Lordship Lane Primary School	1	Greek Cypriot Women's Organisation	1
Edmansons Close Chapel	1	Park View School	1	Haringey Chinese Centre	1
Grace Baptist Chapel	1	Pembury House Nursery School	1	Haringey Cycling Campaign	1
London Islamic Cultural Society	1	Pembury House Nursery School & Children's Centre	1	Haringey Defend Council Housing	1
Miller Memorial Methodist Church	1	Rhodes Avenue Primary School	1	Haringey Irish Centre	1
Muswell Hill Synagogue	1	Risley Avenue Primary School	1	Haringey Somali Community & Cultural Association (HSCCA)	1
Potters House Christian Fellowship	1	Seven Sisters Primary School	1	Haringey Women's Forum	1
St James Muswell Hill	1	St Ann's CE Primary School	1	Healthy street bounds green	1
St John Vianney Catholic Church	1	St John Vianney RC Primary School	1	Healthy Streets Alexandra	1
St Philip the Apostle, Tottenham	1	St Martin of Porres Catholic Primary School	1	Healthy Streets Bruce Grove / West Green	1
The Salvation Army Haringey	2	St Mary's Priory RC Infant School	1	IMECE Women's Centre	1
Tottenham Seventh Day Adventist Church	1	St Mary's Priory RC Junior School	1	Lordship Hub	1
Haringey Council including elected members	2	St Michael's CofE Primary School	1	Lordship Lane Primary Care Centre	1
Various council teams	1	The Brook Special Primary School	1	Middle Eastern Women Society and Organisation	1
Ward councillors & MPs	1	The Grove	1	Myddleton Road Community Benefit Society	1
NHS Partners	4	The Mulberry Primary School	1	North London action for the homeless	1
BARNET, ENFIELD AND HARINGEY MENTAL		The Triangle Centre	1	Our Tottenham	1
HEALTH NHS TRUST	1	The Willow Primary School	1	Shaftesbury Hall	1
NHS named individuals	1	Trinity Primary Academy	1	St Ann's Food Hub	1
NHS North Central London	1	West Green Primary School	1	St Anns Healthy Streets	1
WHITTINGTON HEALTH NHS TRUST	1	Woodlands Park Nursery School & Children's Centre	1	StArt (START Haringey)	1
		Woodlands Park Nursery School and Childrens Centre	1	The Bridge Renewal Trust	1
				The Community Hub	1
				Three Avenue's Residents' Association	1
				Turkish Cypriot Community Centre	1
				Turkish Cypriot's Womens Project	1
				Victoria, Kerswell, Culvert and Pagin Residents Association	1
				Waste Not Bounds Green	1
				Wheely tots	1

Statutory bodies

London Ambulance Service	1
London Borough of Enfield	1
London Fire Brigade	1
Metropolitan Police	1
Transport for London	1

Trader Associations

Crouch End Traders Association	1
Future Wood Green BID	1
Haringay Traders Association	1
Muswell Business	1
Myddleton Road Community Benefit Society	1
Myddleton Road Traders Association	1
Stroud Green Traders Association	1
Tottenham Traders Partnership	1
Turnpike Lane Traders Group	1

Grand Total

155

Haringey Blue Badge holders 23 Aug 2024

Survey of Disabled People – Haringey’s Trial LTNs



Parking Services London Borough of Haringey <parking.services.london.borough.of.haringey@notifications.service.gov.uk>

To Denise Adolphe

Reply



Dear Blue Badge Holder (or Nominated Contact),

I am writing to you as our records indicate that you hold a Blue Badge or that you are a nominated contact for a Haringey Blue Badge holder.

In 2022, we introduced three Streets for People LTN trials in Bounds Green, Bruce Grove West Green and St. Ann’s because we wanted to reduce the overall volume of traffic in and around the area so that more people could walk, cycle and wheel in cleaner air and safer streets.

We recognise that disabled people in London have diverse transportation needs and preferences. Whilst some rely on cars for essential journeys, many others use public transport, adapted bicycles, mobility scooters or walk. Our goal is to ensure that our streets are accessible and safe for all, regardless of how disabled people choose to travel.

In early 2023, we carried out an interim review of the LTNs and made changes to assist disabled people.

The changes included:

- extending the exemptions we offered so that all Blue Badge holders living in Haringey can apply to drive through most of the LTN traffic filters that are enforced by camera (previously, exemptions were available only for Blue Badge holders who lived within or on the immediate boundary of the LTN). Blue badge holders can nominate one vehicle to be granted the exemption and this vehicle can belong to a family, friend or carer who is supporting them

- allowing special education needs and disabilities (SEND) vehicles to also drive through diagonal traffic filters

You can read more about the range of exemptions that we offer <https://www.haringey.gov.uk/ltm-exemptions>

Have your say by 20 September 2024

As we approach the end of the low traffic neighbourhood (LTN) trials, the council is very keen to hear how disabled people, including those with a long-term health condition, feel about the trial LTNs.

Responses to the survey will help us better understand the impacts, benefits and challenges that LTNs bring to you and other disabled people.

We welcome your feedback. The easiest way to provide feedback is by completing the online questionnaire <https://www.haringey.gov.uk/ltndisabledpersonsurvey>

Alternatively, paper copies are available by calling our dedicated LTN phone line on 020 8489 4787 or picking up a copy at:

- Alexandra Park Library, Alexandra Park Road, N22 7UJ
- Broadwater Farm Community Centre, Adams Road, N17 6HG
- Coombes Croft Library Tottenham, High Road, N17 8AG
- Marcus Garvey Library, 1 Philip Lane, N15 4JA
- St. Ann’s Library, Cissbury Rd, N15 5PU
- Wood Green Librarv. 187-197A High Road. N22 6XD

If you need any assistance in responding, please call 020 8489 4787 or email LTN@Haringey.gov.uk

Do you know someone who is a carer?

A separate survey is being carried out with carers, to seek their view on the trial LTNs. If you know someone who is a carer, please let them know that they can participate in the consultation via:

<https://www.haringey.gov.uk/ltncarerssurvey>

What happens next?

After the consultation closes on 20 September 2024, Haringey Council’s Cabinet will take decisions on whether to make the trial LTNs permanent.

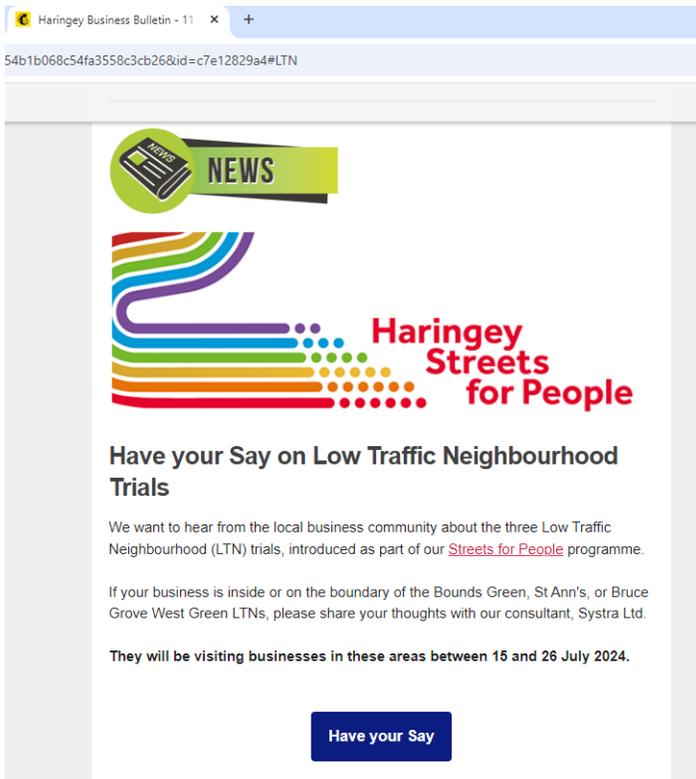
The council has been monitoring data such as traffic, air quality, road safety, crime, and bus journey times. This data, together with your feedback, will help inform the council’s decisions which are expected to be taken on 10 December 2024.

For further information please visit <https://www.haringey.gov.uk/haringey-streets-people>

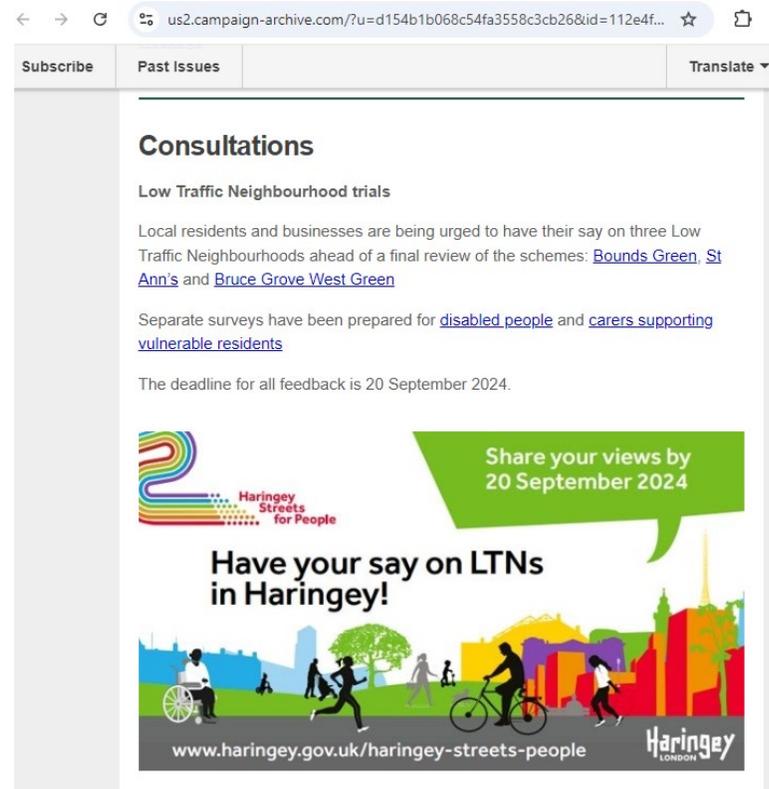
Yours sincerely

LTN Team
Haringey Council

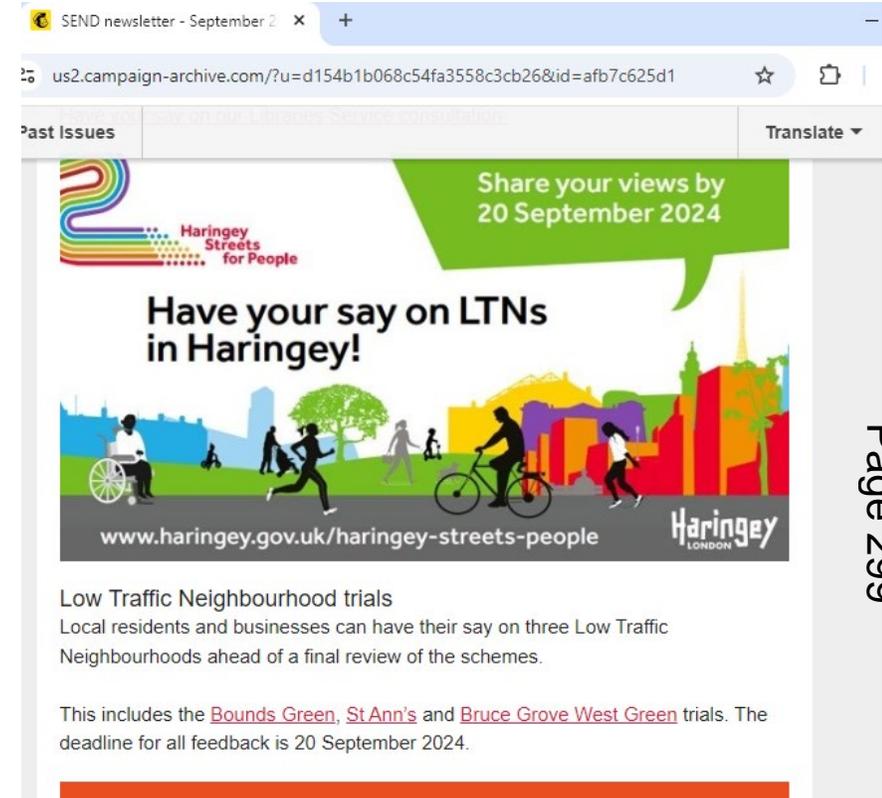
Newsletters



Business Bulletin, Jul 2024



HPX Newsletter, 30 Aug 2024



SEND newsletter, Sept 2024

Social media examples

Haringey Council @haringeycouncil · Aug 23

The LTN trials were introduced to help create safer, cleaner, and greener streets in #Haringey.

As we approach the end of these trials, we want to hear from you!

Have your say by 20 Sept 2024: bit.ly/4cCTDLa

5 11 10 1.7K

Haringey Council @haringeycouncil · Aug 31

As the LTN trials near the end, we want to hear from you!

How have the changes in Bounds Green, St Ann's, and Bruce Grove West Green affected your daily life?

Share your feedback by 20 Sept 2024!

Have your say: haringey.gov.uk/haringey-stree... #Haringey

4 2 781

Haringey Council @haringeycouncil · Sep 5

Join the more than 3000 people who've shared their views!

As we near the end of the LTN trials, we want to hear from you.

Have your say by 20 September!

bit.ly/4geOvQq

1 3 5 1.7K

Haringey Council @haringeycouncil · Sep 7

As the LTN trials near the end, we want to hear from you!

How have the changes in Bounds Green, St Ann's, and Bruce Grove West Green affected your daily life?

Share your feedback by 20 Sept 2024!

Have your say: haringey.gov.uk/haringey-stree... #Haringey

2 5 8 5.7K

Haringey Council @haringeycouncil · Sep 11

As the LTN trials near their end, we want to hear from disabled residents and carers. How have these changes affected your neighbourhoods?

Disabled Survey: haringey.gov.uk/ltndisabledper...

Carers Survey: haringey.gov.uk/ltncarerssurvey

Find out more: haringey.gov.uk/haringey-stree...

2 351

Haringey Council @haringeycouncil · Sep 21

The consultations on the LTN trials in #Haringey have now closed.

Thank you to everyone who provided their feedback.

This, together with the data we are monitoring, will help inform our decisions.

The decisions on each of the LTNs are expected in December 2024.

1 3 1.2K



**HAVE
YOUR
SAY**

ST ANN'S LOW TRAFFIC NEIGHBOURHOOD TRIAL

As we approach the end of the low traffic neighbourhood (LTN) trial, we are seeking your views. Your feedback, together with data we have collected and are analysing, will enable the council to decide whether to make the LTN permanent.

Background

On 22 August 2022, we introduced our Streets for People LTN trial in St Ann's because we wanted to reduce the overall volume of traffic in and around the area so that the community can walk, cycle and wheel in cleaner air and safer streets.

The trial LTN was created by introducing traffic filters which prevent motor vehicles from passing through, unless they have an exemption. The aim was to reduce the number of motor vehicles cutting through local streets and to encourage, where possible, local journeys to be taken by sustainable modes.

The filters all have traffic signs, most have planters and are enforced by cameras allowing police, fire and ambulance service vehicles to pass through. All properties within an LTN are accessible by motor vehicle, but the route taken to reach them may have had to change.

We introduced the LTN with exemptions in place which allow anyone to apply to the council for permission to drive through some of the traffic filters if they meet our exemption criteria.

Interim LTN review

In early 2023, after the trial scheme had been in place for a short time, we asked you for feedback on how the LTN was working and whether you wanted the council to make any changes.

After listening to all feedback received, including from disability and community groups, and analysing the before and after data we introduced some improvements on 4 September 2023.



stannstn.commonplace.is

Haringey
LONDON

For St Ann's LTN, we:

- extended the exemptions we offered so that all Blue Badge holders living in Haringey could apply to drive through most of the traffic filters that are enforced by camera (previously, exemptions were available only for Blue Badge holders who lived within or on the immediate boundary of the LTN)
- allowed special education needs and disabilities (SEND) vehicles to also drive through diagonal traffic filters

As these LTN improvements were changing how people move around by car, we introduced them under a new trial.

The new trial started on 4 September 2023, and can legally remain in place for a maximum of 18 months, to 3 March 2025. The first six months of the trial provided a statutory consultation period when formal objections to the traffic order could be made, this period ended on 3 March 2024.

LTN exemptions are available for:

- Haringey Blue Badge holders
- People with health conditions and professional carers who meet the Individual Circumstances criteria
- Urgent safety matters
- Special educational needs and disabilities (SEND) transport
- Haringey services transporting people with disability and Transport for London's Dial-a-Ride service
- Council refuse and cleansing services
- Emergency services

Have your say by 20 September 2024

We welcome your feedback; the easiest way to provide this is by completing the online questionnaire stannsltn.commonplace.is

You can also reach the questionnaire by scanning the QR code.

Paper copies of the questionnaire are available by calling our dedicated LTN phone line on 020 8489 4787. Alternatively, you can pick up a copy at:

- Alexandra Park Library, Alexandra Park Road, N22 7UJ
- Broadwater Farm Community Centre, Adams Road, N17 6HG
- Coombes Croft Library Tottenham, High Road, N17 8AG
- Marcus Garvey Library, 1 Philip Lane, N15 4JA
- St. Ann's Library, Cissbury Rd, N15 5PU
- Wood Green Library, 187-197A High Road, N22 6XD

You can return a completed paper questionnaire by sending it to the following Freepost address (no stamp required):

Frontline Consultation
Freepost Plus RTKX-AJJC-ULRY
London Borough of Haringey
10 Station Road
Level 4, Alexandra House
London, N22 7TY

All responses must reach the council by 20 September 2024.

Disabled person or a carer?

Separate surveys are being carried out with disabled people and carers, to seek their view on the LTN. If you are a blue badge holder living in Haringey, we will be contacting you separately. You can participate via

Disabled people:

www.haringey.gov.uk/ltndisabledpersonsurvey

Carers: www.haringey.gov.uk/ltncarerssurvey

What happens next?

After the consultation closes on 20 September 2024, Haringey Council's Cabinet will take a decision on whether to make the trial LTN scheme permanent.

The council has been monitoring data such as traffic, air quality, road safety, crime, and bus journey times. This data, together with your feedback, will help inform the council's decision.

This decision is expected to be taken on 10 December 2024.



If returning by post, fold page and secure with tape or glue.

**Frontline Consultation
Freepost Plus RTKX-AJJC-ULRY
London Borough of Haringey
10 Station Road
Level 4
Alexandra House
London
N22 7TY**

If you would like this leaflet to be translated or in an alternative format please:

- email **LTN@Haringey.gov.uk** subject **'St Ann's LTN'** or
- complete the form below and **return by Freepost** (no stamp required) to: Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 10 Station Road, Level 4, Alexandra House, London, N22 7TY

BULGARIAN / Български

Тази листовка е с цел да получи вашето мнение относно изпитването на нисък трафик в квартала (Low Traffic Neighbourhood). Ако искате тази листовка да бъде преведена или се нуждаете от помощ при попълването на въпросника, моля да се свържете с посочения по-горе имейл адрес. Другата възможност е да поставите отметка в това квадратче, да попълните формуляра по-долу и да изпратите тази страница на посочения по-горе адрес Freepost (не се изисква печат).

FRENCH / Français

Ce dépliant sollicite votre point de vue sur l'essai du quartier à faible trafic. Si vous souhaitez que ce dépliant soit traduit ou si vous avez besoin d'aide pour remplir le questionnaire, veuillez contacter l'adresse e-mail indiquée ci-dessus. Vous pouvez également cocher cette case, remplir le formulaire ci-dessous et poster cette page à l'adresse Freepost ci-dessus (aucun timbre n'est requis).

ITALIAN / Italiano

Questo opuscolo raccoglie le tue opinioni sull'esperimento Quartiere a basso traffico. Se desideri che questo foglio illustrativo sia tradotto o hai bisogno di aiuto per completare il questionario, contatta l'indirizzo e-mail sopra indicato. In alternativa, spunta questa casella, compila il modulo sottostante e spedisce questa pagina all'indirizzo Freepost sopra indicato (non è richiesto alcun francobollo).

GREEK / Ελληνικά

Αυτό το φυλλάδιο ζητά τις απόψεις σας σχετικά με τη δοκιμαστική εφαρμογή του Low Traffic Neighbourhood [γειτονιά χαμηλής κυκλοφορίας]. Εάν χρειάζεστε αυτό το φυλλάδιο μεταφρασμένο σε άλλη γλώσσα ή αν χρειάζεστε βοήθεια για τη συμπλήρωση του ερωτηματολογίου, επικοινωνήστε στη διεύθυνση ηλεκτρονικού ταχυδρομείου που αναφέρεται παραπάνω. Εναλλακτικά, επιλέξτε αυτό το τετραγωνίδιο, συμπληρώστε το παρακάτω και ταχυδρομήστε αυτήν τη σελίδα στην παραπάνω διεύθυνση Freepost (δεν χρειάζεται γραμματόσημο).

PORTUGUESE / Português

Este folheto busca suas opiniões sobre o teste do Low Traffic Neighbourhood "Baixo Tráfego no Bairro". Se você precisar que este folheto seja traduzido ou precisar de ajuda para preencher o questionário, entre em contato no endereço de e-mail listado acima. Como alternativa, assinale esta caixa, preencha o formulário abaixo e envie esta página para o endereço de Portes Grátis acima (não necessita de selo).

POLISH / POLSKI

Niniejsza ulotka zawiera informacje na temat badania Low Traffic Neighbourhood (Dzielnica o małym natężeniu ruchu). Jeśli chcesz, aby ta ulotka była przetłumaczona lub potrzebujesz pomocy w wypełnieniu kwestionariusza, skontaktuj się z adresem e-mail podanym powyżej. Możesz też zaznaczyć to pole, wypełnić poniższy formularz i wysłać tę stronę na powyższy adres Freepost (znaczek nie jest wymagany).

ROMANIAN / Română

Această broșură vă solicită opiniile cu privire la studiul privind vecinătatea cu trafic redus. Dacă doriți ca acest prospect să fie tradus sau aveți nevoie de ajutor pentru completarea chestionarului, vă rugăm să ne contactați la adresa de e-mail menționată mai sus. Alternativ, bifați această casetă, completați formularul de mai jos și postați această pagină la adresa Freepost de mai sus (nu este necesară ștampila).

SOMALI / Soomaali

Qoraalkani waxa uu raadinayaa aragtidaada ku saabsan tijaabada xaafadda gaadiidka isku-socodka yar Haddii aad u baahan tahay buug-yarahan ina turjumay ama u baahan caawimaad dhamaystirka su'aalaha, fadlan la xiriir cinwaanka emailka kor ku xusan. Si ka duwan, sax sanduuban, buuxi foomka hoose iyo boostada this page in cinwaanka ku xusan Freepost kor ku xusan (stamp looma baahna).

SPANISH / Español

Este folleto busca recabar su opinión sobre el ensayo de Vecindario de Tráfico Reducido. Si necesita que este folleto sea traducido o necesita ayuda para completar el cuestionario, póngase en contacto con la dirección de correo electrónico indicada más arriba. Alternativamente, marque esta casilla, complete el formulario a continuación y envíe esta página a la dirección Freepost anterior (no se requiere sello).

TURKISH / Türkçe

Bu yaprakçık Düşük Trafikli Mahalle denemesi konusundaki görüşlerinizi almak istemektedir. Eğer bu yaprakçığın tercüme edilmesini istiyorsanız ya da anket formunu tamamlamak konusunda yardıma ihtiyacınız varsa, lütfen yukarıda belirtilmiş olan e-posta adresi yoluyla temasa geçin. Alternatif olarak, bu kutuyu işaretleyin, aşağıdaki formu doldurun ve bu sayfayı yukarıdaki Ücretsiz Posta adresine gönderin (pul yapıştırmak gerekmez).

Name

Address

Phone number:

Large print

On disk

On audio tape

Braille

Another language

Please specify

If you need any other assistance in responding, please call **020 8489 4787**
or email **LTN@Haringey.gov.uk**



**HAVE
YOUR
SAY**

ST ANN'S LTN QUESTIONNAIRE

Haringey Council is conducting this questionnaire to understand how you feel about the trial Low Traffic Neighbourhood (LTN).

Your response will help us better understand any impacts, benefits or challenges that the LTN brings to you.

We introduced the trial LTN because we wanted to reduce the overall volume of traffic in and around the area so that the community can walk, cycle and wheel in cleaner air and safer streets.

The trial LTN is designed to create Streets for People, part of our ambition to create a fairer, greener borough.

The questionnaire comprises of four sections:

- A. About you
- B. About your experience of the trial LTN
- C. About your experience with exemptions
- D. Equality monitoring (optional)

For further information please visit:

**[www.haringey.gov.uk/
haringey-streets-people](http://www.haringey.gov.uk/haringey-streets-people)**

All responses must reach the council by 20 September 2024.

Thank you for your participation

Data Protection and Privacy Statement:

**[www.haringey.gov.uk/contact/
privacy-statement](http://www.haringey.gov.uk/contact/privacy-statement)**



stannsltn.commonplace.is

Haringey
LONDON

A: About you and your connection to the LTN

This section asks about you and your connection to the trial LTN. Your responses to these questions will help us to understand your views more clearly.

A1. Where do you live in relation to the LTN?

You can check if you live in a LTN at: www.haringey.gov.uk/check-live-in-ltn

- I live within St Ann's LTN
- I live in a different London Borough
- I live on a boundary road surrounding St Ann's LTN
- I live outside London
- I live in another part of Haringey

A2. If you live in a different London Borough, which borough?

A3. If you don't live within the LTN or on a boundary road surrounding the LTN, what is your connection to the area?

- I work within the LTN
- I travel through the LTN
- I work on a boundary road surrounding the LTN
- I travel along boundary roads surrounding the LTN
- I visit friends, family, shops, services, clients, schools within the LTN
- Other
- I visit friends, family, shops, services, clients, schools on boundary roads surrounding the LTN

A4. What is your home postcode?

This information is only required to understand how views differ between people who live in the LTN and outside/on boundary roads and will not be used for personal identification purposes

A5. What is the name of the street where you live?

This information is only required to understand how views differ between people who live in the LTN and outside/on boundary roads and will not be used for personal identification purposes

A6. If you are a responding on behalf of a business, what is the postcode of your business?

A7. If you are a responding on behalf of a business, what is the name of the street where your business is located?

A8. Do you have a disability?

By disability we mean a person who is disabled, is living with a disability or has a long-term health condition

- No
- Yes (I have a Blue Badge)
- Yes (I don't have a Blue Badge)

A9. General nature of the disability

If you answered yes to the previous question, please tell us the general nature of your disability

- Blind or partially sighted
- Mental health condition
- Physical disability or health condition
- Learning disability
- Deaf / British Sign Language User / hard of hearing
- Neurodivergent

- Long term health condition / hidden health condition
- Chronic illness
- Terminal illness
- Alcohol or drug dependency
- Prefer not to say
- Other

A10. If you have a disability, does it affect your mobility?

- No
- Yes
- Prefer not to say

A11. What is your employment status?

- Full-time employment
- Part-time employment
- Full-time education
- Part-time education
- Not in paid employment and not in education
- Prefer not to say

A12. If you are employed or in education, where do you work or study?

- I mostly work or study from home
- I mostly work or study away from home (eg office, shop, factory, school)
- Where I work or study changes from day to day (eg trades person)
- Prefer not to say

A13. If you are employed, what is your usual working pattern?

- Standard working day (eg between 8am and 6pm)
- Outside the standard working day (eg early mornings, nighttime)
- Prefer not to say

A14. Does your household have access to a motor vehicle (eg car, van, motorcycle or moped)?

- No
- Yes, one motor vehicle
- Yes, two or more motor vehicles
- Prefer not to say

A15. If you have access to a motor vehicle, do you use it for work?

- No
- Yes, sometimes
- Yes, most of the time
- Prefer not to say

B - Your views on the LTN

In this section, we ask your views on the trial LTN. We want to know how you feel about it and how it has impacted you.

B1. For streets within the LTN, how do you feel about the following?

	Very positive	Positive	Neutral	Negative	Very negative	Don't know
Pollution/air quality	<input type="checkbox"/>					
Traffic congestion	<input type="checkbox"/>					
Road safety	<input type="checkbox"/>					
Personal safety	<input type="checkbox"/>					
Walking	<input type="checkbox"/>					
Cycling	<input type="checkbox"/>					
Crime and anti-social behaviour	<input type="checkbox"/>					
Noise	<input type="checkbox"/>					

B2. For the boundary roads surrounding the LTN, how do you feel about the following?

	Very positive	Positive	Neutral	Negative	Very negative	Don't know
Pollution/air quality	<input type="checkbox"/>					
Traffic congestion	<input type="checkbox"/>					
Road safety	<input type="checkbox"/>					
Personal safety	<input type="checkbox"/>					
Walking	<input type="checkbox"/>					
Cycling	<input type="checkbox"/>					
Crime and anti-social behaviour	<input type="checkbox"/>					
Noise	<input type="checkbox"/>					

B3. Since the trial LTN was introduced, has the way you travel changed?

	Much more than before	More than before	No change	Less than before	Much less than before	Don't know
Walking or wheeling	<input type="checkbox"/>					
Cycling	<input type="checkbox"/>					
Mobility scooter	<input type="checkbox"/>					
Assisted transport, e.g., Dial-a-Ride	<input type="checkbox"/>					
Bus	<input type="checkbox"/>					
Train or underground	<input type="checkbox"/>					
Black taxi	<input type="checkbox"/>					
Private hire vehicle	<input type="checkbox"/>					
Motor vehicle (car, van, moped or motorcycle)	<input type="checkbox"/>					

B4. Thinking specifically about time of the day or days of the week (for example peak and off-peak, weekdays and weekends), please explain why your travel has changed.

B5. How has the LTN affected your experience of community in the area?

- I interact more with my neighbours
- I spend more time in local public spaces
- I feel a stronger sense of belonging to the neighbourhood
- I participate more in local events or activities
- I've noticed no change in community interaction
- I feel less connected to my local community
- Other:

B6. Please describe any changes you've noticed in community interaction or neighbourhood atmosphere since the introduction of the LTN.

B7. In general, how do you feel about the trial LTN?

- Very positive Neutral Very negative
 Positive Negative Not sure

B8. Whether you think the trial LTN has been positive or not, are there any changes or alternatives you would like to see? (For example, more crossings, cycle lanes, more street lighting, less traffic filters)

B9. Do you have any other comments about the trial LTN?

C - Your views on LTN exemptions

This section asks your views on the various LTN exemptions that we offer.

An exemption allows people to drive through some of our camera enforced traffic filters. You will recognise the filters as most have planters and signage.

We offer a range of exemptions, including for any Haringey Blue Badge holders and applications can also be made under our Individual Circumstances criteria.

For further details about the LTN exemptions please visit: www.haringey.gov.uk/ltn-exemptions

C1. Do you have an LTN exemption?

- No Yes Prefer not to say

C2. If you have an LTN exemption, under which criteria was it granted?

- Blue Badge holder (Haringey) Disability transport
 Blue Badge holder (Enfield) Emergency services
 Individual circumstance Council refuse and cleansing
 Urgent safety matter Prefer not to say
 SEND transport

C3. How do you feel about the exemptions for motor vehicles that are offered by the council?

- Less people should be exempt
 More people should be exempt
 The right level of exemptions have been offered

C4. If you think changes are required to the exemptions, please provide more details

D - Equality Monitoring – Optional

The following questions are optional; you are not required to provide answers. However, your response will help us understand how the LTNs may affect some of the protected characteristics outlined in the Equality Act 2010.

Collecting, analysing, and using equalities information helps us to understand how our policies and activities are affecting various sections of our communities and helps us to identify any inequalities that may need to be addressed. We will be grateful if you could complete this form. The information you provide on this form will be held in the strictest confidence and only be used for the purpose stated above.

D1. Age

Which age group applies to you?

- Under 17 22-29 40-49 60-74 Prefer not to say
 17-21 30-39 50-59 75+

D2. Sex

What best describes your sex?

- Male Female Prefer not to say Other

D3. Trans

Trans is an umbrella term to describe people whose gender identity is not the same as, or does not sit comfortably with, the sex they were assigned at birth. Do you consider yourself to be trans?

- Yes No Prefer not to say

D4. National Identity

How would you describe your national identity?

You may tick more than one box

- | | | | | | |
|--------------------------------------|-------------------------------------|------------------------------------|---|--|--------------------------------|
| <input type="checkbox"/> Afghan | <input type="checkbox"/> Chinese | <input type="checkbox"/> French | <input type="checkbox"/> Indian | <input type="checkbox"/> Romanian | <input type="checkbox"/> Other |
| <input type="checkbox"/> Australian | <input type="checkbox"/> Colombian | <input type="checkbox"/> German | <input type="checkbox"/> Jamaican | <input type="checkbox"/> Scottish | |
| <input type="checkbox"/> Bangladeshi | <input type="checkbox"/> Cypriot | <input type="checkbox"/> Ghanaian | <input type="checkbox"/> Kosovan | <input type="checkbox"/> Spanish | |
| <input type="checkbox"/> British | <input type="checkbox"/> Ecuadorian | <input type="checkbox"/> Hungarian | <input type="checkbox"/> Lithuanian | <input type="checkbox"/> Somali | |
| <input type="checkbox"/> Bulgarian | <input type="checkbox"/> English | <input type="checkbox"/> Irish | <input type="checkbox"/> Northern Irish | <input type="checkbox"/> Turkish | |
| <input type="checkbox"/> Chilean | <input type="checkbox"/> Eritrean | <input type="checkbox"/> Italian | <input type="checkbox"/> Polish | <input type="checkbox"/> United States | |

D5. Ethnicity

What best describes your ethnic group?

Asian or Asian British:

- Bangladeshi
 Chinese
 Indian
 Pakistani
 Any other Asian background:
 (please specify): _____

Mixed or multiple ethnic groups:

- White and Asian
 White and Black African
 White and Black Caribbean
 Any other Mixed or Multiple
 background (please specify): _____

Black, Black British, Caribbean, or African:

- African
 Caribbean
 Any other Black, Black British,
 Caribbean, or African background
 (please specify): _____

White:

- English/Welsh/Scottish/N.Irish/British
 Irish
 Gypsy or Irish Traveller
 Roma
 Any other White background
 (please specify): _____

Other ethnic group:

- Arab
 Kurdish
 Turkish
 Any other ethnic group (please
 specify): _____

If you prefer to self-describe your ethnicity, please tell us here

- _____
 Prefer not to say

D6. Sexual orientation

What best describes your sexual orientation?

- Heterosexual / Straight Bi
 Gay / Lesbian Prefer not to say
 Other

D7. Religion or belief

How would you describe your religion or belief?

You may tick more than one box

- Atheist Hindu Rastafarian
 Buddhist Jewish Sikh
 Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
 Muslim No Religion Prefer not to say
 Other

D8. Pregnancy and maternity

Are you pregnant?

- Yes No Prefer not to say

Have you had a baby in the last 12 months?

- Yes No Prefer not to say

D9. Marriage and Civil Partnership

What best describes you?

- Single Married
 Co-habiting Civil Partnership
 Separated Divorced
 Widowed Prefer not to say

D10. Socioeconomic status - Income. Universal Credit and means- tested benefits

Which of the following benefits do you receive, if any?

You may tick more than one box

- Universal Credit Child Tax Credit
 Housing Benefit Income Support
 income-based Jobseeker's Allowance (JSA)
 Income-related Employment and Support Allowance (ESA)
 Working Tax Credit
 None of the above
 Prefer not to say

D11. Socioeconomic status - Education

Which of these qualifications do you have?

Tick every box that applies if you have any of the qualifications listed.

- If your UK qualification is not listed, tick the box that contains its nearest equivalent.
 If you have qualifications gained outside the UK, tick the 'Foreign qualifications' box and the nearest UK equivalents (if known).
 No formal qualifications
 Level 1 – e.g. 1-4 GCSEs, Scottish Standard Grade or equivalent qualifications
 Level 2 – e.g. 5 or more GCSEs, Scottish Higher, Scottish Advanced Higher or equivalent qualifications
 Apprenticeship
 Level 3 – e.g. 2 or more A-levels, HNC, HND, SVQ level 4 or equivalent qualifications
 Level 4 or above – e.g. first or higher degree, professional qualifications or other equivalent higher education qualifications.
 Other qualifications – e.g. other vocational / work related qualifications and non-UK / foreign qualifications
 Prefer not to say

D12. Language

What is your preferred language?

You may tick more than one box

- | | |
|------------------------------------|---|
| <input type="checkbox"/> Albanian | <input type="checkbox"/> Kurdish |
| <input type="checkbox"/> Akan | <input type="checkbox"/> Lithuanian |
| <input type="checkbox"/> Arabic | <input type="checkbox"/> Persian / Farsi |
| <input type="checkbox"/> Bengali | <input type="checkbox"/> Polish |
| <input type="checkbox"/> Bulgarian | <input type="checkbox"/> Portuguese |
| <input type="checkbox"/> BSL User | <input type="checkbox"/> Romanian |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Russian |
| <input type="checkbox"/> English | <input type="checkbox"/> Somali |
| <input type="checkbox"/> French | <input type="checkbox"/> Spanish |
| <input type="checkbox"/> German | <input type="checkbox"/> Tagalog Filipino |
| <input type="checkbox"/> Greek | <input type="checkbox"/> Turkish |
| <input type="checkbox"/> Gujarati | <input type="checkbox"/> Urdu |
| <input type="checkbox"/> Hungarian | <input type="checkbox"/> Yiddish |
| <input type="checkbox"/> Italian | <input type="checkbox"/> Other |
| <input type="checkbox"/> Japanese | |

If you would like this leaflet to be translated or in an alternative format please:

- email LTN@Haringey.gov.uk subject '**St Ann's LTN**' or
- complete the form below and **return by Freepost** (no stamp required) to: Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 10 Station Road, Level 4, Alexandra House, London, N22 7TY

BULGARIAN / Български

Тази листовка е с цел да получи вашето мнение относно изпитването на нисък трафик в квартала (Low Traffic Neighbourhood). Ако искате тази листовка да бъде преведена или се нуждаете от помощ при попълването на въпросника, моля да се свържете с посочения по-горе имейл адрес. Другата възможност е да поставите отметка в това квадратче, да попълните формуляра по-долу и да изпратите тази страница на посочения по-горе адрес Freepost (не се изисква печат).

FRENCH / Français

Ce dépliant sollicite votre point de vue sur l'essai du quartier à faible trafic. Si vous souhaitez que ce dépliant soit traduit ou si vous avez besoin d'aide pour remplir le questionnaire, veuillez contacter l'adresse e-mail indiquée ci-dessus. Vous pouvez également cocher cette case, remplir le formulaire ci-dessous et poster cette page à l'adresse Freepost ci-dessus (aucun timbre n'est requis).

ITALIAN / Italiano

Questo opuscolo raccoglie le tue opinioni sull'esperimento Quartiere a basso traffico. Se desideri che questo foglio illustrativo sia tradotto o hai bisogno di aiuto per completare il questionario, contatta l'indirizzo e-mail sopra indicato. In alternativa, spunta questa casella, compila il modulo sottostante e spedisce questa pagina all'indirizzo Freepost sopra indicato (non è richiesto alcun francobollo).

GREEK / Ελληνικά

Αυτό το φυλλάδιο ζητά τις απόψεις σας σχετικά με τη δοκιμαστική εφαρμογή του Low Traffic Neighbourhood [γρεγονιά χαμηλής κυκλοφορίας]. Εάν χρειάζεστε αυτό το φυλλάδιο μεταφρασμένο σε άλλη γλώσσα ή αν χρειάζεστε βοήθεια για τη συμπλήρωση του ερωτηματολογίου, επικοινωνήστε στη διεύθυνση ηλεκτρονικού ταχυδρομείου που αναφέρεται παραπάνω. Εναλλακτικά, επιλέξτε αυτό το τετραγωνίδιο, συμπληρώστε το παρακάτω και ταχυδρομήστε αυτήν τη σελίδα στην παραπάνω διεύθυνση Freepost (δεν χρειάζεται γραμματόσημο).

PORTUGUESE / Português

Este folheto busca suas opiniões sobre o teste do Low Traffic Neighbourhood "Baixo Tráfego no Bairro". Se você precisar que este folheto seja traduzido ou precisar de ajuda para preencher o questionário, entre em contato no endereço de e-mail listado acima. Como alternativa, assinale esta caixa, preencha o formulário abaixo e envie esta página para o endereço de Portes Grátis acima (não necessita de selo).

POLISH / POLSKI

Niniejsza ulotka zawiera informacje na temat badania Low Traffic Neighbourhood (Dzielnica o małym natężeniu ruchu). Jeśli chcesz, aby ta ulotka była przetłumaczona lub potrzebujesz pomocy w wypełnieniu kwestionariusza, skontaktuj się z adresem e-mail podanym powyżej. Możesz też zaznaczyć to pole, wypełnić poniższy formularz i wysłać tę stronę na powyższy adres Freepost (znaczek nie jest wymagany).

ROMANIAN / Română

Această broșură vă solicită opiniile cu privire la studiul privind vecinătatea cu trafic redus. Dacă doriți ca acest prospect să fie tradus sau aveți nevoie de ajutor pentru completarea chestionarului, vă rugăm să ne contactați la adresa de e-mail menționată mai sus. Alternativ, bifați această casetă, completați formularul de mai jos și postați această pagină la adresa Freepost de mai sus (nu este necesară ștampila).

SOMALI / Soomaali

Qoraalkani waxa uu raadinayaa aragtidaada ku saabsan tijaabada xaafadda gaadiidka isku-socodka yar Haddii aad u baahan tahay buug-yarahan ina turjumay ama u baahan caawimaad dhamaystirka su'aalaha, fadlan la xiriir cinwaanka emailka kor ku xusan. Si ka duwan, sax sanduugaan, buuxi foomka hoose iyo boostada this page in cinwaanka ku xusan Freepost kor ku xusan (stamp looma baahna).

SPANISH / Español

Este folleto busca recabar su opinión sobre el ensayo de Vecindario de Tráfico Reducido. Si necesita que este folleto sea traducido o necesita ayuda para completar el cuestionario, póngase en contacto con la dirección de correo electrónico indicada más arriba. Alternativamente, marque esta casilla, complete el formulario a continuación y envíe esta página a la dirección Freepost anterior (no se requiere sello).

TURKISH / Türkçe

Bu yaprakçık Düşük Trafikli Mahalle denemesi konusundaki görüşlerinizi almak istemektedir. Eğer bu yaprakçığın tercüme edilmesini istiyorsanız ya da anket formunu tamamlamak konusunda yardıma ihtiyacınız varsa, lütfen yukarıda belirtilmiş olan e-posta adresi yoluyla temasa geçin. Alternatif olarak, bu kutuyu işaretleyin, aşağıdaki formu doldurun ve bu sayfayı yukarıdaki Ücretsiz Posta adresine gönderin (pul yapıştırmak gerekmez).

Name

Address

Phone number:

Large print

On disk

On audio tape

Braille

Another language

Please specify _____

If you need any other assistance in responding, please call **020 8489 4787**
or email LTN@Haringey.gov.uk



SURVEY OF DISABLED PEOPLE - HARINGEY'S TRIAL LTNs

As we approach the end of the low traffic neighbourhood (LTN) trials, we are seeking your views. Your feedback, together with data we have collected and are analysing, will enable the council to decide whether to make the LTNs permanent.

Haringey Council is conducting this survey to understand how disabled people, including those with a long-term health condition, feel about the trial LTNs. Your responses will help us better understand the impacts, benefits and challenges that LTNs bring to you and other disabled people.



[www.haringey.gov.uk/
ltndisabledpersonsurvey](http://www.haringey.gov.uk/ltndisabledpersonsurvey)

Haringey
LONDON

Background

In 2022, we introduced our three Streets for People LTN trials in Bounds Green, Bruce Grove West Green and St. Ann's because we wanted to reduce the overall volume of traffic in and around the area so that more people can walk, cycle and wheel in cleaner air and safer streets.

The trial LTNs were created by introducing traffic filters which prevent motor vehicles from passing through, unless they have an exemption. The aim was to reduce the number of motor vehicles cutting through local streets and to encourage, where possible, local journeys to be taken by sustainable modes.

The filters all have traffic signs, most have planters and are enforced by cameras allowing police, fire and ambulance service vehicles to pass through. All properties within an LTN are accessible by motor vehicle, but the route taken to reach them may have had to change.

We introduced the LTNs with exemptions in place which allow anyone to apply to the council for permission to drive through some of the traffic filters if they meet our exemption criteria.

Interim LTN review

In early 2023, after the trials had been in place for a short time, we asked for feedback on how the LTNs were working and whether you wanted the council to make any changes. After listening to all feedback received, including from disability and community groups, and analysing the before and after data we introduced some improvements on 4 September 2023.

The changes included:

- extended the exemptions we offered so that all Blue Badge holders living in Haringey could apply to drive through most of the traffic filters that are enforced by camera

(previously, exemptions were available only for Blue Badge holders who lived within or on the immediate boundary of the LTN)

- allowing special education needs and disabilities (SEND) vehicles to also drive through diagonal traffic filters

As these LTN improvements were changing how people move around by car, we introduced them under new trials.

The new trials started on 4 September 2023, and each can legally remain in place for a maximum of 18 months, to 3 March 2025. The first six months of the trials provided a statutory consultation period when formal objections to the traffic order could be made, this period ended on 3 March 2024.

LTN exemptions are available for:

- Haringey Blue Badge holders
- People with health conditions and professional carers who meet the Individual Circumstances criteria
- Urgent safety matters
- Special educational needs and disabilities (SEND) transport
- Haringey services transporting people with disability and Transport for London's Dial-a-Ride service
- Council refuse and cleansing services
- Emergency services

Have your say by 20 September 2024

We welcome your feedback; the easiest way to provide this is by scanning the QR code and completing the online questionnaire which can also be found at www.haringey.gov.uk/ltndisabledpersonsurvey

Alternatively, you can complete this paper survey and return it to us using the following Freepost address (no stamp required):

Frontline Consultation
Freepost Plus RTKX-AJJC-ULRY
London Borough of Haringey
10 Station Road
Level 4, Alexandra House
London, N22 7TY

All responses must reach the council by 20 September 2024.

Are you a carer?

A separate survey is being carried out with carers, to seek their view on the LTN. If you are a carer you can participate via: www.haringey.gov.uk/ltncarerssurvey

What happens next?

After the consultation closes on 20 September 2024, Haringey Council's Cabinet will take decisions on whether to make the trial LTNs permanent.

The council has been monitoring data such as traffic, air quality, road safety, crime, and bus journey times.

This data, together with your feedback, will help inform the council's decisions which are expected to be taken on 10 December 2024.

The questionnaire comprises of five sections:

1. About you
2. About your experience of the trial LTNs
3. About your experience with exemptions
4. Equality monitoring (optional)
5. Your feedback on this questionnaire (optional, but your answers will help us continually improve how we engage)

Thank you for your participation

Data Protection and Privacy Statement:
www.haringey.gov.uk/contact/privacystatement

Section 1: About you

1. Do you or someone in your family have a disability?

By disability we mean a person who is disabled, is living with a disability or has a long term health condition.

You may tick more than one box

- Yes, I have a disability
 Prefer not to say
 Yes, I have a child or family member with a disability
 No

2. General nature of the disability

If you answered yes to the previous question, please tell us the general nature of the disability.

You may tick more than one box

- Blind or partially sighted
 Chronic illness
 Physical disability or health condition
 Terminal illness
 Deaf / British Sign Language User / hard of hearing
 Alcohol or drug dependency
 Mental health condition
 Prefer not to say
 Learning disability
 Other
 Neurodivergent

 Long term health condition / hidden health condition

3. Mobility

Does your (or your family member's) disability affect your or their mobility?

- Yes
 No
 Prefer not to say

4. Further details about the disability

If you would like, you may share further information about the disability

5. Mobility aids

Do you or your family member use any of the following mobility aids?

You may tick more than one box

- Wheelchair
 Cycle / adapted cycle
 A walking stick / cane
 I do not use a mobility aid
 Crutches
 I prefer not to answer
 Mobility Scooter
 Other
 A guide dog / An assistance dog

6. Blue Badge holder

Do you or your family member have a Blue Badge?

- Yes
 No

7. Blue Badge number

What is your (or your family member's) Blue Badge number ?

8. Postcode

What is your postcode?

The purpose of collecting this information is to understand how views differ between people who live within, on the boundary of, or outside the LTNs.

9. Your connection to the trial LTNs

Where do you live in relation to our trial LTNs?

You can check if you live in a LTN at: www.haringey.gov.uk/check-live-in-ltn

- | | |
|---|---|
| <input type="checkbox"/> Within Bounds Green LTN | <input type="checkbox"/> On a boundary road of St Ann's LTN |
| <input type="checkbox"/> On a boundary road of Bounds Green LTN | <input type="checkbox"/> Another part of Haringey |
| <input type="checkbox"/> Within Bruce Grove West Green LTN | <input type="checkbox"/> A different London Borough |
| <input type="checkbox"/> On a boundary road of Bruce Grove West Green LTN | <input type="checkbox"/> Outside London |
| <input type="checkbox"/> Within St Ann's LTN | |

10. Motor vehicles

Do you drive a car or van or ride a motorbike or moped?

- Yes No Prefer not to say

11. Travel methods

Which methods of travel do you use most often?

Please select the top three methods you use most often by entering 1, 2 and 3 in the boxes

- | | |
|--|--|
| <input type="checkbox"/> Walking or wheeling | <input type="checkbox"/> Train or underground |
| <input type="checkbox"/> Cycling (including adapted cycle) | <input type="checkbox"/> Black taxi |
| <input type="checkbox"/> Mobility scooter | <input type="checkbox"/> Private hire vehicle |
| <input type="checkbox"/> Assisted transport, e.g., Dial-a-Ride | <input type="checkbox"/> Motor vehicle (car, van, moped or motorcycle) |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Prefer not to say |

12. How often do you travel / go out?

- | | | |
|--|--|--|
| <input type="checkbox"/> Daily | <input type="checkbox"/> Several times a month | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> 2 to 3 times per week | <input type="checkbox"/> Once a month | |
| <input type="checkbox"/> 1 to 2 times per week | <input type="checkbox"/> I do not travel | |

13. Carer

Do you or your family member have a carer?

You may tick more than one box

- Yes - My family or I have one or more professional carer (paid through an agency or employed directly)
- Yes - My family or I have one or more informal carer (this could be a family member or friend)
- Yes - My family or I have both professional and informal carers
- No - My family or I do not have a carer
- I prefer not to say

Section 2: Your experience with our three trial Low Traffic Neighbourhoods (LTNs)

In 2022, we introduced our Streets for People Low Traffic Neighbourhood trials in Bounds Green, St Ann's and Bruce Grove West Green because we wanted to reduce the overall volume of traffic in and around the area, enable safer walking, cycling and wheeling so that the whole community can benefit from cleaner air and safer streets.

The trial schemes were created by introducing traffic filters in several places that do not allow motor vehicles to drive through. The filters all have traffic signs, most have planters and are enforced by cameras allowing police, fire and ambulance service vehicles to pass through. All properties within an LTN are accessible by motor vehicle, but the route taken to reach them may have had to change.

For further information about LTNs please visit www.haringey.gov.uk/haringey-streets-people

14. How aware are you of the trial LTNs in Haringey?

- Very aware
 Aware
 Neither aware or unaware
 Unaware
 Very unaware
 Prefer not to say

15. In general, how do you feel about the trial LTNs?

	Very positive	Positive	Neutral	Negative	Very negative	Don't know
Bounds Green LTN	<input type="checkbox"/>					
Bruce Grove West Green LTN	<input type="checkbox"/>					
St. Ann's LTN	<input type="checkbox"/>					

16. Since the trial LTNs were introduced, has the way you travel changed?

	Much more than before	More than before	No change	Less than before	Much less than before	Don't know
Walking or wheeling	<input type="checkbox"/>					
Cycling (including an adapted cycle)	<input type="checkbox"/>					
Mobility scooter	<input type="checkbox"/>					
Assisted transport e.g., Dial-A-Ride	<input type="checkbox"/>					
Bus	<input type="checkbox"/>					
Train or underground	<input type="checkbox"/>					
Black taxi	<input type="checkbox"/>					
Private hire vehicle	<input type="checkbox"/>					
Motor vehicle (car, van, moped or motorcycle)	<input type="checkbox"/>					

17. Bounds Green LTN

Since Bounds Green LTN was introduced, to what extent do you agree or disagree with these statements?

	Strongly agree	Agree	No change	Disagree	Strongly disagree	Don't know/ prefer not to say
It is easier to cycle, use an adapted cycle or mobility scooter	<input type="checkbox"/>					
It feels safer using the street in the day (road safety)	<input type="checkbox"/>					
It feels safer using the street in the night (road safety)	<input type="checkbox"/>					
It is easier to walk, use a walking aid or wheelchair	<input type="checkbox"/>					
It is easier for me to make the trips I need to make	<input type="checkbox"/>					
It is easier for me to get to local shops and services	<input type="checkbox"/>					
It has made me take fewer trips by car	<input type="checkbox"/>					
It has made it easier for me to get to friends and family	<input type="checkbox"/>					
I feel safer using the street during the day (personal safety)	<input type="checkbox"/>					
I feel safer using the street during the night (personal safety)	<input type="checkbox"/>					
The area feels quieter (less noisy)	<input type="checkbox"/>					
The air feels cleaner (less polluted)	<input type="checkbox"/>					

18. Bruce Grove West Green LTN

Since Bruce Grove West Green LTN was introduced, to what extent do you agree or disagree with these statements?

	Strongly agree	Agree	No change	Disagree	Strongly disagree	Don't know/ prefer not to say
It is easier to cycle, use an adapted cycle or mobility scooter	<input type="checkbox"/>					
It feels safer using the street in the day (road safety)	<input type="checkbox"/>					
It feels safer using the street in the night (road safety)	<input type="checkbox"/>					
It is easier to walk, use a walking aid or wheelchair	<input type="checkbox"/>					
It is easier for me to make the trips I need to make	<input type="checkbox"/>					
It is easier for me to get to local shops and services	<input type="checkbox"/>					
It has made me take fewer trips by car	<input type="checkbox"/>					
It has made it easier for me to get to friends and family	<input type="checkbox"/>					

	Strongly agree	Agree	No change	Disagree	Strongly disagree	Don't know/ prefer not to say
I feel safer using the street during the day (personal safety)	<input type="checkbox"/>					
I feel safer using the street during the night (personal safety)	<input type="checkbox"/>					
The area feels quieter (less noisy)	<input type="checkbox"/>					
The air feels cleaner (less polluted)	<input type="checkbox"/>					

19. St. Ann's LTN

Since St. Ann's LTN was introduced, to what extent do you agree or disagree with these statements?

	Strongly agree	Agree	No change	Disagree	Strongly disagree	Don't know/ prefer not to say
It is easier to cycle, use an adapted cycle or mobility scooter	<input type="checkbox"/>					
It feels safer using the street in the day (road safety)	<input type="checkbox"/>					
It feels safer using the street in the night (road safety)	<input type="checkbox"/>					
It is easier to walk, use a walking aid or wheelchair	<input type="checkbox"/>					
It is easier for me to make the trips I need to make	<input type="checkbox"/>					
It is easier for me to get to local shops and services	<input type="checkbox"/>					
It has made me take fewer trips by car	<input type="checkbox"/>					
It has made it easier for me to get to friends and family	<input type="checkbox"/>					
I feel safer using the street during the day (personal safety)	<input type="checkbox"/>					
I feel safer using the street during the night (personal safety)	<input type="checkbox"/>					
The area feels quieter (less noisy)	<input type="checkbox"/>					
The air feels cleaner (less polluted)	<input type="checkbox"/>					

20. How have the LTNs affected your experience of community in the area?

- I interact more with my neighbours
- I spend more time in local public spaces
- I feel a stronger sense of belonging to the neighbourhood
- I participate more in local events or activities
- I've noticed no change in community interaction
- I feel less connected to my local community
- Other:

21. Please describe any changes you've noticed in community interaction or neighbourhood atmosphere since the introduction of the LTNs.

22. Which LTNs do your responses to questions 20 and 21 apply to? (tick all that apply)

- Bounds Green LTN Bruce Grove West Green LTN St. Ann's LTN

23. Further comments

Do you have any comments on your experience with the trial LTNs?

For example, have your travel patterns been affected more at certain times of the day? (peak or off-peak). If they have, please explain which travel modes (walking, cycling, driving, bus) were affected and which LTN(s) your comments apply to.

Section 3 : Your experience with LTN exemptions

An exemption allows people to drive through some of our camera enforced traffic filters. You will recognise the filters as they have planters and signage.

All Blue Badge holders living in Haringey can apply for a Blue Badge exemption and can nominate one vehicle that either belongs to themselves, a carer, or family member / friend that may care for them. Professional carers supporting residents in Haringey can also apply for an exemption under our Individual Circumstances criteria.

For further details about the LTN exemptions please visit: www.haringey.gov.uk/ltn-exemptions

24. Exemptions

Did you know the council offers LTN exemptions?

- Yes No

25. Applying for an exemption

Do you know how to apply for an exemption and do you have an exemption?

- Yes I know how to apply and I have an exemption Prefer not to say
 Yes I know how to apply but I don't have an exemption Other
 No I don't know how to apply and I don't have an exemption

26. Exemption criteria

If you have an exemption, under what criteria was it issued?

- Blue Badge holder (Haringey) Not applicable
 Blue Badge holder (Enfield) Prefer not to say
 Individual circumstance Other

27. Your LTN exemption

If you have a exemption, which LTN is it for?

You may tick more than one box

- Bounds Green LTN – Area X1A Bruce Grove LTN – Area X3B
 Bounds Green LTN – Area X1B St Ann's LTN – X2
 Bounds Green LTN – X1C All LTNs
 Bruce Grove LTN – Area X3A Prefer not to say

28. Your experience applying for an exemption

How easy or difficult did you find the application process?

	Very easy	Easy	Neither easy nor difficult	Difficult	Very difficult	Not applicable / prefer not to say
Applying for an exemption in general	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Completing the exemption application form	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Providing proof(s) of evidence	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Uploading your proof(s) of evidence	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

29. Confirmation of your exemption

If you have an exemption, you will have received an email that confirmed where and when your exemption was valid

When you received confirmation of your exemption, was the information supplied clear and easy to understand?

Yes No Not applicable / prefer not to say

30. Communications

How do you feel about the way the council has communicated about LTN exemptions?

	Clear	Neither clear nor unclear	Unclear	Prefer not to say
Information on our website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Information by post or email	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Information via social media	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

31. Further comments on LTN exemptions

What do you think the council can do to improve information about LTN exemptions?

Section 4: Equality Monitoring – Optional

The following questions are optional; you are not required to provide answers. However, your response will help us understand how the LTNs may affect some of the protected characteristics outlined in the Equality Act 2010.

Collecting, analysing, and using equalities information helps us to understand how our policies and activities are affecting various sections of our communities and helps us to identify any inequalities that may need to be addressed. We will be grateful if you could complete this section. The information you provide on this form will be held in the strictest confidence and only be used for the purpose stated above.

32. Age

Which age group applies to you?

- Under 17 22-29 40-49 60-74 Prefer not to say
 17-21 30-39 50-59 75+

33. Sex

What best describes your sex?

- Male Female Prefer not to say Other

34. Trans

Trans is an umbrella term to describe people whose gender identity is not the same as, or does not sit comfortably with, the sex they were assigned at birth. Do you consider yourself to be trans?

- Yes No Prefer not to say

35. National Identity

How would you describe your national identity?

You may tick more than one box

- | | | | | | |
|--------------------------------------|-------------------------------------|------------------------------------|---|--|--------------------------------|
| <input type="checkbox"/> Afghan | <input type="checkbox"/> Chinese | <input type="checkbox"/> French | <input type="checkbox"/> Indian | <input type="checkbox"/> Romanian | <input type="checkbox"/> Other |
| <input type="checkbox"/> Australian | <input type="checkbox"/> Colombian | <input type="checkbox"/> German | <input type="checkbox"/> Jamaican | <input type="checkbox"/> Scottish | |
| <input type="checkbox"/> Bangladeshi | <input type="checkbox"/> Cypriot | <input type="checkbox"/> Ghanaian | <input type="checkbox"/> Kosovan | <input type="checkbox"/> Spanish | |
| <input type="checkbox"/> British | <input type="checkbox"/> Ecuadorian | <input type="checkbox"/> Hungarian | <input type="checkbox"/> Lithuanian | <input type="checkbox"/> Somali | |
| <input type="checkbox"/> Bulgarian | <input type="checkbox"/> English | <input type="checkbox"/> Irish | <input type="checkbox"/> Northern Irish | <input type="checkbox"/> Turkish | |
| <input type="checkbox"/> Chilean | <input type="checkbox"/> Eritrean | <input type="checkbox"/> Italian | <input type="checkbox"/> Polish | <input type="checkbox"/> United States | |

36. Ethnicity

What best describes your ethnic group?

Asian or Asian British:

- Bangladeshi
 Chinese
 Indian
 Pakistani
 Any other Asian background:
 (please specify): _____

Mixed or multiple ethnic groups:

- White and Asian
 White and Black African
 White and Black Caribbean
 Any other Mixed or Multiple
 background (please specify):

Black, Black British, Caribbean, or African:

- African
 Caribbean
 Any other Black, Black British,
 Caribbean, or African background
 (please specify): _____

White:

- English/Welsh/Scottish/N.Irish/British
 Irish
 Gypsy or Irish Traveller
 Roma
 Any other White background
 (please specify): _____

Other ethnic group:

- Arab
 Kurdish
 Turkish
 Any other ethnic group (please
 specify): _____

37. If you prefer to self-describe your ethnicity, please tell us here

- _____
 Prefer not to say

38. Sexual orientation

What best describes your sexual orientation?

- Heterosexual / Straight Bi
 Gay / Lesbian Prefer not to say
 Other

39. Religion or belief

How would you describe your religion or belief?

You may tick more than one box

- Atheist Hindu Rastafarian
 Buddhist Jewish Sikh
 Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
 Muslim No Religion Prefer not to say
 Other

40. Pregnancy and maternity

Are you pregnant?

- Yes No Prefer not to say

41. Have you had a baby in the last 12 months?

- Yes No Prefer not to say

42. Marriage and Civil Partnership

What best describes you?

- Single Married
 Co-habiting Civil Partnership
 Separated Divorced
 Widowed Prefer not to say

43. Socioeconomic status - Income. Universal Credit and means- tested benefits

Which of the following benefits do you receive, if any?

You may tick more than one box

- Universal Credit Child Tax Credit
 Housing Benefit Income Support
 income-based Jobseeker's Allowance (JSA)
 Income-related Employment and Support Allowance (ESA)
 Working Tax Credit
 None of the above
 Prefer not to say

44. Socioeconomic status - Education

Which of these qualifications do you have?

Tick every box that applies if you have any of the qualifications listed.

If your UK qualification is not listed, tick the box that contains its nearest equivalent.

If you have qualifications gained outside the UK, tick the 'Other qualifications' box and the nearest UK equivalents (if known).

- No formal qualifications
 Level 1 – e.g. 1-4 GCSEs, Scottish Standard Grade or equivalent qualifications
 Level 2 – e.g. 5 or more GCSEs, Scottish Higher, Scottish Advanced Higher or equivalent qualifications
 Apprenticeship
 Level 3 – e.g. 2 or more A-levels, HNC, HND, SVQ level 4 or equivalent qualifications
 Level 4 or above – e.g. first or higher degree, professional qualifications or other equivalent higher education qualifications.
 Other qualifications – e.g. other vocational / work related qualifications and non-UK / foreign qualifications
 Prefer not to say

45. Language

What is your preferred language?

You may tick more than one box

- | | |
|------------------------------------|---|
| <input type="checkbox"/> Albanian | <input type="checkbox"/> Kurdish |
| <input type="checkbox"/> Akan | <input type="checkbox"/> Lithuanian |
| <input type="checkbox"/> Arabic | <input type="checkbox"/> Persian / Farsi |
| <input type="checkbox"/> Bengali | <input type="checkbox"/> Polish |
| <input type="checkbox"/> Bulgarian | <input type="checkbox"/> Portuguese |
| <input type="checkbox"/> BSL User | <input type="checkbox"/> Romanian |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Russian |
| <input type="checkbox"/> English | <input type="checkbox"/> Somali |
| <input type="checkbox"/> French | <input type="checkbox"/> Spanish |
| <input type="checkbox"/> German | <input type="checkbox"/> Tagalog Filipino |
| <input type="checkbox"/> Greek | <input type="checkbox"/> Turkish |
| <input type="checkbox"/> Gujarati | <input type="checkbox"/> Urdu |
| <input type="checkbox"/> Hungarian | <input type="checkbox"/> Yiddish |
| <input type="checkbox"/> Italian | <input type="checkbox"/> Other |
| <input type="checkbox"/> Japanese | |

Section 5 : Your feedback on this questionnaire

The following questions are optional; you are not required to provide answers. However, your response will help us improve any similar, future questionnaires

46. How easy or difficult was it to complete this questionnaire?

- Very easy
- Easy
- Neither easy nor difficult
- Difficult
- Very difficult
- Not applicable / prefer not to say

47. Do you have any comments about how we could improve our questionnaires in future?

If you would like this leaflet to be translated or in an alternative format please:

- email **LTN@Haringey.gov.uk** subject **'LTN disabled persons survey'** or
- complete the form below and **return by Freepost** (no stamp required) to: Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 10 Station Road, Level 4, Alexandra House, London, N22 7TY

BULGARIAN / Български

Тази листовка е с цел да получи вашето мнение относно изпитването на нисък трафик в квартала (Low Traffic Neighbourhood). Ако искате тази листовка да бъде преведена или се нуждаете от помощ при попълването на въпросника, моля да се свържете с посочения по-горе имейл адрес. Другата възможност е да поставите отметка в това квадратче, да попълните формуляра по-долу и да изпратите тази страница на посочения по-горе адрес Freepost (не се изисква печат).

FRENCH / Français

Ce dépliant sollicite votre point de vue sur l'essai du quartier à faible trafic. Si vous souhaitez que ce dépliant soit traduit ou si vous avez besoin d'aide pour remplir le questionnaire, veuillez contacter l'adresse e-mail indiquée ci-dessus. Vous pouvez également cocher cette case, remplir le formulaire ci-dessous et poster cette page à l'adresse Freepost ci-dessus (aucun timbre n'est requis).

ITALIAN / Italiano

Questo opuscolo raccoglie le tue opinioni sull'esperimento Quartiere a basso traffico. Se desideri che questo foglio illustrativo sia tradotto o hai bisogno di aiuto per completare il questionario, contatta l'indirizzo e-mail sopra indicato. In alternativa, spunta questa casella, compila il modulo sottostante e spedisce questa pagina all'indirizzo Freepost sopra indicato (non è richiesto alcun francobollo).

GREEK / Ελληνικά

Αυτό το φυλλάδιο ζητά τις απόψεις σας σχετικά με τη δοκιμαστική εφαρμογή του Low Traffic Neighbourhood [γειτονιά χαμηλής κυκλοφορίας]. Εάν χρειάζεστε αυτό το φυλλάδιο μεταφρασμένο σε άλλη γλώσσα ή αν χρειάζεστε βοήθεια για τη συμπλήρωση του ερωτηματολογίου, επικοινωνήστε στη διεύθυνση ηλεκτρονικού ταχυδρομείου που αναφέρεται παραπάνω. Εναλλακτικά, επιλέξτε αυτό το τετραγωνίδιο, συμπληρώστε το παρακάτω και ταχυδρομήστε αυτήν τη σελίδα στην παραπάνω διεύθυνση Freepost (δεν χρειάζεται γραμματόσημο).

PORTUGUESE / Português

Este folheto busca suas opiniões sobre o teste do Low Traffic Neighbourhood "Baixo Tráfego no Bairro". Se você precisar que este folheto seja traduzido ou precisar de ajuda para preencher o questionário, entre em contato no endereço de e-mail listado acima. Como alternativa, assinale esta caixa, preencha o formulário abaixo e envie esta página para o endereço de Portes Grátis acima (não necessita de selo).

POLISH / POLSKI

Niniejsza ulotka zawiera informacje na temat badania Low Traffic Neighbourhood (Dzielnica o małym natężeniu ruchu). Jeśli chcesz, aby ta ulotka była przetłumaczona lub potrzebujesz pomocy w wypełnieniu kwestionariusza, skontaktuj się z adresem e-mail podanym powyżej. Możesz też zaznaczyć to pole, wypełnić poniższy formularz i wysłać tę stronę na powyższy adres Freepost (znaczek nie jest wymagany).

ROMANIAN / Română

Această broșură vă solicită opiniile cu privire la studiul privind vecinătatea cu trafic redus. Dacă doriți ca acest prospect să fie tradus sau aveți nevoie de ajutor pentru completarea chestionarului, vă rugăm să ne contactați la adresa de e-mail menționată mai sus. Alternativ, bifați această casetă, completați formularul de mai jos și postați această pagină la adresa Freepost de mai sus (nu este necesară ștampila).

SOMALI / Soomaali

Qoraalkani waxa uu raadinayaa aragtidaada ku saabsan tijaabada xaafadda gaadiidka isku-socodka yar Haddii aad u baahan tahay buug-yarahan ina turjumay ama u baahan caawimaad dhamaystirka su'aalaha, fadlan la xiriir cinwaanka emailka kor ku xusan. Si ka duwan, sax sanduugaan, buuxi foomka hoose iyo boostada this page in cinwaanka ku xusan Freepost kor ku xusan (stamp looma baahna).

SPANISH / Español

Este folleto busca recabar su opinión sobre el ensayo de Vecindario de Tráfico Reducido. Si necesita que este folleto sea traducido o necesita ayuda para completar el cuestionario, póngase en contacto con la dirección de correo electrónico indicada más arriba. Alternativamente, marque esta casilla, complete el formulario a continuación y envíe esta página a la dirección Freepost anterior (no se requiere sello).

TURKISH / Türkçe

Bu yaprakçık Düşük Trafikli Mahalle denemesi konusundaki görüşlerinizi almak istemektedir. Eğer bu yaprakçığın tercüme edilmesini istiyorsanız ya da anket formunu tamamlamak konusunda yardıma ihtiyacınız varsa, lütfen yukarıda belirtilmiş olan e-posta adresi yoluyla temasa geçin. Alternatif olarak, bu kutuyu işaretleyin, aşağıdaki formu doldurun ve bu sayfayı yukarıdaki Ücretsiz Posta adresine gönderin (pul yapıştırmak gerekmez).

Name

Address

Phone number:

Large print

On disk

On audio tape

Braille

Another language

Please specify _____

If you need any other assistance in responding, please call **020 8489 4787**
or email **LTN@Haringey.gov.uk**



**HAVE
YOUR
SAY**

SURVEY OF CARERS - HARINGEY'S TRIAL LTNs

As we approach the end of the low traffic neighbourhood (LTN) trials, we are seeking your views. Your feedback, together with data we have collected and are analysing, will enable the council to decide whether to make the trial LTNs permanent.

Haringey Council is conducting this survey to understand how carers feel about the trial LTNs. Your response will help us better understand the impacts, benefits and challenges that the LTNs bring to you and those that you care for.



www.haringey.gov.uk/ltncarerssurvey

Haringey
LONDON

Background

In 2022, we introduced our three Streets for People LTN trials in Bounds Green, Bruce Grove West Green and St. Ann's because we wanted to reduce the overall volume of traffic in and around the area so that more people can walk, cycle and wheel in cleaner air and safer streets.

The trial LTNs were created by introducing traffic filters which prevent motor vehicles from passing through, unless they have an exemption. The aim was to reduce the number of motor vehicles cutting through local streets and to encourage, where possible, local journeys to be taken by sustainable modes.

The filters all have traffic signs, most have planters and are enforced by cameras allowing police, fire and ambulance service vehicles to pass through. All properties within an LTN are accessible by motor vehicle, but the route taken to reach them may have had to change.

We introduced the LTNs with exemptions in place which allow anyone to apply to the council for permission to drive through some of the traffic filters if they meet our exemption criteria.

Interim LTN review

In early 2023, after the trials had been in place for a short time, we asked for feedback on how the LTNs were working and whether you wanted the council to make any changes. After listening to all feedback received, including from disability and community groups, and analysing the before and after data we introduced some improvements on 4 September 2023.

The changes included:

- extended the exemptions we offered so that all Blue Badge holders living in Haringey could apply to drive through most of the traffic filters that are enforced by camera

(previously, exemptions were available only for Blue Badge holders who lived within or on the immediate boundary of the LTN)

- allowing special education needs and disabilities (SEND) vehicles to also drive through diagonal traffic filters

As these LTN improvements were changing how people move around by car, we introduced them under new trials.

The new trials started on 4 September 2023, and each can legally remain in place for a maximum of 18 months, to 3 March 2025. The first six months of the trials provided a statutory consultation period when formal objections to the traffic order could be made, this period ended on 3 March 2024.

LTN exemptions are available for:

- Haringey Blue Badge holders
- People with health conditions and professional carers who meet the Individual Circumstances criteria
- Urgent safety matters
- Special educational needs and disabilities (SEND) transport
- Haringey services transporting people with disability and Transport for London's Dial-a-Ride service
- Council refuse and cleansing services
- Emergency services

Have your say by 20 September 2024

We welcome your feedback; the easiest way to provide this is by scanning the QR code and completing the online questionnaire which can also be found at

www.haringey.gov.uk/ltncarerssurvey

Alternatively, you can complete this paper survey and return it to us using the following Freepost address (no stamp required):

Frontline Consultation
 Freepost Plus RTKX-AJJC-ULRY
 London Borough of Haringey
 10 Station Road
 Level 4, Alexandra House
 London, N22 7TY

All responses must reach the council by 20 September 2024.

Do you consider yourself disabled?

A separate survey is being carried out with disabled people, to seek their view on the LTN. If you are disabled you can participate via:

www.haringey.gov.uk/ltndisabledpersonsurvey

What happens next?

After the consultation closes on 20 September 2024, Haringey Council's Cabinet will take decisions on whether to make the trial LTNs permanent.

The council has been monitoring data such as traffic, air quality, road safety, crime, and bus journey times.

This data, together with your feedback, will help inform the council's decisions which are expected to be taken on 10 December 2024.

The questionnaire comprises of six sections:

1. About you
2. About the person you care for
3. About your experience of the trial LTN
4. About your experience with exemptions
5. Equality monitoring (optional)
6. Your feedback on this questionnaire (optional, but your answers will help us continually improve how we engage)

Thank you for your participation

Data Protection and Privacy Statement:

www.haringey.gov.uk/contact/privacystatement

Section 1: About you

1. Are you?

- An adult carer A young carer (under 18)

2. What is your relationship to the person you care for?

You may tick more than one box

- Professional carer Child / Children
 Parent Friend
 Spouse / Partner Other
 Sibling

3. Employer

If you are a professional carer, what is the name of your employer or agency?

4. Job title

If you are a professional carer, what is your job title?

5. How many people do you care for?

Enter a number (eg. 1)

6. How often do you undertake your role as a carer?

- Daily Once a month
 2 to 3 times per week Other
 1 to 2 times per week
 I live with the person I care for

7. Do you have a disability?

By disability we mean a person who is disabled, is living with a disability or has a long term health condition

- No Yes (I have a Blue Badge) Yes (I don't have a Blue Badge)

8. General nature of the disability

If you answered yes to the previous question, please tell us the general nature of your disability

You may tick more than one box

- Blind or partially sighted Learning disability ...
 Physical disability or health condition Neurodivergent
 Deaf / British Sign Language User / hard of hearing Long term health condition / hidden health condition
 Mental health condition

List continued on next page.

- Chronic illness
 Prefer not to say
 Terminal illness
 Other
 Alcohol or drug dependency

9. Mobility

If you have a disability, does it affect your mobility?

- Not applicable
 Yes
 No
 Prefer not to say

10. Blue Badge Number

If you are a Blue Badge holder, please provide your Blue Badge number

11. Mobility aids

Do you use any of the following mobility aids?

You may tick more than one box

- I do not use a mobility aid
 A guide dog / An assistance dog
 Wheelchair
 Cycle / adapted cycle
 A walking stick / cane
 I prefer not to answer
 Crutches
 Other
 Mobility Scooter

12. Postcode

What is your postcode?

The purpose of collecting this information is to understand how views differ between people who live within, on the boundary of, or outside the LTNs.

13. Your connection to the trial LTNs

Where do you live in relation to our trial LTNs?

You can check if you live in a LTN at www.haringey.gov.uk/check-live-in-ltn

- Within Bounds Green LTN
 On a boundary road of St Ann's LTN
 On a boundary road of Bounds Green LTN
 Another part of Haringey
 Within Bruce Grove West Green LTN
 A different London Borough
 On a boundary road of Bruce Grove West Green LTN
 Outside London
 Within St Ann's LTN

14. Motor vehicles

Do you drive a car or van or ride a motorbike or moped?

- Yes
 No
 Prefer not to say

Section 2: The person(s) you care for

You should answer questions in this section thinking about the person you care for most frequently.

15. Where does the person(s) you care for live?

If you care for more than one person, you can tick more than one box

- Within Bounds Green LTN
- Within Bruce Grove West Green LTN
- Within St Ann's LTN
- Within Haringey but not in any of the trial LTNs
- Within Haringey but I'm not sure if they live in a LTN
- Outside of Haringey

16. Travel to the person(s) you care for

How do you normally travel to the person (s) you care for? You may tick more than one box.

- | | |
|--|--|
| <input type="checkbox"/> Walking or wheeling | <input type="checkbox"/> Black taxi |
| <input type="checkbox"/> Cycling (including adapted cycle) | <input type="checkbox"/> Private hire vehicle |
| <input type="checkbox"/> Mobility scooter | <input type="checkbox"/> Motor vehicle (car, van, moped or motorcycle) |
| <input type="checkbox"/> Assisted transport, e.g., Dial-a-Ride | <input type="checkbox"/> I live with the person I care for |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Train or underground | |

17. Travel with the person your care for

If you travel with the person you care for, how often do you travel with them?

- | | |
|--|---|
| <input type="checkbox"/> Daily | <input type="checkbox"/> Once per month |
| <input type="checkbox"/> 2 to 3 times per week | <input type="checkbox"/> I do not travel with the person I care for |
| <input type="checkbox"/> 1 to 2 times per week | <input type="checkbox"/> I prefer not to answer |

18. Their disability

If you are comfortable sharing, please let us know the disability of the individual(s) under your care You may tick more than one box

- | | |
|---|--|
| <input type="checkbox"/> Blind or partially sighted | <input type="checkbox"/> Chronic illness |
| <input type="checkbox"/> Physical disability or health condition | <input type="checkbox"/> Terminal illness |
| <input type="checkbox"/> Deaf / British Sign Language User / hard of hearing | <input type="checkbox"/> Alcohol or drug dependency |
| <input type="checkbox"/> Mental health condition | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Learning disability | <input type="checkbox"/> Other |
| <input type="checkbox"/> Neurodivergent | <input style="width: 200px; height: 20px;" type="text"/> |
| <input type="checkbox"/> Long term health condition / hidden health condition | |

19. Their mobility

Does their disability affect their mobility?

- Yes No Prefer not to say

Section 3: Your experience with our three trial Low Traffic Neighbourhoods (LTNs)

In 2022, we introduced our Streets for People Low Traffic Neighbourhood trials in Bounds Green, St Ann's and Bruce Grove West Green because we wanted to reduce the overall volume of traffic in and around the area, enable safer walking, cycling and wheeling so that the whole community can benefit from cleaner air and safer streets.

The trial schemes were created by introducing traffic filters in several places that do not allow motor vehicles to drive through. The filters all have traffic signs, most have planters and are enforced by cameras allowing police, fire and ambulance service vehicles to pass through. All properties within an LTN are accessible by motor vehicle, but the route taken to reach them may have had to change.

For further information about LTNs please visit www.haringey.gov.uk/haringey-streets-people

20. How aware are you of the trial LTNs in Haringey?

- Very aware
 Aware
 Neither aware or unaware
 Unaware
 Very unaware
 Prefer not to say

21. In general, how do you feel about the trial LTNs?

	Very positive	Positive	Neutral	Negative	Very negative	Don't know
Bounds Green LTN	<input type="checkbox"/>					
Bruce Grove West Green LTN	<input type="checkbox"/>					
St. Ann's LTN	<input type="checkbox"/>					

22. Since the trial LTNs were introduced, has the way you travel changed?

	Much more than before	More than before	No change	Less than before	Much less than before	Don't know
Walking or wheeling	<input type="checkbox"/>					
Cycling (including an adapted cycle)	<input type="checkbox"/>					
Mobility scooter	<input type="checkbox"/>					
Assisted transport e.g., Dial-A-Ride	<input type="checkbox"/>					
Bus	<input type="checkbox"/>					
Train or underground	<input type="checkbox"/>					
Black taxi	<input type="checkbox"/>					
Private hire vehicle	<input type="checkbox"/>					
Motor vehicle (car, van, moped or motorcycle)	<input type="checkbox"/>					

23. Bounds Green LTN

Since Bounds Green LTN was introduced, to what extent do you agree or disagree with these statements

	Strongly agree	Agree	No change	Disagree	Strongly disagree	Don't know/ prefer not to say
It is easier to cycle, use an adapted cycle or mobility scooter	<input type="checkbox"/>					
It feels safer using the street in the day (road safety)	<input type="checkbox"/>					
It feels safer using the street in the night (road safety)	<input type="checkbox"/>					
It is easier to walk, use a walking aid or wheelchair	<input type="checkbox"/>					
It is easier for me to make the trips I need to make	<input type="checkbox"/>					
It is easier for me to get to local shops and services	<input type="checkbox"/>					
It has made me take fewer trips by car	<input type="checkbox"/>					
It has made it easier for me to get to friends and family	<input type="checkbox"/>					
I feel safer using the street during the day (personal safety)	<input type="checkbox"/>					
I feel safer using the street during the night (personal safety)	<input type="checkbox"/>					
The area feels quieter (less noisy)	<input type="checkbox"/>					
The air feels cleaner (less polluted)	<input type="checkbox"/>					

24. Bruce Grove West Green LTN

Since Bruce Grove was introduced, to what extent do you agree or disagree with these statements

	Strongly agree	Agree	No change	Disagree	Strongly disagree	Don't know/ prefer not to say
It is easier to cycle, use an adapted cycle or mobility scooter	<input type="checkbox"/>					
It feels safer using the street in the day (road safety)	<input type="checkbox"/>					
It feels safer using the street in the night (road safety)	<input type="checkbox"/>					
It is easier to walk, use a walking aid or wheelchair	<input type="checkbox"/>					
It is easier for me to make the trips I need to make	<input type="checkbox"/>					
It is easier for me to get to local shops and services	<input type="checkbox"/>					
It has made me take fewer trips by car	<input type="checkbox"/>					
It has made it easier for me to get to friends and family	<input type="checkbox"/>					
I feel safer using the street during the day (personal safety)	<input type="checkbox"/>					

	Strongly agree	Agree	No change	Disagree	Strongly disagree	Don't know/ prefer not to say
I feel safer using the street during the night (personal safety)	<input type="checkbox"/>					
The area feels quieter (less noisy)	<input type="checkbox"/>					
The air feels cleaner (less polluted)	<input type="checkbox"/>					

25. St. Ann's LTN

Since St. Ann's LTN was introduced, to what extent do you agree or disagree with these statements?

	Strongly agree	Agree	No change	Disagree	Strongly disagree	Don't know/ prefer not to say
It is easier to cycle, use an adapted cycle or mobility scooter	<input type="checkbox"/>					
It feels safer using the street in the day (road safety)	<input type="checkbox"/>					
It feels safer using the street in the night (road safety)	<input type="checkbox"/>					
It is easier to walk, use a walking aid or wheelchair	<input type="checkbox"/>					
It is easier for me to make the trips I need to make	<input type="checkbox"/>					
It is easier for me to get to local shops and services	<input type="checkbox"/>					
It has made me take fewer trips by car	<input type="checkbox"/>					
It has made it easier for me to get to friends and family	<input type="checkbox"/>					
I feel safer using the street during the day (personal safety)	<input type="checkbox"/>					
I feel safer using the street during the night (personal safety)	<input type="checkbox"/>					
The area feels quieter (less noisy)	<input type="checkbox"/>					
The air feels cleaner (less polluted)	<input type="checkbox"/>					

26. How have the LTNs affected your experience of community in the area?

- I interact more with my neighbours
- I spend more time in local public spaces
- I feel a stronger sense of belonging to the neighbourhood
- I participate more in local events or activities
- I've noticed no change in community interaction
- I feel less connected to my local community
- Other:

27. Please describe any changes you've noticed in community interaction or neighbourhood atmosphere since the introduction of the LTNs.

28. Which LTNs do your responses to questions 26 and 27 apply to? (tick all that apply)

- Bounds Green LTN Bruce Grove West Green LTN St. Ann's LTN

29. How have the trial LTNs affected your overall experience as a carer?

You may tick more than one box

- | | |
|---|--|
| <input type="checkbox"/> Made it easier to travel | <input type="checkbox"/> Decreased travel time |
| <input type="checkbox"/> Made it more difficult to travel | <input type="checkbox"/> Other |
| <input type="checkbox"/> No noticeable impact | <div style="border: 1px solid red; width: 250px; height: 15px;"></div> |
| <input type="checkbox"/> Increased travel time | |

30. In your opinion, how have the trial LTNs affected the person you care for?

You may tick more than one box

- | | |
|---|---------------------------------------|
| <input type="checkbox"/> Positively | <input type="checkbox"/> Negatively |
| <input type="checkbox"/> Neither positively or negatively | <input type="checkbox"/> I don't know |

31. Further comments

Do you have any comments on your experience with the trial LTNs?

For example, have your travel patterns been affected more at certain times of the day? (peak or off-peak). If they have, please explain which travel modes (walking, cycling, driving, bus) were affected and which LTN(s) your comments apply to

Section 4: Your experience with LTN exemptions

An exemption allows people to drive through some of our camera enforced traffic filters. You will recognise the filters as they have planters and signage.

All Blue Badge holders living in Haringey can apply for a Blue Badge exemption and can nominate one vehicle that either belongs to themselves, a carer, or family member / friend that may care for them.

Professional carers supporting residents in Haringey can also apply for an exemption under our Individual Circumstances criteria.

For further details about the LTN exemptions please visit: www.haringey.gov.uk/ltn-exemptions

32. Exemptions

Did you know the council offers LTN exemptions?

- Yes No

33. Applying for an exemption

Do you know how to apply for an exemption and do you have an exemption?

- Yes I know how to apply and I have an exemption
 Yes I know how to apply but I don't have an exemption
 No I don't know how to apply and I don't have an exemption
 Prefer not to say
 Other

34. Exemption criteria

If you have an exemption, under what criteria was it issued?

- Blue Badge holder (Haringey) Prefer not to say
 Blue Badge holder (Enfield) Other
 Individual circumstance
 Not applicable

35. Your LTN exemption

If you have a exemption, which LTN is it for?

You may tick more than one box

- Bounds Green LTN – Area X1A Bruce Grove LTN – Area X3B
 Bounds Green LTN – Area X1B St Ann's LTN – X2
 Bounds Green LTN – X1C All LTNs
 Bruce Grove LTN – Area X3A Prefer not to say

36. Your experience applying for an exemption

How easy or difficult did you find the application process?

	Very easy	Easy	Neither easy nor difficult	Difficult	Very difficult	Not applicable / prefer not to say
Applying for an exemption in general	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Completing the exemption application form	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Providing proof(s) of evidence	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Uploading your proof(s) of evidence	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

37. Confirmation of your exemption

If you have an exemption, you will have received an email that confirmed where and when your exemption was valid

When you received confirmation of your exemption, was the information supplied clear and easy to understand?

- Yes No
 Not applicable / prefer not to say

38. Communications

How do you feel about the way the council has communicated about LTN exemptions?

	Clear	Neither clear nor unclear	Unclear	Prefer not to say
Information on our website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Information by post or email	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Information via social media	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

39. Further comments on LTN exemptions

What do you think the council can do to improve information about LTN exemptions?

Section 5: Equality Monitoring – Optional

The following questions are optional; you are not required to provide answers. However, your response will help us understand how the LTNs may affect some of the protected characteristics outlined in the Equality Act 2010.

Collecting, analysing, and using equalities information helps us to understand how our policies and activities are affecting various sections of our communities and helps us to identify any inequalities that may need to be addressed. We will be grateful if you could complete this section. The information you provide on this form will be held in the strictest confidence and only be used for the purpose stated above.

40. Age

Which age group applies to you?

- Under 17 22-29 40-49 60-74 Prefer not to say
 17-21 30-39 50-59 75+

41. Sex

What best describes your sex?

- Male Female Prefer not to say Other

42. Trans

Trans is an umbrella term to describe people whose gender identity is not the same as, or does not sit comfortably with, the sex they were assigned at birth. Do you consider yourself to be trans?

- Yes No Prefer not to say

43. National Identity

How would you describe your national identity?

You may tick more than one box

- | | | | | | |
|--------------------------------------|-------------------------------------|------------------------------------|---|--|--------------------------------|
| <input type="checkbox"/> Afghan | <input type="checkbox"/> Chinese | <input type="checkbox"/> French | <input type="checkbox"/> Indian | <input type="checkbox"/> Romanian | <input type="checkbox"/> Other |
| <input type="checkbox"/> Australian | <input type="checkbox"/> Colombian | <input type="checkbox"/> German | <input type="checkbox"/> Jamaican | <input type="checkbox"/> Scottish | |
| <input type="checkbox"/> Bangladeshi | <input type="checkbox"/> Cypriot | <input type="checkbox"/> Ghanaian | <input type="checkbox"/> Kosovan | <input type="checkbox"/> Spanish | |
| <input type="checkbox"/> British | <input type="checkbox"/> Ecuadorian | <input type="checkbox"/> Hungarian | <input type="checkbox"/> Lithuanian | <input type="checkbox"/> Somali | |
| <input type="checkbox"/> Bulgarian | <input type="checkbox"/> English | <input type="checkbox"/> Irish | <input type="checkbox"/> Northern Irish | <input type="checkbox"/> Turkish | |
| <input type="checkbox"/> Chilean | <input type="checkbox"/> Eritrean | <input type="checkbox"/> Italian | <input type="checkbox"/> Polish | <input type="checkbox"/> United States | |

44. Ethnicity

What best describes your ethnic group?

Asian or Asian British:

- Bangladeshi
 Chinese
 Indian
 Pakistani
 Any other Asian background:
 (please specify): _____

Mixed or multiple ethnic groups:

- White and Asian
 White and Black African
 White and Black Caribbean
 Any other Mixed or Multiple
 background (please specify):

Black, Black British, Caribbean, or African:

- African
 Caribbean
 Any other Black, Black British,
 Caribbean, or African background
 (please specify): _____

White:

- English/Welsh/Scottish/N. Irish/British
 Irish
 Gypsy or Irish Traveller
 Roma
 Any other White background
 (please specify): _____

Other ethnic group:

- Arab
 Kurdish
 Turkish
 Any other ethnic group (please
 specify): _____

45. If you prefer to self-describe your ethnicity, please tell us here

- Prefer not to say

46. Sexual orientation

What best describes your sexual orientation?

- Heterosexual / Straight Bi
 Gay / Lesbian Prefer not to say
 Other

47. Religion or belief

How would you describe your religion or belief?

You may tick more than one box

- Atheist Hindu Rastafarian
 Buddhist Jewish Sikh
 Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
 Muslim No Religion Prefer not to say
 Other

48. Pregnancy and maternity

Are you pregnant?

- Yes No Prefer not to say

49. Have you had a baby in the last 12 months?

- Yes No Prefer not to say

50. Marriage and Civil Partnership

What best describes you?

- Single Married
 Co-habiting Civil Partnership
 Separated Divorced
 Widowed Prefer not to say

51. Socioeconomic status - Income. Universal Credit and means- tested benefits

Which of the following benefits do you receive, if any?

You may tick more than one box

- Universal Credit Child Tax Credit
 Housing Benefit Income Support
 income-based Jobseeker's Allowance (JSA)
 Income-related Employment and Support Allowance (ESA)
 Working Tax Credit
 None of the above
 Prefer not to say

52. Socioeconomic status - Education

Which of these qualifications do you have?

Tick every box that applies if you have any of the qualifications listed.

If your UK qualification is not listed, tick the box that contains its nearest equivalent.

If you have qualifications gained outside the UK, tick the 'Other qualifications' box and the nearest UK equivalents (if known).

- No formal qualifications
 Level 1 – e.g. 1-4 GCSEs, Scottish Standard Grade or equivalent qualifications
 Level 2 – e.g. 5 or more GCSEs, Scottish Higher, Scottish Advanced Higher or equivalent qualifications
 Apprenticeship
 Level 3 – e.g. 2 or more A-levels, HNC, HND, SVQ level 4 or equivalent qualifications
 Level 4 or above – e.g. first or higher degree, professional qualifications or other equivalent higher education qualifications.
 Other qualifications – e.g. other vocational / work related qualifications and non-UK / foreign qualifications
 Prefer not to say

53. Language

What is your preferred language?

You may tick more than one box

- | | |
|------------------------------------|---|
| <input type="checkbox"/> Albanian | <input type="checkbox"/> Kurdish |
| <input type="checkbox"/> Akan | <input type="checkbox"/> Lithuanian |
| <input type="checkbox"/> Arabic | <input type="checkbox"/> Persian / Farsi |
| <input type="checkbox"/> Bengali | <input type="checkbox"/> Polish |
| <input type="checkbox"/> Bulgarian | <input type="checkbox"/> Portuguese |
| <input type="checkbox"/> BSL User | <input type="checkbox"/> Romanian |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Russian |
| <input type="checkbox"/> English | <input type="checkbox"/> Somali |
| <input type="checkbox"/> French | <input type="checkbox"/> Spanish |
| <input type="checkbox"/> German | <input type="checkbox"/> Tagalog Filipino |
| <input type="checkbox"/> Greek | <input type="checkbox"/> Turkish |
| <input type="checkbox"/> Gujarati | <input type="checkbox"/> Urdu |
| <input type="checkbox"/> Hungarian | <input type="checkbox"/> Yiddish |
| <input type="checkbox"/> Italian | <input type="checkbox"/> Other |
| <input type="checkbox"/> Japanese | |

Section 6 : Your feedback on this questionnaire

The following questions are optional; you are not required to provide answers. However, your response will help us improve any similar, future questionnaires

54. How easy or difficult was it to complete this questionnaire?

- Very easy
- Easy
- Neither easy nor difficult
- Difficult
- Very difficult
- Not applicable / prefer not to say

55. Do you have any comments about how we could improve our questionnaires in future?

If you would like this leaflet to be translated or in an alternative format please:

- email **LTN@Haringey.gov.uk** subject **'LTN carers survey'** or
- complete the form below and **return by Freepost** (no stamp required) to: Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 10 Station Road, Level 4, Alexandra House, London, N22 7TY

BULGARIAN / Български

Тази листовка е с цел да получи вашето мнение относно изпитването на нисък трафик в квартала (Low Traffic Neighbourhood). Ако искате тази листовка да бъде преведена или се нуждаете от помощ при попълването на въпросника, моля да се свържете с посочения по-горе имейл адрес. Другата възможност е да поставите отметка в това квадратче, да попълните формуляра по-долу и да изпратите тази страница на посочения по-горе адрес Freepost (не се изисква печат).

FRENCH / Français

Ce dépliant sollicite votre point de vue sur l'essai du quartier à faible trafic. Si vous souhaitez que ce dépliant soit traduit ou si vous avez besoin d'aide pour remplir le questionnaire, veuillez contacter l'adresse e-mail indiquée ci-dessus. Vous pouvez également cocher cette case, remplir le formulaire ci-dessous et poster cette page à l'adresse Freepost ci-dessus (aucun timbre n'est requis).

ITALIAN / Italiano

Questo opuscolo raccoglie le tue opinioni sull'esperimento Quartiere a basso traffico. Se desideri che questo foglio illustrativo sia tradotto o hai bisogno di aiuto per completare il questionario, contatta l'indirizzo e-mail sopra indicato. In alternativa, spunta questa casella, compila il modulo sottostante e spedisce questa pagina all'indirizzo Freepost sopra indicato (non è richiesto alcun francobollo).

GREEK / Ελληνικά

Αυτό το φυλλάδιο ζητά τις απόψεις σας σχετικά με τη δοκιμαστική εφαρμογή του Low Traffic Neighbourhood [γειτονιά χαμηλής κυκλοφορίας]. Εάν χρειάζεστε αυτό το φυλλάδιο μεταφρασμένο σε άλλη γλώσσα ή αν χρειάζεστε βοήθεια για τη συμπλήρωση του ερωτηματολογίου, επικοινωνήστε στη διεύθυνση ηλεκτρονικού ταχυδρομείου που αναφέρεται παραπάνω. Εναλλακτικά, επιλέξτε αυτό το τετραγωνίδιο, συμπληρώστε το παρακάτω και ταχυδρομήστε αυτήν τη σελίδα στην παραπάνω διεύθυνση Freepost (δεν χρειάζεται γραμματόσημο).

PORTUGUESE / Português

Este folheto busca suas opiniões sobre o teste do Low Traffic Neighbourhood "Baixo Tráfego no Bairro". Se você precisar que este folheto seja traduzido ou precisar de ajuda para preencher o questionário, entre em contato no endereço de e-mail listado acima. Como alternativa, assinale esta caixa, preencha o formulário abaixo e envie esta página para o endereço de Portes Grátis acima (não necessita de selo).

POLISH / POLSKI

Niniejsza ulotka zawiera informacje na temat badania Low Traffic Neighbourhood (Dzielnica o małym natężeniu ruchu). Jeśli chcesz, aby ta ulotka była przetłumaczona lub potrzebujesz pomocy w wypełnieniu kwestionariusza, skontaktuj się z adresem e-mail podanym powyżej. Możesz też zaznaczyć to pole, wypełnić poniższy formularz i wysłać tę stronę na powyższy adres Freepost (znaczek nie jest wymagany).

ROMANIAN / Română

Această broșură vă solicită opiniile cu privire la studiul privind vecinătatea cu trafic redus. Dacă doriți ca acest prospect să fie tradus sau aveți nevoie de ajutor pentru completarea chestionarului, vă rugăm să ne contactați la adresa de e-mail menționată mai sus. Alternativ, bifați această casetă, completați formularul de mai jos și postați această pagină la adresa Freepost de mai sus (nu este necesară ștampilă).

SOMALI / Soomaali

Qoraalkani waxa uu raadinayaa aragtidaada ku saabsan tijaabada xaafadda gaadiidka isku-socodka yar Haddii aad u baahan tahay buug-yarahan ina turjumay ama u baahan caawimaad dhamaystirka su'aalaha, fadlan la xiriir cinwaanka emailka kor ku xusan. Si ka duwan, sax sanduuqan, buuxi foomka hoose iyo boostada this page in cinwaanka ku xusan Freepost kor ku xusan (stamp looma baahna).

SPANISH / Español

Este folleto busca recabar su opinión sobre el ensayo de Vecindario de Tráfico Reducido. Si necesita que este folleto sea traducido o necesita ayuda para completar el cuestionario, póngase en contacto con la dirección de correo electrónico indicada más arriba. Alternativamente, marque esta casilla, complete el formulario a continuación y envíe esta página a la dirección Freepost anterior (no se requiere sello).

TURKISH / Türkçe

Bu yaprakçık Düşük Trafikli Mahalle denemesi konusundaki görüşlerinizi almak istemektedir. Eğer bu yaprakçığın tercüme edilmesini istiyorsanız ya da anket formunu tamamlamak konusunda yardıma ihtiyacınız varsa, lütfen yukarıda belirtilmiş olan e-posta adresi yoluyla temasa geçin. Alternatif olarak, bu kutuyu işaretleyin, aşağıdaki formu doldurun ve bu sayfayı yukarıdaki Ücretsiz Posta adresine gönderin (pul yapıştırmak gerekmez).

Name

Address

Phone number:

Large print On disk On audio tape

Braille Another language Please specify _____

If you need any other assistance in responding, please call **020 8489 4787**
or email **LTN@Haringey.gov.uk**



STREETS FOR PEOPLE IN ST ANN'S



LOW TRAFFIC NEIGHBOURHOOD TRIAL

A trial LTN was introduced in St Ann's to help create a safer, cleaner and quieter neighbourhood.

We want to hear your views on the trial LTN.

STREETS FOR PEOPLE IN ST ANN'S



LOW TRAFFIC NEIGHBOURHOOD TRIAL

A trial LTN was introduced in St Ann's to help create a safer, cleaner and quieter neighbourhood.

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STREETS FOR PEOPLE IN ST ANN'S



LOW TRAFFIC NEIGHBOURHOOD TRIAL

A trial LTN was introduced in St Ann's to help create a safer, cleaner and quieter neighbourhood.

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SCAN THE QR



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commonplace.is](http://stannsltn.commonplace.is)

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commonplace.is](http://stannsltn.commonplace.is)



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A: About you and your connection to the LTN

This section asks about you and your connection to the trial LTN. Your responses to these questions will help us to understand your views more clearly.

A1. Where do you live in relation to the LTN?

You can check if you live in a LTN at: www.haringey.gov.uk/check-live-in-ltn

- I live within St Ann's LTN I live in a different London Borough
- I live on a boundary road surrounding St Ann's LTN I live outside London
- I live in another part of Haringey

A2. If you live in a different London Borough, which borough?

A3. If you don't live within the LTN or on a boundary road surrounding the LTN, what is your connection to the area?

- I work within the LTN I travel through the LTN
- I work on a boundary road surrounding the LTN I travel along boundary roads surrounding the LTN
- I visit friends, family, shops, services, clients, schools within the LTN Other
- I visit friends, family, shops, services, clients, schools on boundary roads surrounding the LTN

A4. What is your home postcode?

This information is only required to understand how views differ between people who live in the LTN and outside/on boundary roads and will not be used for personal identification purposes

A5. What is the name of the street where you live?

This information is only required to understand how views differ between people who live in the LTN and outside/on boundary roads and will not be used for personal identification purposes

A6. If you are a responding on behalf of a business, what is the postcode of your business?

A7. If you are a responding on behalf of a business, what is the name of the street where your business is located?

A8. Do you have a disability?

By disability we mean a person who is disabled, is living with a disability or has a long-term health condition

- No Yes (I have a Blue Badge) Yes (I don't have a Blue Badge)

A9. General nature of the disability

If you answered yes to the previous question, please tell us the general nature of your disability

- Blind or partially sighted Mental health condition
- Physical disability or health condition Learning disability
- Deaf / British Sign Language User / hard of hearing Neurodivergent

- Long term health condition / hidden health condition
- Chronic illness
- Terminal illness
- Alcohol or drug dependency
- Prefer not to say
- Other

A10. If you have a disability, does it affect your mobility?

- No
- Yes
- Prefer not to say

A11. What is your employment status?

- Full-time employment
- Part-time employment
- Full-time education
- Part-time education
- Not in paid employment and not in education
- Prefer not to say

A12. If you are employed or in education, where do you work or study?

- I mostly work or study from home
- I mostly work or study away from home (eg office, shop, factory, school)
- Where I work or study changes from day to day (eg trades person)
- Prefer not to say

A13. If you are employed, what is your usual working pattern?

- Standard working day (eg between 8am and 6pm)
- Outside the standard working day (eg early mornings, nighttime)
- Prefer not to say

A14. Does your household have access to a motor vehicle (eg car, van, motorcycle or moped)?

- No
- Yes, one motor vehicle
- Yes, two or more motor vehicles
- Prefer not to say

A15. If you have access to a motor vehicle, do you use it for work?

- No
- Yes, sometimes
- Yes, most of the time
- Prefer not to say

B - Your views on the LTN

In this section, we ask your views on the trial LTN. We want to know how you feel about it and how it has impacted you.

B1. For streets within the LTN, how do you feel about the following?

	Very positive	Positive	Neutral	Negative	Very negative	Don't know
Pollution/air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic congestion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crime and anti-social behaviour	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B2. For the boundary roads surrounding the LTN, how do you feel about the following?

	Very positive	Positive	Neutral	Negative	Very negative	Don't know
Pollution/air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Traffic congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Crime and anti-social behaviour	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

B3. Since the trial LTN was introduced, has the way you travel changed?

	Much more than before	More than before	No change	Less than before	Much less than before	Don't know
Walking or wheeling	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mobility scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assisted transport, e.g., Dial-a-Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train or underground	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Black taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private hire vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motor vehicle (car, van, moped or motorcycle)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B4. Thinking specifically about time of the day or days of the week (for example peak and off-peak, weekdays and weekends), please explain why your travel has changed.

Because traffic on the boundary roads to the LTNs has increased a huge amount, bus journey times have increased so much that TfL turns the buses round early, or it is quicker to walk. This disadvantages those that have problems with their mobility (e.g. knee issues) as the time it takes them to get to their destination is now unreliable.

B5. How has the LTN affected your experience of community in the area?

- I interact more with my neighbours
- I've noticed no change in community interaction
- I spend more time in local public spaces
- I feel less connected to my local community
- I feel a stronger sense of belonging to the neighbourhood
- Other:
- I participate more in local events or activities

B6. Please describe any changes you've noticed in community interaction or neighbourhood atmosphere since the introduction of the LTN.

I've noticed my neighbours getting more frustrated when trying to leave our area, or return to it especially as there is now only one road in and one road out following the "temporary" closure of the bridge on Cornwall Road southbound.

B7. In general, how do you feel about the trial LTN?

- Very positive Neutral Very negative
 Positive Negative Not sure

B8. Whether you think the trial LTN has been positive or not, are there any changes or alternatives you would like to see? (For example, more crossings, cycle lanes, more street lighting, less traffic filters)

I would like the council to respond to planned roadworks and unplanned incidents on the boundary roads more flexibly so that, for example, the bus gate on La Rose Lane is "opened" when there is a police or fire incident on Green Lanes or West Green Road so that we are not "trapped" in our area. Same goes for unplanned roadworks. You could use CCTV camera analytics from your Control Room to assess flows and determine when to signal the opening of the gate.

B9. Do you have any other comments about the trial LTN?

I do agree with it in principle, but it needs to be more flexible, as above. There have been numerous fires, shootings, and other incidents that have meant that we are either trapped in our area (when we need to use our car) or have to take a huge detour that adds to pollution in the area.

C - Your views on LTN exemptions

This section asks your views on the various LTN exemptions that we offer.

An exemption allows people to drive through some of our camera enforced traffic filters. You will recognise the filters as most have planters and signage.

We offer a range of exemptions, including for any Haringey Blue Badge holders and applications can also be made under our Individual Circumstances criteria.

For further details about the LTN exemptions please visit: www.haringey.gov.uk/ltn-exemptions

C1. Do you have an LTN exemption?

- No Yes Prefer not to say

C2. If you have an LTN exemption, under which criteria was it granted?

- Blue Badge holder (Haringey) Disability transport
 Blue Badge holder (Enfield) Emergency services
 Individual circumstance Council refuse and cleansing
 Urgent safety matter Prefer not to say
 SEND transport

C3. How do you feel about the exemptions for motor vehicles that are offered by the council?

- Less people should be exempt
 More people should be exempt
 The right level of exemptions have been offered

C4. If you think changes are required to the exemptions, please provide more details

I did wonder whether people that live within the St Ann's LTN should be offered blanket exemption at the bus gate on La Rose Lane, but that wouldn't solve the problem on traffic perturbations on the boundary roads, so I'm not in favour of that, unless you can't solve that problem with intelligent and responsive CCTV analytics.