18. REVIEW OF BRUCE GROVE WEST GREEN LOW TRAFFIC NEIGHBOURHOOD TRIAL (PAGES 1 - 352)

Appendices



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Bruce Grove West Green 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 (August 2022), St Ann's LTN (August 2022), and Bruce Grove West Green LTN (November 2022). In the Bruce Grove West Green LTN area, the council installed 21 traffic filters to prevent motor vehicles from cutting through the local area.

This final monitoring report provides data and insights relating to the Bruce Grove West Green 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. Following the Interim Review, 2 filters were fully removed (Moorefield Road and Linley Road) and restriction at The Avenue opened up in the westbound direction. Therefore, 19 filters remained.

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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 Bruce Grove West Green trial area are sites at A10 Bruce Grove (@The Avenue/Woodside Gardens), A105 Green Lanes (@Carlingford Road), A1080 Westbury Avenue (@Mannock Road), A1080 Westbury Avenue (@Willingdon Road), A109 Lordship Lane (@Elsden Road), A109 Lordship Lane (@Waltheof Avenue), A504 West Green Road (@Carlingford Road), A504 West Green Road (@Etherley Road), B153 Philip Lane, B155 Belmont Road, and B155 Downhills Way. Is it noted that A504 West Green Road (@Etherley Road and @Carlingford Road) is a boundary road in both Bruce Grove West Green and St Ann's LTNs. A10 Bruce Grove (@The Avenue/Woodside Gardens), B155 Belmont Road and B155 Downhills Way are also included as boundary roads for the purpose of this report as they are major roads dividing sub-cells of the LTN. It is also noted that High Road Tottenham was not analysed due to poor data quality.

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 Bruce Grove West Green 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 Bruce Grove West Green LTN 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 Bruce Grove West Green 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 macroscale 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" refers to the data that was collected and that 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, emergency vehicles and those with an exemption to access the area. People are legally able to walk, cycle and wheel though 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 – Bruce Grove West Green LTN Final Report

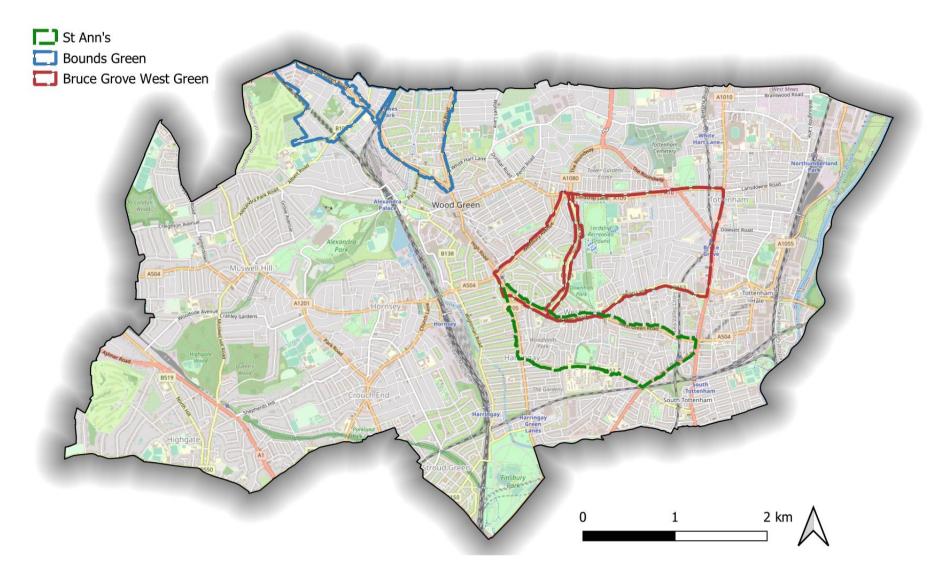
Haringey Council's 'Streets for People' initiative has been developed to promote a vision for thriving local streets, streets that are greener, safer and cleaner. The introduction of measures under the ambitious 'Streets for People' project is aimed at cutting road traffic and pollution, as well as to 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 motor traffic taking shortcuts along local roads, creating a safer, cleaner and quieter neighbourhood.

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



Scheme Context

For the Bruce Grove West Green LTN, the council installed 21 traffic filters in the trial area to prevent motor vehicles from using local streets as through routes. This reduced to 19 filters following decisions made by the council at the Interim review stage. The filters remaining are 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 <u>this link</u>.

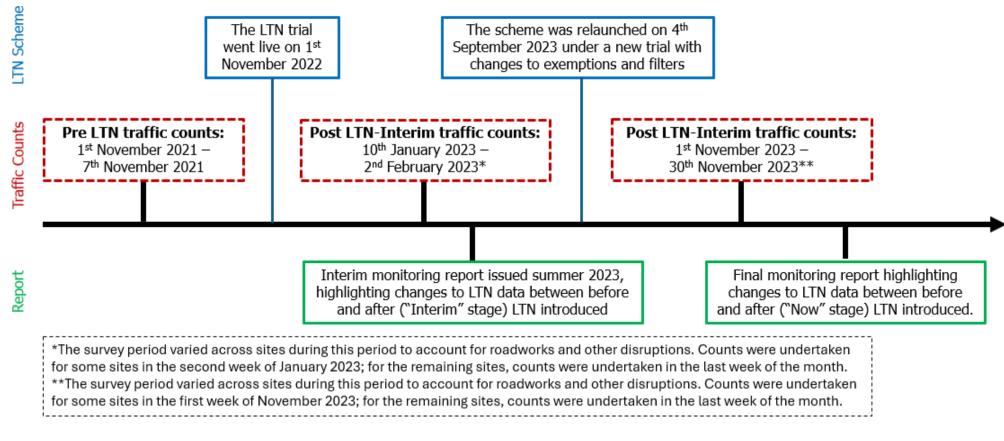
Map 2: Location of Bruce Grove West Green LTN Filters



Introduction – Monitoring Report

This monitoring report provides data and insights relating to the Bruce Grove West Green LTN trial.

Graph 1: Monitoring Process



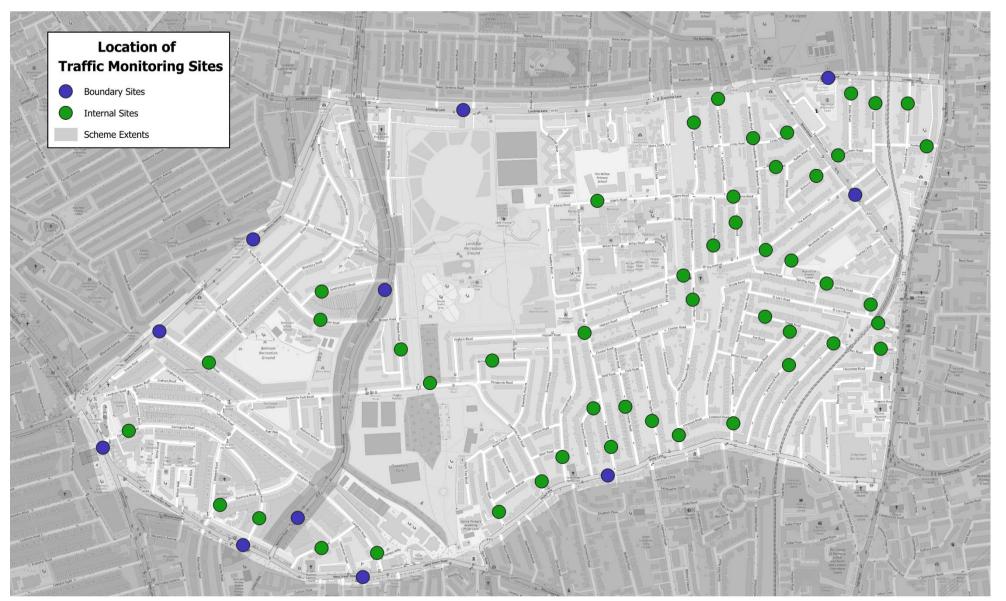
Traffic Counts Approach

The count data presented in this report is not traffic modelling, but actual observed traffic, comparing traffic flows between November 2021, January 2023 and 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 Bruce Grove West Green area. ATCs measure motorised and cycle traffic volumes and motorised traffic speeds. They classify the traffic by type and are able to collect data for all vehicles regardless of their speed of travel (including those travelling at <10mph. For this scheme, one video camera site was used, on Bruce Grove just southwest of the junction with The Avenue. More 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. It is noted that High Road Tottenham data was excluded from the analysis due to poor quality.

Map 3: Bruce Grove West Green LTN and 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 Bruce Grove West Green counts, in November 2023, motorised traffic was approximately 2% lower than in November 2019. This is shown in Table 1 below.

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%
Jul-21	97.83%

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%
Jun-23	93.65%

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

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; 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 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, Bruce Grove West Green LTN borders the St Ann's LTN trial area, which lies south of A504 West Green Road on a shared boundary. Bounds Green LTN is approximately 1.7km to the northeast of the scheme. It is considered that due to distance, any impacts from other Haringey LTN schemes on Bruce Grove West Green 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/Hackney to the south and Enfield to the north, but all such 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 2023, 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, is it 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, the Mayor of London published <u>Inner London Ultra Low Emission Zone –</u> <u>One Year Report</u>, 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.

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:

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

Table 2: Monitoring Periods

Analysis of Vehicle Volumes

All Motorised Vehicle Volumes (7-Day Daily Average)

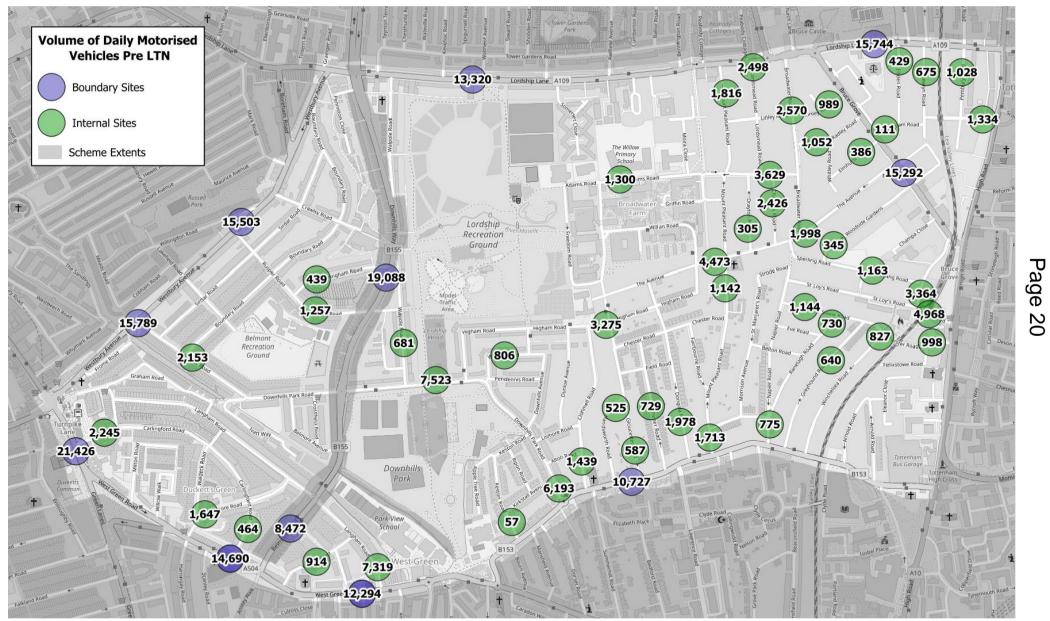
This section outlines the changes in normalised volumes for all motorised vehicles, including cars (both private cars and taxis/companyowned cars), goods vehicles ranging from delivery vans to large articulated lorries, and motorcycles.

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.

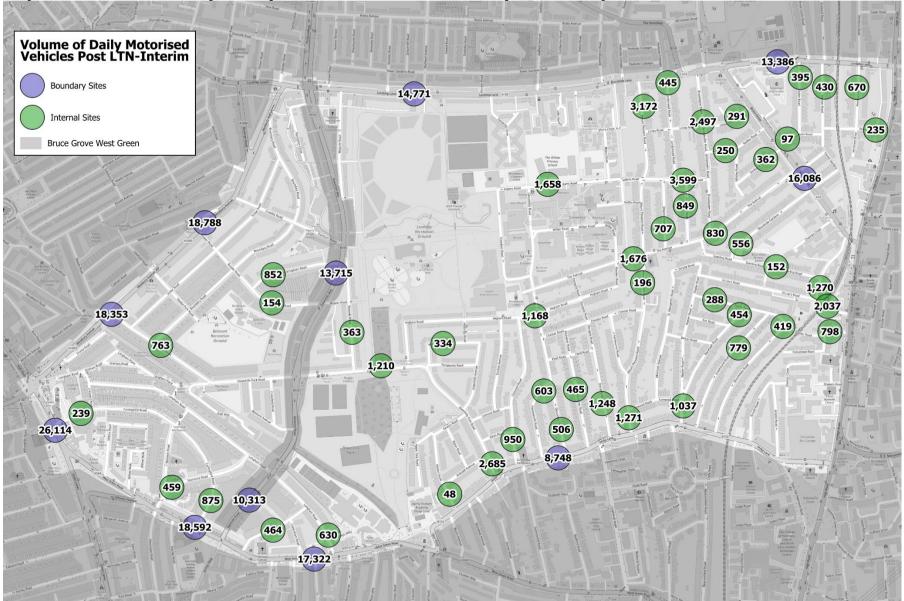
Map 4 below shows the total volume of vehicles recorded during the Pre LTN period (November 2021) on both boundary and internal roads, Map 5 shows the same data for the Post LTN-Interim period (January 2023), and Map 6 shows the same data for the Post LTN-Now period (November 2023). Map 7 then presents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

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 6, 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.

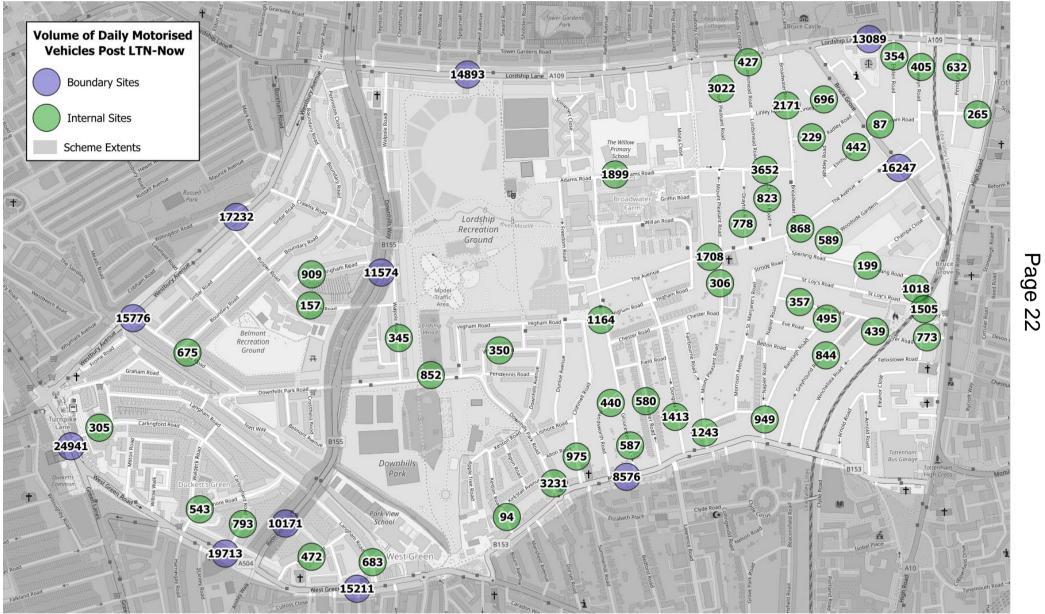


Map 4: Pre LTN (Nov-21) Motorised Vehicles Volumes (Normalised)

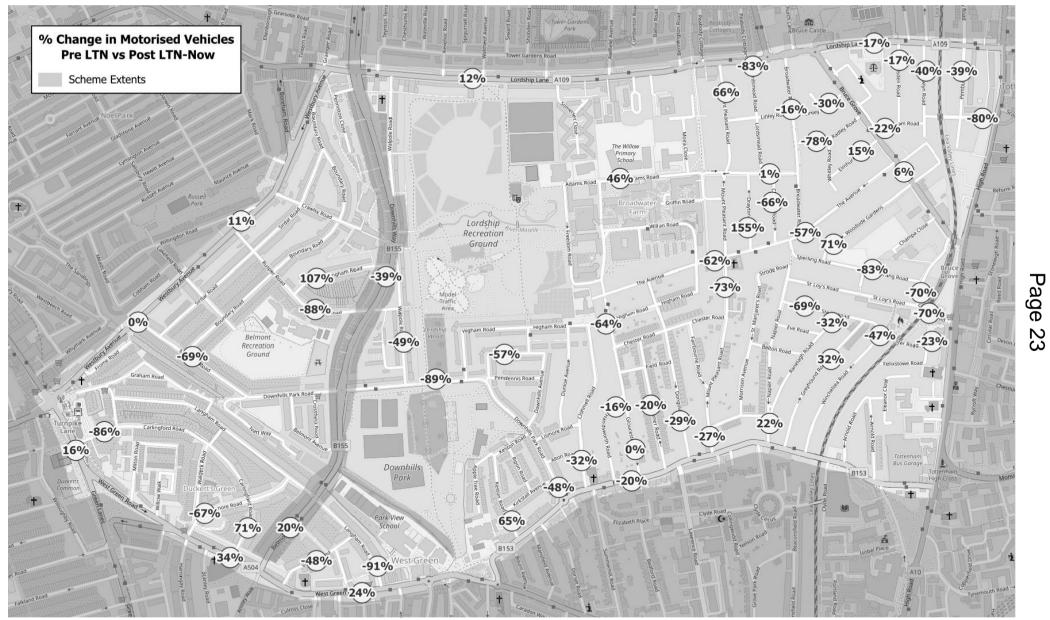


Map 5: Post LTN-Interim (Jan-23) Motorised Vehicle Volumes (Normalised)

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



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Map 7: Percentage Change in Motorised Vehicle Volumes: Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21)

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Table 3: Motorised Traffic Volumes on Internal Roads (Normalised)

	Pre LTN (Nov-21)	Post LTN-Interim (Jan-23)	Post LTN-Now (Nov-23)	Difference Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)	% Difference Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
Adams Road	1,300	1,658	1,899	599	46%
Broadwater Road	2,570	2,497	2,171	-399	-16%
Carlingford Road	464	875	793	329	71%
Carlingford Road (@Crescent Road/Green Lanes)	2,245	239	305	-1,940	-86%
Chandos Road	2,426	849	823	-1,603	-66%
Clonmell Road	1,439	950	975	-464	-32%
Dongola Road	1,978	1,248	1,413	-565	-29%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	6,193	2,685	3,231	-2,962	-48%
Downhills Park Road (@Downhills Park)	7,523	1,210	852	-6,671	-89%
Drayton Road	305	707	778	473	155%
Elmhurst Road	386	362	442	56	15%
Elsden Road	429	395	354	-75	-17%
Forster Road	998	798	773	-225	-23%
Gloucester Road	587	506	587	0	0%
Greyhound Road	640	779	844	204	32%
Handsworth Road	525	603	440	-85	-16%
Hartham Road	111	97	87	-24	-22%
Higham Road	3,275	1,168	1,164	-2,111	-64%
Keston Road	57	48	94	37	65%
Kitchener Road	729	465	580	-149	-20%
Langham Road	7,319	630	683	-6,636	-91%
Linley Road	989	291	696	-293	-30%
Lordsmead Road	2,498	445	427	-2,071	-83%
Mannock Road	2,153	763	675	-1,478	-69%
Moorefield Road	3,364	1,270	1,018	-2,346	-70%
Mount Pleasant Road (#145/The Avenue)	1,142	196	306	-836	-73%
Mount Pleasant Road (#316/Lordship Lane)	1,816	3,172	3,022	1,206	66%
Mount Pleasant Road (#5/Philip Lane)	1,713	1,271	1,243	-470	-27%
Napier Road	775	1,037	949	174	22%
Newlyn Road	675	430	405	-270	-40%
Pembury Road (#1/High Road)	1,334	235	265	-1,069	-80%
Pembury Road (#59/Lordship Lane)	1,028	670	632	-396	-39%
Radley Road	1,052	250	229	-823	-78%
Ranelagh Road	730	454	495	-235	-32%
Rusper Road	1,257	154	157	-1,100	-88%
Sandringham Road	439	852	909	470	107%
Sperling Road	1,163	152	199	-964	-83%
St. Loys Road	4,968	2,037	1,505	-3,463	-70%
Stanmore Road	1,647	459	543	-1,104	-67%
Steele Road	1,144	288	357	-787	-69%
The Avenue (@Broadwater Road)	1,998	830	868	-1,130	-57%

The Avenue (@Mount Pleasant Road/Marden Road)	4,473	1,676	1,708	-2,765	-62%
Vincent Road	914	464	472	-442	-48%
Walpole Road	681	363	345	-336	-49%
Wilmot Road	806	334	350	-456	-57%
Wimborne Road	3,629	3,599	3,652	23	1%
Winchelsea Road	827	419	439	-388	-47%
Woodside Gardens	345	556	589	244	71%
Total Internal Road	85,059	41,436	41,743	-43,316	-51%

*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 (Normalised)

	Pre LTN (Nov-21)	Post LTN-Interim (Jan-23)	Post LTN-Now (Nov-23)	Difference Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)	% Difference Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
A10 Bruce Grove (@The Avenue/Woodside Gardens)	15,292	16,086	16,247	955	6%
A105 Green Lanes (@Carlingford Road)	21,426	26,114	24,941	3,515	16%
A1080 Westbury Avenue (@Mannock Road)	15,789	18,353	15,776	-13	0%
A1080 Westbury Avenue (@Willingdon Road)	15,503	18,788	17,232	1,729	11%
A109 Lordship Lane (@Elsden Road)	15,744	13,386	13,089	-2,655	-17%
A109 Lordship Lane (@Waltheof Avenue)	13,320	14,771	14,893	1,573	12%
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%
B153 Philip Lane	10,727	8,748	8,576	-2,151	-20%
B155 Belmont Road	8,472	10,313	10,171	1,699	20%
B155 Downhills Way	19,088	13,715	11,574	-7,514	-39%
Total Boundary Roads	162,345	176,188	167,423	5,078	3%

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

	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 vs. Pre LTN (Nov-23 vs. Nov-21)	% Difference Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
Carlingford Road (@W Green Road)	NB	194	360	348	154	79%
Carlingford Road (@Crescent Road/Green Lanes)	EB	987	129	148	-839	-85%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	NB	3,551	1,302	1,851	-1,700	-48%
Downhills Park Road (@Downhills Park)	EB	3,670	608	433	-3,237	-88%
Langham Road	NB	3,421	312	325	-3,096	-90%
Mannock Road	NB	1,048	358	368	-680	-65%
St. Loys Road	EB	2,198	1,157	342	-1,856	-84%
Sandringham Road	EB	222	395	399	177	80%
The Avenue (@Mount Pleasant Road/Marden Road)	EB	3,202	1,185	1,104	-2,098	-66%
Wimborne Road	EB	3,625	3,588	3,561	-64	-2%
Adams Road	EB	465	527	599	134	29%

*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 vs. Pre LTN (Nov-23 vs. Nov-21)	% Difference Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
Carlingford Road (@W Green Road)	WB	269	512	428	159	59%
Carlingford Road (@Crescent Road/Green Lanes)	SB	1,257	109	150	-1,107	-88%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	SB	2,642	1,382	1,307	-1,335	-51%
Downhills Park Road (@Downhills Park)	WB	3,853	601	399	-3,454	-90%
Langham Road	WB	3,896	316	343	-3,553	-91%
Mannock Road	SB	1,104	402	307	-796	-72%
St. Loys Road	WB	2,770	879	1,129	-1,641	-59%
Sandringham Road	WB	217	455	510	293	135
The Avenue (@Mount Pleasant Road/Marden Road)	WB	1,271	493	566	-705	-55%
Adams Road	WB	834	1,129	1,257	423	51%

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

	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 vs. Pre LTN (Nov-23 vs. Nov-21)	% Difference Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
A10 Bruce Grove (@The Avenue/Woodside Gardens)	NB	6,901	7,548	7,273	372	5%
A105 Green Lanes (@Carlingford Road)	NB	10,761	13,342	12,191	1,430	13%
A1080 Westbury Avenue (@Mannock Road)	NB	8,196	9,219	7,635	-561	-7%
A1080 Westbury Avenue (@Willingdon Road)	NB	7,668	9,214	8,997	1,329	17%
A109 Lordship Lane (@Elsden Road)	EB	7,279	6,402	5,817	-1,462	-20%
A109 Lordship Lane (@Waltheof Avenue)	EB	6,295	7,191	6,819	524	8%
A504 West Green Road (@Carlingford Road)	EB	7,653	9,219	9,175	1,522	20%
A504 West Green Road (@Etherley Road)	EB	6,627	9,344	8,150	1,523	23%
B153 Philip Lane	EB	4,717	3,977	3,915	-802	-17%
B155 Belmont Road	NB	3,310	3,680	3,551	241	7%
B155 Downhills Way	NB	8,567	4,670	4,526	-4,041	-47%

*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)

	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 vs. Pre LTN (Nov-23 vs. Nov-21)	% Difference Post LTN-Now vs. Pre LTN (Nov-23 vs. Nov-21)
A10 Bruce Grove (@The Avenue/Woodside Gardens)	SB	8,391	8,538	8,611	220	3%
A105 Green Lanes (@Carlingford Road)	SB	10,665	12,772	12,191	1,526	14%
A1080 Westbury Avenue (@Mannock Road)	SB	7,593	9,134	7,787	194	3%
A1080 Westbury Avenue (@Willingdon Road)	SB	7,835	9,574	7,849	14	0%
A109 Lordship Lane (@Elsden Road)	WB	8,465	6,984	6,979	-1,486	-18%
A109 Lordship Lane (@Waltheof Avenue)	WB	7,025	7,580	7,739	714	10%
A504 West Green Road (@Carlingford Road)	WB	7,037	9,373	10,096	3,059	43%
A504 West Green Road (@Etherley Road)	WB	5,666	7,977	6,720	1,054	19%
B153 Philip Lane	WB	6,010	4,771	4,469	-1,541	-26%
B155 Belmont Road	SB	5,162	6,633	6,392	1,230	24%
B155 Downhills Way	SB	10,521	9,045	6,789	-3,732	-35%

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 Bruce Grove West Green LTN area, with limited percentage increases on scheme boundary roads. Overall, 43,316 fewer vehicles were counted across internal roads, equating to an overall decrease of 51% in such volumes, whilst the number of vehicles counted on boundary roads increased by just over 5,000 vehicles (from 162,345 to 167,423), a 3% increase from the November 2021 Pre LTN counts.

On internal roads, Downhills Park Road (@Downhills Park) saw the most substantial decrease in daily motorised vehicles, of 6,671, which is equivalent to a decrease of 89%. Similarly, Langham Road experienced a large reduction in traffic flows, decreasing by 6,636 daily vehicles, which equates to a 91% decrease when compared to Pre LTN normalised flows. As the traffic filter on Langham Road no longer permits through-traffic (explaining much of the large decrease), some vehicles still accessing this sub-cell are now continuing via B155 Belmont Road (boundary road), which has seen an increase of 1,699 daily vehicles (+20%). On a more general scale, 36 of the 48 internal sites saw decreases, with 15 sites seeing decreases of over 1,000 daily vehicles; similarly, 19 sites saw a decrease of more than 50% in their total traffic.

Traffic nonetheless increased on several internal roads between November 2021 and November 2023. Mount Pleasant Road (#316/Lordship Lane) experienced the highest increase with an additional 1,206 daily motorised vehicles (+66%), as this is one of the remaining accesses to the northeast sub-cell of the scheme. Adams Road also saw an increase of nearly 600 daily vehicles, and both Drayton Road and Sandringham Roads saw increases approaching 500 vehicles per day. Handsworth Road, which had seen a 15% increase in traffic at Post LTN-Interim stage, has seen a net decrease of 16% in vehicles counted overall.

On boundary roads, there has been a 3% increase in normalised Post LTN-Now (November 2023) traffic flows in comparison to Pre LTN (November 2021), which equates to 5,078 additional vehicles counted. The most significant increase by volume was experienced on A504 West Green Road (@Carlingford Road) which observed an additional 5,023 daily motorised vehicles in November 2023 (+34%). A105 Green Lanes (@Carlingford Road) observed an additional 3,515 vehicles (although down over 1,000 daily vehicles since Post LTN-Interim stage), and A504 West Green Road (@Etherley Road) observed an additional 2,917 vehicles (again, down over 2,000 vehicles since Post LTN-Interim stage). Trends on boundary roads indicate that there is an increase in traffic on West Green Road, which bounds the Bruce Grove West Green scheme to its south and St. Ann's scheme to its north – as well as at the northern section of A105 Green Lanes (@Carlingford Road) directly to the west of the scheme area.

However, several boundary roads also observed significant decreases, such as B155 Downhills Way which saw 7,514 fewer motorised

vehicles (with an additional >2,000 vehicle decrease since Post LTN-Interim), and A109 Lordship Lane (@Elsden Road) which saw 2,655 fewer vehicles. Notably, boundary roads saw an overall 9% increase at Post LTN-Interim stage, which has reduced significantly to 3% in the most recent round of monitoring.

When observing directional data, it is noted that traffic flows compared to Pre LTN data decreased in both directions on all internal roads except for Carlingford Road (@West Green Road) (+154 vehicles northbound, +159 southbound), and Adams Roads (+134 vehicles eastbound, +423 westbound). On boundary roads, B155 Downhills Way saw the greatest decrease in both direction (-4,041 northbound, -3,732 southbound). A109 Lordship Lane (@Elsden Road) and B153 Philip Lane saw the next most significant decreases in both directions. A504 West Green Road (@Carlingford Road) and A504 West Green Road (@Etherley Road) both saw the more significant increases in the eastbound direction, this was the case for A504 West Green Road (@Carlingford Road) westbound direction.

It is to be noted that in normalised and observed Percentage differences between different survey periods indicate the same or very similar results. Ultimately, these findings indicate that the total volume of traffic on internal roads has decreased considerably since the Bruce Grove West Green LTN trial was implemented. As in the previous round of monitoring the picture is more mixed on boundary roads and will require further monitoring by the council.

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.

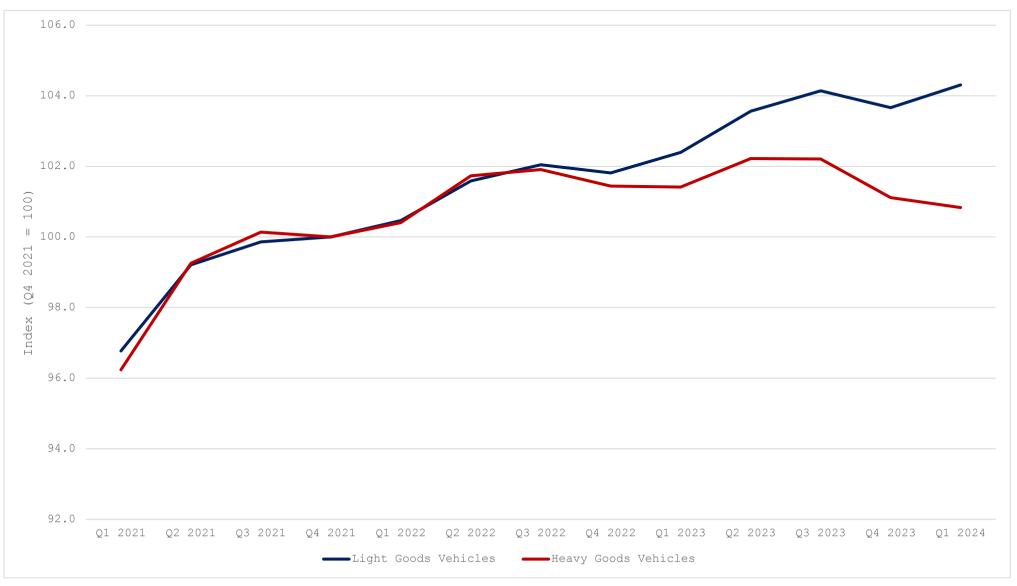
The results shown are for 5-day average weekday volumes, excluding weekends. This is because goods vehicle traffic is generally lower at weekends, therefore the weekday data gives a better impression of actual impacts by not masking this.

Similarly, the % numbers given are percentages of total motorised traffic, rather than all vehicles counted, so the comparison to cycles is not considered. Changes in the proportion of LGV/HGV compared to total motorised traffic (or" prevalence" of such vehicles) is presented as a percentage point difference, although the actual percentage change for vehicles is also presented.

According to <u>data</u> 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 Bruce Grove West Green 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)
Adams Road	31	2%	63	4%	33	2%	2	0%
Broadwater Road	92	3%	14	1%	15	1%	-77	-2%
Carlingford Road (@West Green Road)	4	1%	43	5%	7	1%	3	0%
Carlingford Road (@Crescent Road/Green Lanes)	21	1%	19	8%	14	5%	-7	4%
Chandos Road	10	0%	3	0%	3	0%	-7	0%
Clonmell Road	18	1%	5	1%	10	1%	-8	0%
Dongola Road	59	3%	4	0%	6	0%	-53	-3%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	80	1%	103	4%	119	4%	39	3%
Downhills Park Road (@Downhills Park)	222	3%	45	3%	16	2%	-206	-1%
Drayton Road	14	4%	6	1%	3	0%	-11	-4%
Elmhurst Road	5	1%	2	1%	19	4%	14	3%
Elsden Road	13	3%	4	1%	3	1%	-10	-2%
Forster Road	4	0%	9	1%	5	1%	1	1%
Gloucester Road	8	1%	38	8%	9	2%	1	1%
Greyhound Road	29	5%	5	1%	12	1%	-17	-4%
Handsworth Road	11	2%	67	11%	8	2%	-3	0%
Hartham Road	1	1%	4	4%	2	2%	1	1%
Higham Road	247	7%	92	7%	114	9%	-133	2%
Keston Road	1	1%	-	0%	1	1%	0	0%
Kitchener Road	6	1%	21	5%	33	6%	27	5%
Langham Road	175	2%	6	1%	25	4%	-150	2%
Linley Road	10	1%	8	3%	38	5%	28	4%
Lordsmead Road	54	2%	17	4%	2	0%	-52	-2%
Mannock Road	16	1%	16	2%	6	1%	-10	0%
Moorefield Road	175	5%	58	5%	31	3%	-144	-2%
Mount Pleasant Road (#145/The Avenue)	3	0%	3	1%	8	2%	5	2%
Mount Pleasant Road (#316/ Lordship Lane)	73	4%	9	0%	70	2%	-3	-2%
Mount Pleasant Road (#5/Philip Lane)	9	1%	7	1%	7	1%	-2	0%

Total/Average Internal Road	1,897	3%	1,188	5%	883	4%	-1,014	1%
Woodside Gardens	2	1%	3	1%	29	5%	27	4%
Winchelsea Road	2	0%	1	0%	16	4%	14	4%
Wimborne Road	12	0%	265	7%	17	0%	5	0%
Wilmot Road	2	0%	1	0%	32	9%	30	9%
Walpole Road	2	0%	1	0%	22	6%	20	6%
Vincent Road	2	0%	2	0%	1	0%	-1	0%
The Avenue (@Mount Pleasant Road/Marden Road)	224	5%	76	4%	16	1%	-208	-4%
The Avenue (@Broadwater Road)	25	1%	36	4%	8	1%	-17	0%
Steele Road	4	0%	4	1%	6	2%	2	2%
Stanmore Road	12	1%	2	0%	44	8%	32	7%
St. Loys Road	118	2%	26	1%	10	1%	-108	-1%
Sperling Road	8	1%	4	3%	5	3%	-3	2%
Sandringham Road	1	0%	6	1%	10	1%	9	1%
Rusper Road	9	1%	8	5%	2	1%	-7	0%
Ranelagh Road	9	1%	2	0%	3	1%	-6	0%
Radley Road	33	3%	18	7%	2	1%	-31	-2%
Pembury Road (#59/Lordship Lane)	20	2%	5	1%	5	1%	-15	-1%
Pembury Road (#1/High Road)	11	1%	11	4%	4	1%	-7	0%
Newlyn Road	3	0%	1	0%	20	5%	17	5%
Napier Road	7	1%	45	4%	12	1%	5	0%

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)
Adams Road	124	9%	111	6%	74	4%	-50	-5%
Broadwater Road	225	9%	195	8%	192	9%	-33	0%
Carlingford Road (@West Green Road)	50	11%	17	2%	79	10%	29	-1%
Carlingford Road (@Crescent Road/Green Lanes)	238	10%	5	2%	25	8%	-213	-2%
Chandos Road	174	7%	92	11%	73	9%	-101	2%
Clonmell Road	71	5%	74	8%	95	10%	24	5%
Dongola Road	31	2%	27	2%	173	12%	142	10%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	501	8%	245	9%	75	2%	-426	-6%
Downhills Park Road (@Downhills Park)	477	6%	288	22%	307	33%	-170	27%
Drayton Road	17	5%	73	11%	61	8%	44	3%
Elmhurst Road	26	7%	48	14%	9	2%	-17	-5%
Elsden Road	25	5%	36	9%	25	7%	0	2%
Forster Road	64	6%	47	6%	60	8%	-4	2%
Gloucester Road	49	8%	14	3%	32	5%	-17	-3%
Greyhound Road	24	4%	74	10%	73	9%	49	5%
Handsworth Road	37	7%	5	1%	33	7%	-4	0%
Hartham Road	0	0%	1	1%	N/A	0%	N/A	0%
Higham Road	177	5%	88	7%	141	12%	-36	7%
Keston Road	3	4%	1	2%	7	6%	4	2%
Kitchener Road	36	5%	28	6%	19	3%	-17	-2%
Langham Road	465	6%	78	12%	78	11%	-387	5%
Linley Road	104	10%	23	8%	34	5%	-70	-5%
Lordsmead Road	184	7%	32	7%	49	11%	-135	4%
Mannock Road	140	6%	40	5%	59	8%	-81	2%
Moorefield Road	106	3%	88	7%	46	5%	-60	2%
Mount Pleasant Road (#145/The Avenue)	83	7%	19	9%	5	2%	-78	-5%
Mount Pleasant Road (#316/Lordship Lane)	68	4%	341	11%	173	6%	105	2%
Mount Pleasant Road (#5/Philip Lane)	145	8%	121	9%	155	12%	10	4%

Total/Average Internal Road	6,034	8%	3,787	12%	3,560	13%	-2,474	5%
Woodside Gardens	34	10%	65	12%	16	3%	-18	-7%
Winchelsea Road	38	5%	30	7%	2	0%	-36	-5%
Wimborne Road	136	4%	205	6%	152	4%	16	0%
Wilmot Road	167	20%	134	39%	32	9%	-135	-11%
Walpole Road	66	9%	49	13%	12	4%	-54	-5%
Vincent Road	87	9%	54	11%	60	12%	-27	3%
The Avenue (@Mount Pleasant Road/Marden Road)	222	5%	125	7%	300	17%	78	12%
The Avenue (@Broadwater Road)	268	14%	159	19%	186	21%	-82	7%
Steele Road	97	9%	32	11%	44	12%	-53	3%
Stanmore Road	223	12%	56	12%	1	0%	-222	-12%
St. Loys Road	341	6%	300	15%	129	9%	-212	3%
Sperling Road	68	6%	16	10%	26	13%	-42	7%
Sandringham Road	50	11%	95	11%	96	10%	46	-1%
Rusper Road	95	7%	5	3%	18	12%	-77	5%
Ranelagh Road	40	6%	43	9%	44	9%	4	3%
Radley Road	152	13%	23	9%	110	47%	-42	34%
Pembury Road (#59/Lordship Lane)	80	8%	70	11%	62	10%	-18	2%
Pembury Road (#1/High Road)	99	7%	4	2%	17	6%	-82	-1%
Newlyn Road	69	10%	65	15%	27	6%	-42	-4%
Napier Road	58	8%	46	4%	74	8%	16	0%

*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)
A10 Bruce Grove (@The Avenue/Woodside Gardens)	175	1%	137	1%	1,486	9%	1,311	8%
A105 Green Lanes (@Carlingford Road)	797	4%	934	4%	596	2%	-201	-2%
A1080 Westbury Avenue (@Mannock Road)	366	2%	226	1%	221	1%	-145	-1%
A1080 Westbury Avenue (@Willingdon Road)	478	3%	727	4%	577	3%	99	0%
A109 Lordship Lane (@Elsden Road)	353	2%	488	3%	173	1%	-180	-1%
A109 Lordship Lane (@Waltheof Avenue)	217	2%	306	2%	777	5%	560	3%
A504 West Green Road (@Carlingford Road)	511	3%	773	4%	1,134	6%	623	3%
A504 West Green Road (@Etherley Road)	810	7%	635	4%	317	2%	-493	-5%
B153 Philip Lane	250	2%	359	4%	125	1%	-125	-1%
B155 Belmont Road	440	5%	604	6%	91	1%	-349	-4%
B155 Downhills Way	184	1%	411	3%	84	1%	-100	0%
Total / Average Boundary Roads*	4,581	4%	5,600	4%	5,581	5%	1,000	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)
A10 Bruce Grove (@The Avenue/Woodside Gardens)	1,376	9%	1,256	8%	7	0%	-1,369	-9%
A105 Green Lanes (@Carlingford Road)	1,354	6%	885	3%	1,625	7%	271	1%
A1080 Westbury Avenue (@Mannock Road)	1,356	9%	2,175	12%	1,461	9%	105	0%
A1080 Westbury Avenue (@Willingdon Road)	1,192	8%	1,280	7%	800	5%	-392	-3%
A109 Lordship Lane (@Elsden Road)	521	3%	1,193	8%	1,320	10%	799	7%
A109 Lordship Lane (@Waltheof Avenue)	1,569	11%	1,546	10%	700	5%	-869	-6%
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%	1,989	13%	1,564	10%
B153 Philip Lane	905	8%	554	6%	1,287	15%	382	7%
B155 Belmont Road	141	2%	404	4%	935	9%	794	7%
B155 Downhills Way	1,749	9%	525	4%	1,233	10%	-516	1%
Total/Average Boundary Road*	11,653	8%	11,497	8%	11,725	9%	72	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

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 also expected that where traffic levels decrease, LGVs/HGVs may make up a higher proportion of remaining traffic, as routing choices for these vehicles are typically less flexible than for general traffic, likely because a higher percentage of LGVs and HGVs need to drop off or pick up at specific households within the LTN area than is seen for general traffic. For individual internal roads, changes in vehicle flows often translate to large percentage changes (based on low initial volumes), so it is generally more useful to look at changes in actual vehicles. It can also be useful to look at the prominence of certain vehicle types, as a considerable change in prominence (percentage of LGV/HGV out of total vehicles) may indicate a trend that is different than that of general traffic.

On internal roads, LGVs decreased by 2,474 vehicles (-41%¹), and HGVs decreased by 1,014 vehicles (-53%), but as expected the proportion of LGVs increased by 5%, and HGVs by 1%. Carlingford Road (@Crescent Road / Green Lanes) (-213 vehicles), Downhills Park Road (@Kirkstall Avenue/Philip Lane) (-426 vehicles), Langham Road (-387 vehicles), St. Loys Road (-212 vehicles) and Stanmore Roads (-222 vehicles) saw decreases of over 200 LGVs. In contrast, Dongola Road saw an increase of 142 LGVs, and Mount Pleasant Road (#316/Lordship Lane) saw an increase of 105 daily LGVs. There were 1,014 fewer HGVs between November 2021 and November 2023 overall. Downhills Park Road (@Downhills Park) (-206) and The Avenue (@Mount Pleasant Road/Marden Road) (-208) saw decreases of over 200 daily HGVs. The highest increase in HGVs was observed at Downhills Park Road (@Kirkstall Avenue/Philip Lane), with 39 additional daily HGVs, but this was eclipsed by a decrease of over 200 daily HGVs at the Downhills Park Road site closer to Downhills Park, which likely follows the HGV ban on Downhills Way. While Downhills Park Road (@Kirkstall Avenue/Philip Lane) saw a decrease in LGVs of 6% since November 2021, Downhills Park Road (@Downhills Park) saw a 27% increase in LGVs, perhaps replacing some of the now-banned HGV trips. It is noted that Radley Road's LGV volumes did not fall nearly as much as general traffic.

The volume of LGVs and HGVs increased on boundary roads, more importantly for HGVs (+1,000) than for LGVs (+72). On most boundary roads, a decrease in LGVs was accompanied by an increase in HGVs, and vice versa. For instance, A10 Bruce Grove (@The Avenue/Woodside Gardens) saw a decrease of 1,369 LGVs but an increase of 1,311 HGVs. A504 West Green Road (@Carlingford Road) saw a decrease of 697 LGVs but an increase of 623. HGVs. A504 West Green Road (@Etherley Road) saw an increase of 1,564 LGVs but a decrease of 493 HGVs. B155 Belmont Road saw 794 additional LGVs but a reduction of 349 HGVs. Only B155 Downhills Way saw a reduction in both LGVs (-516) and HGVs (-100).

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

Overall, volumes of goods vehicles decreased considerably on internal roads and increased slightly on boundary roads. It is noted that these increases reflect national trends, where by the number of deliveries resulting from the surge in online shopping has increased.

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: Motorcycle 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)
Adams Road	46	4%	52	3%	66	3%	43%	-1%
Broadwater Road	136	5%	115	5%	136	6%	0%	1%
Carlingford Road (@West Green Road)	72	16%	38	4%	88	11%	22%	-5%
Carlingford Road (@Crescent Road/Green Lanes)	286	13%	34	14%	45	15%	-84%	2%
Chandos Road	52	2%	56	7%	58	7%	12%	5%
Clonmell Road	126	9%	73	8%	92	9%	-27%	0%
Dongola Road	91	5%	118	9%	121	9%	33%	4%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	299	5%	225	8%	208	6%	-30%	1%
Downhills Park Road (@Downhills Park)	336	4%	111	9%	54	6%	-84%	2%
Drayton Road	22	7%	49	7%	68	9%	209 %	2%
Elmhurst Road	25	6%	26	7%	47	11%	88%	5%
Elsden Road	36	8%	52	13%	32	9%	-11%	1%
Forster Road	93	9%	77	10%	107	14%	15%	5%
Gloucester Road	39	7%	41	8%	50	9%	28%	2%
Greyhound Road	56	9%	78	10%	100	12%	79%	3%
Handsworth Road	30	6%	39	6%	37	8%	23%	2%
Hartham Road	87	78%	71	73%	65	75%	-25%	-3%
Higham Road	188	6%	75	6%	68	6%	-64%	0%
Keston Road	14	25%	10	21%	14	15%	0%	-10%
Kitchener Road	47	6%	59	13%	55	9%	17%	3%
Langham Road	213	3%	54	9%	64	9%	-70%	6%
Linley Road	54	5%	22	7%	44	6%	-19%	1%
Lordsmead Road	109	4%	31	7%	35	8%	-68%	4%
Mannock Road	185	9%	90	12%	101	15%	-45%	6%
Moorefield Road	255	8%	108	9%	127	12%	-50%	4%
Mount Pleasant Road (#145/The Avenue)	44	4%	24	12%	38	12%	-14%	8%
Mount Pleasant Road (#316/Lordship Lane)	79	4%	164	5%	157	5%	99 %	1%
Mount Pleasant Road (#5/Philip Lane)	108	6%	139	11%	147	12%	36%	6%
Napier Road	65	8%	129	12%	115	12%	77%	4%
Newlyn Road	76	11%	47	11%	37	9%	-51%	-2%
Pembury Road (#1/High Road)	124	9%	36	15%	14	5%	-89%	-4%
Pembury Road (#59/Lordship Lane)	99	10%	63	9%	40	6%	-60%	-4%
Radley Road	45	4%	14	6%	24	10%	-47%	6%
Ranelagh Road	57	8%	53	12%	70	14%	23%	6%
Rusper Road	120	10%	29	19%	26	17%	-78%	7%
Sandringham Road	49	11%	49	6%	47	5%	-4%	-6%
Sperling Road	134	12%	26	17%	22	11%	-84%	-1%
St. Loys Road	417	8%	187	9%	105	7%	-75%	-1%
Stanmore Road	73	4%	40	9%	47	9%	-36%	5%

Steele Road	61	5%	31	11%	35	10%	-43%	5%
The Avenue (@Broadwater Road)	136	7%	73	9%	64	7%	-53%	0%
The Avenue (@Mount Pleasant Road/Marden Road)	212	5%	113	7%	108	6%	-49%	1%
Vincent Road	47	5%	30	6%	34	7%	-28%	2%
Walpole Road	65	9%	27	7%	24	7%	-63%	-2%
Wilmot Road	42	5%	14	4%	12	3%	-71%	-2%
Wimborne Road	76	2%	187	5%	202	6%	166%	4%
Winchelsea Road	63	8%	47	11%	47	11%	-25%	3%
Woodside Gardens	23	7%	42	8%	35	6%	52%	-1%
Total / Average Internal Road*	5,112	8%	3,268	10%	3,332	10%	-35%	2%

*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: Motorcycle 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)
A10 Bruce Grove (@The Avenue/Woodside Gardens)	988	6%	1,213	8%	1,175	7%	19%	1%
A105 Green Lanes (@Carlingford Road)	993	5%	1,112	4%	1,116	4%	12%	-1%
A1080 Westbury Avenue (@Mannock Road)	756	5%	753	4%	763	5%	1%	0%
A1080 Westbury Avenue (@Willingdon Road)	626	4%	666	4%	680	4%	9%	0%
A109 Lordship Lane (@Elsden Road)	508	3%	612	5%	637	5%	25%	2%
A109 Lordship Lane (@Waltheof Avenue)	794	6%	968	7%	884	6%	11%	0%
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%
B153 Philip Lane	538	5%	611	7%	678	8%	26%	3%
B155 Belmont Road	219	3%	311	3%	348	3%	59%	0%
B155 Downhills Way	429	2%	410	3%	457	4%	0	2%
Total/Average Boundary*	7,409	5%	8,510	5%	8,634	5%	17%	0%

*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.

As with goods vehicles, between November 2021 and November 2023, motorcycle volumes decreased across most internal roads, with a 35% decrease in motorcycles (-1,780 per day); however, there was an increase in proportion of 2 percentage points. Many roads saw a decrease in motorcycles volumes but a slight increase in term of proportion. St Loys Road saw the most significant decrease, with a decrease of 312 motorcycles (-75%), followed by and Downhills Park Road (@Downhills Park) with a decrease of 282 motorcycles (-84%). Nevertheless, certain roads observed increases in motorcycle volumes, the most prominent being Wimborne Road (+126 motorcycles, +166%).

Boundary roads observed an increase of 1,225 motorcycles (17%). However, this does not affect the proportion of motorcycles on boundary roads, which remains at 5%. All boundary roads saw an increase in motorcycle volumes between November 2021 and November 2023, the most prominent increases being on A504 West Green Road (@Etherley Road), with an increase of 285 motorcycles (+40%) and A10 Bruce Grove (@The Avenue/Woodside Gardens) with an increase of 187 motorcycles (+19%). However, both A105 Green Lanes (@Carlingford Road) and A504 West Green Road (@Carlingford Road) observed decreases in proportion of 1%.

Overall, it appears that motorcycle volumes tend to follow the general trend of motorised vehicles (decrease for internal roads and increase for boundary roads).

Cycle Volumes (7-Day Daily Average)

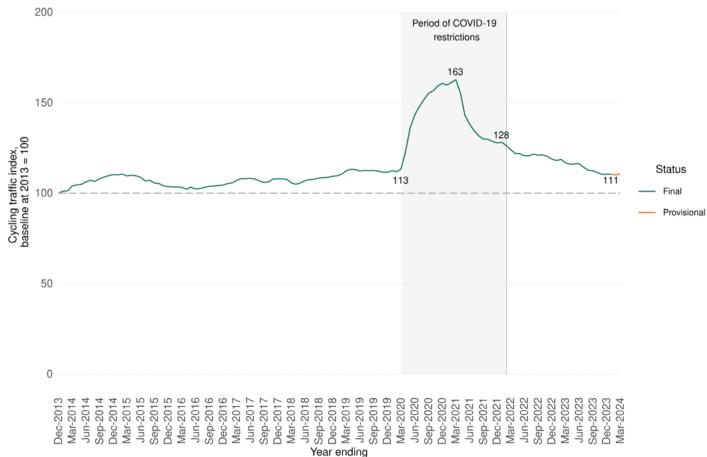
Cycling figures have not been normalised to account for COVID-19 due to the lack of an available source that provides continuous month-tomonth cycling levels encompassing all types of cycling trips (commute and leisure) and is at a sufficiently local geographic scale to form a meaningful and robust benchmark. 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 <u>Miranda-Moreno and Nosal, 2011</u>).

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 <u>DfT's Official Statistics</u>). 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 <u>Transport for London's 2023 Annual Overview</u> 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 trafficdominated 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.



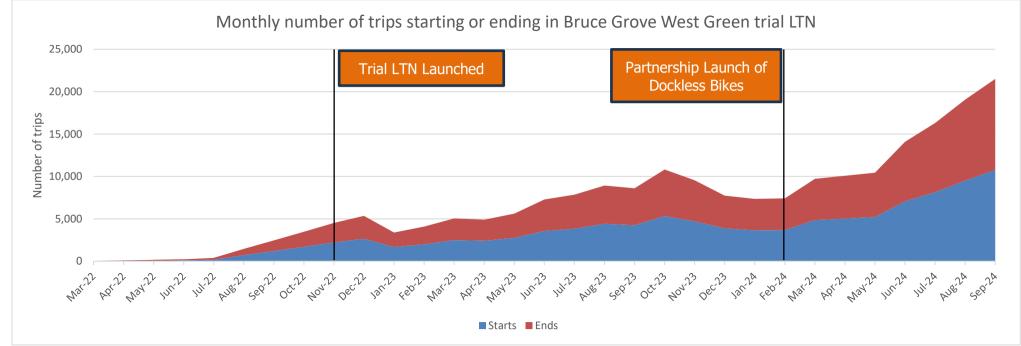
Graph 3: National Cycling Levels – Since December 2013

* 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.

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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 <u>online</u>.

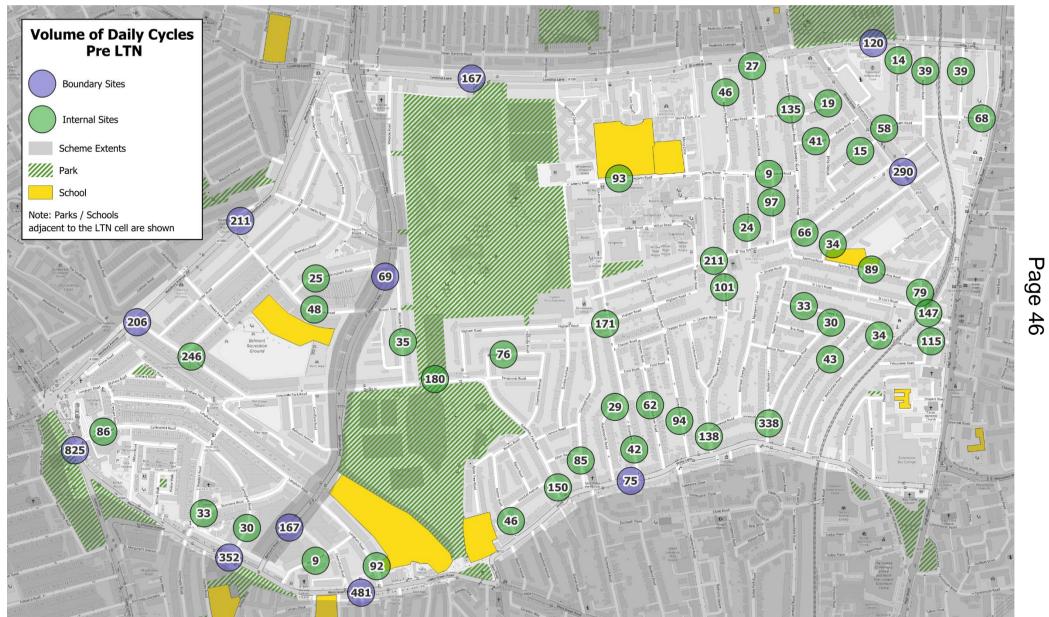


Graph 4: Dockless Cycle Levels for Bruce Grove West Green

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)



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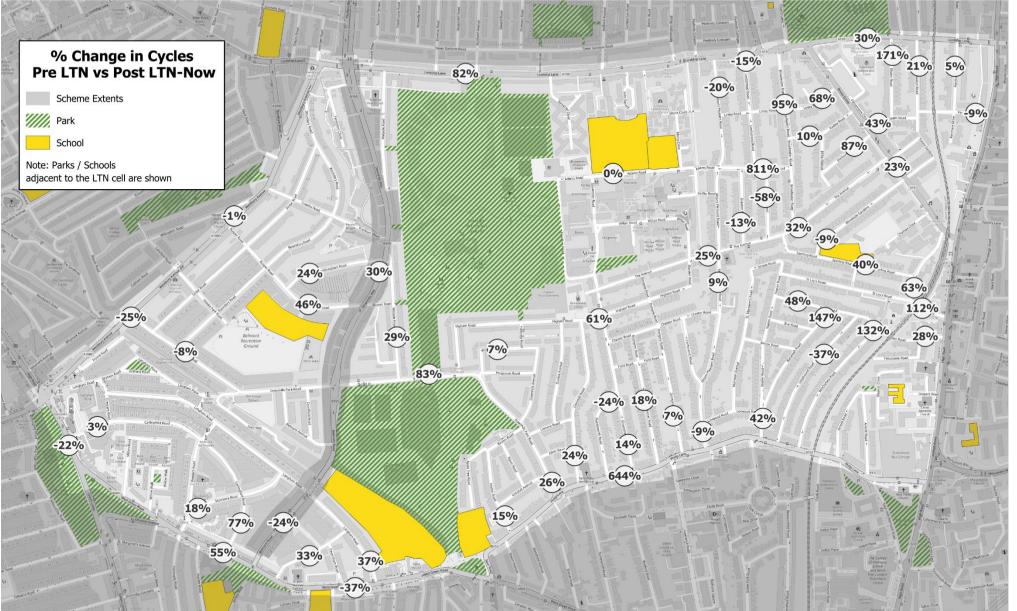


Map 9: Post LTN-Interim (Jan-23) Volume of Cycles (Observed)



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

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Map 11: Percentage Change in Cycle Volumes: Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (Observed)

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Table 15: Cycling Volumes on Internal Roads (Observed)

	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) (%)
Adams Road	93	99	93	0	0%
Broadwater Road	135	205	263	128	95%
Carlingford Road	30	28	53	23	77%
Carlingford Road (@Crescent Road/Green Lanes)	86	96	89	3	3%
Chandos Road	97	45	41	-56	-58%
Clonmell Road	85	100	105	20	24%
Dongola Road	94	91	101	7	7%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	150	81	189	39	26%
Downhills Park Road (@Downhills Park)	180	209	330	150	83%
Drayton Road	24	28	21	-3	-13%
Elmhurst Road	15	12	28	13	87%
Elsden Road	14	25	38	24	171%
Forster Road	115	123	147	32	28%
Gloucester Road	42	55	48	6	14%
Greyhound Road	43	69	27	-16	-37%
Handsworth Road	29	49	22	-7	-24%
Hartham Road	58	73	83	25	43%
Higham Road	171	172	275	104	61%
Keston Road	46	34	53	7	15%
Kitchener Road	62	66	73	11	18%
Langham Road	92	117	126	34	37%
Linley Road	19	24	32	13	68%
Lordsmead Road	27	41	23	-4	-15%
Mannock Road	246	269	226	-20	-8%
Moorefield Road	79	123	129	50	63%
Mount Pleasant Road (#145/The Avenue)	101	99	110	9	9%
Mount Pleasant Road (#316/Lordship Lane)	46	37	37	-9	-20%
Mount Pleasant Road (#5/Philip Lane)	138	170	125	-13	-9%
Napier Road	338	318	481	143	42%
Newlyn Road	39	32	47	8	21%
Pembury Road (#1/High Road)	68	95	62	-6	-9%
Pembury Road (#59/Lordship Lane)	39	48	41	2	5%
Radley Road	41	61	45	4	10%
Ranelagh Road	30	81	74	44	147%
Rusper Road	48	89	70	22	46%
Sandringham Road	25	23	31	6	24%
Sperling Road	89	144	125	36	40%
St. Loys Road	147	203	311	164	112%
Stanmore Road	33	34	39	6	18%
Steele Road	33	29	49	16	48%
The Avenue (@Broadwater Road)	66	27	87	21	32%
The Avenue (@Mount Pleasant Road/Marden Road)	211	171	264	53	25%

Vincent Road	9	12	12	3	33%
Walpole Road	35	49	45	10	29%
Wilmot Road	76	80	81	5	7%
Wimborne Road	9	51	82	73	811%
Winchelsea Road	34	62	79	45	132%
Woodside Gardens	34	38	31	-3	-9%
Total / Average Internal Road*	3,721	4,187	4,943	1,222	33%

*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 16: Cycling Volumes on Boundary Roads (Observed)

	Pre LTN: Nov-21	Post LTN-Interim: Jan-23	Post LTN-Now: Nov-23	Volume Difference Post	Difference Nov-23) vs.
				LTN-Now (Nov-23) vs.	Pre LTN (Nov-21) (%)
				Pre LTN (Nov-21)	
A10 Bruce Grove (@The Avenue/Woodside Gardens)	290	332	357	67	23%
A105 Green Lanes (@Carlingford Road)	825	773	647	-178	-22%
A1080 Westbury Avenue (@Mannock Road)	206	169	155	-51	-25%
A1080 Westbury Avenue (@Willingdon Road)	211	195	209	-2	-1%
A109 Lordship Lane (@Elsden Road)	120	116	156	36	30%
A109 Lordship Lane (@Waltheof Avenue)	167	185	304	137	82%
A504 West Green Road (@Carlingford Road)	352	361	547	195	55%
A504 West Green Road (@Etherley Road)	481	364	305	-176	-37%
B153 Philip Lane	75	560	558	483	644%
B155 Belmont Road	167	157	127	-40	-24%
B155 Downhills Way	69	77	90	21	30%
Total / Average Boundary Roads*	2,963	3,289	3,455	492	17%

*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: Cycling Volumes

Cycling levels increased across both internal roads and boundary roads between November 2021 and November 2023, with cycling levels increasing by 33% on internal roads and by 17% on boundary roads. Internal roads saw an increase of 1,222 daily cycles counted, and boundary roads saw an increase of 492 such cyclists, with the majority of roads contributing to the overall increase. It should be noted that there was considerably more rainfall in November 2023 than November 2021, so it should be noted that the increases in cycling flows were seen in spite of materially worse weather in the month of the Post LTN-now counts. These changes should also be set against the national context of decreasing cycle flows since COVID, but the London context of increasing year-on-year cycle flows between 2022-2023.

Almost all internal roads observed increases in cycle volumes. Broadwater Road, Downhills Park Road (@Downhills Park), Higham Road, Napier Road and St Loys Road observed changes of over 100 daily cycles, the largest change being at St Loys Road with 164 additional cycles (+112%). Chandos Road saw the highest decrease in daily cycles, with a reduction of 56 cycles.

Cycle count changes on boundary roads were dominated by figures from B153 Philip Lane, which observed an increase of 483 daily cycles (+644%). This was partially offset by a decrease of 178 daily cycles on A105 Green Lanes (@Carlingford Road) and a decrease of 176 on A504 West Green Road (@Etherley Road). Most boundary roads nonetheless observed increases in cycling levels.

Analysis of Vehicle Speeds

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

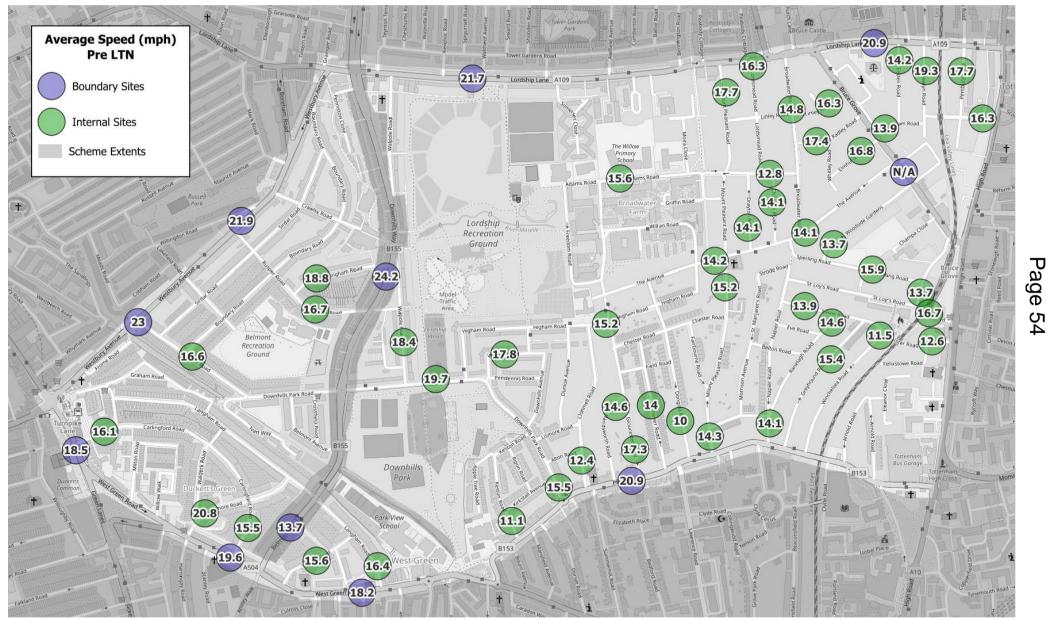
Traffic counters measure motorised traffic speeds as well as volumes. Details about the dates and locations of the traffic volume and speed monitoring are in Appendix 5. The speed limit is 20mph on all roads in the Borough, with the exception of the following:

Table 17: Borough Speed Limit Exceptions

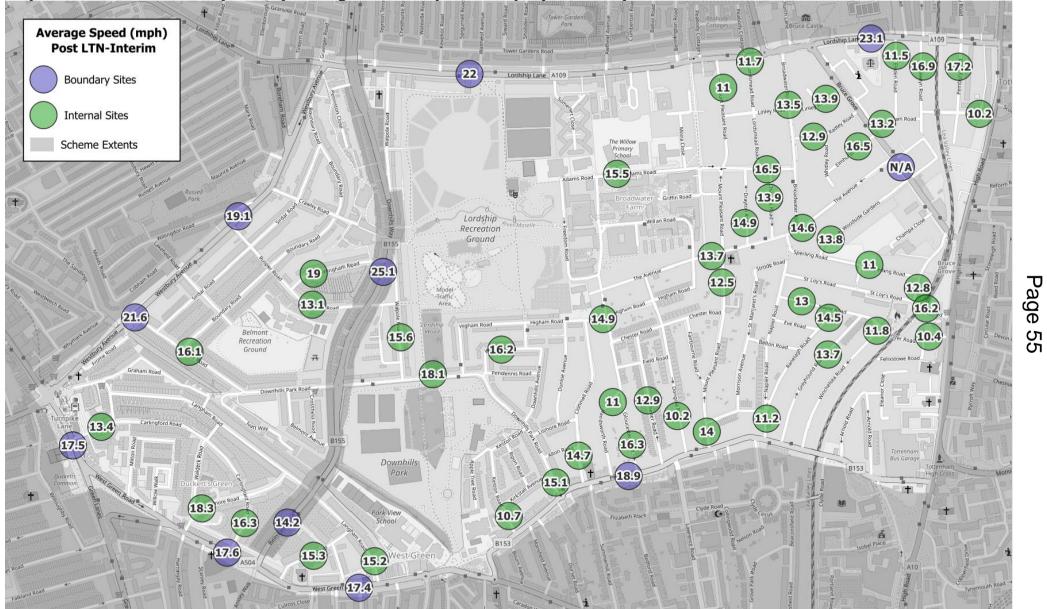
LB Haringey Road	Postcode	Speed Limit
Boreham Road	N22	30mph
Bounds Green Road (between Braemar Avenue & A406)	N22	30mph
Ferry Lane	N17	30mph
Fortis Green	N2	30mph
Great North Road	N2	30mph
Hale Road	N17	30mph
High Road (between Bounds Green Road and Borough boundary)	N22	30mph
Lordship Lane	N17 & N22	30mph
Muswell Hill	N10	30mph
Priory Road	N8	30mph
The Roundway (Western arm)	N17	30mph
Westbury Avenue (between Frome Road & Lordship Lane)	N22	30mph
Watermead Way (between borough boundary & Burdock Road)	N17	40mph

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.

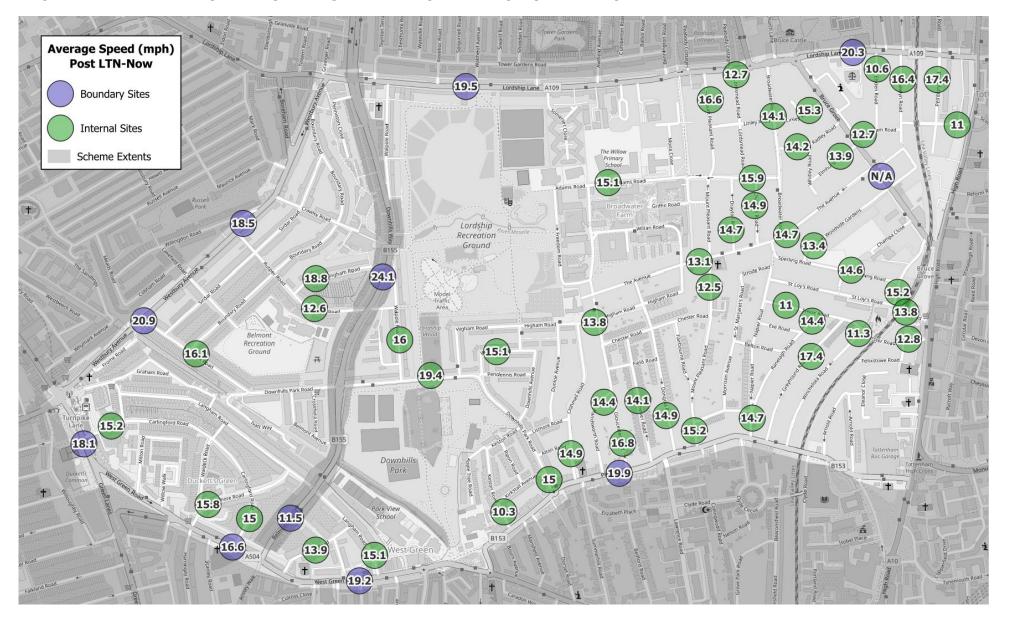


Map 12: Pre LTN (Nov-21) average Vehicle Speed in mph (Observed)

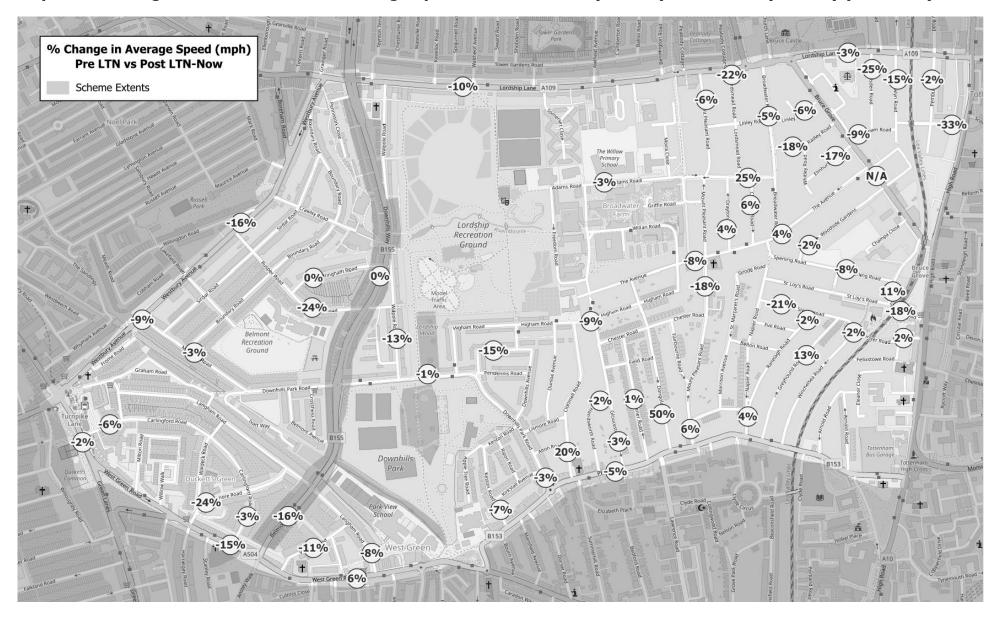


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Map 13: Post LTN-Interim (Jan-23) average Vehicle Speed in mph (Observed)



Map 14: Post LTN-Now (Nov-23) average Vehicle Speed in mph (Observed)



Map 15: % Change in Motorised Vehicle Average Speed: Post LTN-Now (Nov-23) vs. Pre LTN (Nov-21) (Observed)

Table 18: Average Speed of Motorised Vehicles on Internal 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) (%)
Adams Road	15.6	15.5	15.1	-0.5	-3%
Broadwater Road	14.8	13.5	14.1	-0.7	-5%
Carlingford Road	15.5	16.3	15.0	-0.5	-3%
Carlingford Road (@Crescent Road/Green Lanes)	16.1	13.4	15.2	-0.9	-6%
Chandos Road	14.1	13.9	14.9	0.8	6%
Clonmell Road	12.4	14.7	14.9	2.5	20%
Dongola Road	10.0	10.2	14.9	4.9	50%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	15.5	15.1	15.0	-0.5	-3%
Downhills Park Road (@Downhills Park)	19.7	18.1	19.4	-0.3	-1%
Drayton Road	14.1	14.9	14.7	0.6	4%
Elmhurst Road	16.8	16.5	13.9	-2.9	-17%
Elsden Road	14.2	11.5	10.6	-3.6	-25%
Forster Road	12.6	10.4	12.8	0.2	2%
Gloucester Road	17.3	16.3	16.8	-0.5	-3%
Greyhound Road	15.4	13.7	17.4	2	13%
Handsworth Road	14.6	11.0	14.4	-0.2	-2%
Hartham Road	13.9	13.2	12.7	-1.2	-9%
Higham Road	15.2	14.9	13.8	-1.4	-9%
Keston Road	11.1	10.7	10.3	-0.8	-7%
Kitchener Road	14.0	12.9	14.1	0.1	1%
Langham Road	16.4	15.2	15.1	-1.3	-8%
Linley Road	16.3	13.9	15.3	-1	-6%
Lordsmead Road	16.3	11.7	12.7	-3.6	-22%
Mannock Road	16.6	16.1	16.1	-0.5	-3%
Moorefield Road	13.7	12.8	15.2	1.5	11%
Mount Pleasant Road (#145/The Avenue)	15.2	12.5	12.5	-2.7	-18%
Mount Pleasant Road (#316/Lordship Lane)	17.7	11.0	16.6	-1.1	-6%
Mount Pleasant Road (#5/Philip Lane)	14.3	14.0	15.2	0.9	6%
Napier Road	14.1	11.2	14.7	0.6	4%
Newlyn Road	19.3	16.9	16.4	-2.9	-15%
Pembury Road (#1/High Road)	16.3	10.2	11.0	-5.3	-33%
Pembury Road (#59/Lordship Lane)	17.7	17.2	17.4	-0.3	-2%
Radley Road	17.4	12.9	14.2	-3.2	-18%
Ranelagh Road	14.6	14.5	14.4	-0.2	-2%
Rusper Road	16.7	13.1	12.6	-4.1	-24%
Sandringham Road	18.8	19.0	18.8	0	0%
Sperling Road	15.9	11.0	14.6	-1.3	-8%
St. Loys Road	16.7	16.2	13.8	-2.9	-18%
Stanmore Road	20.8	18.3	15.8	-5	-24%

Steele Road	13.9	13.0	11.0	-2.9	-21%
The Avenue (@Broadwater Road)	14.1	14.6	14.7	0.6	4%
The Avenue (@Mount Pleasant Road/Marden Road)	14.2	13.7	13.1	-1.1	-8%
Vincent Road	15.6	15.3	13.9	-1.7	-11%
Walpole Road	18.4	15.6	16.0	-2.4	-13%
Wilmot Road	17.8	16.2	15.1	-2.7	-15%
Wimborne Road	12.8	16.5	15.9	3.1	25%
Winchelsea Road	11.5	11.8	11.3	-0.2	-2%
Woodside Gardens	13.7	13.8	13.4	-0.3	-2%
Weighted Average	15.7	14.3	15.0	-1	-5%

Table 19: 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) (%)
Adams Road	19.3	19.1	18	-1.3	-7%
Broadwater Road	18.3	16.5	17	-1.3	-7%
Carlingford Road	20.4	19.3	19.5	-0.9	-4%
Carlingford Road (@Crescent Road/Green Lanes)	20.8	16	19.1	-1.7	-8%
Chandos Road	17.4	17.2	18	0.6	3%
Clonmell Road	15.1	18.7	18.9	3.8	25%
Dongola Road	12.8	13	18.4	5.6	44%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	18.9	18.5	18	-0.9	-5%
Downhills Park Road (@Downhills Park)	24	22.9	25.4	1.4	6%
Drayton Road	18.5	18.4	19.3	0.8	4%
Elmhurst Road	21.6	21.1	17	-4.6	-21%
Elsden Road	16.9	14.9	13	-3.9	-23%
Forster Road	16.4	13.3	16.5	0.1	1%
Gloucester Road	21.5	19.4	20.2	-1.3	-6%
Greyhound Road	18.8	17.4	21.4	2.6	14%
Handsworth Road	18.2	13.4	17.8	-0.4	-2%
Hartham Road	14	16.9	17.3	3.3	24%
Higham Road	19.2	18.3	17	-2.2	-11%
Keston Road	14.6	14	10.1	-4.5	-31%
Kitchener Road	18.1	16.6	17.4	-0.7	-4%
Langham Road	19.6	19.2	19.2	-0.4	-2%
Linley Road	20	15.8	18.7	-1.3	-7%
Lordsmead Road	19.5	14	15.6	-3.9	-20%
Mannock Road	21.4	20.5	21	-0.4	-2%
Moorefield Road	16.8	15.6	18.8	2	12%

Mount Pleasant Road (#145/The Avenue)	18.9	15.8	16.1	-2.8	-15%
Mount Pleasant Road (#316/Lordship Lane)	21.8	13.8	20.3	-1.5	-7%
Mount Pleasant Road (#5/Philip Lane)	17.9	17.3	18.6	0.7	4%
Napier Road	18.1	13.8	18.8	0.7	4%
Newlyn Road	25.1	22.4	20.9	-4.2	-17%
Pembury Road (#1/High Road)	20.7	13.1	14.4	-6.3	-30%
Pembury Road (#59/Lordship Lane)	23.1	23.2	23.1	0	0%
Radley Road	21.2	14.1	16.7	-4.5	-21%
Ranelagh Road	18	18.1	18.2	0.2	1%
Rusper Road	20.1	14	14.4	-5.7	-28%
Sandringham Road	24.4	23.8	23.4	-1	-4%
Sperling Road	19.5	13.2	19.1	-0.4	-2%
St. Loys Road	20.6	20.2	17.6	-3	-15%
Stanmore Road	25.2	23.3	18.8	-6.4	-25%
Steele Road	17.1	17.2	13.9	-3.2	-19%
The Avenue (@Broadwater Road)	18.2	18.6	18.7	0.5	3%
The Avenue (@Mount Pleasant Road/Marden Road)	17.9	17	16.4	-1.5	-8%
Vincent Road	19.2	19	17.5	-1.7	-9%
Walpole Road	23.3	20.1	19.9	-3.4	-15%
Wilmot Road	22.5	21	18.1	-4.4	-20%
Wimborne Road	17	20.7	19.6	2.6	15%
Winchelsea Road	14.2	14.1	12.8	-1.4	-10%
Woodside Gardens	16.9	17.2	15.7	-1.2	-7%
Weighted Average	19.5	17.8	18.6	-0.9	-5%

Table 20: % 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.)
Adams Road	12%	11%	7%	-5%
Broadwater Road	5%	2%	3%	-2%
Carlingford Road	17%	16%	11%	-6%
Carlingford Road (@Crescent Road/Green Lanes)	20%	6%	0%	-20%
Chandos Road	2%	4%	5%	3%
Clonmell Road	1%	8%	9%	8%
Dongola Road	0%	0%	7%	7%
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	9%	6%	5%	-4%
Downhills Park Road (@Downhills Park)	43%	29%	45%	2%
Drayton Road	6%	7%	5%	-1%
Elmhurst Road	24%	21%	6%	-18%
Elsden Road	4%	0%	0%	-4%
Forster Road	3%	0%	4%	1%

Gloucester Road	26%	15%	19%	-7%
Greyhound Road	7%	4%	23%	16%
Handsworth Road	4%	0%	3%	-1%
Hartham Road	11%	9%	4%	-7%
Higham Road	11%	7%	3%	-8%
Keston Road	4%	2%	1%	-3%
Kitchener Road	6%	6%	7%	1%
Langham Road	13%	11%	9%	-4%
Linley Road	16%	8%	9%	-7%
Lordsmead Road	11%	1%	1%	-10%
Mannock Road	20%	17%	18%	-2%
Moorefield Road	2%	1%	9%	7%
Mount Pleasant Road (#145/The Avenue)	10%	3%	3%	-7%
Mount Pleasant Road (#316/Lordship Lane)	28%	0%	16%	-12%
Mount Pleasant Road (#5/Philip Lane)	4%	3%	7%	3%
Napier Road	9%	0%	9%	0%
Newlyn Road	44%	27%	22%	-22%
Pembury Road (#1/High Road)	19%	0%	3%	-16%
Pembury Road (#59/Lordship Lane)	34%	28%	26%	-8%
Radley Road	22%	3%	7%	-15%
Ranelagh Road	5%	5%	6%	1%
Rusper Road	16%	5%	3%	-13%
Sandringham Road	40%	41%	39%	-1%
Sperling Road	13%	0%	10%	-3%
St. Loys Road	19%	16%	5%	-14%
Stanmore Road	56%	34%	10%	-46%
Steele Road	4%	4%	0%	-4%
The Avenue (@Broadwater Road)	7%	9%	7%	0%
The Avenue (@Mount Pleasant Road/Marden Road)	6%	4%	3%	-3%
Vincent Road	10%	11%	4%	-6%
Walpole Road	36%	14%	15%	-21%
Wilmot Road	29%	16%	9%	-20%
Wimborne Road	6%	19%	13%	7%
Winchelsea Road	0%	0%	0%	0%
Woodside Gardens	3%	3%	2%	-1%
Weighted Average	15%	9%	10%	-5%

Table 21: 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) (%)
A105 Green Lanes (@Carlingford Road)	18.5	17.5	18.1	-0.4	-2%
A1080 Westbury Avenue (@Mannock Road)	23.0	21.6	20.9	-2.1	-9%
A1080 Westbury Avenue (@Willingdon Road)	21.9	19.1	18.5	-3.4	-16%
A109 Lordship Lane (@Elsden Road)	20.9	23.1	20.3	-0.6	-3%
A109 Lordship Lane (@Waltheof Avenue)	21.7	22.0	19.5	-2.2	-10%
A504 West Green Road (@Carlingford Road)	19.6	17.6	16.6	-3	-15%
A504 West Green Road (@Etherley Road)	18.2	17.4	19.2	1	6%
B153 Philip Lane	20.9	18.9	19.9	-1	-5%
B155 Belmont Road	13.7	14.2	11.5	-2.2	-16%
B155 Downhills Way	24.2	25.1	24.1	-0.1	0%
Weighted Average	20.6	19.6	18.8	-1.8	-9%

*No speed data available for video site at A10 Bruce Grove (@The Avenue/Woodside Gardens).

Table 22: 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) (%)
A105 Green Lanes (@Carlingford Road)	23.8	22.8	23.3	-0.5	-2%
A1080 Westbury Avenue (@Mannock Road)	28.5	27.2	27.2	-1.3	-5%
A1080 Westbury Avenue (@Willingdon Road)	26.2	22.9	22.3	-3.9	-15%
A109 Lordship Lane (@Elsden Road)	25.3	27.8	24.7	-0.6	-2%
A109 Lordship Lane (@Waltheof Avenue)	26.8	26.6	23.8	-3	-11%
A504 West Green Road (@Carlingford Road)	24.5	22.4	21	-3.5	-14%
A504 West Green Road (@Etherley Road)	22.8	21.3	23.9	1.1	5%
B153 Philip Lane	24.9	22.8	24	-0.9	-4%
B155 Belmont Road	15.9	17.8	14.5	-1.4	-9%
B155 Downhills Way	28.9	29.4	28.7	-0.2	-1%
Weighted Average	25.3	24.1	23.4	-1.9	-7%

*No speed data available for video site at A10 Bruce Grove (@The Avenue/Woodside Gardens).

Table 23: % 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.)
A105 Green Lanes (@Carlingford Road)	39%	34%	46%	7%
A1080 Westbury Avenue (@Mannock Road)	11%	7%	9%	-2%
A1080 Westbury Avenue (@Willingdon Road)	5%	1%	1%	-4%
A109 Lordship Lane (@Elsden Road)	5%	8%	4%	-1%
A109 Lordship Lane (@Waltheof Avenue)	7%	7%	3%	-4%
A504 West Green Road (@Carlingford Road)	47%	34%	26%	-21%
A504 West Green Road (@Etherley Road)	34%	26%	42%	8%
B153 Philip Lane	56%	37%	45%	-11%
B155 Belmont Road	2%	7%	1%	-1%
B155 Downhills Way	81%	88%	82%	1%
Weighted Average	31%	25%	26%	-5%

*No speed data available for video site at A10 Bruce Grove (@The Avenue/Woodside Gardens).

Insights: Vehicle Speeds

In general, vehicle speeds across internal and boundary roads have decreased across key metrics between the November 2021 Pre LTN and November 2023 Post LTN-Now survey periods.

On internal roads, there is a wide range of changes for vehicle speeds. Average vehicle speeds across these roads decreased by 1mph or -5% in comparison to Pre LTN values, with the largest decreases in average speed observed on Pembury Road (#1/High Road) (16.3mph to 11.0mph), Stanmore Road (20.8mph to 15.8mph), Rusper Road (16.7mph to 12.6mph), Lordsmead Road (16.3mph to 12.7mph) and Elsden Road (14.2mph to 10.6mph). In contrast, the internal roads with the largest increase in average speeds were Dongola Road (10.0mph to 14.9mph, so still under the speed limit) and Wimborne Road (12.8mph to 15.9mph, +25%). Internal roads observed an average decrease of 5% in 85th percentile speed, or a decrease of 0.9mph. There was an overall decrease of 5 percentage points of vehicles speeding across internal roads.

On boundary roads, average speeds decreased by 1.8mph or -9%. A1080 Westbury Avenue (@Willingdon Road) saw the largest decrease in vehicle speeds (21.9mph to 18.5mph, -16%). The only road average speeds increased on is A504 West Green Road (@Etherley Road), where average speeds increased by 1.0mph (from 18.2mph to 19.2mph, or +6%). The 85th percentile speed decreased overall by 1.9mph, or -7%, and all boundary roads observed decreases in their 85th percentile speeds apart from A504 West Green Road (@Etherley Road), which observed an increase of 1.1mph (from 22.8mph to 23.9mph +5%). There was a decrease in vehicles speeding by 5 percentage points on boundary roads, where speeding vehicles A504 West Green Road (@Carlingford Road) and B153 Philip Lane decreased by 21 and 11 percentage points respectively.

It is noted that congestion on boundary roads may play a role in reduced average speeds (although it is noted that traffic counts are still picking up vehicles moving at low speeds).

Overall, vehicle speed data indicates that, with some exceptions, vehicle speed metrics on boundary roads have slightly decreased.

Bus Journey Times on Boundary Roads

TfL monitors bus journey times 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 four main boundary road corridors below, which are used by the bracketed main bus routes. A map of these corridors is presented on the following page.

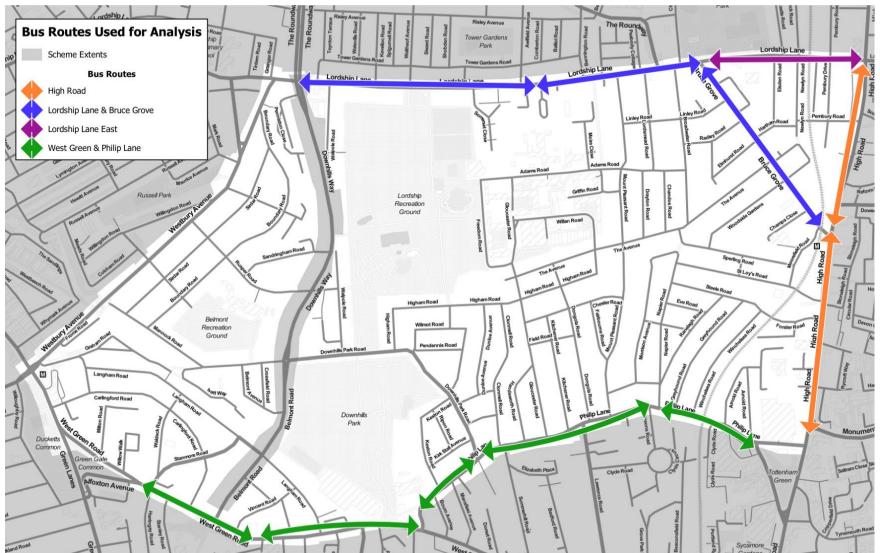
- High Road, N17 (Routes 123, 149, 243, 259, 279, 318, 341, 349, 476, N279, W4, L1, L2)
- Lordship Lane & Bruce Grove A10 (Routes 123, 243, W4)
- Lordship Lane East (Routes 318, 341, 476)
- West Green Road & Philip Lane (Routes 41, 67, 230, 341, N41, W4)

Weekly iBus data provided by TfL has been used for analysis on these routes. This gives weekday (Monday to Friday, excluding bank holidays) average journey times by route, stop-to-stop link and peak periods. These journey times 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 16: Corridors Analysed Using iBus Data



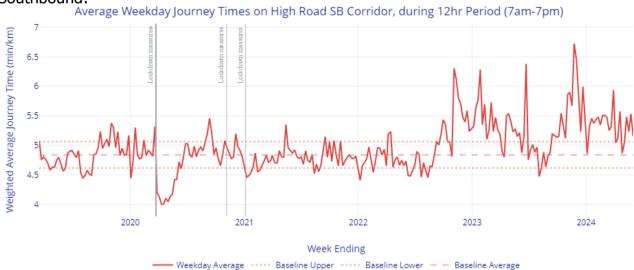
The results are shown in Graphs 5 to 8 on the following pages. The dashed red lines indicate the Pre LTN threshold, and the red line indicates the average journey times, on a three-week basis.

Graph 5: High Road, N17 Corridor (Northbound and Southbound) Northbound:



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





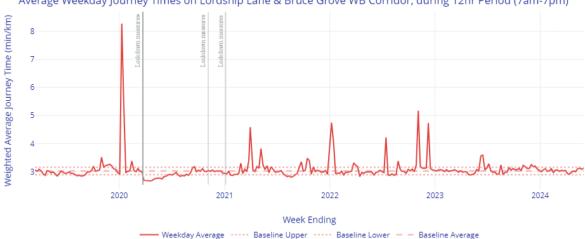
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Graph 6: Lordship Lane & Bruce Grove Corridor

Eastbound:

Average Weekday Journey Times on Lordship Lane & Bruce Grove EB Corridor, during 12hr Period (7am-7pm)

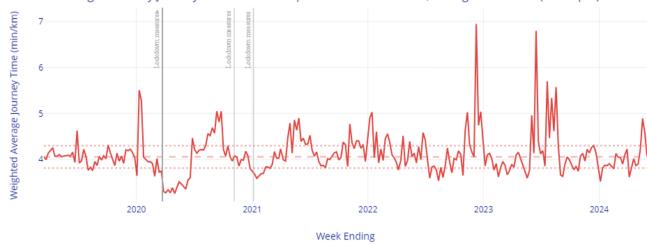
Westbound:



Average Weekday Journey Times on Lordship Lane & Bruce Grove WB Corridor, during 12hr Period (7am-7pm)

Graph 7: Lordship Lane East Corridor

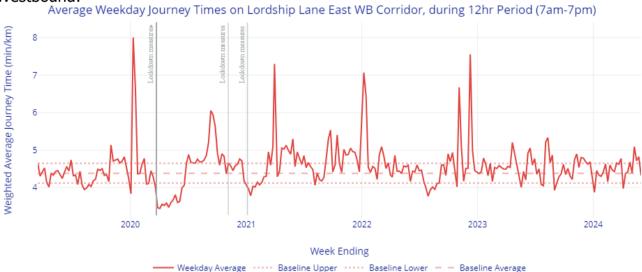
Eastbound:



Average Weekday Journey Times on Lordship Lane East EB Corridor, during 12hr Period (7am-7pm)

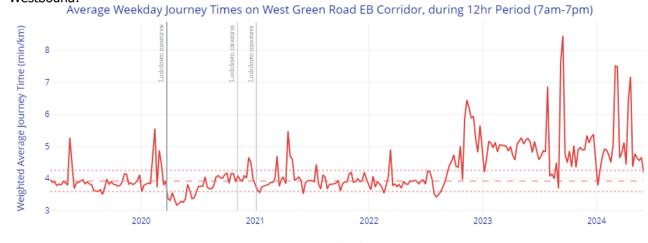






Graph 8: West Green Road Corridor

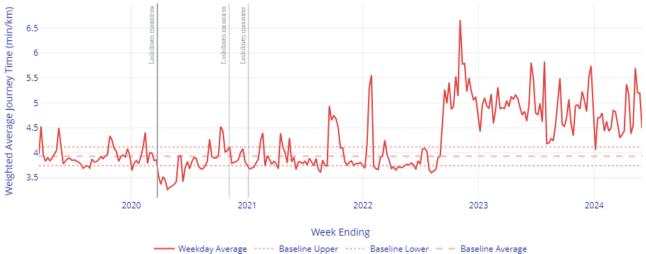
Westbound:



Week Ending
Weekday Average ····· Baseline Upper ····· Baseline Lower – – Baseline Average







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Insights: Bus Speeds on Boundary Roads

High Road – Bus Journey Times

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

Since the trial LTN has been introduced, average journey times on the southbound corridor between 7am-7pm are showing an average increase of 0.5min/km in comparison to the baseline average. Average bus journey times show an average of around 5.3min/km. This corridor has seen more variability than pre-LTN bus journey times.

Lordship Lane & Bruce Grove – Bus Journey Times

Since the trial LTN has been introduced, average journey times on the eastbound corridor between 7am-7pm are showing an average increase of 2 minutes per kilometre in comparison to the baseline average. Average bus journey times show an average of 6.2min/km. This corridor has seen more variability than pre-LTN bus journey times.

Since the trial LTN has been introduced, average journey times on the westbound corridor between 7am-7pm are showing no changes in comparison to the baseline average. Average bus journey times show an average of 3.0min/km. This corridor has seen less variability than pre-LTN bus journey times. This corridor has seen less variability than pre-LTN bus journey times.

Lordship Lane East – Bus Journey Times

Since the trial LTN has been introduced, average journey times on the eastbound corridor between 7am-7pm are showing no changes in comparison to the baseline average. Average bus journey times show an average of 4.0min/km. This corridor has seen more variability than pre-LTN bus journey times, with several peaks exceeding 6min/km.

Since the trial LTN has been introduced, average journey times on the westbound corridor between 7am-7pm are showing limited changes in comparison to the baseline average (+0.25min/km). Average bus journey times show an average of 4.6min/km. This corridor has seen less variability than pre-LTN bus journey times.

West Green Road & Philip Lane Corridor – Bus Journey Times

Since the trial LTN has been introduced, average journey times on the westbound corridor between 7am-7pm are showing an average increase of 1min/km of average journey time in comparison to the baseline average. There is an average journey time of 5min/km. This corridor has seen significantly more variability than pre-LTN bus journey times

Since the trial LTN has been introduced, average journey times on the eastbound corridor between 7am-7pm are showing an average increase in 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 journey times.

Collision Data

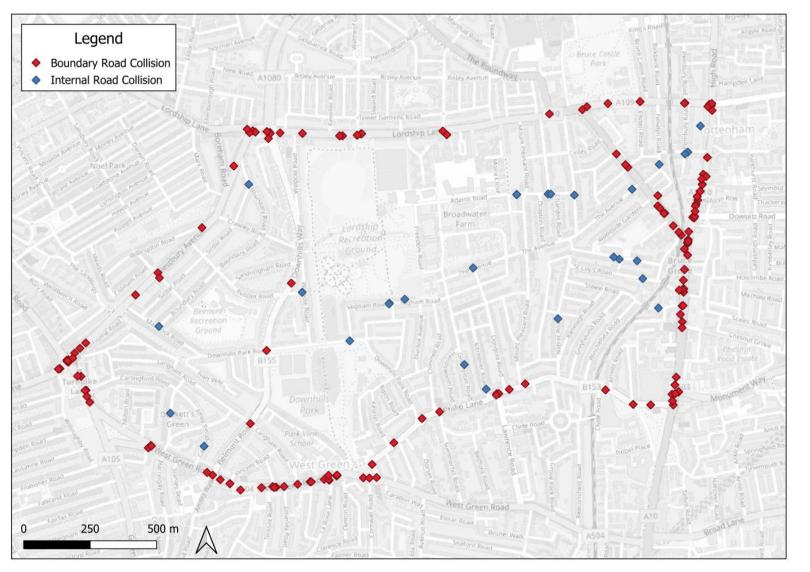
Any scheme in which there are changes to road environments may have an impact on the safety of those traveling within that environment. In the case of this report, this is measured by the difference in the number of collisions and severity of casualties before and after the LTN scheme was implemented (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 or are not self-reported to the police directly 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.

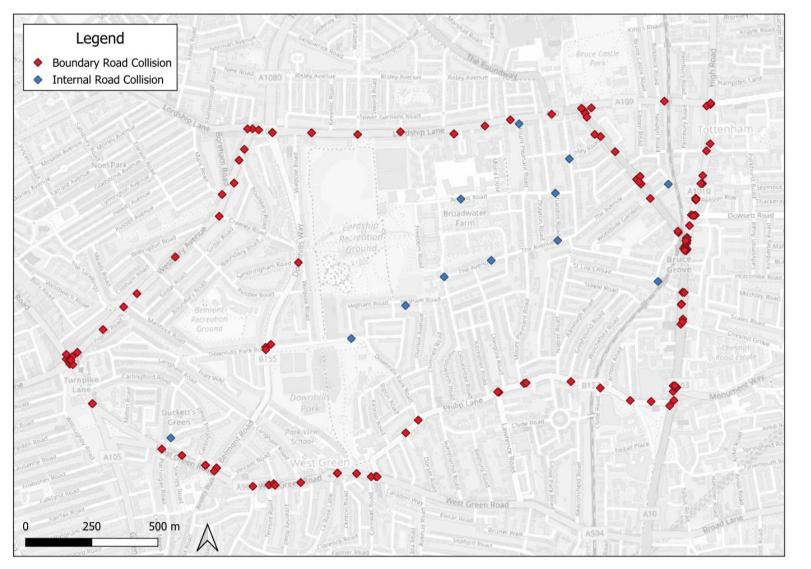
It is also important to note that whilst some collisions occur due to the road environment, many are noted as due to "driver error", which typically has more to do with driving choices (driving under the influence, driving whilst using a mobile phone, etc.) than the road environment itself. Thankfully, 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 and 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 17: 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 18: 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 24: Collision Volumes, Internal Roads

	Internal, Pre-Implementation	Internal, Post-Implementation	Internal, Change	Internal, % Change
# Fatal Collisions	0	0	0	0%
# Serious Collisions	3	4	1	33%
# Slight Collisions	24	8	-16	-67%
Total Collisions	27	12	-15	-56%

Table 25: Casualty Volumes, Internal Roads

	Internal, Pre-Implementation	Internal, Post-Implementation	Internal, Change	Internal, % Change
# Fatal Casualties	0	0	0	0%
# Serious Casualties	4	4	0	0%
# Slight Casualties	26	8	-18	-69%
Total Casualties	30	12	-18	-60%

Table 26: Collision Volumes, Boundary Roads

	Boundary, Pre- Implementation	Boundary, Post-Implementation	Boundary, Change	Boundary, % Change
# Fatal Collisions	1	0	-1	-100%
# Serious Collisions	16	20	4	25%
# Slight Collisions	132	102	-30	-23%
Total Collisions	149	122	-27	-18%

Table 27: Casualty Volumes, Boundary Roads

	Boundary, Pre- Implementation	Boundary, Post-Implementation	Boundary, Change	Boundary, % Change
# Fatal Casualties	1	0	-1	-100%
# Serious Casualties	18	21	3	17%
# Slight Casualties	143	121	-22	-15%
Total Casualties	162	142	-20	-12%

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 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 a general basis, there appears to have been a moderate 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 on internal roads has gone down by over 50% (and casualties down 60%), 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 18%, with casualties dropping by 12%.

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.

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 (NO_2) – 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 <u>up to</u> <u>80%</u> of the nitrogen dioxide measured comes from road transport.

Haringey's air quality sites are classified based on their location using <u>Defra guidance</u>, 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 reports 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 Bruce Grove West Green LTN are listed in Appendix 3, with details about type and location. For the Bruce Grove West Green scheme, there are four boundary road diffusion tubes and six 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 (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 (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 28: Average NO₂ levels for the twelve months on either side of implementation for monitoring sites, LTN scheme and borough

Monitoring Location- Bruce Grove West Green LTN	Before LTN NO ₂ (µg/m ³)	After LTN NO ₂ (µg/m ³)	Before LTN against After LTN NO ₂ (µg/m ³)	Before LTN against After LTN NO ₂ (%)
Roadside (Boundary) - LTN	23.5	25.3	1.8	8%
Roadside (Boundary) - Borough	32.1	33.8	1.7	5%
Urban Background (Internal) - LTN	25.2	24.3	-0.9	-4%
Urban Background (Internal) - Borough	21.8	22.6	0.8	4%
All - LTN	24.4	24.8	0.4	2%
All - Borough	26.2	27.4	1.2	5%

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.

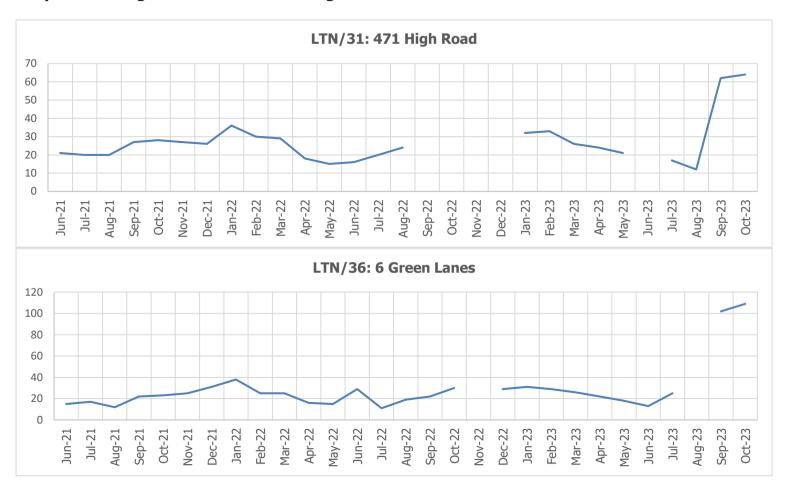
Table 29: Average NO₂ levels for the twelve months on either side of implementation for monitoring sites, Internal Roads

	NO ₂ Annual Mean Objective (40µg/m ³)		
Internal - Location / Road	Before LTN November 2021 - October 2022	After LTN November 2022 - October 2023	
Bruce Grove Primary School, Sperling Road, London, N17 6UL	30.0	29.0	
Park View Academy, Langham Road, London, N15 3RA	21.2	22.2	
The Grove School, Downhills Park Road, London, N17 6AR	24.9	24.6	
73 Broadwater Rd, London N17 6EP	24.7	21.4	

Table 30: Average NO₂ levels for the twelve months on either side of implementation for monitoring sites, Boundary Roads

	NO ₂ Annual Mean Objective (40µg/m ³)		
Boundary - Location / Road	Before LTN November 2021 - October 2022	After LTN November 2022 - October 2023	
Harris Primary Academy, Philip Lane, London, N15 4AE	19.2	19.5	
471 High Road, London, N17 6QA	20.7	27.6	
87 Bruce Grove, London N17 6UZ	23.5	25.0	
104 Westbury Ave, London N22 6RT	32.0	37.5	
85 Downhills Way, London N17 6AL	19.4	19.3	
6 Green Lanes, London N15 3EA	20.5	34.3	

For Bruce Grove West Green, two sites (at 471 High Road and at 6 Green Lanes) saw significant increases in NO_2 levels between September and December 2023, after a long period of moderate NO_2 levels and a generally positive trend downwards. This trend was significantly above that seen at all other sites and does not seem to relate to any noted changes in the traffic situation, for example increased flows or congestion. These are shown below in Graph 9.



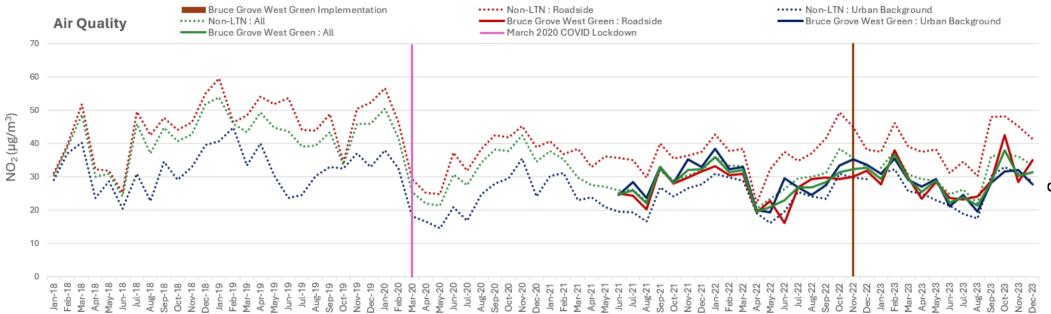
Graph 9: Average NO₂ Levels at 471 High Road and 6 Green Lanes

As no logical explanation for these sudden high readings can be found, it has been considered that they may result from some other very localised impact unrelated to the LTN scheme. As such, a trimmed version of the NO_2 data is presented below, which excludes all data from the 471 High Road and 6 Green Lanes sites. The council is undertaking additional monitoring at these two sites to understand the reason for these high readings.

Data for each set of sites has been split by roadside sites (boundary/major roads), urban background sites (internal/residential roads), as well as an

average of all sites reported on. The chart belowshows the trendlines for air quality sites within the Bruce Grove West Gren 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. In the below, average roadside/all values for Bruce Grove West Green now align much more closely with borough wide trends.

Graph 10: Average NO₂ Levels in Bruce Grove West Green LTN Compared to Long-Term Borough-Wide Sites from Diffusion Tubes (Trimmed)



Insights: Air Quality

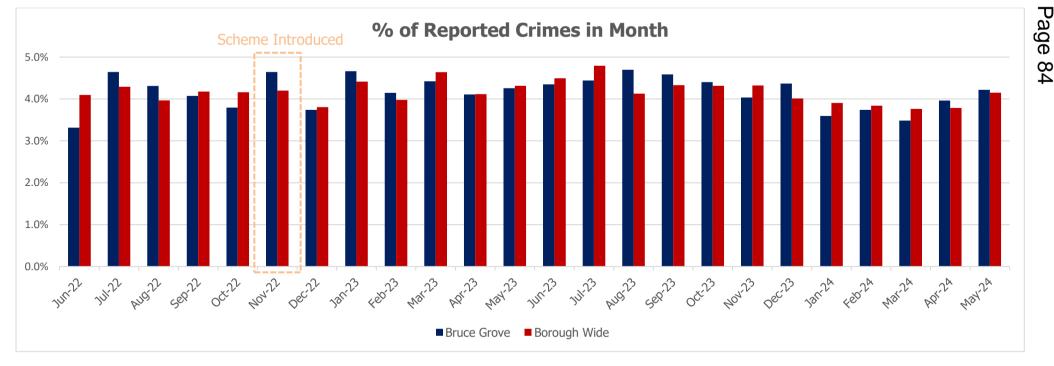
Air Quality demonstrates that there are considerable seasonal impacts on NO₂ levels, with typically lower levels recorded in warmer months and higher levels in colder months. Still, the impact of COVID-19 on air quality was very clear during the most restrictive lockdowns in 2020 and 2021, with lower-than-average NO₂ levels recorded during this period. From around the time LTN-specific monitors were installed in June 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 schemes were implemented – indicating no specific impact from their 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. Overall, the concentration of NO₂ increased by 2% (+0.4µg/m³) for the sites in the LTN scheme area and by 5% for sites elsewhere in the Borough (+1.2µg/m³). This is broken down into a decrease of 4% (-0.9µg/m³) for LTN internal roads compared to an increase of 4% (+0.8 µg /m³) for similar urban background locations across the wider Borough – and an increase of 8% (+1.8µg/m³) on LTN boundary roads compared to an increase of 5% (+1.7µg/m³) on similar roads 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 Bruce Grove West Green LTN 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 such as 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 Bruce Grove West Green 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.



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Graph 11: Proportional Breakdown of Calls and Crimes in Bruce Grove West Green LTN area and Haringey

Insights: Anti-Social Behaviour and Crime Patterns

Pre LTN, in June, September and October 2022 the Bruce Grove West Green LTN area showed a lower percentage of reported crimes than the rest of the borough, however the area saw higher levels of reported crimes in July and August 2022 than the rest of the borough. Levels of reported crimes for the LTN area during this overall period fluctuated between 3.3 and 4.7%, while borough-wide, between 4% and 4.3% of crimes were reported during this period. The average was 4% for the scheme and 4.1% borough wide.

Post LTN, no significant changes have been observed. While crime reports have increased in the Bruce Grove LTN area in general, this has also been the case in the entire borough. The minimum % of crime reported has been 3.5% in the LTN (3.8% borough-wide), the maximum has been 4.7% in the LTN (4.8% borough-wide), and the average has been 4.2 in both the scheme area and the borough as a whole.

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 Bruce Grove West Green 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 Bruce Grove 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 Bruce Grove LTN scheme area.

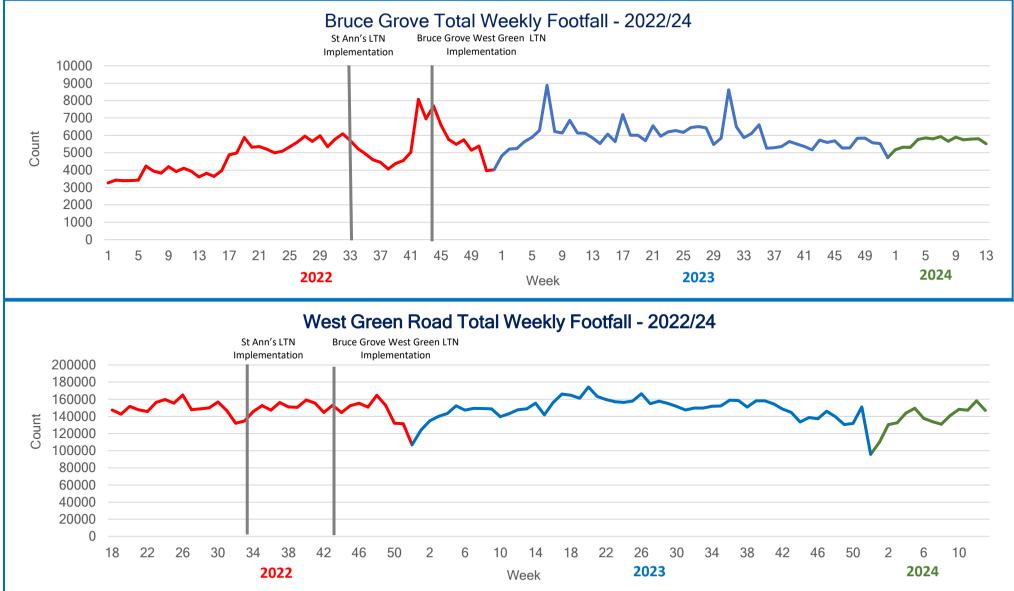
Methodology – MRI (Springboard) Footfall Counters

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 St Ann's LTN scheme, both Bruce Grove West Green and St Ann's LTNs have been considered for this analysis.

Total weekly footfall is shown in the following page.

Graph 12: Footfall Data



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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 Bruce Grove 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 both LTNs.

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 LTNs.

Instore Card Spend within the LTN

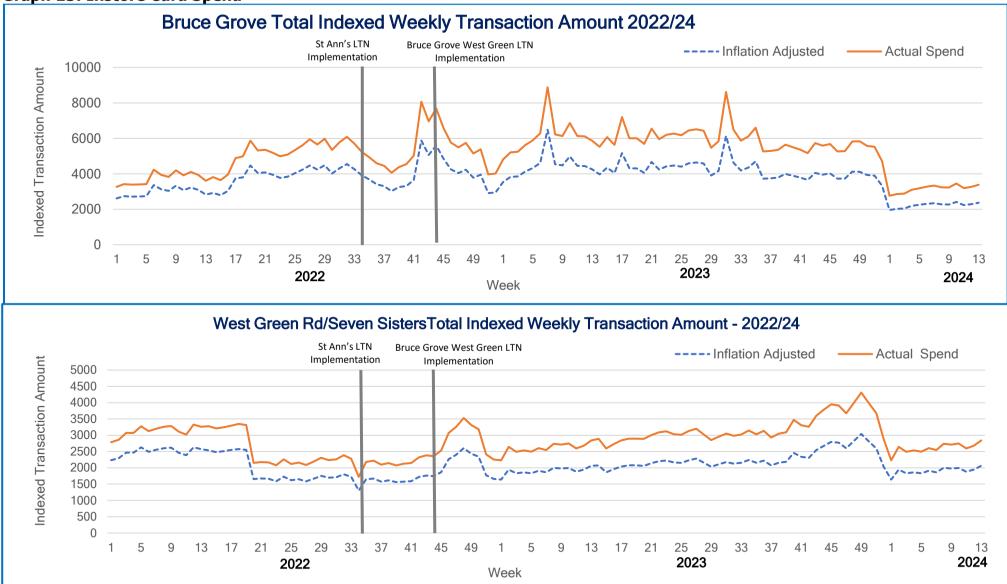
In addition to a footfall analysis, instore card spend has been analysed to evaluate whether businesses have been impacted by the LTN scheme. Both West Green Road / Seven Sisters and Bruce Grove business locations have been included as they are close to the Bruce Grove West Green LTN. Instore card spend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

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 13: Instore Card Spend



Page

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 prepandemic 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 has exceeded Pre-LTN levels. However, no causal relationship between the introduction of the LTNs and the instore card spend can be made.

Exemptions

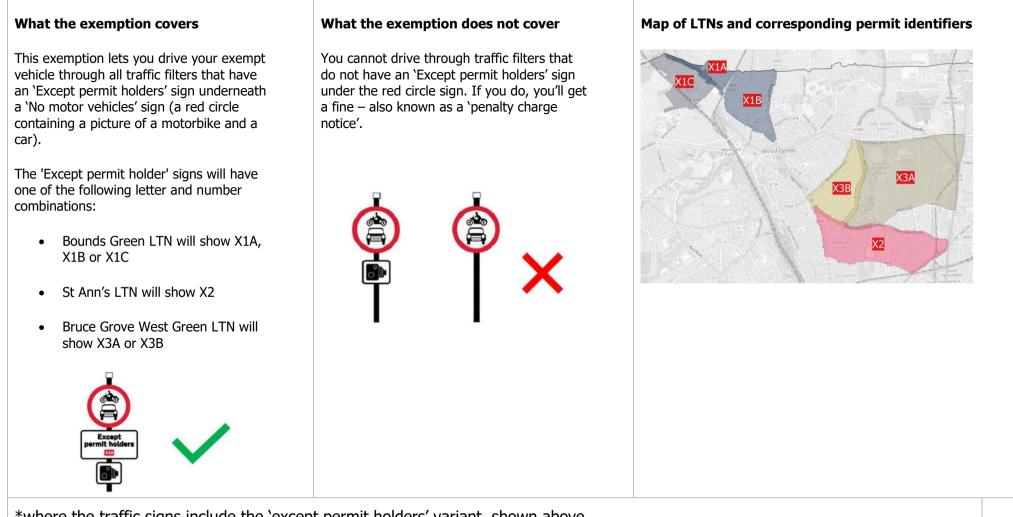
Exemptions allow <u>specific groups of motorists</u> to drive through one or more traffic filter. This benefits some motorists (typically those with greatest accessibility needs) by allowing them to pass through an LTN traffic filter, but it reduces the overall effectiveness of the LTN by increasing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

Table 31: Restriction Applications

Moving traffic restrictions (LTN traffic filters) do not apply to:	Exemption permits (eg X1, X2, X3) may be issued, upon application, to:
 any motor vehicle when used for fire brigade, ambulance or police purposes; 	 One motor vehicle nominated by a person who holds a valid disabled badge living within the London Borough of Haringey;
 any motor vehicle when used in an emergency by Hatzolah north west ambulance service. 	 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
 anything done with the permission or at the direction of a police constable in uniform; 	 transport; any motor vehicles authorised by Haringey Council services and commissioned services transporting people with a disability and Transport for London's Dial and the services transport for London's Dial and transport fo
 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 	 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
 67 of the Road Traffic Regulation Act 1984; permit holders (eg X1, X2, X3) <i>(see right for detail)</i> 	 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
 local buses (only where traffic signs allow them to proceed) 	or requirements imposed are being complied with, including Person, or person with a child, with a condition that means sitting in a
Council refuse and cleansing vehiclesPedal cycles	car or a re-routed journey causes overwhelming psychological distress;
 motor vehicles authorised by Haringey Council for the transport of a person with special education needs and 	makes sitting in a car very difficult;
disabilities (SEND) to facilitate home to school transport.vehicles that have written permission from the Council,	 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;
authorised by the Assistant Director for Direct Services, provided that any conditions or requirements imposed are being complied with.	 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 32: Exemption Coverage



*where the traffic signs include the 'except permit holders' variant, shown above.

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 Bruce Grove West Green LTN, for the period between the LTN launch and 1 October 2024.

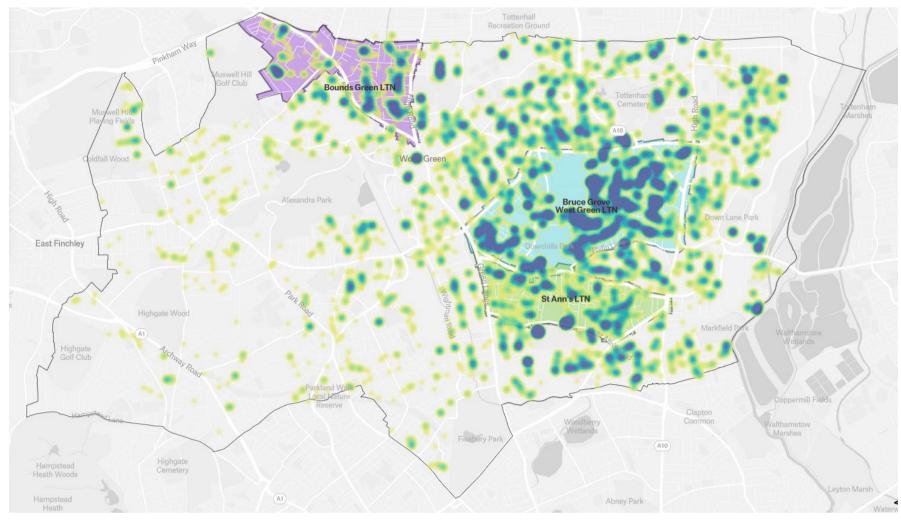
Graph 14: Exemptions Breakdown



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' (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)).

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 <u>health and deprivation data</u> 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 Bruce Grove West Green 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 Bruce Grove West Green boundary and internal roads.

	Pre LTN vs Post LTN-Now (Nov 2021 vs. Nov 2023)		
Vehicle Classification	Internal Roads	Boundary Roads	
Motorised Vehicles (volume, normalised)	-43,316 vehicles (-51%)	+5,078 vehicles (+3%)	
HGVs (volume, normalised)	-1,014 HGVs (-53%)	+1,000 HGVs (+22%)	
LGVs (volume, normalised)	-2,474 LGVs (-41%)	+72 LGVs (+1%).	
Motorcycles (volume, normalised)	-1,780 motorcycles (-35%)	+1,225 motorcycles (+17%)	
Cycles (volume, observed)	+1,222 cycles (+33%)	+492 cycles (+17%)	
Speeding (normalised)	-1mph (-5%)	-1.8mph (-9%)	

Table 33: Key Takeaways in the Bruce Grove West Green LTN

Internal roads have seen a decrease of 43,316 vehicles (-51%), whereas boundary roads have observed an increase of 5,078 vehicles (+3%). This is very similar to the results observed in the Post LTN-Interim (January 2023) counts, which had observed a reduction of 43,623 vehicles (-51%) compared to Pre LTN (November 2021) results. As described in the introduction, these figures do include instances where vehicles journeys have been counted multiple times, but it considered that these totals are accurate in their magnitude and direction of change – indicating that the scheme is performing well against its strategic objectives, and will help reclaim local streets for the people that live on them by making them safer and more welcoming for those choosing to walk, wheel, scoot or cycle for their local journeys.

More specifically, internal roads such as Langham Road and Downhills Park Road have seen reductions of 91% and 89% respectively since the introduction of local modal filters. Some of the internal roads that have seen increases, such as Sandringham Road, can likely be explained by the fact that they are now the primary entry or exit points into their respective LTN 'cells', and these increases tend to be smaller in magnitude than the decreases elsewhere. Sites such as these will need to be monitored closely to understand if these trends are short term or will need to be addressed. Boundary roads present a more mixed picture, displaying an increase of 5,078 vehicles, or 3%. Increases in traffic flows were higher between the Pre LTN and Post LTN-Interim phases (+13,843 vehicles, +9%), which suggests that people have adapted their journeys accordingly. However, boundary roads will need to continue to be monitored. West Green Road (at both Carlingford and Etherley Road), A1080 Westbury Avenue (@Willingdon Road) and B155 Belmont Road, in particular, have seen significant increases in traffic volumes.

There was an overall decrease of 2,474 LGVs and of 1,014 HGVs between November 2021 and November 2023 across internal roads. However, the proportion of LGVs increased by 5 percentage points, and HGVs by 1 percentage point. The total number of LGVs (+72) and HGVs (+1,000) increased on boundary roads.

Motorcycle volumes decreased across most internal roads, resulting in a decrease of 1,780 motorcycles per day. However, with this decrease of 35% came an increase in proportional representation from 8% to 10% (or 2 percentage points). For boundary roads, it appears that motorcycles have increased at a higher rate than total motorised traffic, with an increase of 17% or 1,225 daily vehicles. However, this does not affect the proportion of motorcycles on boundary roads, which remains 5%. These figures may indicate less flexibility for motorcycles (and motorcycle-based deliveries) and good vehicles than for general traffic in terms of routing options.

Cycling levels increased across both internal roads and boundary roads between November 2021 and November 2023, with cycling levels increasing by 33% (+1,222 daily cycles) on internal roads and by 17% (+492 daily cycle) on boundary roads. The majority of roads contributed to the overall increase. On internal roads, Broadwater Road, Downhills Park Road (@Downhills Park), Higham Road, Napier Road and St Loys Road observed changes of over 100 daily cycles, with the largest change being St Loys Road with 164 additional cycles (+112%). Boundary roads present a more mixed picture, with B153 Philip Lane seeing a large increase (+483 daily cycles) whilst A504 West Green Road (@Etherley Road) saw a decrease of 117 daily cycles. Most boundary roads observed increases in cycling levels, thus contributing to the overall increase. It is noted that these increases in cycling were in spite of considerably rainier weather in the Post LTN-Now (November 2023) month as compared to the Pre LTN (November 2021) month. The volume of dockless bikes traveling within the scheme area has also seen a significant increase since they were introduced, likely partially contributing to the overall increase in cycles counted.

With relation to the impact of the Bruce Grove West Green LTN on air quality, monitoring sites within the LTN area and on its boundary roads are in line with borough-wide trends, suggesting a negligible impact from the LTN introduction. Haringey will continue to monitor the air quality across the borough and within all LTN scheme areas, particularly at the two sites highlighted in the Air Quality chapter. Additional monitoring has already been installed at those two sites in early 2024.

With relation to wider safety and economic impacts of the LTNs, road collision, crime patterns, footfall, and card spend have been analysed. 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. Footfall has generally increased since the implementation of the LTNs. Despite a drop in card spend observed in early 2024, Post-LTN card spend has generally been similar to or has exceeded Pre-LTN levels. There is no indication that crime patterns, footfall and instore card spend within the Bruce Grove West Green LTN area have been impacted by the introduction of the LTN scheme specifically. 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 Bruce Grove West Green 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: Bruce Grove West Green Traffic Count Locations and Type

Haringey-commissioned traffic count sites and type

Site	Latitude	Longitude	Site Type
A105 Green Lanes (@Carlingford Road)	51.589335	-0.102431	ATC
A10 Bruce Grove (@The Avenue/Woodside Gardens)	51.595731	-0.071721	Video
A1080 Westbury Avenue (@Mannock Road)	51.592278	-0.100123	ATC
A1080 Westbury Avenue (@Willingdon Road)	51.594604	-0.096296	ATC
A109 Lordship Lane (@Elsden Road)	51.598689	-0.072492	ATC
A109 Lordship Lane (@Waltheof Avenue)	51.597876	-0.087721	ATC
A504 West Green Road (@Carlingford Road)	51.58687	-0.096709	ATC
A504 West Green Road (@Etherley Road)	51.586062	-0.091819	ATC
Adams Road	51.595579	-0.082249	ATC
The Avenue (@Broadwater Road)	51.594336	-0.075375	ATC
The Avenue (@Mount Pleasant Road/Marden Road)	51.593689	-0.078736	ATC
B153 Philip Lane	51.588632	-0.08182	ATC
B155 Belmont Road	51.58756	-0.094476	ATC
B155 Downhills Way	51.593325	-0.090923	ATC
Broadwater Road	51.597166	-0.075889	ATC
Carlingford Road	51.587112	-0.096376	ATC
Carlingford Road (@Crescent Road/Green Lanes)	51.589762	-0.101374	ATC
Chandos Road	51.595032	-0.076603	ATC
Clonmell Road	51.588729	-0.083542	ATC
Dongola Road	51.589315	-0.079692	ATC
Downhills Park Road (@Kirkstall Avenue/Philip Lane)	51.588482	-0.084519	ATC
Downhills Park Road (@Downhills Park)	51.590971	-0.08908	ATC
Drayton Road	51.594449	-0.077514	ATC
Elmhurst Road	51.59621	-0.073307	ATC
Elsden Road	51.598602	-0.071889	ATC
Forster Road	51.591838	-0.070678	ATC

Gloucester Road	51.589354	-0.081688	ATC	
Greyhound Road	51.591425	-0.074426	ATC	
Handsworth Road	51.590331	-0.082406	ATC	
Hartham Road	51.596729	-0.072421	ATC	
Higham Road	51.59224	-0.082769	ATC	
Keston Road	51.587711	-0.086262	ATC	
Kitchener Road	51.589157	-0.080603	ATC	
Langham Road	51.586672	-0.09124	ATC	
Linley Road	51.5973044	-0.0745005	ATC	
Lordsmead Road	51.598159	-0.077318	ATC	
Mannock Road	51.591488	-0.098107	ATC	
Moorefield Road	51.592955	-0.07114	ATC	
Mount Pleasant Road (#145/The Avenue)	51.593542	-0.078256	ATC	
Mount Pleasant Road (#316/Lordship Lane)	51.5976676	-0.0784272	ATC	
Mount Pleasant Road (#5/Philip Lane)	51.589489	-0.078922	ATC	
Napier Road	51.589952	-0.076697	ATC	
Newlyn Road	51.598049	-0.070895	ATC	
Pembury Road (#1/High Road)	51.596959	-0.068804	ATC	
Pembury Road (#59/Lordship Lane)	51.598042	-0.069576	ATC	
Radley Road	51.596435	-0.07496	ATC	
Ranelagh Road	51.592269	-0.074393	ATC	
Rusper Road	51.59257	-0.093552	ATC	
Sandringham Road	51.593284	-0.093499	ATC	
Sperling Road	51.593486	-0.072888	ATC	
St. Loys Road	51.592485	-0.070784	ATC	
Stanmore Road	51.587887	-0.097652	ATC	
Steele Road	51.592649	-0.075167	ATC	
Vincent Road	51.586797	-0.093505	ATC	
Walpole Road	51.591821	-0.090268	ATC	
Wilmot Road	51.591538	-0.086537	ATC	
Wimborne Road	51.595684	-0.076693	ATC	

Winchelsea Road	51.591972	-0.072608	ATC
Woodside Gardens	51.594069	-0.074326	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 <u>0.9894</u>, the January 2023 traffic counts by <u>0.9516</u>, and the November 2023 traffic counts by <u>0.9776</u> 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 ongoing 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 Pre LTN 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 'Pre LTN' 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.

Location	Postcode	Defra Classification
Harris Primary Academy, Philip Lane	N15 4AE	Roadside
Bruce Grove Primary School, Sperling Road	N17 6UL	Urban Background
471 High Road	N17 6QA	Roadside
87 Bruce Grove	N17 6UZ	Roadside
Park View Academy, Langham Road, London	N15 3RA	Urban Background
104 Westbury Ave	N22 6RT	Roadside
85 Downhills Way	N17 6AL	Roadside
6 Green Lanes	N15 3EA	Roadside

N17 6AR

N17 6FP

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. 10 of which were within the bounds of the Bruce Grove West Green scheme.

The air quality monitoring sites in the Bruce Grove West Green 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.

Bruce Grove West Green LTN air quality monitoring sites type and period of installation (diffusion tubes)

Urban Background

Urban Background

Data quality control

The Grove School, Downhills Park Road

73 Broadwater Road

To ensure data is as accurate as possible, national guidance for monitoring air guality (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.

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Air quality in Haringey is monitored using diffusion tubes. The existing monitoring stations currently measure the concentration of Nitrogen Oxides (NOx) 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 PM2.5 (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://new.haringey.gov.uk/sites/default/files/2024-09/air_quality_annual_status_report_for_2023.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 <u>Greater London Authority</u>, 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 10,000 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:

- <u>Pre- and Post-intervention Data</u>: 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.
- <u>Treatment and Control Groups</u>: 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).
- <u>Parallel Trend Assumption</u>: 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.
- <u>Calculation</u>: 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

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

• <u>Statistical Significance</u>: 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:

- <u>Teases out external factors</u>: DID separates the intervention's effect from changes that might have occurred anyway, ensuring that the estimate is unbiased.
- <u>Accounts for uncertainty</u>: 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_q), 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

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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.

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

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

Air pollution

Generalised DID Model for Air Pollution:

$$\begin{array}{ll} Ln(AP) = \alpha + \beta_{site}X_{site} + \beta_{time}X_{time} + \beta_{internal}X_{internal}D_{post} + \beta_{boundary}X_{boundary}D_{post} + \epsilon \\ Ln(AP) & \\ \alpha & \\ Base \ effect \\ D_{post} & \\ \end{array}$$
 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.

Air pollution (NO2)						
Bounds	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 A	nn's					
Boundary	1.0% [-8.1%, 11.0%]					
Internal	3.2% [-3.3%, 10.1%]					

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

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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 cobenefits, 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 (Laverty 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., 2011; 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

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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:

- 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	Lightyphiala
SVT	Light vehicle
TB2	
TB3	
T4	
ART3	
ART4	
ART5	Heavy vehicle
ART6	
BD	
DRT	
TRT	

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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
			A109 Bounds Green Road (@Gordon Road/Passmore
Bounds	BG163	Boundary	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

		Std.			
	Estimate	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	0.0000	*			
site)ST089	-0.3259	0.1538	-2.1200	0.0342	*			
site)ST090	0.6998	0.1538	4.5510	0.00042	***			
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	***			
ime effects (Relative the Monday(s) in 2	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						

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Model 2 – Light vehicle counts

		Std.			
	Estimate	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	**	l

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(cito)STORE	-2.1130	0.1665	-12.6870	< 2e-16	***
(site)ST085					***
(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 Mond	lay(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	
	1				
Signif. codes: 0 '***' 0.001 '**'	0.01 '*' 0.05 '.' 0.1 ' ' :	1			
Adjusted R-squared: 0.9315					
,					

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Model 3- Heavy vehicle counts

		Std.			
	Estimate	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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1						
	(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-10	***
(site)ST087	-0.6168	0.3226	-1.9120	0.0561	
(site)ST089	-4.2541	0.3226	-13.1860	< 2e-16	• ***
(site)ST099	-0.7055	0.3226	-2.1870	0.0289	*
(site)ST090	-3.5088	0.3226	-10.8760	< 2e-16	***
(site)ST091	-2.9704	0.3226	-9.2070	< 2e-10	***
(site)ST092	-3.5042	0.3226	-10.8620	< 2e-10	***
(site)ST094	1.5160	0.3275	4.6290	0.0000	***
(site)ST095	-1.7903	0.3226	-5.5490	0.0000	***
(site)ST095	-4.2046	0.3226	-13.0330	< 2e-16	***
(site)ST097	-0.8284	0.3226	-2.5680	0.0103	*
(site)ST097	-0.8284	0.3226	-10.2550	< 2e-16	***
(site)ST204	0.4579	0.3220	1.3980	0.1623	
(site)ST204	0.3843	0.3275	1.1910	0.1023	
(site)ST205	-2.9957	0.3226	-9.2860	< 2e-16	***
(site)ST200	-2.9937	0.3220	-9.2800	0.0167	*
(site)ST207	0.7518	0.3275	2.3300	0.0107	*
(site)ST209	1.4025	0.3220	4.2830	0.0199	***
(site)ST210	-4.1962	0.3275	-13.0070	< 2e-16	***
(site)ST210	-3.6356	0.3226	-11.2690	< 2e-10	***
(site)ST211	-3.1509	0.3226	-11.2090 -9.7670	< 2e-10	***
(site)ST212	-1.0291	0.3226	-3.1900	0.0015	**
(site)ST213	-0.0675	0.3226	-0.2090	0.8343	
(site)ST214	-2.5877	0.3226	-8.0210	0.0000	***
Time effects (Relative the Monday(s) in		0.3220	-0.0210	0.0000	
(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	
				1	1
Signif. codes: 0 '***' 0.001 '**' 0.01 '*'	0.05 '.' 0.1 ' '	1			
Adjusted R-squared: 0.833					

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Annex 2.1 Air quality monitoring sites

	1	1	
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
			Opposite Highgate Private Hospital, 17 – 19 View Road, Highgate.
External	HR40	External	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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1			
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

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

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1. Introduction – Bruce Grove West Green 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 West Green LTN (introduced 1 November 2022)

1.2 Scheme Context

On 1 November 2022, Haringey Council introduced a trial low traffic neighbourhood (LTN) in Bruce Grove West Green West Green 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 initially installed 21 new traffic filters in the Bruce Grove West Green West Green trial to prevent motor vehicles from cutting through the local area. Following an Interim review, restrictions along two roads were lifted and along one lifted in one direction, therefore 19 filters remained. 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 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;
 - o Alternatives, whether they support the or not and
 - Open questions to provide feedback regarding the above topics.
- Experience of LTN exemptions, including:
 - \circ $\,$ Awareness of and communications regarding exemptions $\,$
 - Application processes; and
 - Open question to provide further feedback regarding exemptions.

2.2 Other feedback channels

Since the LTNs 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 twice (at the Interim stage and at this final stage) 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 coders 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.

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, 2,922 responses were received across all the different consultation response channels for Bruce Grove West Green. The number of responses obtained through each channel is provided in Table 1.

Channel	Responses
Commonplace Survey	2,564
Responses through Formal Objections channel	277
Responses through Dedicated Email channel	18
Other email correspondence	31
Petition signatures	102
Total responses	2,922

Table 1. Bruce Grove West Green 2024 Consultation Response rates

3. Analysis of Commonplace Responses

3.1 Respondent background and connection to the LTN

Three fifths of respondents (62.2%) reporting¹ living within the Bruce Grove West Green West Green LTN, whilst a smaller proportion reported living on surrounding boundary roads (15.4%), in another part of Haringey (14.5%) or outside of Haringey (7.9%).

Category	Count	Percentage
I live within Bruce Grove West Green West Green LTN	1542	62.2
I live on a boundary road surrounding Bruce Grove West Green LTN	381	15.4
Live in another part of Haringey	360	14.5
Live in a different London Borough	147	5.9
Live outside London	48	1.9
Base	2478	100.0

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

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 page 22 of this report.

Of the respondents who reported living in a different London borough, just over a third lived in Enfield (34.4%) and one fifth in Hackney (20.8%).

Category	Count	Percentage
Enfield	43	34.4
Hackney	26	20.8
Barnet	15	12.0
Islington	13	10.4
Southwark	7	5.6
Waltham Forest	6	4.8
Lewisham	3	2.4
Redbridge	2	1.6
Tower Hamlets	2	1.6
Westminster	2	1.6
Camden	1	0.8
Hammersmith and Fulham	1	0.8
Havering	1	0.8
Lamberth	1	0.8
Newham	1	0.8
Bexley	1	0.8
Base	125	100.0

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

With regards to respondent's relationship to the LTN area, those who did not live within the LTN or on a surrounding boundary road were commonly connected due to visiting friends or family within the LTN (60.3%) or travelling through the LTN area (51.8%). Other connections included travelling along boundary roads or visiting friends or family on boundary roads (43.1% each).

Category	Count	Percentage
I visit friends or family within the LTN	320	60.3
I travel through the LTN area	275	51.8
I travel along boundary roads	229	43.1
I visit friends or family on boundary roads	229	43.1
I work in the LTN area	132	24.9
I work on a boundary road	64	12.1
Base	531	100.0

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

The majority of respondents did not have a disability or long-term health condition (84.9%). Of those who reported having a disability, nearly three tenths had a long-term health condition or hidden health condition (28.0%), whilst two tenths reported a physical disability (21.2%). Nearly three tenths of respondents had a disability which affected their mobility (29.2%).

Table 5. Do you have a disability?

Category	Count	Percentage
No	1170	84.9
Yes	208	15.1
Base	1378	100.0

The majority of respondents were in full time employment (67.9%), followed by part-time employment (12.8%) and just under a tenth were neither in paid employment nor in education (8.5%).

- Just over half of respondents who were in employment or education reported working or studying away from home (50.4%), whilst a quarter worked or studied from home (25.0%).
- Nearly four fifths of respondents in employment had a standard working day pattern (79.3%), whilst just over a tenth worked outside the standard working day (11.0%).

Category	Count	Percentage
Full-time employment	978	67.9
Part-time employment	184	12.8
Not in paid employment and not in education	122	8.5
Prefer not to say	121	8.4
Full-time education	30	2.1
Part-time education	5	0.3
Base	1440	100.0

Table 6. What is your employment status?

Nearly three quarters of respondents had access to at least one motor vehicle in their household (71.7%), whilst a quarter did not have access to a motor vehicle (23.9%). Of those respondents who had access to a car or van, half did not use the vehicle for work purposes (50.2%), whilst others used their vehicle for work sometimes (21.8%) or most of the time (21.1%).

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

Category	Count	Percentage
No	349	23.9
Yes, one motor vehicle	849	58.1
Yes, two or more motor vehicles	199	13.6
Prefer not to say	64	4.4
Base	1461	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. More respondents reported feeling positive as opposed to negative about the following factors, with two fifths feeling positive about pollution (40.2%), road safety (41.8%), walking (43.9%), cycling (41.0%) and noise (41.4%). In turn, more respondents reported feeling negatively about traffic congestion (47.9%), personal safety (43.8%) and crime and anti-social behaviour (45.7%).

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;
- Respondents without a disability;
- Respondents with a disability which does not affect their mobility;
- Respondents in education;
- Respondents with no access to a motor vehicle;
- Respondents without an LTN exemption;
- Respondents aged 29 and under; 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	43.9	21.0	32.5	2.6	2456
Road safety	41.8	16.1	39.8	2.2	2471
Noise	41.4	20.5	35.4	2.7	2429
Cycling	41.0	20.0	29.0	9.9	2423
Pollution	40.2	22.0	34.1	3.7	2487
Traffic congestion	39.8	10.9	47.9	1.4	2484
Personal safety	35.6	18.7	43.8	1.9	2462
Crime and anti-social behaviour	25.2	23.4	45.7	5.7	2447

Respondents were also asked how they feel about a number of factors in 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 living in another part of Haringey;
- Respondents without a disability;
- Respondents with a disability which does not affect their mobility;
- Respondents with no access to a motor vehicle;
- Respondents without an LTN exemption;
- Respondents aged 29 and under; 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	25.3	25.0	46.9	2.8	2274
Personal safety	23.6	26.6	47.3	2.5	2283
Road safety	22.0	18.7	57.2	2.1	2278
Cycling	21.8	21.9	46.7	9.6	2252
Pollution	20.7	19.3	56.8	3.1	2286
Traffic congestion	19.2	11.7	67.7	1.4	2290
Noise	19.0	21.3	56.6	3.0	2249
Crime and anti-social behaviour	17.4	28.5	47.8	6.3	2265

Respondents were also asked about changes in their travel since the introduction of the trial scheme. Over half of the respondents reported no changes in the way they travel with various modes, as shown in Table 10. However, around one in three respondents reported they were walking more (33.4%) and just under three in ten (28.4%) were cycling more.

Feature	More	No change	Less	Don't know	Base
Walking or wheeling	33.4	55.9	9.2	1.5	2238
Cycling	28.4	54.7	9.3	7.7	2181
Motor vehicle	25.5	50.0	19.9	4.6	2141
Bus	21.3	56.9	19.5	2.3	2181
Train or Underground	17.7	70.1	9.8	2.5	2161
Private hire vehicle	15.0	61.0	15.0	8.9	2059
Black taxi	9.8	66.4	11.9	11.9	2051
Assisted Transport	5.6	65.7	5.2	23.5	1951
Mobility scooter	4.5	66.4	4.7	24.4	1960

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

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

- **Walking or wheeling** Respondents in boundary roads (12.9%) reported walking or wheeling less than before compared to respondents within the LTN (8.2%), those in another part of Haringey (9.4%) or outside of Haringey (7.2%). Respondents with a disability also reported walking or wheeling less than before (13.2%) compared to those without a disability (7.5%). Similarly, respondents without an LTN exemption reported walking and wheeling less than before (14.1%) compared to those with (8.4%). Those aged 30-39 were the most likely age to walk more than before (40.0%).
- **Cycling-** Respondents in boundary roads (11.0%) reported cycling less than before compared to respondents within the LTN (8.5%), those in another part of Haringey (9.6%) or outside of Haringey (8.6%). Respondents with a disability reported cycling less than before (17.4%) compared to those without a disability (7.1%). Notably, respondents who were in education (50.0%) reported cycling more than before, compared to those with other employment statuses. Those without access to a motor vehicle (45.8%) reported cycling more than before, compared to respondents with one or more motor vehicles. Also, those with an LTN exemption reported cycling less than before (14.8%) compared to those without (8.7%). Those aged 30-39 were the most likely age to cycle more than before (40.0%).
- **Mobility scooter** Respondents with access to at least one motor vehicle reported using a mobility scooter less than before (3.9%) compared to those without access (1.4%).
- Assisted transport Respondents with access to at least one motor vehicle reported using assisted transport less than before (4.7%)

compared to those without access (1.1%).

- **Bus-** Respondents in boundary roads (22.6%) reported using buses less than before compared to respondents within the LTN (18.9%), those in another part of Haringey (19.7%) or outside of Haringey (15.7%). Respondents with a disability also reported using the bus less than before (28.5%) compared to those without a disability (17.6%).
- **Train or underground-** Respondents with a disability also reported using the train or underground less than before (16.8%) compared to those without a disability (7.2%). In addition, those with access to at least one motor vehicle report using the train or underground less than before (8.8%) compared to those without access (5.0%).
- **Black taxi-** Respondents with a disability reported using black taxis less than before (17.5%) compared to respondents without a disability (10.4%). Also, respondents with access to a motor vehicle reported travelling by black taxis more than before (8.3%) compared to those without access (6.0%). Notably, those with an LTN exemption reported travelling by black taxi less than before (21.3%) compared to those without (11.3%).
- **Private hire vehicle-** Respondents within the boundary road (20.6%) reported using private hire vehicles more than before compared to respondents living in the LTN (14.4%), another part of Haringey (10.7%) or outside of Haringey (15.8%). Respondents with a disability also reported using private hire vehicles less than before (22.2%) compared to respondents without a disability (13.1%). Similarly, respondents in education reported using private hire vehicles less than before (21.9%) compared to those in other employment (13.7%). Those respondents with an LTN exemption also reported using private hire vehicles less than before (21.9%) compared to those in other employment (13.7%). Those respondents with an LTN exemption also reported using private hire vehicles less than before (22.7%) compared to those without (14.2%).
- **Motor vehicles-** Respondents living within the LTN (21.6%) reported using motor vehicles more than before compared to respondents living in the boundary road (13.9%), another part of Haringey (21.5%) or outside of Haringey (12.1%). Respondents in education reported using motor vehicles less than before (31.3%) compared to those in other employment (20.4%). Respondents with access to two or more motor vehicles reported using motor vehicles more than before (41.2%) compared to those with one motor vehicle (26.5%) and those without access to a motor vehicle (3.3%). Additionally, respondents with an LTN exemption were travelling more than before (40.2%) by motor vehicles compared to those without an exemption (23.9%).

Those aged 29 and under were most likely to report an increase in travel since the LTN was introduced for Motor vehicle (43.8%), Bus (25.2%), Train or underground (24.5%), Private hire vehicle (24.5%) and Black taxi (16.3%) Those aged between 30 and 39 were most likely to report an increase in travel since the LTN was introduced for Walking or wheeling (40.0%) and Cycling (35.0%)

Male respondents were more likely to report an increase in travel since the LTN was introduced for Cycling (36.4%), Bus (22.2%) and Train or underground (18.5%). Conversely, female respondents were more likely to report an increase in travel since the LTN was introduced for Motor vehicle (22.1%), Private hire vehicle (15.1%) and Black taxi (10.6%)

1668 respondents provided a total of 2905 comments regarding their change in travel, thinking specifically about time of the day or days of the week. The most common themes related to 'Congestion/traffic build-up/displacement', 'increased journey times', and 'improved environment for active travel'.

Most comments relating to 'Congestion/traffic build-up/displacement' and 'increased journey times' referred to the increased traffic caused by the LTN and the additional journey times because of this. Comments relating to 'Improved environment for active travel' refer to the increased safety respondents felt when walking and cycling within the LTN due to reduced traffic. The comments also referred to walking and cycling being a more pleasurable experience due to the quieter environment.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in table 11 below:

Themes	Count	Themes (continued)	Count
Congestion/traffic build-up/displacement	537	Cycle improvements required	15
Increased journey times - general	520	Improve access/allow exemptions - residents	15
Improved environment for active travel	311	Reduced pollution (unspecified)	13
Increased pollution (unspecified)	197	Money-making scheme	12
Increased journey times - public transport	140	Negative comment on Council	11
No changes observed	136	Public transport improvements - General	10
Road safety concerns	102	Public transport improvements - Reduce overcrowding	7
Reduced car ownership/usage	89	Improved air quality	7
Improved road safety	86	Reduced parking availability	6
Reduced socialisation/increased division	64	Positive impact on health (unspecified)	6
Reduced air quality	47	Amend parking provisions/restrictions	5
Remove the LTN	42	Modify the LTN	5
Anti-social behaviour concerns	40	Improved feeling of community/sociability	4
Reduced public transport quality - unspecified	38	Improve signage/wayfinding	3
Negative impact on mental health	33	Improve access/allow exemptions - emergency services	3
Increased noise pollution	32	Unspecified positive comment	3
Improved safety (unspecified)	32	Improve public facilities	3
Lack of alternatives to car use	32	Improve access/allow exemptions - disabled people/carers	3
Negative impact on health (unspecified)	30	Pedestrian/walking improvements required - General	2
Reduced traffic/congestion	29	Suggestions for enforcement	2

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

Unspecified negative comment	29	Inappropriate/illegal parking	2
Increased public transport usage	26	Comment on consultation	2
Unclear sentiment	25	Electric/hybrid/low emission vehicles	2
Increased car ownership/usage	24	Improve access/allow exemptions - tradespeople	2
Reduced noise pollution	23	Improve access/allow exemptions - unspecified	1
Improve access/allow exemptions - taxis/private hire	20	Positive impact on mental health	1
Negative impact on business/the economy	20	Pedestrian/walking improvements required - Crossings	1
Support the LTN	18	Reference to other LB Haringey/Government policies	1
Proposals are unfair/create inequality	17	Alternative road layout proposed	1
No comment	17	Modify the LTN - Reduce number of filters	1

Respondents were asked how they felt about changes in community interactions in the area. Whilst nearly a third of respondents (30.0%) reported that they did not notice any changes, over a quarter of respondents (28.0%) reported feeling less connected in their community. Respondents felt similarly about improved community interactions, with over a tenth of respondents spending more time in public spaces (15.7%), feeling a stronger sense of belonging (15.6%) and interacting more with neighbours (12.2%).

Category	Count	Percentage
I have noticed no change	770	30.0
I feel less connected	719	28.0
Spend more time in local public spaces	402	15.7
I feel a stronger sense of belonging	401	15.6
Interact more with neighbours	314	12.2
I participate more in local events	193	7.5
Base	2564	100.0

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

Respondents aged 60 and over were less likely to agree than other ages that they Interact more with neighbours (9.0%), Spend more time in local public spaces (9.0%) and Feel a stronger sense of belonging (9.7%). Those aged between 50 and 59 were less likely to agree that they Participate more in local events (5.0%). Those aged 29 and under were less likely to agree with that they Have noticed no change (27.8%), and most likely agree that they Feel less connected (53.9%).

Female respondents were less likely than males to agree that they Spend more time in local public spaces (13.1%), Feel a stronger sense of belonging (14.5%), Interact more with neighbours (11.4%) and Participate more in local events (6.6%)

1341 respondents provided a total of 2132 comments regarding any changes they have noticed in community interaction or neighbourhood atmosphere 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 within the theme 'Reduced socialisation/increased division' referred to community groups feeling divided about the LTNs, leading to a less friendly atmosphere and increased tension. Respondents referred to not seeing many residents in the area generally and feeling more isolated. 'Improved feeling of community/sociability' comments refer to the reduced traffic within the LTN areas allowing more people to socialise in the streets and interact with their neighbours, making the environment more friendly. Comments relating to 'Congestion/traffic build-up/displacement' refers to the increased volume of traffic in surrounding areas of the LTN and increased frustration amongst drivers as a result.

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:

Themes			Count
Themes	Count	Themes (continued)	Count
Reduced socialisation/increased division	389	Improved air quality	8
Improved feeling of community/sociability	227	Improve signage/wayfinding	8
Congestion/traffic build-up/displacement	172	Improve access/allow exemptions - residents	7
Increased journey times - general	125	Improve access/allow exemptions - deliveries	6
No changes observed	114	Traffic calming measures - speed bumps	4
Improved environment for active travel	104	Suggestions for enforcement	3
Anti-social behaviour concerns	96	Traffic calming measures - unspecified	3
Unspecified negative comment	94	Pedestrian/walking improvements required - General	3
Road safety concerns	88	Inappropriate/illegal parking	3
Improved road safety	71	Modify the LTN	3
Increased pollution (unspecified)	71	Improve access/allow exemptions - emergency services	3
Reduced traffic/congestion	65	Cycle improvements required	2
Negative impact on mental health	47	Public transport improvements - General	2
Negative impact on business/the economy	44	Improve access/allow exemptions - taxis/private hire	2
Remove the LTN	34	Public transport improvements - Reduce overcrowding	2
Reduced noise pollution	34	Amend parking provisions/restrictions	2

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

Increased noise pollution	33	Positive impact on health (unspecified)	2
Proposals are unfair/create inequality	30	Inappropriate/illegal parking	2
Unspecified positive comment	25	Electric/hybrid/low emission vehicles	1
Improve access/allow exemptions - disabled people/carers	21	Improve access/allow exemptions - visitors	1
Reduced pollution (unspecified)	19	Improve access/allow exemptions - tradespeople	1
Reduced air quality	18	Reduced public transport quality - unspecified	1
Support the LTN	18	Increased trees/plants/greenery	1
Increased journey times - public transport	15	Further information/monitoring requests	1
Money-making scheme	14	Traffic calming measures - amend speed limits	1
Negative comment on Council	13	Alternative road layout proposed	1
No comment	13	Increased lighting	1
Improved safety (unspecified)	12	Positive impact on mental health	1
Comment on consultation	11	Improve public facilities	1
Negative impact on health (unspecified)	10	Improved access/allow exemptions - residents	1
Unclear sentiment	9	Increased congestion/traffic build-up/displacement	1
Reduced car ownership/usage	9	Lack of alternatives to car use	1
Reduced parking availability	8		

In addition to the detailed questions above, respondents were asked in general how they felt about the trial LTN since the scheme was launched. 37.3% felt positive about the scheme, whilst 59.4% indicated negative feelings. Only 2.5% were neutral and 0.7% indicated they were "not sure" of their feelings. These findings are outlined in Table 14.

Category	Count	Percentage
Positive	768	37.3%
Neutral	52	2.5%
Negative	1,223	59.4%
Not sure	15	0.7%
Base	2,058	100.0%

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

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	41.0	19.3	46.9	28.8
Neutral	2.6	4.4	1.4	1.3
Negative	56.4	76.3	51.7	69.9
Base	1244	295	286	156

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	44.5%	13.1%	40.1%	32.7%	
Neutral	2.8%	2.0%	2.9%	2.0%	
Negative	52.7%	84.8%	56.9%	65.3%	
Base	831	99	339	98	

1616 respondents provided a total of 2232 comments about any changes or alternatives they would like to see to the trial LTN. The most common themes related to wanting the trial removed, cycle improvements required, and improving access for residents.

- 'Remove the LTN' mostly included comments citing negative impacts the trial scheme has had on residents such as the increased congestion and pollution and suggested that the LTN should be removed.
- 'Cycle improvements required' included mostly comments regarding increasing cycling infrastructure such as cycle lanes in Haringey and cycle storage.
- Comments relating to 'Improve access/allow exemptions residents' mostly suggested that residents in the LTN area should be exempt from the traffic filters, with different levels of exemptions suggested. For example, suggestions for exemptions included all residents with registered car permits, only those living in the street or all those living within the Haringey borough.
- Requests for modifications to the LTN included requests to change the number or location of filters (or changing the number of streets which are open or closed), or other suggestions such as introducing timed closures.

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:

Themes	Count	Themes (continued)	Count
Remove the LTN	327	Fewer/no exemptions	6
Cycle improvements required	300	Improve access/allow exemptions - deliveries	6
Improve access/allow exemptions - residents	153	Negative impact on mental health	6
Increased lighting	139	Improve access/allow exemptions - tradespeople	5
Pedestrian/walking improvements required - Crossings	114	Proposals are unfair/create inequality	5
Congestion/traffic build-up/displacement	111	Suggested improvements for exemptions	5
Modify the LTN - Reduce number of filters	110	Increased noise pollution	5
Suggestions for enforcement	80	Improve access/allow exemptions - teachers	4
Road safety concerns	72	Inappropriate/illegal parking	4
Alternative road layout proposed	64	Modify the LTN - Increase restrictions for HGVs	4
Modify the LTN	58	Reduced traffic/congestion	3
Improve signage/wayfinding	48	Improved road safety	3
Increased pollution (unspecified)	43	Improve access/allow exemptions - visitors	3
Increased journey times - general	42	Reduced car ownership/usage	3
Public transport improvements - General	38	Increased journey times - public transport	3

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?

Support the LTN	34	Reduced socialisation/increased division	3
Unclear sentiment	34	Electric/hybrid/low emission vehicles	3
Improve public facilities	33	Pedestrian/walking improvements required - General	2
Unspecified negative comment	30	Further consultation	2
Modify the LTN - Increase number of filters	30	Public transport improvements - Reduce overcrowding	2
Reference to other LB Haringey/Government policies	28	Reduced parking availability	2
Traffic calming measures - speed bumps	27	Improve access/allow exemptions - electric/hybrid/low	2
		emission vehicles	
Traffic calming measures - unspecified	25	Improved air quality	2
Anti-social behaviour concerns	24	Lack of alternatives to car use	2
No comment	23	Inappropriate/illegal parking	2
Traffic calming measures - amend speed limits	19	Increased car ownership/usage	1
Improved environment for active travel	18	Improved parking availability	1
Money-making scheme	17	Positive impact on health (unspecified)	1
Amend parking provisions/restrictions	15	Negative impact on business/the economy	1
No changes desired	13	Reduced public transport quality - unspecified	1
Increased trees/plants/greenery	13	Negative impact on health (unspecified)	1
Improve access/allow exemptions - taxis/private hire	12	Improved feeling of community/sociability	1
Improve access/allow exemptions - disabled people/carers	10	Improved public facilities	1
Further information/monitoring requests	9	Unspecified positive comment	1
Negative comment on Council	7	Improve access/allow exemptions - car share	1
Reduced air quality	7	Comment on consultation	1
Improve access/allow exemptions - emergency services	7		

Respondents were asked how they felt about the trial restriction of HGVs (over 7.5 tonnes) in Downhills Way / Belmont Road (B155). More respondents reported feeling positive about the trial (44.7%) compared to feeling negative (17.8%). These findings are outlined in Table 16.
Those aged 20-29 were less likely than other age groups to hold positive sentiments towards the trial restriction of HGVs.

Table 16. In general, how do you feel about the trial restriction of H	HGVs (over 7.5 tonnes) in Downhills Way / Belmont Road (B155)?

Category	Count	Percentage
Very positive	532	28.0
Positive	317	16.7
Neutral	409	21.5
Negative	156	8.2
Very negative	181	9.5
Not sure	303	16.0
Base	1898	100.0

1391 respondents provided a total of 2924 comments when asked for any additional feedback they wanted to provide regarding the trial LTN. The most common themes related to `Congestion/traffic build-up/displacement', `Remove the LTN', and `Support the LTN'.

- Comments relating to 'Congestion/traffic build-up/displacement' referred to the increased traffic on boundary roads of the LTN area, causing increased journey times, disruption, and increased air pollution.
- Comments relating to 'Remove the LTN', included the negative impacts of the LTN on residents being able to access their homes, and a general desire for the trial to be discontinued.
- Comments relating to 'Support the LTN' mostly referred to the positive impact of LTNs with regards to making residential streets quieter, safer and more pleasant, improving the safety and ease of active travel. Comments cited a desire to make the trial permanent.

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:

Themes	Count	Themes (continued)	Count
Congestion/traffic build-up/displacement	320	Improve access/allow exemptions - taxis/private hire	16
Remove the LTN	307	Modify the LTN - Reduce number of filters	15
Support the LTN	222	Improve signage/wayfinding	12
Increased pollution (unspecified)	188	Amend parking provisions/restrictions	11
Proposals are unfair/create inequality	155	Improve access/allow exemptions - deliveries	10
Increased journey times - general	146	Traffic calming measures - unspecified	10
Unspecified negative comment	119	Positive impact on health (unspecified)	9
Money-making scheme	79	Modify the LTN - Increase number of filters	9
Negative comment on Council	74	Improve access/allow exemptions - tradespeople	8
Road safety concerns	68	Reduced car ownership/usage	8
Anti-social behaviour concerns	66	Improve access/allow exemptions - disabled people/carers	8
Reduced socialisation/increased division	61	Improve access/allow exemptions - emergency services	7
Modify the LTN	61	Modify the LTN - Increase restrictions for HGVs	7
Reduced air quality	59	Further consultation	7
Improve access/allow exemptions - residents	55	Improve public facilities	7
Negative impact on health (unspecified)	51	Reference to other LB Haringey/Government policies	7
Comment on consultation	49	Traffic calming measures - speed bumps	5

Table 17. Do you have any other comments about the trial LTN?

Increased noise pollution	48	Electric/hybrid/low emission vehicles	5
Suggestions for enforcement	43	Reduced parking availability	4
Negative impact on mental health	41	Reduced public transport quality - unspecified	4
Reduced traffic/congestion	40	Pedestrian/walking improvements required - General	3
Reduced noise pollution	40	Increased car ownership/usage	3
Increased journey times - public transport	39	No changes observed	3
Improved road safety	38	Improve access/allow exemptions - teachers	3
Improved environment for active travel	38	Alternative road layout proposed	2
Cycle improvements required	33	Traffic calming measures - amend speed limits	2
Further information/monitoring requests	33	Increased public transport usage	1
Negative impact on business/the economy	32	Improve access/allow exemptions - visitors	1
Lack of alternatives to car use	31	Positive impact on mental health	1
Unspecified positive comment	30	Fewer/no exemptions	1
Improved feeling of community/sociability	29	Increased trees/plants/greenery	1
Improved safety (unspecified)	26	Negative impacts on businesses	1
No comment	26	Increased lighting	1
Improved air quality	24	Pedestrian/walking improvements required - Crossings	1
Unclear sentiment	22	Inappropriate/illegal parking	1
Reduced pollution (unspecified)	19	Public transport improvements - Reduce overcrowding	1
Public transport improvements - General	16	Improve access/allow exemptions - public transport	1

3.3 Views on LTN exemptions

Respondents were asked whether they had an LTN exemption, with a majority (91.5%) reporting that they did not have any exemptions.

Category	Count	Percentage
No	2273	91.5
Yes	100	4.0
Prefer not to say	112	4.5
Base	2485	100.0

Table 18. Do you have an LTN exemption?

Of the respondents who reported having an LTN exemption, a third reported holding Blue Badges-Haringey (27.3%), while less than a tenth (7.9%) reported having exemptions due to individual circumstances.

Table 19. If you have an LTN exemption, under which criteria was it granted?

Category	Count	Percentage
Blue Badge holder - Haringey	62	27.3
Individual circumstance	18	7.9
Urgent safety matter	4	1.8
Blue Badge holder - Enfield	2	0.9
Emergency services	2	0.9
Council refuse and cleansing	1	0.4
SEND transport	1	0.4
Disability transport	1	0.4
Prefer not to say	136	59.9
Base	227	100.0

Respondents were asked how they felt about the exemptions for motor vehicles being offered by the council. Overall, 57.8% felt that more people should be exempt, whilst just over three in ten respondents (31.3%) felt the currently level of exemptions were about right. The following respondent demographics were more likely to suggest that exemptions should be offered:

- Respondents who lived on boundary roads;
- Respondents who worked in the LTN area;
- Respondents with a disability reported more people should be exempt compared to those without;
- Of those with disabilities, respondents whose mobility is affected;
- Respondents in education as opposed to other employment;
- Respondents with access to a motor vehicle;
- Respondents with an LTN exemption;
- Respondents aged 29 and under; and
- Female respondents.

Table 20. How do you feel about the exemptions for motor vehicles been offered by the council?

Category	Count	Percentage
More people should be exempt	1129	57.8
The right level of exemptions have been offered	611	31.3
Less people should be exempt	214	11.0
Base	1954	100.0

1115 respondents provided a total of 1387 comments regarding any changes they think should be implemented regarding the exemptions. The most common themes related to allowing exemptions for residents, removal of the LTN, and allowing exemptions for those who are disabled or carers.

- Most comments relating to 'Improve access/allow exemptions residents' suggested that all residents within the LTN should be exempt from restrictions on their travel.
- Comments referring to 'Remove the LTN' further suggest that the trial should be removed, citing the negative impacts to their journey times from increased congestion on surrounding roads.
- Comments relating to 'Improve access/allow exemptions disabled people/carers' mostly refer to providing exemptions for those who
 are elderly and have limited mobility, those with disabilities, and carers of more vulnerable residents. Comments also suggest all Blue
 badge holders should be exempt from LTN restrictions.

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:

Themes	Count	Themes (continued)	Count
Improve access/allow exemptions - residents	501	Lack of alternatives to car use	5
Remove the LTN	194	Unspecified positive comment	4
Improve access/allow exemptions - disabled people/carers	90	Reference to other LB Haringey/Government policies	4
Improve access/allow exemptions - tradespeople	46	Negative impact on business/the economy	4
Congestion/traffic build-up/displacement	45	Improve signage/wayfinding	3
No comment	40	Negative comment on Council	3
Fewer/no exemptions	37	No changes desired	3
Improve access/allow exemptions - taxis/private hire	35	Negative impact on health (unspecified)	3
Increased pollution (unspecified)	34	Improved environment for active travel	3
Suggestions for enforcement	29	Improve access/allow exemptions - families with young	2
		children	
Improve access/allow exemptions - deliveries	26	Improved road safety	2
Improve access/allow exemptions - emergency services	23	Improve access/allow exemptions - Council staff	2
Improve access/allow exemptions - key workers	21	Public transport improvements - General	2
Unclear sentiment	21	Cycle improvements required	2
Improve access/allow exemptions - visitors	19	Improve access/allow exemptions - elderly	2

Table 21. If you think changes are required to the exemptions, please provide more details.

Increased journey times - general	19	Support the LTN	2
Suggested improvements for exemptions	18	negative impact on mental health	2
Unspecified negative comment	17	Improve access/allow exemptions - car clubs	2
Improve access/allow exemptions - teachers	16	Increased journey times - public transport	2
Money-making scheme	14	Modify the LTN - Increase number of filters	2
Further information/monitoring requests	14	Reduced air quality	1
Improve access/allow exemptions - electric/hybrid/low	10	Amend parking provisions/restrictions	1
emission vehicles			
Road safety concerns	9	Reduced parking availability	1
Reduced socialisation/increased division	8	Further consultation	1
Proposals are unfair/create inequality	8	Inappropriate/illegal parking	1
Anti-social behaviour concerns	6	Need for appeals process	1
Comment on consultation	6	Reduced car ownership/usage	1
Modify the LTN	6	Improve access/allow exemptions - unspecified	1
Modify the LTN - Reduce number of filters	5	Reduced public transport quality - unspecified	1
Increased noise pollution	5	Positive impact on health (unspecified)	1
		Increased trees/plants/greenery	1

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

4.1 Formal objections channel

A total of 277 responses were received through the formal objections channel included relating to Bruce Grove West Green. Of these responses:

- 228 respondents made formal objections towards the LTN (866 comments);
- 43 respondents provided comments in support of the scheme (116 comments); and
- 7 respondents provided other feedback with a negative sentiment, without outright objection to the scheme (18 comments).

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

Themes	Count	Themes (continued)	Count
Congestion/traffic build-up/displacement	159	Further information/monitoring requests	19
Increased noise/air pollution	107	Public transport improvements	17
Increased journey times	102	Improve access/allow exemptions - emergency services	17
Remove the LTN	86	Alternative road layout proposed	15
Scheme is unfair/discriminatory	43	Further consultation	14
Anti-social behaviour concerns	42	Modify the LTN	10
Negative impact on mental/physical health	40	Unclear sentiment	8
Road safety concerns	40	Improve signage/wayfinding	8
Negative impacts on businesses	38	Improve access/allow exemptions - disabled	8
Comment on consultation	33	people/carers Suggestions for enforcement	3
			5
Improve access/allow exemptions - residents	30	Reduced car ownership/usage	1
Money making scheme	26		

Table 22a. Objection Channel Themes – Formal objections relating to Bruce Grove West Green.

Themes	Count	Themes (continued)	Count
Support the LTN	34	Congestion/traffic build-up/displacement	2
Improved safety for walking/cycling	33	Suggestions for enforcement	2
Reduced noise/air pollution	14	Improve access/allow exemptions - disabled	1
		people/carers	
Consider LTN expansion	8	Public transport improvements	1
Reduced car ownership/usage	6	Anti-social behaviour concerns	1
Suggested active travel improvements	5	Alternative road layout proposed	1
Reduced anti-social behaviour	3	Comment on consultation	1
Improve signage/wayfinding	3	Modify the LTN	1

Table 22b. Objection Channel Themes – Comments of support relating to Bruce Grove West Green.

Table 22c. Objection Channel Themes – Negative feedback relating to Bruce Grove West Green.

Themes	Count	Themes (continued)	Count
Road safety concerns	3	Support the LTN	1
Anti-social behaviour concerns	2	Suggestions for enforcement	1
Congestion/traffic build-up/displacement	2	Comment on consultation	1
Increased journey times	2	Unclear sentiment	1
Remove the LTN	1	Increased noise/air pollution	1
Suggested active travel improvements	1	Money making scheme	1
Improve signage/wayfinding	1		

4.2 Designated LTN feedback channel

A total of 18 responses were received through a separate LTN feedback channel relating to Bruce Grove West Green. Of these responses:

- 3 respondents provided neutral comments (6 comments);
- 1 respondent provided comments in support of the scheme (3 comments); and
- 14 respondents provided feedback with a negative sentiment (49 comments).

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

Table 23a. LTN Feedback Channel Themes – Neutral comments relating to Bruce Grove West Green.

Themes	Count	Themes (continued)	Count
Improve signage/wayfinding	1	Improve access/allow exemptions - car clubs	1
Suggestions for enforcement	1	Alternative road layout proposed	1
Road safety concerns	1	Improve access/allow exemptions - taxis	1

Table 23b. LTN Feedback Channel Themes – Positive comments relating to Bruce Grove West Green.

Themes	Count	Themes (continued)	Count
Alternative road layout proposed	1	Consider LTN expansion	1
Improved safety for walking/cycling	1		

Table 23c. LTN Feedback Channel Themes – Negative comments relating to Bruce Grove West Green.

Themes	Count	Themes (continued)	Count
Congestion/traffic build-up/displacement	9	Road safety concerns	3
Increased journey times	7	Negative impact on mental/physical health	3
Comment on consultation	4	Suggestions for enforcement	2
Money making scheme/Corruption	4	Remove the LTN	2
Public transport improvements	4	Modify the LTN	1
Scheme is unfair/discriminatory	4	Reduced safety for walking/cycling	1
Increased noise/air pollution	4	Negative impacts on businesses	1

4.3 Other email correspondence

A total of 31 respondents provided email feedback through alternative channels relating to Bruce Grove West Green. Of these responses:

- 12 respondents provided suggestions for improvements to the scheme (17 comments);
- 8 respondents provided comments in support of the scheme (26 comments);
- 15 respondents provided feedback that included a negative sentiment (42 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 24a. Other email correspondence themes – Bruce Grove West Green - Suggestions

Themes	Count	Themes (continued)	Count
Modify the LTN	2	Suggestions for enforcement	1
Improve access/allow exemptions - emergency services	2	Improve signage/wayfinding	1
Road safety concerns	2	Modify the LTN - Increase restrictions for HGVs	1
Comment on consultation	2	Support the LTN	1
Alternative road layout proposed	2	Modify the LTN - Reduce number of filters	1
Proposals are unfair/create inequality	1	Modify the LTN - Increase number of filters	1

Table 24b. Other email correspondence themes – Bruce Grove West Green – Positive comments

Themes	Count	Themes (continued)	Count
Support the LTN	7	Improved feeling of community/sociability	2
Improved air quality	4	Positive impact on health (unspecified)	2
Positive impact on mental health	3	Improved environment for active travel	1
Improved road safety	3	Public transport improvements - General	1
Reduced noise pollution	2	Reduced traffic/congestion	1

Themes	Count	Themes (continued)	Count
Congestion/traffic build-up/displacement	6	Improve access/allow exemptions - disabled	1
		people/carers	
Increased journey times - general	5	Reduced public transport quality - unspecified	1
Proposals are unfair/create inequality	4	Reduced noise pollution	1
Comment on consultation	3	Alternative road layout proposed	1
Road safety concerns	3	Reduced socialisation/increased division	1
Increased pollution (unspecified)	3	Unspecified negative comment	1
Remove the LTN	2	Improve access/allow exemptions - residents	1
Increased noise pollution	2	Negative impact on business/the economy	1
Anti-social behaviour concerns	2	Improve access/allow exemptions - taxis/private hire	1
Negative comment on Council	2	Negative impact on mental health	1

Table 24c. Other email correspondence themes – Bruce Grove West Green – Negative comments

4.4 Petitions signatures

In addition to the feedback obtained through other channels, the Council received a petition entitled "<u>LTNs - Exemption for all Bruce</u> <u>Grove residents</u>", which gathered 102 signatures. In line with the Council's <u>petition process</u>, Haringey provided a written response to the petition, which in turn, the petition organiser could forward to other signatories. The response from the Council is outlined below:

Bruce Grove West Green LTN was introduced in November 2022 on a trial basis as part of the Council's <u>Streets for People programme</u>. The LTN was introduced as the Council wanted to reduce the overall volume of traffic in and around the area, and to enable safer walking and cycling so that the whole community could benefit from cleaner air and safer streets.

At its inception, the LTN had a range of exemptions in place which were subsequently expanded in September 2023. Exemptions allow anyone to apply to the Council for permission to drive through some of the traffic filters if they meet the <u>exemption criteria</u>. As noted in the <u>LTN exemptions report</u>, the aim of the LTN is to provide "the safest possible environment for people to walk, wheel and cycle in" but makes clear that "there is a need to balance the equalities benefits of providing particular exemptions versus the benefits of minimising exemptions". In view of this, exemptions are available in certain circumstances – such as for Blue Badge holders – but a general exemption for residents within the LTN is not available as this risks undermining the aim of the scheme.

Notwithstanding the above, we are nearing the end of the LTN trial and will shortly be carrying out a full review of the LTN. The results of that review will be brought to Cabinet and a decision will be made whether to make the trial LTN scheme permanent or not. The review will:

- evaluate the effects of the LTN (e.g. traffic, air quality, road safety, crime, and bus journey times)
- include consultation with local residents and stakeholders
- consider the Council's overall policies and plans

As part of the review, your petition will be included.

I'd like to take this opportunity to clarify that the Council always considers the impact of roadworks on the LTN (and vice versa) and, when necessary, will suspend camera enforcement of LTN traffic filters. This has recently been the case for <u>Cadent Gas Major</u> <u>Roadworks</u>, more details here.

Thank you for taking the time to organise the petition.

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5. Equality Monitoring

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

- Age 30-39 27.6%; 40-49 29.8%.
- Sex Female 51.8%; Male 48.2%.
- Marriage/Civil partnership Married 41.9%; Single 25.5%.
- Trans Transgender 0.6%.
- Ethnicity White English/Welsh/Scottish/Northern Irish/British 50.4%.
- Sexual orientation Heterosexual/Straight 74.1%; Prefer not to say 17.7%.
- Pregnancy Currently pregnant 2.3%.

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

Bruce Grove West Green

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Introduction – Bruce Grove West Green 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 1 November 2022, Haringey Council introduced a trial low traffic neighbourhood (LTN) in Bruce Grove West Green 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 21 new traffic filters in the Bruce Grove 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 the Interim Review, 2 filters were fully removed (Moorefield Road and Linley Road) and restriction at The Avenue opened up in the westbound direction. Therefore, 19 filters remained.

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: <u>https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/low-traffic-neighbourhood-exemptions</u>.

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 Bruce Grove West Green a total of 23 businesses responded (22 businesses responded to the full survey and one business responded to the short survey). The one business that responded to the short survey also responded to the full survey, so after de-duplication of the data, only their response to the full survey was kept for analysis, leaving a final total of 22 responses. 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, 22 businesses within Bruce Grove West Green LTN responded to the survey. Just under half (45.5%) of the respondents described the main activity of their business as retail.

Response	Frequency	Percentage
Retail	10	45.5%
Services	6	27.3%
Hospitality	3	13.6%
Creative sector	3	13.6%
Total	22	100%

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

In addition, just under three quarters (72.7%) 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	16	72.7%
5-9	2	9.1%
10-19	4	18.2%
Total	22	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, almost all (95.5%) of the 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 51-75%, reported by around half of the respondents (9 respondents).

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

Response	Frequency	Percentage
0%	1	4.5%
1-25%	2	9.1%
26-50%	4	18.2%
51-75%	9	40.9%
76-100%	6	27.3%
Total	22	100.0%

In addition, half (50.0%) of the respondents indicated that a proportion of their staff travel to and from work by bus, while a slightly lower proportion (45.5%) indicated that a proportion of their staff travel by walking. The most commonly reported proportion of staff travelling by either of these modes was between 1-25% (7 respondents and 6 respondents, respectively).

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	50.0%
1-25%	7	31.8%
26-50%	4	18.2%
Total	22	100.0%

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

Response	Frequency	Percentage
0%	12	54.5%
1-25%	6	27.3%
26-50%	3	13.6%
76-100%	1	4.5%
Total	22	100.0%

Lastly, just under a third (31.8%) of respondents indicated that a proportion of their staff travel to work by train/tube, while a slightly lower proportion (27.3%) indicated that a proportion of their staff cycle to and from work. The most commonly reported proportion of staff travelling by either of these modes was between 1-25% (5 respondents and 6 respondents, respectively).

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

Response	Frequency	Percentage
0%	15	68.2%
1-25%	6	22.7%
26-50%	1	4.5%
Total	22	100.0%

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%	16	72.7%
1-25%	5	22.7%
26-50%	1	4.5%
Total	22	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 three quarters (72.7%) of the respondents reported that it has, while just over a quarter (27.3%) reported that it has not.

Response	Frequency	Percentage
Yes	16	72.7%
No	6	27.3%
Total	22	100.0%

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

Of the 16 respondents who reported that the LTN has changed how their staff travel to or from work, ten reported an increase in staff travelling by car, motorbike or taxi, while seven reported an increase in travelling by bus and six in travelling by train/tube. In turn, five respondents reported a decrease in staff travelling by car, motorbike or taxi and four reported a decrease in staff travelling by bus.

Mode of travel	Response	Frequency	Percentage
	Increased	10	62.5%
By car/motorbike/taxi	Stayed the same	1	6.3%
By car/motorbike/taxi	Decreased	5	31.3%
	Total	16	100.0%
	Increased	7	43.8%
By bus	Stayed the same	5	31.3%
By bus	Decreased	4	25.0 %
	Total	16	100.0%
	Increased	6	37.5%
By train /tuba	Stayed the same	9	56.3%
By train/tube	Decreased	1	6.3%
	Total	16	100.0%
	Increased	4	25.0%
By walking	Stayed the same	9	56.3%
	Decreased	3	18.8%

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

	Total	16	100.0%
By cycling	Increased	3	18.8%
	Stayed the same	10	62.5%
	Decreased	3	18.8%
	Total	16	100.0%

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. Almost all of the respondents disagreed that journeys times for staff have decreased (95.4%), while four fifths disagreed that staff can take direct routes to or from work and that staff feel they can use active modes of travel (81.8% each).

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

	Response	Frequency	Percentage
	Agree	1	4.5%
Journey times for staff have	Disagree	5	22.7%
decreased	Strongly disagree	16	72.7%
	Total	22	100.0%
	Strongly Agree	2	9.1%
	Agree	1	4.5%
Staff can take direct routes	Neither agree nor disagree	1	4.5%
to or from work	Disagree	6	27.3%
	Strongly disagree	12	54.5%
	Total	22	100.0%
	Agree	1	4.5%
Staff feel they can use	Neither agree nor disagree	3	13.6%
active modes of travel (e.g.	Disagree	5	22.7%
walking, cycling)	Strongly disagree	13	59.1%
	Total	22	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 76-100%, reported by two fifths (42.9%) of respondents.

Response	Frequency	Percentage
1-25%	1	4.8%
26-50%	8	38.1%
51-75%	3	14.3%
76-100%	9	42.9%
Total	21	100.0%

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

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 (86.4%), followed by 12:00 - 13:59 (68.2%).

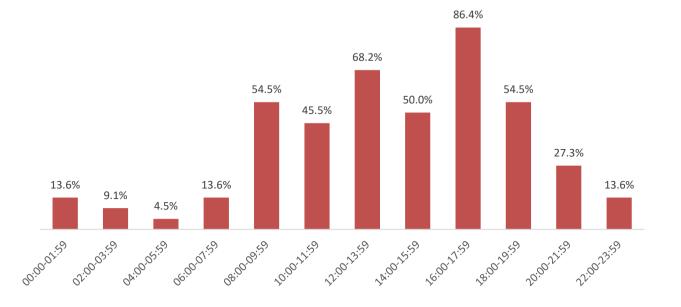


Figure 1. What are the busiest times of day for clients/customers visiting your business? (Multiple response set)

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 two thirds (68.2%) 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	15	68.2%
By bus	1	4.5%
By train/tube	1	4.5%
By walking	1	4.5%
Unsure	4	18.2%
Total	22	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 around three fifths (63.6%) reported that it has, and just under a third (31.8%) reported that it has not.

Response	Frequency	Percentage
Yes	14	63.6%
No	7	31.8%
Unsure	1	4.5%
Total	22	100.0%

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

Of the 14 respondents who reported that the LTN has changed how their clients/customers travel to or from their business, six reported an increase in clients/customers travelling by bus and four reported an increase in clients/customers travelling by car, motorbike or taxi and by train/tube. In turn, eight 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
	Increased	4	28.6%
	Stayed the same	2	14.3%
By car/motorbike/taxi	Decreased	8	57.1%
	Total	14	100.0%
	Increased	6	42.9%
By hus	Stayed the same	5	35.7%
By bus	Decreased	3	21.4%
	Total	14	100.0%
	Increased	4	28.6%
Dy train /tuba	Stayed the same	6	42.9%
By train/tube	Decreased	4	28.6%
	Total	14	100.0%
	Increased	0	-
By walking	Stayed the same	11	78.6%
	Decreased	3	21.4%

	Total	14	100.0%
	Increased	0	-
Py oveling	Stayed the same	12	85.7%
By cycling	Decreased	2	14.3%
	Total	14	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. Almost all of the respondents disagreed that journeys times for clients/customers have decreased (90.9%), while a slightly lower proportion disagreed that clients/customers can take direct routes to or from their business (81.8%) and that clients/customers feel they can use active modes of travel (77.2%).

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

	Response	Frequency	Percentage
	Strongly Agree	1	4.5%
lournov timos for	Agree	1	4.5%
Journey times for clients/customers have	Neither agree nor disagree	0	-
decreased	Disagree	3	13.6%
uecieaseu	Strongly disagree	17	77.3%
	Total	22	100.0%
	Strongly Agree	1	4.5%
Clients / sustemars can take	Agree	0	-
Clients/customers can take direct routes to or from my	Neither agree nor disagree	3	13.6%
business	Disagree	5	22.7%
Dusiness	Strongly disagree	13	59.1%
	Total	22	100.0%
Clients/customers feel they	Strongly Agree	1	4.5%
can use active modes of	Agree	0	-
travel (e.g. walking,	Neither agree nor disagree	4	18.2%
cycling)	Disagree	5	22.7%

Strongly disagree	12	54.5%
Total	22	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, almost all (86.4%) 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	1	4.5%
Stayed the same	2	9.1%
Decreased	19	86.4%
Total	22	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 and 14:00 - 15:59 (72.7% each), followed by 12:00 - 13:59 (68.2%).



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. Just over three quarters (77.3%) of respondents reported that it has, while just under a quarter (22.7%) reported that it has not.

Response	Frequency	Percentage
Yes	17	77.3%
No	5	22.7%
Total	22	100.0%

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

Of the 17 respondents who reported that the LTN has changed how they receive deliveries, the majority (10 respondents) commented that their deliveries are delayed and arrive late due to the congestion as a result of the LTN. In addition, some mentioned that suppliers refuse to deliver to their business due to the difficulty accessing it as a result of the LTN (6 respondents).

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 and more expensive due to the LTN and the difficulty accessing businesses as a result.

Lastly, two respondents made general comments about the negative impact of the LTN on their deliveries.

Of the 17 respondents who reported the LTN has changed how their suppliers travel to or from their business, seven reported an increase in suppliers travelling by car, motorbike or taxi, while four reported an increase in supplier travelling by bus and by train/tube. In turn, five reported a decrease in suppliers travelling by car, motorbike or taxi and three reported a decrease in suppliers travelling by walking.

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
Dy on /motorkiko/toxi	Increased	7	41.2%
	Stayed the same	5	29.4%
By car/motorbike/taxi	Decreased	5	29.4%
	Total	17	100.0%
	Increased	4	23.5%
By bus	Stayed the same	11	64.7%
By Dus	Decreased	2	11.8%
	Total	17	100.0%
	Increased	4	23.5%
By train/tube	Stayed the same	11	64.7%
By train/tube	Decreased	2	11.8%
	Total	17	100.0%
	Increased	2	11.8%
By walking	Stayed the same	12	70.6%
By walking	Decreased	3	17.6%
	Total	17	100.0%
	Increased	2	11.8%
By cycling	Stayed the same	13	76.5%
By cycling	Decreased	2	11.8%
	Total	17	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. Almost all respondents disagreed that journeys times for suppliers have decreased (90.9%), that suppliers can take direct routes to or from their business (95.4%), and that suppliers feel they can use active modes of travel (95.4%).

	Response	Frequency	Percentage
	Strongly Agree	1	4.5%
	Agree	1	4.5%
Journey times for suppliers	Neither agree nor disagree	0	-
have decreased	Disagree	3	13.6%
	Strongly disagree	17	77.3%
	Total	22	100.0%
	Strongly Agree	0	-
Suppliana con toko dinast	Agree	0	-
Suppliers can take direct routes to or from my	Neither agree nor disagree	1	4.5%
business	Disagree	3	13.6%
Dusiness	Strongly disagree	18	81.8%
	Total	22	100.0%
	Strongly Agree	0	-
Suppliars feel they can use	Agree	0	-
Suppliers feel they can use	Neither agree nor disagree	1	4.5%
active modes of travel (e.g. walking, cycling)	Disagree	5	22.7%
	Strongly disagree	16	72.7%
	Total	22	100.0%

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

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. All of the respondents disagreed that the LTN has had an overall positive impact on their business to date and that it will have an overall positive impact on their business in the next 12 months (100.0% each).

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

	Response	Frequency	Percentage
	Strongly agree	0	-
The ITN has had an everall	Agree	0	-
The LTN has had an overall	Neither agree nor disagree	0	-
positive impact on my business to date	Disagree	3	13.6%
Dusiness to date	Strongly disagree	19	86.4%
	Total	22	100.0%
	Strongly agree	0	-
The LTN will have an overall	Agree	0	-
positive impact on my	Neither agree nor disagree	0	-
business in the next 12	Disagree	3	13.6%
months	Strongly disagree	19	86.4%
	Total	20	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 almost all respondents (90.9%) replied that it has decreased.

Response	Frequency	Percentage
Decreased	20	90.9%
Remained the same	2	9.1%
Total	20	100.0%

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

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, 19 respondents provided suggestions for improvement.

The most commonly reported suggestion for improvement was cancelling the trial and removing the LTN (15 respondents). In particular, four 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. Similarly, four respondents commented on the negative impact that the LTN has had on the surrounding area and on residents, citing increased congestion on boundary roads and increased air pollution as a result.

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 (2 respondents). Two respondents also made wider suggestions for improvement. One respondent suggested reducing the number of bus stops, as they felt that the frequency of buses contributes to the increased congestion, while another suggested improving the quality of the traffic data that is being collected, as they felt the current data is flawed.

Lastly, one respondent suggested operating the LTN only between certain times in the day.

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 (23 total responses for Bruce Grove West Green), one response was 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.

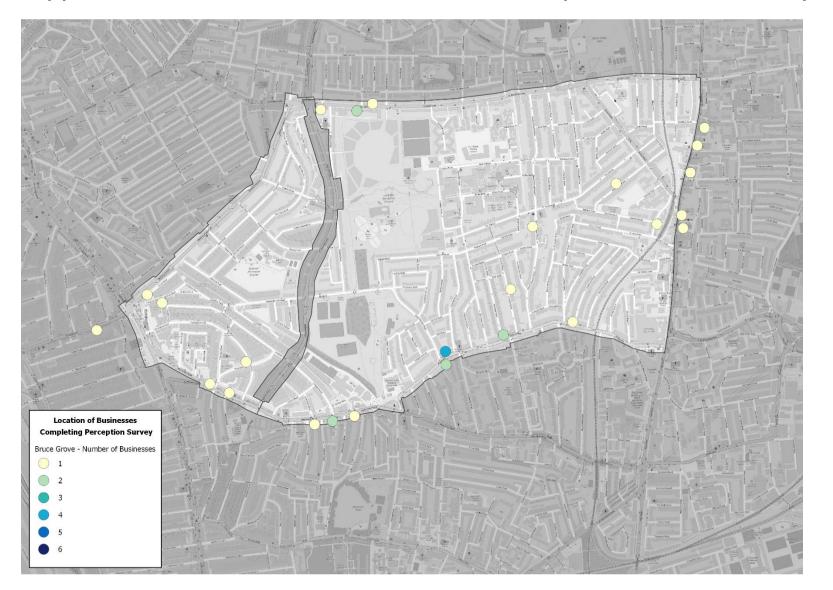
- Has more than one contribution been submitted by the same business name?
- Has more than one contribution been submitted by the same business address (email or postal address)?
- Has the contribution been submitted within the same minute as another contribution?
- Does the response have an identical 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 Bruce Grove West Green 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 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: <u>https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/low-traffic-neighbourhood-exemptions</u>.

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;
 - \circ $\;$ 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
 - \circ $\,$ 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 People 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.

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

Table 1. Do you or someone in your family have 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 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 themself, 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.

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

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

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%).

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

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

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 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.

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

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

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.

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

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

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 in 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 L	TN?
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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 West Green

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).

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

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

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 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 Bounds Green.

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

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

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.

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

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

The air feels cleaner (less	12.7	18.8	48.4	20.1	314
polluted)					

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.

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

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

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.

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

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

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 introductionof 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,	4
		cyclist, driver)	
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	2
		for blue badge holders	
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	6
		Blue Badge holders	
Increased journey times	83	Improved safety for all road users (e.g. pedestrian,	6
		cyclist, diver)	
Increased air pollution	50	Negative impact on community – unspecified	6
		21	

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.

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

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

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:

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/carer	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

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

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: <u>https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/low-traffic-neighbourhood-exemptions</u>.

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 he above topics.
- Experience of LTN exemptions, including:
 - \circ $\,$ Awareness of and communications regarding exemptions $\,$
 - Application processes; and

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• 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.

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

Table 1. Are you a...?

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.

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

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

The majority of the respondents reported living in another part of Haringey (22.0%), this was followed by a different London Borough (20.3%).

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

Table 4. Where do you live in relation to the LTN?

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.

CategoryCountPercentageYes5186.4No711.9Prefer not to say11.7

59

100

Table 5. Do you drive a car or van or ride a motorbike or moped?

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%).

Base

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

Table 6. Where does the person(s) you care for live?

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.

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

Table 7. How do you normally travel to the person (s) you care for?

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.

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

Table 9. If you are comfortable sharing, please let us know the disability of the individual(s) under your care.

Experience of the three LTNs

LTN

Bounds Green

Bruce Grove West Green

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.

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

Table 10. How aware are you of the trial LTNs in Haringey?

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.

Neutral

5.4

1.8

Positive

7.2

5.4

St Ann's7.03.578.910.557More 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).57

Table 11. In general, how do you feel about the trial LTN?

Negative

82.1

82.1

Don't know

5.4

10.7

Base

56

56

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

Table 12. Since the LTN was introduced, has the way you travel changed?

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 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.

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

Table 13. Since the Bounds Green LTN was introduced, to what extent do you agree or disagree with these statements?

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 thesestatements?

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 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.

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

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Table 15. Since St Ann's LTN was introduced, to what extent do you agree or disagree with these statements?

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 -	3	Reduced congestion/traffic	1
unspecified			

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.

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.

Category	Count	Percentage
Yes	43	72.9
No	16	27.1
Base	59	100

Table 21. Did you know the council offers LTN exemptions?

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%).

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

Table 22. Do you know how to apply for an exemption and do you have an exemption?

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 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.

Category	Count	Percentage
Yes	13	39.4
No	20	60.6
Base	33	100

Table 24. When you received confirmation of your exemption, was the information supplied clear and easy to understand?

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:

Themes	Count	Themes (continued)	Count
Remove the LTNs	8	Support for exemptions to all Blue Badge holders	1
		across all zones	
Better communication/information provision about	5	Better communication/information provision about	1
exemptions		LTN restrictions for visitors	
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	3		
number on exemption			

Table 26. What do you think the council can do to improve information about LTN exemptions?

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%.

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.

Objection theme	ETO	Recommended response
	objection	
	theme	
	count	
LTN generates	367	It is important to acknowledge the challenges and perceptions that arise during the implementation of LTNs.
additional pollution and		However, evidence shows that the LTN trial has successfully reduced motorised vehicle volumes within the
noise through extra		scheme area. Between November 2021 and November 2023, internal roads experienced a 51% decrease in
vehicle trips, and has		counted vehicles. Whilst some boundary roads have experienced increases in traffic volumes over the same
displaced vehicles from		time period, cumulative increases are substantially less than the reductions experienced on internal roads.
the internal roads onto		Noise levels associated with motor vehicles are anticipated to correlate with variations in traffic volume and
boundary roads		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
Recommend: Not Accept		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.
		Reductions in traffic volumes will also lead to an associated reduction in air and noise pollution associated
		with vehicular activity.
		Analysis by Imperial College London indicates a small improvement in air quality (reduction in nitrogen
		dioxide (NO ₂) levels) for both Internal and boundary roads relative to borough-wide locations; however both
		figures are not statistically significant.
		Over time, the reduction in total vehicle numbers contributes to lower emissions and noise levels at both local
		and broader scales.
		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

Copy of the objections is available for inspection by Cabinet Members by contacting <u>LTN@haringey.gov.uk</u>

LTNs Have a negative Impact on Road Safety / Safety Recommend: Not Accept	82	monitoring the road network's performance and managing it in line with its statutory duties and adopted policies. 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. Collision data shows that the number of road traffic collisions on internal LTN roads has reduced by 56% between the 12 months before and the 12 months after the LTN was introduced. The number of collisions on boundary roads has dropped by 18% 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. 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.
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	200	 Whilst the motor vehicle route to some destinations may have had to change, as a consequence of the LTN, all businesses remain fully accessible. 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. With regards to unequal impacts to internal and boundary roads, the Bruce Grove West Green 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 56% of internal roads and by 18% on boundary roads, cycling levels increased overall (+33% on internal roads, +17% on boundary roads), and air quality has been negligibly impacted by the LTN across the scheme area.

the scheme may promote inequality) Recommend: Not Accept	those with all Blue Ba under the E deprived ea Studies hav investment retail spend reducing al	ds to increased inequalities within the scheme area, exemptions have been put in place to support a disability and who may rely on a motor vehicle. Exemptions for Haringey LTNs were extended to dge holders in the borough, with 79% of applications approved, most permits issued to those Blue Badge or Individual Circumstance criteria, and a higher proportion of applicants from the more ast of the borough. We shown that businesses generally overestimate the number of customers arriving by car and in walking and cycling can achieve considerable economic benefits, for example, by increasing d (over a month, people who walk to the high street spend up to 40% more than people who drive), osences and increasing productivity (people who are physically active take 27% fewer sick days han their colleagues).
LTNs should be removed Recommend: Not Accept	and cleane cyclability of reduce traffic creates stree Traffic count The Counce Transport S • Wa • ac • rea The WCAH specifically The Corport clean and of part in safe residents of	s for People' initiative promotes a vision for thriving local streets, streets that are greener, safer r. Measures implemented seek to cut road traffic and pollution and improve the walkability and of local neighbourhoods. One of the key objectives, as set out in the Monitoring Strategy, is to fic volumes on residential streets within the study area. This, in turn, reduces road danger and beets that are more attractive for people to walk and cycle. Int data indicates the LTN is achieving this objective. iil's Walking and Cycling Action Plan (WCAP) sits under the overarching Haringey's Adopted Strategy and the Mayor of London's Transport Strategy. The WCAP sets out the Council's vision: alking and cycling are natural choices tive travel will improve the wellbeing of our residents, reducing obesity and improving air quality duce motor vehicles use for short trips with a shift to active travel P identifies (Policy 4) that the Council will deliver a network of LTNs across the borough and identifying Bruce Grove West Green. Trate Delivery Plan (CDP 2024-26) sets out that "we believe residents deserve and flourish in safe, green neighbourhoods. By taking steps to reduce carbon emissions in the borough, we play our guarding the future of the planet at the same time as promoting longer, healthier lives for the f today."

		 emergency' theme which includes the following outcomes: A greener Haringey A zero carbon and climate resilient Haringey Expanding active travel Better air quality in Haringey 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
Modify the LTNs (improved street design features, junction management, enforcement, further consideration regarding exemptions) Recommend: Not Accept	53	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. 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. 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
LTNs have been implemented without considering the public's preferences Recommend: Not Accept	74	 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. 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.
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.
At a broader level, the Council's Walking and Cycling Action Plan was subject to 9-week consultation in 2021/22.
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.
At all stages of consultation, the Council has considered all feedback and objections prior to taking a decision.

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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 protect 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 Bruce Grove West Green 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)).

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

 $[\]label{eq:2.1} 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$

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-

<u>https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey</u> streets-people/low-traffic-neighbourhood-exemptions.

The key stakeholders are:

Everyone living in or who travels through the Bruce Grove West Green LTN area, surrounding areas and 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 aims to deliver multiple benefits, of varying degrees, for various non-motorised users, as described throughout the Equality Impact Assessment (EqIA) report.

The proposed decision is to approve the making of traffic orders that will permanently implement the experimental traffic scheme known as the Bruce Grove West Green Experimental Low Traffic Neighbourhood (LTN). This proposal is scheduled to be presented to the Cabinet on 10th December 2024.

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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	 Census 2021 Haringey borough profile data <u>State of the Borough – September</u> 2023 	N/A
Gender Reassignment	 Census 2021 Haringey borough profile data <u>State of the Borough – September</u> 2023 	N/A
Age	 Census 2021 Haringey borough profile data <u>State of the Borough – September</u> 2023 	N/A
Disability	 Census 2021 Haringey borough profile data <u>State of the Borough – September</u> 2023 	N/A
Race & Ethnicity	 Census 2021 Haringey borough profile data <u>State of the Borough – September</u> 2023 	N/A
Sexual Orientation	 Census 2021 Haringey borough profile data <u>State of the Borough – September</u> 2023 	N/A
Religion or Belief (or No Belief)	 Census 2021 Haringey borough profile data <u>State of the Borough – September</u> 2023 	N/A

Protected group	Service users	Staff
Pregnancy & Maternity	 Census 2021 Haringey borough profile data <u>State of the Borough – September</u> 2023 	N/A
Marriage and Civil Partnership	 Census 2021 Haringey borough profile data <u>State of the Borough – September</u> 2023 	N/A

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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?

<u>Sex</u>

The Bruce Grove West Green LTN project spans Bruce Grove, West Green and Tottenham Central 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.

Gender	West Green ward (%)	Tottenham Central	Bruce castle ward (%)	LB of Haringey (%)	London (%)
Male	48.1% ⁵	49.2%	47.9% ⁶	48.1% ⁷	48.5% ⁸
Female	51.9% ⁹	50.8%	52.1% ¹⁰	51.9% ¹¹	51.5% ¹²

Tottenham Central ward has 49.2% of men and a slightly higher proportion of women at 50.8.%.

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). ¹³Women 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%).¹⁴

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.¹⁵

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 compared with 66% of all males).¹⁶ These factors are likely to be related to the frequency of car use as a driver.

⁵ <u>Haringey ward profiles | Haringey Council</u>

⁶ <u>Haringey ward profiles | Haringey Council</u>

⁷ 2021 Census Profile for areas in England and Wales - Nomis

⁸ Haringey ward profiles | Haringey Council

⁹ Haringey ward profiles | Haringey Council

¹⁰ Haringey ward profiles | Haringey Council

¹¹ 2021 Census Profile for areas in England and Wales - Nomis

¹² <u>Haringey ward profiles | Haringey Council</u>

¹³ <u>Travel in London: Understanding our diverse communities 2019</u>

¹⁴ <u>Travel in London: Understanding our diverse communities 2019</u>

¹⁵ Travel in London: Understanding our diverse communities 2019

¹⁶ Travel in London: Understanding our diverse communities 2019

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 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.¹⁷79% of women in London report being able to ride a bike, compared with 91% of males¹⁸. 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 the 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 report¹⁹ 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 worse²⁰ 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.

Gender Reassignment

¹⁷ <u>Travel in London 2023 - Annual Overview</u>

¹⁸ <u>http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf</u>

¹⁹ <u>https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london/</u>

²⁰ <u>https://www.london.gov.uk/sites/default/files/2023-09/In-vehicle%20exposure%20to%20traffic%20and%20road-generated%20air%20pollution.pdf</u>

There is no data showing that the LTN disproportionately affects people as a result of their sexual orientation.

<u>Age</u> The percentages below provide a snapshot of the age distribution in each ward from the Census 2021, highlighting the diversity in age groups across these ward areas.²¹

Age Group	West Green Ward	Tottenham Central Ward	Bruce Castle Ward
0-4 years	7%	7%	7%
5-9 years	6%	6%	6%
10-14 years	6%	6%	6%
15-19 years	5%	5%	5%
20-24 years	8%	7%	7%
25-29 years	8%	8%	8%
30-34 years	9%	9%	9%
35-39 years	9%	8%	9%
40-44 years	7%	7%	7%
45-49 years	7%	6%	7%
50-54 years	6%	6%	6%
55-59 years	6%	5%	6%
60-64 years	5%	5%	5%
65-69 years	4%	4%	4%
70-74 years	3%	3%	3%
75-79 years	3%	2%	3%
80-84 years	2%	2%	2%

²¹ Ward data, England and Wales: Census 2021 - Office for National Statistics

85+ years	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.					
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.					
greatly benefit Accessible and	from the LTN's focus d well-maintained path	ors, making up 16-18% of the on reducing traffic and improv ways can facilitate mobility fo ng the risk of accidents.	ving pedestrian safety.		
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 ²² .					
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 ²³ . 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 ²⁴ .					
including those lower exposure active travel, s	e with protected charace to poor air quality. Th	e of a vehicle than outside of i cteristics, will benefit from incl ney will also benefit from the o health benefits. Data ²⁶ on air elderly people.	reased active travel by other positives of		
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's faces 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					
 ² Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy https://content.tfl.gov.uk/vision-zero-action-plan.pdf ³ https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf ⁴ Unicef – Healthy Air for Every Child https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-Indf Inicef – Healthy Air for Every Child https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-Indf 					

²⁵ <u>https://www.london.gov.uk/sites/default/files/2023-09/In-vehicle%20exposure%20to%20traffic%20and%20road-generated%20air%20pollution.pdf</u>

²⁶ Young and old, air pollution affects the most vulnerable

some car journey routes and times for a portion of 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.

The proposal improves 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 of the proposal.

The LTN aims to benefit these groups by improving air quality at schools within the LTN, improving road safety, and reducing exposure levels to pollutants.

<u>Disability</u>

Census 2021 data on car ownership levels for disabled people in West Green, Bruce Castle, and Tottenham Central wards provides these key points:

Ward	No Car or Van	1 Car or Van	2 or More Cars or Vans
West Green	55%	35%	10%
Bruce Castle	52%	38%	10%
Tottenham Central	58%	32%	10%

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, any changes should consider the accessibility needs of disabled individuals to ensure they are not disproportionately affected.

The **Pave The Way** report by Transport for All²⁷ highlights significant accessibility issues in the current public realm, transport systems, and road networks for disabled people. It emphasizes that these barriers limit where disabled individuals can travel and the means by which they can do so. The report also discusses how low traffic neighbourhoods (LTNs) can have both positive and negative impacts on disabled people. While LTNs can reduce traffic and pollution, making active travel more accessible, they can also create new barriers if not designed inclusively. 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.

²⁷ Pave-The-Way-full-report.pdf

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)).

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 ²⁸ 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.

Throughout the LTN engagement, several groups and organisations providing support and information around living with disabilities have been contacted and invited to participate in the Council's engagements. 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

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.

When asked about where the respondent themself, 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%).

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.

²⁸ <u>Haringey annual public health report 2023</u>

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 Bruce Grove West Green shows that the majority of respondents did not have a disability or long-term health condition (84.9%).

- Of those who reported having a disability, nearly three tenths had a long-term health condition or hidden health condition (28.0%), whilst two tenths reported a physical disability (21.2%).
- Nearly three tenths of respondents had a disability which affected their mobility (29.2%).

Category	Count	Percentage
No	1170	84.9
Yes	208	15.1
Base	1378	100.0

Table 1: Do you have a disability?

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?

Category	Count	Percentage
Blue Badge holder - Haringey	62	27.3
Individual circumstance	18	7.9
Urgent safety matter	4	1.8
Blue Badge holder - Enfield	2	0.9
Emergency services	2	0.9

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Prefer not to say Base	136 227	59.9 100.0
Disability transport	1	0.4
SEND transport	1	0.4
Council refuse and cleansing	1	0.4

1115 respondents provided a total of 1387 comments regarding any changes they think should be implemented regarding the exemptions. The most common themes related to allowing exemptions for residents, removal of the LTN, and allowing exemptions for those who are disabled or carers.

- Most comments relating to 'Improve access/allow exemptions residents' suggested that all residents within the LTN should be exempt from restrictions on their travel.
- Comments referring to 'Remove the LTN' further suggest that the trial should be removed, citing the negative impacts to their journey times from increased congestion on surrounding roads.

Comments relating to 'Improve access/allow exemptions - disabled people/carers' mostly refer to providing exemptions for those who are elderly and have limited mobility, those with disabilities, and carers of more vulnerable residents. Comments also suggest all Blue Badge holders should be exempt from LTN restrictions

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 group²⁹. This includes:
 - Black ethnic groups: 16.5%
 - 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 communities³⁰.
- Languages Spoken: Over 180 languages are spoken in Haringey, highlighting its linguistic diversity³¹.

This diversity underscores the importance of inclusive and accessible community planning and services to cater to the needs of all residents.

²⁹ How life has changed in Haringey: Census 2021

³⁰ How life has changed in Haringey: Census 2021

³¹ Haringey Census Demographics United Kingdom

While specific ward-level data for Black, Asian, Minority Ethnic (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 van³².
- 1 Car or Van: Around 35-40% of BAME households own one car or van³³.
- **2 or More Cars or Vans**: About 10-15% of BAME households own two or more cars or vans³⁴.

BAME communities may rely more on public transport, making it crucial to ensure that the LTN does not disrupt access to these services.

Involving BAME communities in the planning and implementation of LTNs has been essential to address their specific needs and ensure equitable benefits.

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. The proposal is expected to have positive impacts for some Black, Asian and Multi-Ethnic groups. Black, Asian and Multi-Ethnic groups are overrepresented 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.

With the aim of 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 over time.

Data shows that BAME individuals are more likely³⁵ 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 worse³⁶ 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.

Making the Bruce Grove West Green LTN permanent will therefore benefit these groups by improving air quality in areas with disproportionate numbers of ethnic minorities.

Sexual Orientation

³² Car or van availability - Office for National Statistics

³³ Car or van availability - Office for National Statistics

³⁴ Car or van availability - Office for National Statistics

³⁵ https://www.london.gov.uk/press-releases/mayoral/bame-and-poorer-londoners-face-air-quality-risk

³⁶ <u>In-car air pollution</u>

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 included in the consultation process.

There are some established faith/religious groups in the area, and they were contacted and invited to take part in the engagement.

Religion/Belief	West Green Ward	Tottenham Central Ward	Bruce Castle Ward	Haringey	London
Christian	45%	47%	46%	44%	48%
Muslim	15%	18%	17%	14%	15%
Hindu	5%	4%	5%	4%	5%
Jewish	1%	1%	1%	2%	2%
Buddhist	2%	2%	2%	2%	1%
Sikh	1%	1%	1%	1%	1%
Other Religion	2%	2%	2%	2%	2%
No Religion	25%	22%	23%	27%	21%
Religion Not Stated	4%	3%	3%	4%	5%

Religious identity in West Green ward³⁷ largely follows the wider borough pattern, with Christianity (45%) the main religion and Islam representing the second largest religion (15.1%). West Green ward has a very small proportion of Jewish residents (1%) compared to LB Haringey more widely (2%). Just under half of Tottenham Central ward residents identify as Christian (47.9%), a higher proportion than the Haringey average (44%). The Muslim community is the second largest in all three wards which is consistent with the wider borough and London.

LTNs can foster a sense of community by reducing traffic and making neighbourhoods more pedestrian-friendly. This can enhance social interactions and community activities, including religious gatherings. 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.

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 <u>Barriers to Cycling for Ethnic</u>

³⁷ <u>Religion (detailed) - Office for National Statistics</u>

<u>Minorities and Deprived Groups</u>³⁸. 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.

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.

Making the LTN scheme permanent will therefore benefit this protected characteristic.

Pregnancy & Maternity

It is important to ensure the designs are suitable for pregnant women as well as accessible for prams.

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, parents and guardians with young babies. 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 circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

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 babies 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 were invited to take part in the engagement. They were contacted and encouraged to take part during the pre-LTN consultation and any member of the public was able to respond to the interim and final public consultation.

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.

Marriage and Civil Partnership

- ³⁸ <u>http://content.tfl.gov.uk//barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf</u>
- ³⁹ <u>https://www.london.gov.uk/sites/default/files/2023-09/In-vehicle%20exposure%20to%20traffic%20and%20road-generated%20air%20pollution.pdf</u>

⁴⁰ https://www.iqair.com/newsroom/in-car-pollution

There is no data showing that the LTN will disproportionately affect people as a result of this protected characteristic.

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?

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 Bruce Grove West Green LTN proposal 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:
- Individuals could request printed copies of the materials presented;
- A postal address was provided so individuals who are not able to submit feedback online could still participate.
- Any locations where physical material was available are accessible locations; and
- Translation and sign language options were 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:

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- 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 Bruce Grove West Green 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 was hosted on the CommonPlace platform and also the project page, allowing continuity for people who previously participated in the early engagement exercises. Residents were also 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 informed;
- 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 Bruce Grove West Green LTN area, and emails were sent to all individuals who participated in the previous stages of engagement via CommonPlace, to encourage them to complete the survey.

The collected data has helped 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.

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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.

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 and Friday 20th September 2024.

An online survey (hosted by CommonPlace) was held from 23rd August to 20th September 2024 and showed that traffic speed and volumes were top concerns. The issue raised most frequently was 'traffic speeding', which was mentioned in 54% of comments or agreements. The suggested improvement raised most frequently was 'reduce traffic volumes', which was mentioned in 48% of comments or agreements.

Top issues raised by residents and stakeholders for streets within the LTN:

- Traffic congestion (47.9%
- Personal safety (43.8)
- Crime and anti-social behaviour (45.7%)

Top issues raised by residents and stakeholders for the boundary roads surrounding the LTN:

- Traffic congestion (67.7%)
- Road safety (57.2%)
- Pollution (56.8 %)
- Noise (56.6%)

Overview of the respondent characteristics showed:

The younger and older generations were underrepresented in the CommonPlace survey. This could be due to limited knowledge or access to the internet in the much younger and older generation.

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 for an Asian, Asian British, background. When compared to the ward profile for the Bruce Grove West Green LTN area, 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.

Compared to the wider ward demographics, there was a slight overrepresentation of over 60s.

The Disabled and Carers survey ran between Friday 23rd August and Friday 20th September 2024. This focused specifically on disabled people and carers, with paper copies also sent to the Blue Badge holders and various representative groups in the area. Comments that were specific to the Bruce Grove West Green LTN had an overall negative sentiment. The most common themes raised by those expressing a negative view were as follows:

-	Feeling	negative	about	the t	rial L	TN	(59.4%))
							(/

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

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.

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 active travel 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. In some cases, these trips may require re-routing or experience some variance in journey time (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	Unknown	
		impact	Impact	

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	Ne	egative	Neutral	Unknown	
			impact	Impact	

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	Unknown	
		impact	Impact	

4. Disability

It is anticipated that 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 always drive through areas with operating LTNs 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, implementing the LTN 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

⁴¹ What is a low traffic neighbourhood? - Sustrans.org.uk

⁴² TfL Casualties in Greater London during 2014 http://content.tfl.gov.uk/casualties-in-greater-london-2014.pdf

around London at night (60% Black, Asian and ethnically diverse people compared with	
74% white).	

Positive	Negative	Neutral	Unknown	
		impact	Impact	

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	Unknown	
		impact	Impact	

7. Religion or belief (or no belief)

It is anticipated that the 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.

Positive	Negative	٦	Veutral	Unknown	
		i	mpact	Impact	

8. Pregnancy and maternity

Implementing 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 particular 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	
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	Unknown	
		impact	Impact	

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 had opportunities to request exemptions.

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 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 <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.

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 EqIA guidance

accompanying EqiA guida						
	Outcome		Y/N sal is Yes			
No major change to the proposal : the EqIA demonstrates the proposal i robust and there is no potential for discrimination or adverse impact. A opportunities to promote equality have been taken. If you have found an inequalities or negative impacts that you are unable to mitigate, please provid a compelling reason below why you are unable to mitigate them.						
			issed No			
Adjust the proposal: the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly set out below 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						
 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. 6 b) Summarise the specific actions you plan to take to remove or mitigate 						
	tive impact and to further the					
Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale			
Disabled residents	Continue to issue exemptions to Blue Badge holders who require access into the LTN Support disabled individuals in the LTN to apply for Blue Badges if they do not already have	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.

Those who have a Blue Badge will maintain access subject to issuance of an exemption which can be applied for.

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.

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.

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 on exemptions.** 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	

EqIA approved by	Date
Mark Stevens Assistant Director of Resident Experience	29 th November 2024

8. Publication

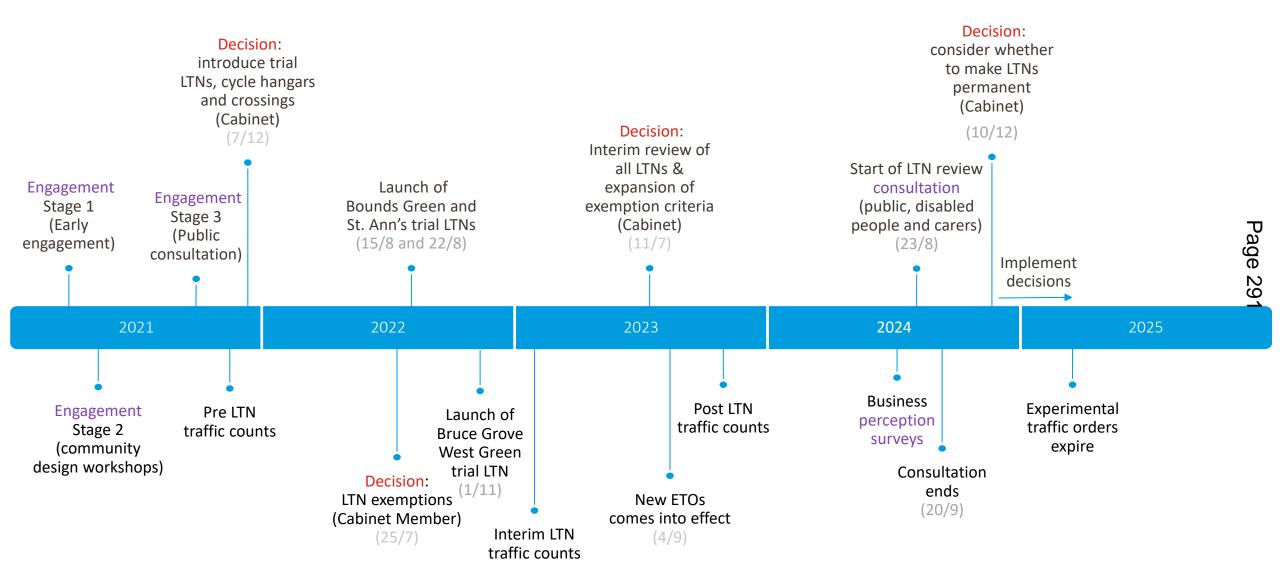
Please ensure the completed EqIA is published in accordance with the Council's policy.

Please contact the Policy & Strategy Team for any feedback on the EqIA process.

LTN timeline

Appendix E





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Bruce Grove West Green LTN

High level summary of monitoring data



	% change	Actual change	Notes		
Motor vehicles* (internal roads)	-51%	-43,316 vehicles / day			
Motor vehicles* (boundary roads)	+3%	+5,078 vehicles / day			
HGVs (B155 Belmont Road)	-79%	-349 vehicles / day			
Vehicle speed (internal roads)	-5%	-1 mph			
Vehicle speed (boundary roads)	-9%	-1.8 mph			
Cycling* (internal roads)	+33%	+1,222 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'		
Cycling* (boundary roads)	+17%	+492 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'		
Dockless cycling	Up to 21,500 trips start or end within	LTN per month			
Air pollution (N0 ₂) (Method A - Systra)	-4% internal roads; +8% boundary roa	-4% internal roads; +8% boundary roads Alig +4%			
Air pollution (N0 ₂) (Method B - Imperial)	-4.5% internal roads; -2.3% boundary	y roads	These differences are relative to external sites but are not statistically significant		
Bus journey times	Have not returned to pre-Covid levels	s but <u>mitigation</u> measures consulted upon	for West Green Rd and planned for High Rd N17		
Collisions / casualties	3 years data needed to draw robust conclusions, but positive signs (One year comparison has shown 18 less people injured inside LTN and 20 less on boundary roads)				
Crime	No change compared to borough-wide picture				
Footfall (West Green Rd / Seven Sisters)	Footfall has generally increas	sed			
Instore card spend (West Green Rd / Seven Sisters)	Post-LTN card spend has gen	erally been similar to or has exce	eded 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	<u>The Health Cost of Transport</u> 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	<u>The impacts of Low Traffic</u> <u>Neighbourhoods in London A</u> <u>summary of evidence</u>	
2023	Journal of Transport & Health	Evaluating the impact of low traffic neighbourhoods in areas with low car ownership: <u>A natural experimental</u> 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

haringey.gov.uk

Consultation and communications



Consultation element	Primary communications	Further communications	Haringey
Public LTN consultation on CommonPlace	Leaflet to 36,000 properties with online questionnaire • BG = 10,000 • BGWG = 18,000 • SA = 8,000	 Paper copies in local libraries 675 lamp column wraps BG = 150 BGWG = 245 SA = 280 	STREETS FOR PEOPLE IN BOUNDS GREEN LOW TRAFFIC NEIGHBOURHOOD TRIAL A trial LTN was introduced in
Disabled people survey	Delivered by email or post to 10,000 blue badge holders	 HPX newsletter School newsletter Business bulletin SEND newsletter 	Bounds Green to help create a safer, cleaner and quieter neighbourhood. We want to hear your views on the trial LTN.
Carers survey	Communicated through carer networks	 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 	SCAN THE OR HAVE YOUR SAY BY 20 SEPT 2024

- 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	LONDO
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 All people all places	1 1	Chatutany hadiaa
Carers Forum	1	Gingerbread Haringey	1	Asian Centre	1	Statutory bodies
Disabilities Rights UK	1	Haringey Families	1	Avril's Walks and Talks	1	London Ambulance Service
Disability Action Haringey (DAH)	1	Haringey LGBT Forum	1	Bounds Green & District Residents Association (BGDRA)	1	London Borough of Enfield
	1		1	Bounds Green and District Resident Association	1	London Fire Brigade
Enfield Disability Action	1	Haringey Over 50s	1	Bounds Green Foodbank	1	Metropolitan Police
Enfield Vision	_	NCT Tottenham	_	Bounds Green Living Street	1	Transport for London
HAIL's autism club	1	Wise Thoughts	1	Bounds Green Mutual Aid	1	Trader Associations
Haringey Autism	1	Schools and education	37	Bounds Green Window Show	1	
Haringey Learning Disabilities Centre	1	Alexandra Park School	1	Bowes and Bounds Green connected	1	Crouch End Traders Association
Haringey Mencap	1	Assunnah Primary School	1	Bowes Park Community Association	1	Future Wood Green BID
Haringey Phoenix Group	1	Belmont Infant School	1	Broadwater Farm residents association BUBIC (Bringing Unity Back Into the Community)	1 1	Harringay Traders Association
Jackson Lane	1	Belmont Junior School	1	Citizens Advice Haringey	1	Muswell Business
JDA - deaf and hard of hearing	1	Bounds Green Infant School	1	Community development association for minority communities	1	Myddleton Road Community Benefit Society
Joint Partnership Board (JPB)/Reference Group	1	Bounds Green Junior School	1	Down Lane Park cycling	1	
Keen	1	Broadwaters Children's Centre	1	Ducketts Green Healthy Streets	1	Myddleton Road Traders Association
Markfield Together for Inclusion	1	Bruce Grove Primary School	1	Edgecot Grove Residents Association	1	Stroud Green Traders Association
Mind Haringey	1	Chestnuts Primary School	1	Friends of Belmont Rec	1	Tottenham Traders Partnership
Public Voice	1	Greek Secondary School of London	1	Friends of Springfield Community Park Nature Area	1	Turnpike Lane Traders Group
The Alzheimer's society Enfield	1	Haringey Learning Partnership	1	Friends of St Anns Green Spaces (STAGS)	1	Grand Total
The Cares Family	1	Harris Primary Academy Philip Lane	1	Friends of the Green Bounds Green	1	
•			1	Goan Community Association	1	
Venture Club for the Blind and Partially Sighted		Holy Trinity CofE Primary School	_	Greek Cypriot Women's Organisation	1	
Faith Groups	15	Hyland House School	1	Haringey Chinese Centre	1	
Assunah Islamic Centre	1	Islamic Shakhsiyah Foundation	1	Haringey Cycling Campaign	1	
Caris Haringey	1	Lordship Lane Primary School	1	Haringey Defend Council Housing	1	
Christ Apostolic Church Kingswell	1	Park View School	1	Haringey Irish Centre Haringey Somali Community & Cultural Association (HSCCA)	1	
Edmansons Close Chapel	1	Pembury House Nursery School	1	Haringey Somali Community & Cultural Association (HSCCA)	1	
Grace Baptist Chapel	1	Pembury House Nursery School & Children's Centre	1	Healthy street bounds green	1	
London Islamic Cultural Society	1	Rhodes Avenue Primary School	1	Healthy Streets Alexandra	1	
Miller Memorial Methodist Church	1	Risley Avenue Primary School	1	Healthy Streets Bruce Grove / West Green	1	
Muswell Hill Synagogue	1	Seven Sisters Primary School	1	IMECE Women's Centre	1	
Potters House Christian Fellowship	1	St Ann's CE Primary School	1	Lordship Hub	1	
St James Muswell Hill	1	St John Vianney RC Primary School	1	Lordship Lane Primary Care Centre	1	
St John Vianney Catholic Church	1	St Martin of Porres Catholic Primary School	1	Middle Eastern Women Society and Organisation	1	
St Philip the Apostle, Tottenham	1	St Mary's Priory RC Infant School	1	Myddleton Road Community Benefit Society	1	
The Salvation Army Haringey	2	St Mary's Priory RC Junior School	1	North London action for the homeless	1	
, ,,	2		1	Our Tottenham	1	
Tottenham Seventh Day Adventist Church		St Michael's CofE Primary School	1	Shaftesbury Hall	1	
Haringey Council including elected members		The Brook Special Primary School	1	St Ann's Food Hub St Anns Healthy Streets	1	
Various council teams	1	The Grove	1	StArt (START Haringey)	1	
Ward councillors & MPs	1	The Mulberry Primary School	1	The Bridge Renewal Trust	1	
NHS Partners	4	The Triangle Centre	1	The Community Hub	1	
BARNET, ENFIELD AND HARINGEY MENTAL		The Willow Primary School	1	Three Avenue's Residents' Association	1	
HEALTH NHS TRUST	1	Trinity Primary Academy	1	Turkish Cypriot Community Centre	1	
NHS named individuals	1	West Green Primary School	1	Turkish Cypriot's Womens Project	1	
NHS North Central London	1	Woodlands Park Nursery School & Children's Centre	1	Victoria, Kerswell, Culvert and Pagin Residents Association	1	
WHITTINGTON HEALTH NHS TRUST	1	Woodlands Park Nursery School and Childrens Centre	1	Waste Not Bounds Green	1	
				Wheely tots	1	

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 O Denise Adolphe



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/ltn-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 Library. 187-197A High Road. N22 6XD

If you need any assistance in responding, please call 020 8489 4787 or email LTN@Haringey.gov.uk

← Reply

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: <u>https://www.haringey.gov.uk/ltncarerssurvey</u>

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 <u>https://www.haringey.gov.uk/ha-ringey-streets-people</u>

Yours sincerely

LTN Team Haringey Council

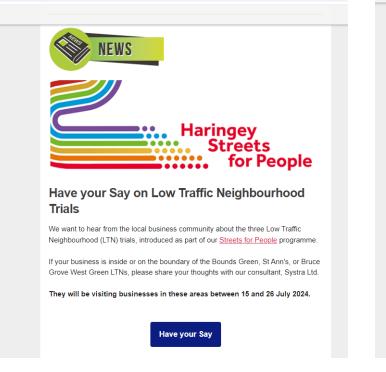


Newsletters



🚯 Haringey Business Bulletin - 11 . 🗙 🕂

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Business Bulletin, Jul 2024

→ C Sus2.campaign-archive.com/?u=d154b1b068c54fa3558c3cb26&id=112e4f... ☆ D

Subscribe Past Issues

Translate 🔻

Consultations

Low Traffic Neighbourhood trials

Local residents and businesses are being urged to have their say on three Low Traffic Neighbourhoods ahead of a final review of the schemes: <u>Bounds Green</u>, <u>St</u> <u>Ann's</u> and <u>Bruce Grove West Green</u>

Separate surveys have been prepared for $\underline{\text{disabled people}}$ and $\underline{\text{carers supporting}}$ vulnerable residents

The deadline for all feedback is 20 September 2024.



HPX Newsletter, 30 Aug 2024

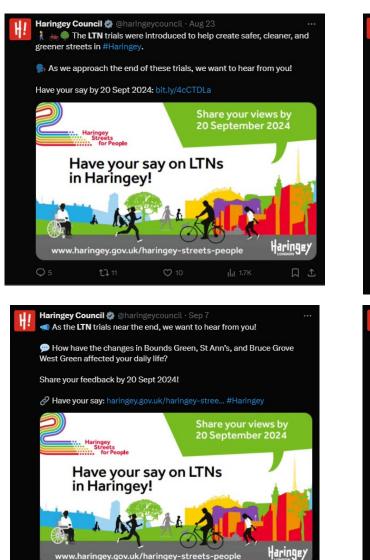


This includes the <u>Bounds Green</u>, <u>St Ann's</u> and <u>Bruce Grove West Green</u> trials. The deadline for all feedback is 20 September 2024.

SEND newsletter, Sept 2024

Social media examples







www.haringey.gov.uk/haringey-streets-people

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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.





HAVE YOUR SAY

BRUCE GROVE WEST GREEN 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 1 November 2022, we introduced our Streets for People LTN trial in Bruce Grove West Green 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.



For Bruce Grove West Green 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
- removed the traffic filter at Linley Road to allow motor vehicles to enter and exit the road
- removed the traffic filter at Moorefield Road and returned it back to one way, northbound, towards the A10
- changed the traffic filter at The Avenue near Sperling Road and allowed motor vehicles to travel westbound from Bruce Grove towards Broadwater Farm

We also introduced a separate trial ban of heavy goods vehicles (HGV), that weigh over 7.5 tonnes, on B155 Downhills Way / Belmont Road to help reduce an increase in these vehicles.

As these LTN improvements were changing how people move around by car, we introduced them under a new trial.

The two 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 completing the online questionnaire **brucegrovewestgreenltn.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.

A separate decision will also be taken on whether to make permanent the HGV ban on Downhills Way / Belmont Road.

These decisions are 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 'Bruce Grove West Green 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).

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 spedisci questa pagina all'indirizzo Freepost sopra indicato (non è richiesto alcun francobollo).

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).

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).

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).

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).

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).

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).

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).

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:	On disk 🗌 Another language 🗌	On audio tape Please specify				
If you need any other assistance in responding, please call 020 8489 4787						

or email LTN@Haringey.gov.uk

1532.55 • 08/24





BRUCE GROVE WEST GREEN 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

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

brucegrovewestgreenltn.commonplace.is

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.u	k/check-live-in-ltn					
I live within Bruce Grove West Green LTN	I live in a different London Borough					
I live on a boundary road surrounding Bruce Grove West Green LTN	Ilive outside London					
I live in another part of Haringey						
A2. If you live in a different London Borough, which bo						
A3. If you don't live within the LTN or on a boundary road s	surrounding the LTN, what is your connection to the area?					
I work within the LTN	L 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 boundary roads and will not be used for personal identifica						
A5. What is the name of the street where you live?						
This information is only required to understand how views boundary roads and will not be used for personal identifica						
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 No Yes (I have a Blue Badge) Yes (I dor	n a disability or has a long-term health condition 't have a Blue Badge)					
A9. General nature of the disability						
If you answered yes to the previous question, please tell us	s the general nature of your disability					
Blind or partially sighted	Deaf / British Sign Language User / hard of hearing					
Physical disability or health condition	Mental health condition					
Streets for People Have your say						

2

 Learning disability Neurodivergent Long term health condition / hidden health condition Chronic illness A10. If you have a disability, does it affect your mob	 Terminal illness Alcohol or drug dependency Prefer not to say Other 				
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 workin	g 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 v	ehicle (eg car, van, motorcycle or moped)?				
	vo or more motor vehicles Prefer not to say				
A15. If you have access to a motor vehicle, do you us No Yes, sometimes Yes, most of the set of the	_				

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						
Traffic congestion						
Road safety						
Personal safety						
Walking						
Cycling						
Crime and anti-social behaviour						
Noise						

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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						
Traffic congestion						
Road safety						
Personal safety						
Walking						
Cycling						
Crime and anti-social behaviour						
Noise						

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						
Cycling						
Mobility scooter						
Assisted transport, e.g., Dial-a-Ride						
Bus						
Train or underground						
Black taxi						
Private hire vehicle						
Motor vehicle (car, van, moped or motorcycle)						

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?

l interact more with my neighbours	
Linteract 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:

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B6. Please describe any changes y since the introduction of the L	ou've noticed in community interact TN.	ion or neighbourhood atmosphere
B7. In general, how do you feel abo	out the trial LTN?	
Very positive	Neutral	Very negative
Positive	Negative	Not sure
-	N has been positive or not, are there e, more crossings, cycle lanes, more	
B9. Do you have any other comme	nts about the trial ITN?	
by boyou have any other comme		
B10. In general, how do you feel Downhills Way / Belmont Road	about the trial restriction of Heavy (I (B155)?	Goods Vehicles (over 7.5 tonnes) in
Very positive	Neutral	Very negative
Positive	Negative	Not sure
		Streets for people Have your say

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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 No	Yes	Prefer not to	o say	
C2. If you h	ave an LTN ex	emption, under wh	ich criteria was it granted?	
Blue Bad	ge holder (Hari	ngey)	Disability transport	
Blue Bad	ge holder (Enfi	eld)	Emergency services	
🗌 Individua	Il circumstance		Council refuse and clea	insing
Urgent s	afety matter		Prefer not to say	
SEND tra	ansport			

C3. How do you feel about the exemptions for motor vehicles that are offered by the council?

ſ							
		1 699	neon	le s	hould	the	exempt
4	_	LC33	pcop	10 0	niouic	I DC	CACINPL

- 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 applie	s 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 yo	our sex?				
Male Fem	ale 🗌 Pre	fer not to say	Other		
D3. Trans					
Trans is an umbrella terr with, the sex they were Yes No	assigned at bir		•		s not sit comfortably
D4. National Identity					
How would you describe	e your national	identity?			
You may tick more than	one box				
Australian C Bangladeshi C British E Bulgarian E	Chinese Colombian Cypriot Ecuadorian English Eritrean	 French German Ghanaian Hungarian Irish Italian 	 Indian Jamaican Kosovan Lithuanian Northern Irish Polish 	 Romanian Scottish Spanish Somali Turkish United State 	Other s
D5. Ethnicity					
What best describes yo	our ethnic group	0?			
Asian or Asian British Bangladeshi Chinese Indian Pakistani Any other Asian bac (please specify):	kground:	Black, Black British African: Caribbean Any other Black, Caribbean, or Africa (please specify):	Black British, an background	Arab Kurdish Turkish	oup: nic group (please
Mixed or multiple eth	nic groups:	White:		5 1	elf-describe your
 White and Asian White and Black Afri White and Black Car Any other Mixed or I background (please sp 	ibbean Multiple	 English/Welsh/Score Irish Gypsy or Irish Trans Roma Any other White 	aveller	ethnicity, please	

(please specify):

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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	lewish	Sikh

Christian (including Church of England, Catholic, Protestant and all other Christian denominations)

Muslim No Religion Prefer not to say

Other

Yes

D8. Pregnancy and maternity

Are you pregnant?

	Yes		No		Prefer not to say
--	-----	--	----	--	-------------------

Prefer not to say

Have you had a baby in the last 12 months?

No

D9. Marriage and Civil Partnership

What best describes you?

Married
Civil Partnership
Divorced
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?

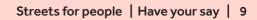
Tick every box that applies if you have any of the qualifications listed.

	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			
┌┐.				

Albanian	Kurdish
Akan	Lithuanian
Arabic	Persian / Fars
Bengali	Polish
Bulgarian	Portuguese
BSL User	Romanian
Chinese	Russian
English	Somali
French	Spanish
German	Tagalog Filipir
Greek	Turkish
Gujarati	Urdu
Hungarian	Yiddish
Italian	Other
Japanese	

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If you would like this leaflet to be translated or in an alternative format please:

- email LTN@Haringey.gov.uk subject 'Bruce Grove West Green 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).

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 spedisci questa pagina all'indirizzo Freepost sopra indicato (non è richiesto alcun francobollo).

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).

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).

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).

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).

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).

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).

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).

TURKISH / Türkçe

yapıştırmak gerekmez).

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

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Address				
Phone number: Large print	On disk 🗌 Another language 🗌	On audio tape Please specify		
If you need any other accistance in regranding places call 020 9490 4797				

If you need any other assistance in responding, please call 020 8489 4787

or email LTN@Haringey.gov.uk

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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.



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/ Itndisabledpersonsurvey**

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/ Itncarerssurvey**

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? No Yes 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

A walking stick / cane

- Crutches
- Mobility Scooter
- A guide dog / An assistance dog

6. Blue Badge holder

Do you or your family member have a Blue Badge?

- Yes No
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- Cycle / adapted cycle
- I do not use a mobility aid
- 🗌 l prefer not to answer
- Other

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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 L	TNs?	
You can check if you live in a LTN at: www	w.haringey.gov.u	k/check-live-in-ltn
Uithin Bounds Green LTN		On a boundary road of St Ann's LTN
On a boundary road of Bounds Greer	n LTN	Another part of Haringey
Within Bruce Grove West Green LTN		🗌 A different London Borough
On a boundary road of Bruce Grove We	st Green LTN	Outside London
🗌 Within St Ann's LTN		
10. Motor vehicles		
Do you drive a car or van or ride a motorl	pike or moped?	
- — —	er not to say	
	,	
11. Travel methods		
Which methods of travel do you use mos	st often?	
Please select the top three methods you	u use most often l	by entering 1, 2 and 3 in the boxes
Walking or wheeling		Train or underground
Cycling (including adapted cycle)		Black taxi
Mobility scooter		Private hire vehicle
Assisted transport, e.g., Dial-a-Ride		Motor vehicle (car, van, moped or motorcycle)
Bus		Prefer not to say
12. How often do you travel / go out?		
	Several times a	month Prefer not to say
2 to 3 times per week	Once a month	
1 to 2 times per week	l do not travel	
17 Coror		
13. Carer		
Do you or your family member have a ca	rer?	
You may tick more than one box		
		r (paid through an agency or employed directly)
Yes - My family or I have one or more		
Yes - My family or I have both profess		Icarers
No - My family or I do not have a care	r	
I prefer not to say		Streets for people Have your say 5

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?



15. In general, how do you feel about the trial LTNs?

	Very positive	Positive	Neutral	Negative	Very negative	Don't know
Bounds Green LTN						
Bruce Grove West Green LTN						
St. Ann's LTN						

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						
Cycling (including an adapted cycle)						
Mobility scooter						
Assisted transport e.g., Dial-A-Ride						
Bus						
Train or underground						
Black taxi						
Private hire vehicle						
Motor vehicle (car, van, moped or motorcycle)						

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						
It feels safer using the street in the day (road safety)						
It feels safer using the street in the night (road safety)						
lt is easier to walk, use a walking aid or wheelchair						
It is easier for me to make the trips I need to make						
It is easier for me to get to local shops and services						
It has made me take fewer trips by car						
It has made it easier for me to get to friends and family						
l feel safer using the street during the day (personal safety)						
I feel safer using the street during the night (personal safety)						
The area feels quieter (less noisy)						
The air feels cleaner (less polluted)						

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						
It feels safer using the street in the day (road safety)						
It feels safer using the street in the night (road safety)						
lt is easier to walk, use a walking aid or wheelchair						
It is easier for me to make the trips I need to make						
It is easier for me to get to local shops and services						
It has made me take fewer trips by car						
It has made it easier for me to get to friends and family						

	Strongly agree	Agree	No change	Disagree	Strongly disagree	Don't know/ prefer not to say
l feel safer using the street during the day (personal safety)						
l feel safer using the street during the night (personal safety)						
The area feels quieter (less noisy)						
The air feels cleaner (less polluted)						

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						
It feels safer using the street in the day (road safety)						
It feels safer using the street in the night (road safety)						
lt is easier to walk, use a walking aid or wheelchair						
It is easier for me to make the trips I need to make						
It is easier for me to get to local shops and services						
It has made me take fewer trips by car						
It has made it easier for me to get to friends and family						
l feel safer using the street during the day (personal safety)						
I feel safer using the street during the night (personal safety)						
The area feels quieter (less noisy)						
The air feels cleaner (less polluted)						

20. How have the LTNs affected your experience of community in the area?

		interact	more	with	my	neight	ours
--	--	----------	------	------	----	--------	------

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

١f	vou have	an exemp	ption unc	ler what	criteria	was it issu	led?
	younave	unchenn			Critcina	vvu5101550	JCU:

- Blue Badge holder (Haringey)
- Blue Badge holder (Enfield)
- Individual circumstance

27. Your LTN exemption

Bruce Grove LTN – Area X3B
St Ann's LTN – X2
All LTNs
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						
Completing the exemption application form						
Providing proof(s) of evidence						
Uploading your proof(s) of evidence						

Not applicable Prefer not to say

Other

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 re	eceived confirma	tion 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				
Information by post or email				
Information via social media				

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	50-74 Prefer not to say
17-21 30-39	50-59	75+
33. Sex		
What best describes your sex?		
Male Female Pre	fer not to say Other	
34. Trans		
		the same as, or does not sit comfortably
with, the sex they were assigned at bir		ans?
Yes No Pre	fer not to say	
35. National Identity		
How would you describe your national	identity?	
You may tick more than one box		
 Afghan Australian Bangladeshi British Bulgarian Chinese Colombian Cypriot Ecuadorian English Chilean Eritrean 	 French German Ghanaian Hungarian Irish Italian Indian Jamaican Jamaican Kosovan Lithuanian Northern Iris Polish 	 Romanian Scottish Spanish Somali Turkish United States
36. Ethnicity		
What best describes your ethnic group	o?	
Asian or Asian British: Bangladeshi Chinese Indian Pakistani Any other Asian background: (please specify):	Black, Black British, Caribbean, o African: African Caribbean Any other Black, Black British, Caribbean, or African background (please specify):	 Arab Kurdish Turkish Any other ethnic group (please specify):
Mixed or multiple ethnic groups:	White:	37. If you prefer to self-describe
 White and Asian White and Black African White and Black Caribbean Any other Mixed or Multiple background (please specify): 	 English/Welsh/Scottish/N.Irish/British Irish Gypsy or Irish Traveller Roma Any other White background (please specify): 	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

 		Rastafarian
Buddhist	Jewish	Sikh

Christian (including Church of England, Catholic, Protestant and all other Christian denominations)

Muslim		Prefer not to say
Muslim	INO Reliaion	Preter not to sav

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

Prefer not to say

Prefer not to say

42. Marriage and Civil Partnership

No

What best describes you?

- Single
 Married
 Co-habiting
 Civil Partnership
- Separated Divorced
- Widowed

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 gualifications 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 gualifications. 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 Albanian Kurdish
- Akan Lithuanian Arabic Persian / Farsi Polish Bengali Portuguese Bulgarian **BSLUser** Romanian Chinese Russian English Somali French Spanish German Tagalog Filipino Greek Turkish Urdu Gujarati Yiddish Hungarian Other Italian

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).

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 spedisci questa pagina all'indirizzo Freepost sopra indicato (non è richiesto alcun francobollo).

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).

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).

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).

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).

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).

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).

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).

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:	On disk 🗌 Another language 🗌	On audio tape Please specify
If you need any othe	r assistance in responding, pleas	se call 020 8489 4787

or email LTN@Haringey.gov.uk

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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.



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/ Itndisabledpersonsurvey

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?

	Once a month
2 to 3 times per week	Other
1 to 2 times per week	
Llive 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 <u>have</u> a Blue Badge) Yes (I <u>don't</u> 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
- Physical disability or health condition
- Deaf / British Sign Language User / hard of hearing
- Mental health condition
- 4 | Streets for People | Have your say

- Learning disability ...
- Neurodivergent
- Long term health condition / hidden health condition

List continued on next page.

Pac	no 330
Fay	je 339
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 Ba	dge 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
	Cycle / adapted cycle
	I prefer not to answer
A walking stick / cane	Other
Mobility Scooter	
12 Destando	
12. Postcode	
What is your postcode?	
The purpose of collecting this information is to understan	d 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.u	
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

If you care for more than one person, you can tick more than one box

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?

	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	
Нс	w do you normally travel to the person (s) you care for?	You may tick more than one box.
	Walking or wheeling	Black taxi
	Cycling (including adapted cycle)	Private hire vehicle
	Mobility scooter	Motor vehicle (car, van, moped or motorcycle)
	Assisted transport, e.g., Dial-a-Ride	I live with the person I care for
	Bus	Prefer not to say
	Train or underground	
47		
17	. Travel with the person your care for	
lfy	ou travel with the person you care for, how often do you	u travel with them?
	Daily	Once per month
	2 to 3 times per week	I do not travel with the person I care for
	1 to 2 times per week	I prefer not to answer
10	. Their disability	
5	ou are comfortable sharing, please let us know the disa ore than one box	bility of the individual(s) under your care You may tick
	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	
19	. Their mobility	
Do	es 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?



21. In general, how do you feel about the trial LTNs?

	Very positive	Positive	Neutral	Negative	Very negative	Don't know
Bounds Green LTN						
Bruce Grove West Green LTN						
St. Ann's LTN						

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						
Cycling (including an adapted cycle)						
Mobility scooter						
Assisted transport e.g., Dial-A-Ride						
Bus						
Train or underground						
Black taxi						
Private hire vehicle						
Motor vehicle (car, van, moped or motorcycle)						

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						
It feels safer using the street in the day (road safety)						
It feels safer using the street in the night (road safety)						
lt is easier to walk, use a walking aid or wheelchair						
It is easier for me to make the trips I need to make						
It is easier for me to get to local shops and services						
It has made me take fewer trips by car						
It has made it easier for me to get to friends and family						
l feel safer using the street during the day (personal safety)						
I feel safer using the street during the night (personal safety)						
The area feels quieter (less noisy)						
The air feels cleaner (less polluted)						

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						
It feels safer using the street in the day (road safety)						
It feels safer using the street in the night (road safety)						
lt is easier to walk, use a walking aid or wheelchair						
It is easier for me to make the trips I need to make						
It is easier for me to get to local shops and services						
It has made me take fewer trips by car						
It has made it easier for me to get to friends and family						
l feel safer using the street during the day (personal safety)						

	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)						
The area feels quieter (less noisy)						
The air feels cleaner (less polluted)						

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						
It feels safer using the street in the day (road safety)						
It feels safer using the street in the night (road safety)						
lt is easier to walk, use a walking aid or wheelchair						
It is easier for me to make the trips I need to make						
It is easier for me to get to local shops and services						
It has made me take fewer trips by car						
It has made it easier for me to get to friends and family						
l feel safer using the street during the day (personal safety)						
l feel safer using the street during the night (personal safety)						
The area feels quieter (less noisy)						
The air feels cleaner (less polluted)						

26. How have the LTNs affected your experience of community in the area?

l 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 consistence the introduction of the LTNs.	mmunity interaction or neighbourhood atmosphere
28. Which LTNs do your responses to questions 26 an	d 27 apply to? (tick all that apply)
Bounds Green LTN Bruce Grove West Gre	een LTN St. Ann's LTN
29. How have the trial LTNs affected your overall exp	erience as a carer?
You may tick more than one box	
Made it easier to travel	Decreased travel time
Made it more difficult to travel	Other
No noticeable impact	
Increased travel time	
30. In your opinion, how have the trial LTNs affected t	the person you care for?
You may tick more than one box	
Positively	Negatively
Neither positively or negatively	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)

Blue Badge holder (Enfield)

- 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
- Bounds Green LTN Area X1B
- Bounds Green LTN X1C
- Bruce Grove LTN Area X3A

Bruce Grove LTN – Area X3B

St Ann's LTN – X2

Prefer not to say

Other

All LTNs

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						
Completing the exemption application form						
Providing proof(s) of evidence						
Uploading your proof(s) of evidence						

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?

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				
Information by post or email				
Information via social media				

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	5+	
41. Sex			
What best describes your sex?			
Male Female Pre	fer not to say Other		
42. Trans			
with, the sex they were assigned at bir		ne same as, or does not sit comfortably ns?	
43. National Identity			
How would you describe your national	identity?		
You may tick more than one box			
AfghanChineseAustralianColombianBangladeshiCypriotBritishEcuadorianBulgarianEnglishChileanEritrean	 French German Ghanaian Hungarian Irish Italian Italian Indian Indian Jamaican Jamaican Jamaican Liban Northern Irish Polish 	 Romanian Scottish Spanish Somali Turkish United States 	
44. Ethnicity			
What best describes your ethnic group	o?		
Asian or Asian British:Black, Black British, Caribbean African:BangladeshiAfrican:ChineseAfricanIndianCaribbeanPakistaniAny other Black, Black British, Caribbean, or African background: (please specify):		Arab Kurdish Turkish Any other ethnic group (please specify):	
Mixed or multiple ethnic groups: White:		45. If you prefer to self-describe	
 White and Asian White and Black African White and Black Caribbean Any other Mixed or Multiple background (please specify): 	English/Welsh/Scottish/N. Irish/British Irish Gypsy or Irish Traveller Roma Any other White background (please specify):	your ethnicity, please tell us here Prefer not to say	

46. Sexual orientation

What best describes your sexual orientation?

Heterosexual / Straight		Bi	
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- 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

Prefer not to say

50. Marriage and Civil Partnership

No

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 gualifications 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 gualifications. 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
- Albanian Kurdish Akan Lithuanian Arabic Persian / Farsi Polish Bengali Portuguese Bulgarian **BSL** User Romanian Chinese Russian Somali English French Spanish German Tagalog Filipino Greek Turkish Urdu Gujarati Yiddish Hungarian Other Italian

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).

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 spedisci questa pagina all'indirizzo Freepost sopra indicato (non è richiesto alcun francobollo).

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).

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).

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).

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).

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).

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).

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).

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

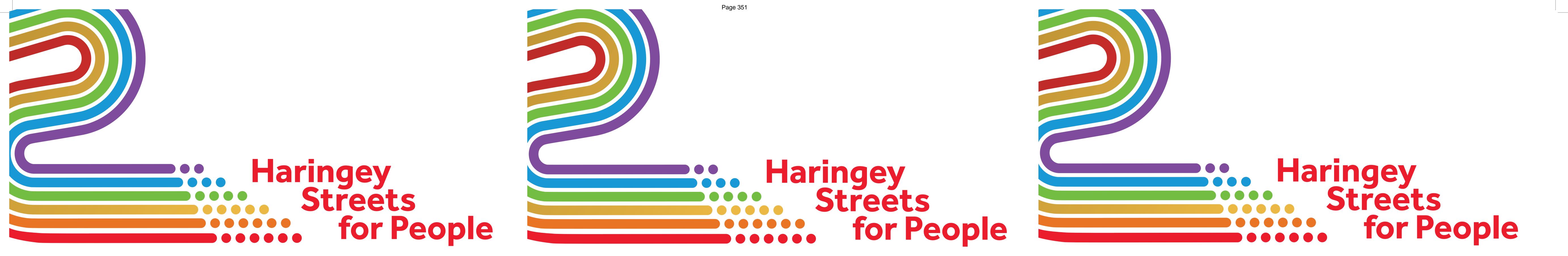
ve bu sayfayı yukarıdaki Ücretsiz Posta adresine gönderin (pul yapıştırmak gerekmez).

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 8/89 /787				

If you need any other assistance in responding, please call **020 8**

or email LTN@Haringey.gov.uk

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STREETS FOR PEOPLE IN BRUCE GROVE









LOW TRAFFIC **NEIGHBOURHOOD TRIAL**

A trial LTN was introduced in Bruce Grove West Green to help create a safer, cleaner and quieter neighbourhood.

We want to hear your views on the trial LTN.

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