

Bruce Grove West Green Low Traffic Neighbourhood

Public Consultation: Summary of Results

November 2021

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Executive Summary

0.1 This report details the process and results of the public consultation on the proposed trial Low Traffic Neighbourhood (LTN), along with a number of accompanying proposals, in the Bruce Grove West Green area within LB Haringey.

0.2 The consultation was accompanied by a range of public engagement activities which were supported by Sustrans.

0.3 In total 1,223 people responded to the consultation – 1,122 via the online portal and 101 via paper surveys

0.4 The majority of responses were from residents in the Bruce Grove West Green area. Most respondents not in the Bruce Grove West Green LTN area visit friends, family, or businesses in the area.

0.5 While the survey was filled in by a range of respondents, responses are not representative of the population of the area. Consultation results should be understood within this context. Groups that are underrepresented in the survey include: those without access to a private car; those identifying as “Black/African/Caribbean/Black British” and “Asian/British Asian”; men; and those aged under 34. The number of people who said they had a disability and/or a long term illness is roughly in line with national averages.

0.6 Respondents used a sliding scale from 1 to 5 to respond to questions, with 1 being negative and 5 being positive. When asked how they felt about LB Haringey proposing to reduce motor vehicle traffic in the Bruce

Grove West Green LTN: 36% selected “1 – Negative”, and 6% selected “2”. 4% selected “3”. 5% selected “4” and 47% selected “5 – Positive”.

0.7 Respondents were also asked about the changes being proposed in the two consultation areas. There were similar patterns of responses to these, with 44%-46% selecting “1-Negative” and 38%-41% selecting “5-Positive”. Those selecting “2”, “3”, “4”, or “I don’t know” were each 6% or under respectively.

0.8 There was high levels of positivity for the proposed crossings, bike hangars and School Streets.

0.9 The main reasons people gave for negativity around the proposed changes included:

- Concerns around the impact on congestion and traffic volumes on main roads in the area
- Concerns around increased car journey times
- Linked to both these points, people raised concerns around the impact on air quality in the area and raised concerns around the equity of the LTN for those living on main roads
- The impact of increased traffic on road safety
- Other less common reasons people gave included concerns around access to houses and/or local amenities, personal security on quieter roads, and accessibility of emergency services

Executive Summary

0.10 Comments also highlighted some of the expected benefits of the proposals, including making it easier to walk and cycle, improved safety, and environmental benefits.

0.11 As well as feeding back on very specific aspects of the scheme, the most common suggestions for changes to the scheme included further improvements to walking and cycling provisions in the area, further traffic calming measures (e.g. speed humps and speed cameras), as well as additional/ cheaper cycle hangars to be installed in the area.

0.12 Responses were broken down by different groups to provide additional insight and understanding of how different people feel about the proposals.

0.13 Those living within the LTN area were more positive about reducing vehicle traffic in Bruce Grove West Green than negative, however, when asked about specific LTN schemes they were more negative than positive. Residents from Haringey that live outside the LTN area and boundary roads were the most positive towards the changes.

0.14 Residents living on boundary roads in the LTN area (including Belmont Road and Downhills Way) were more negative towards the changes than those living on minor roads within the LTN area and those living outside the LTN area.

0.15 Respondents without access to a private car were more positive than those with access to a private car.

0.16 Those who currently travel around the area by driving were more

negative about the changes than overall. Those who travel around the area by cycling or walking with prams/pushchairs/buggies were the most positive groups when broken down by travel mode.

0.17 Respondents with a physical or mental health condition/illness were more negative about the proposals than those without.

0.18 Disabled respondents and carers in the area gave similar reasons for being negative about the schemes to overall responses. However, many of them linked their concerns to their disability – e.g. longer journeys to health services, the ability of carers to meet appointments, being unable to walk or cycle places due to a disability/health issue.

0.19 Those aged 25-34 and 35-44 were the most positive age groups

0.20 Women were less positive about the proposed changes than men.

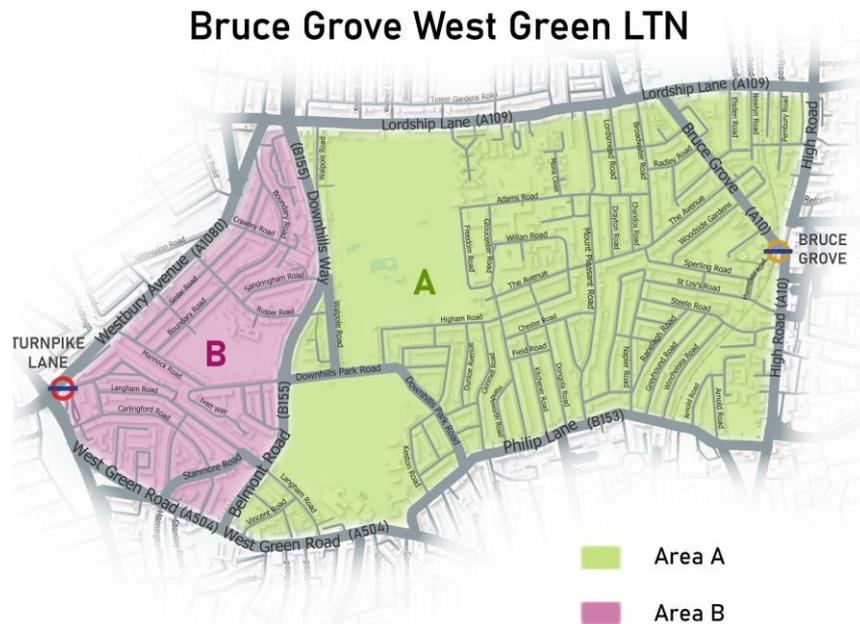
1.0 Introduction

1.1. Between 16th August and 17th September 2021 LB Haringey carried out a public consultation on a proposed trial Low Traffic Neighbourhood (LTN), along with a number of accompanying proposals, in the Bruce Grove West Green area in Haringey (see map). This report provides details on how the consultation was undertaken, as well as a summary of the consultation responses and officer responses to these.

1.2 The measures consulted on were:

- The creation of two LTN areas, with a mix of physical and emergency access modal filters and bus gates (trial)
- Four School Streets (trial)
- Two new zebra crossings
- Six new cycle hangars

1.3 In total 1,223 people responded to the consultation – 1,122 via the online portal and 101 via paper surveys.



2.0 Engagement

2.0 Engagement

2.1 LB Haringey (working with consultants Sustrans) delivered a comprehensive engagement package both before and during the consultation on Bruce Grove West Green LTN. The aim of this engagement was to inform residents, businesses and other stakeholders about the proposed LTN and invite their comments and feedback on design proposals.

2.2 Engagement methods included letters and mail outs, on-street posters, lamppost wraps and engagement boards, online workshops, on street pop-ups, door to door business engagement, councillor briefings and targeted stakeholder engagement. These tools were designed to reach as wide an audience as possible, and included particular efforts to reach user groups that are often excluded from consultations.

2.3 The engagement happened in three phases:

- **Phase 1 - Early Engagement (February- March 2021)**
- **Phase 2 - Community Design Workshops (April - June 2021)**
- **Phase 3 – Public Consultation (August - September 2021)**

Phase 1 - Early Engagement (February- March 2021)

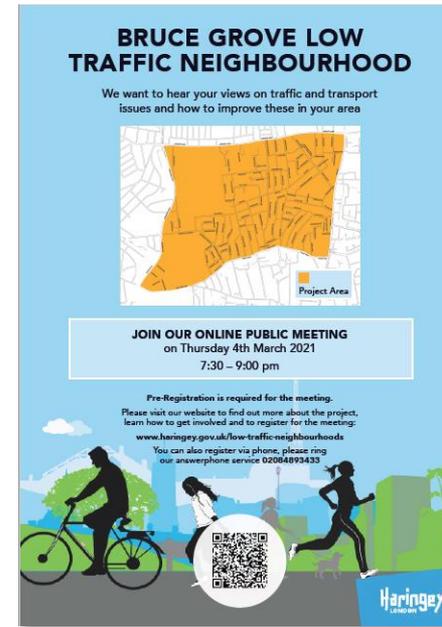
2.4 During phase 1, we wanted to gather the views of residents and businesses on their local area. We launched an online commonplace map tool for the Bruce Grove West Green LTN. This tool encouraged residents to suggest issues and opportunities in the area, and propose improvements and interventions they would like to see in their neighbourhood

2.5 We ran an online Q&A meeting. This was attended by around 120 people. Participants were able to ask questions about Haringey's proposed LTN programme and walking and cycling action plan.

2.6 We sent a letter to all addresses in the area, and put up on street lamppost posters. This informed residents and other stakeholders of the online commonplace tool, and the online Q&A meeting

2.7 We also held targeted meetings with schools, emergency services and disability groups

Figure 2.1 Public Meeting Poster



Phase 2 - Community Design Workshops (April - June 2021)

2.8 We produced design options for the Bruce Grove West Green LTN based on the results of the online commonplace tool. We then invited feedback on our proposed design options in a series of online workshops. During this phase we delivered:

- Resident design workshops x 2 (attended by approximately 150 residents)
- Stakeholder design workshop (local stakeholders specifically invited)
- Ward councillor workshop
- Workshop with disability groups

2.9 In the workshops we presented two design options per LTN area, and invited participants to comment on the proposals and raise any issues or suggestions about the design.

2.10 Letters were sent to all addresses in the area, and we put up lamppost posters around the neighbourhood.

2.11 We also launched a survey for disabled people and carers in the project area.

Figure 2.2 Letter to residents (example from Bounds Green LTN)



Phase 3 – Public Consultation (August - September 2021)

2.12 We ran a consultation for the Bruce Grove West Green LTN from 16th August 2021 to 17th September 2021. The consultation encouraged residents, businesses and other stakeholders to feedback on a proposed design for the LTN

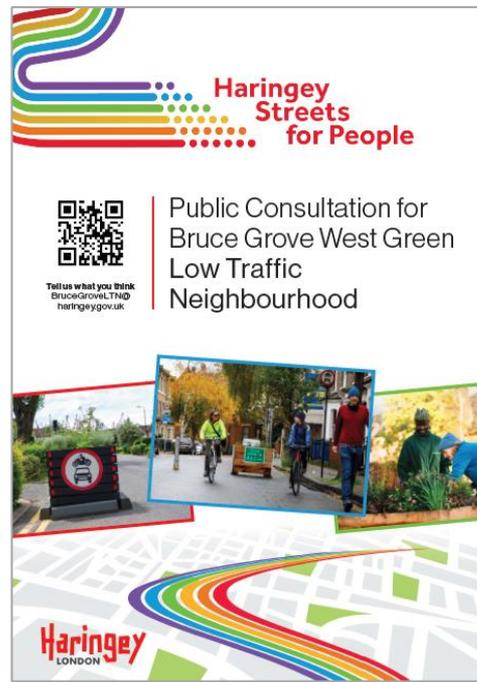
2.13 At the start of the consultation, all addresses within the area were sent a mail out. This contained:

- An information booklet - which explained the LTN proposals in detail
- A paper consultation survey - which could be used to respond to the consultation
- A translation sheet - which could be used to request translation of the consultation materials

2.14 The consultation could be responded to by:

- Completing and online survey
- Completing a paper survey and posting it to LB Haringey
- Completing a paper survey and returning it to a public library
- Emailing or phoning LB Haringey

Figure 2.3 Consultation information booklet



Phase 3 – Public Consultation (August - September 2021)

2.15 Seven on street pop-ups were carried out in Bruce Grove West Green during the consultation. With engagement staff handing out leaflets about the project and reminding local people to fill out the consultation. Using engaging boards with the designs and other key project information meant that we were able to explain the project and answer any questions people had on site, increasing understanding and promoting participation in the consultation. The on street pop ups took place at:

- Turnpike Lane Station
- Lordship Recreation Ground Hub
- Bruce Grove Primary School
- Willows Primary School/ The Brook Primary School
- The Grove School/Belmont Junior School/Belmont Infant School
- Broadwater Farm x 2

2.16 Two sets of engagement boards were stationed in key locations in Bruce Grove and West Green. The boards prominently displayed information about the LTN schemes, showing the design for the area and directing people to fill out the consultation. In addition 25 lamppost wraps and 100 posters were placed across the LTN area. These informed residents that the consultation was taking place and encouraged them to participate.

2.17 We also launched a survey for businesses in and adjacent to, the project area. The survey asked questions about deliveries, loading, parking and the travel habits of staff and customers. We carried out two full days of business surveying, delivering paper surveys to all businesses in the project area, and provided an opportunity for them to ask questions about the LTN.



On Street Pop Up at Lordship Rec Hub

Phase 3 – Public Consultation (August - September 2021)

2.18 Broadwater Farm Estate was highlighted as an area within the Bruce Grove West Green LTN where many residents are underrepresented in consultations. We carried out additional on street pop ups here to facilitate participation. Using engagement boards and staff positioned at key locations, leaflets were handed out to local residents reminding people about the project. Residents were able to stop and ask questions about the proposals. Leaflets and information were shared at the bus stop and shops/facilities/Community Centre on the Estate. Leaflets translated into Kurdish and Somali were also placed in the entry halls of buildings within the estate.

2.19 We worked with Disability Action Haringey (DAH) throughout the engagement process through a series of video calls and an online workshop, DAH provided guidance and feedback on our designs.

2.20 We also conducted an on street accessibility audit with DAH around the Bruce Grove West Green area. Attendees included a full time wheelchair user, a light-weight 4-wheel mobility buggy user and a person who was limited in how far they could walk. The audit took the form of a guided walk around the neighbourhood. Themes highlighted included:

- Footway quality including surfacing and micro-upstands around pavers
- Pinch points (bins/cars) and vegetation management,
- Accessibility of existing dropped kerbs and lack of dropped kerbs
- Inaccessible vehicle crossovers (grade separated)
- Blue Badge holder access and constraints
- Use of the carriageway by wheelchair users
- Disability related law



On Street Accessibility Audit

3.0 Participants and Demographics

1,223 individuals and 9 groups responded to the survey

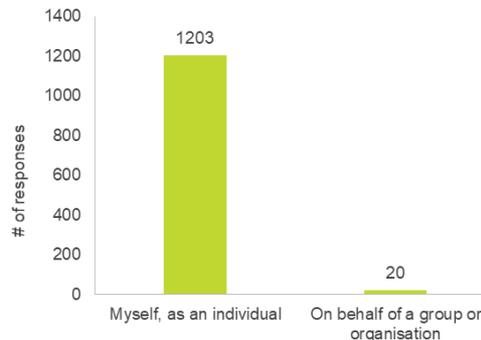
3.1 Participants were asked a series of questions that helped to understand who has responded to the consultation. These questions included their relationship to the area, where they live, and questions about demographics. The data from these questions should be used to contextualise the consultation data. Responses to the consultation is also broken down by some of these questions later in the report.

3.2 Participants were asked who they are responding on behalf of. Of those that answered the question, 98% said “myself as an individual” and 2% were responding on behalf of a group or organisation.

3.3 Organisations and groups that gave responses are listed below*. Responses that represent key groups can be found in Appendix C:

- Ducketts Green Residents Group
 - JSJ Smart Homes LTD
 - Belmont Infant School
 - The Grove
 - Mems Diy ltd
- Tottenham & Wood Green Friends of the Earth
 - Vale School
 - Downhills park cafe
 - Haringey Living Streets

Chart 3.1: Who are you responding behalf of?



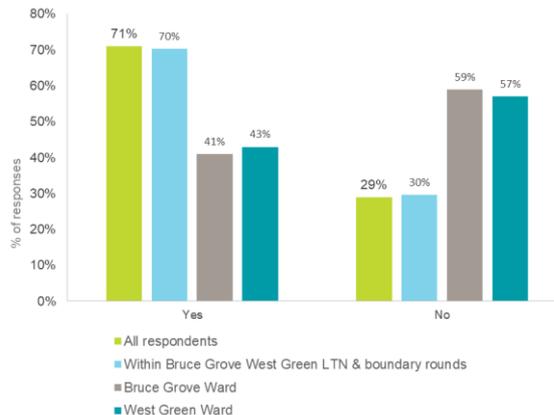
Who are you responding on behalf of?	# of responses	% of responses
Myself, as an individual	1,203	98%
On behalf of a group or organisation	20	2%
Total	1,223	100%

*9 responses were on behalf of recognised groups or organisations. Other responses were from non-recognised groups or on behalf of multiple people.

29% of respondents do not own or have access to a private car

3.4 Participants were asked if they owned or had access to a private car. Of those that answered the question, 29% said “No” and 71% said “Yes”. In comparison, West Green ward has 57% of households without a car/motor vehicle and Bruce Grove ward has 59% without a car/motor vehicle. Borough wide, 52% of households do not have a car/motor vehicle in Haringey.

Chart 3.2: Do you own or have access to a private car?



Do you own or have access to a private car?	# of responses	% of responses	% of responses within Bruce Grove West Green LTN & Boundary roads	Bruce Grove Ward*	West Green Ward*
Yes	864	71%	70% (621 responses)	41%	43%
No	352	29%	30% (262 responses)	59%	57%
Total	1213	100%	100%	100%	100%

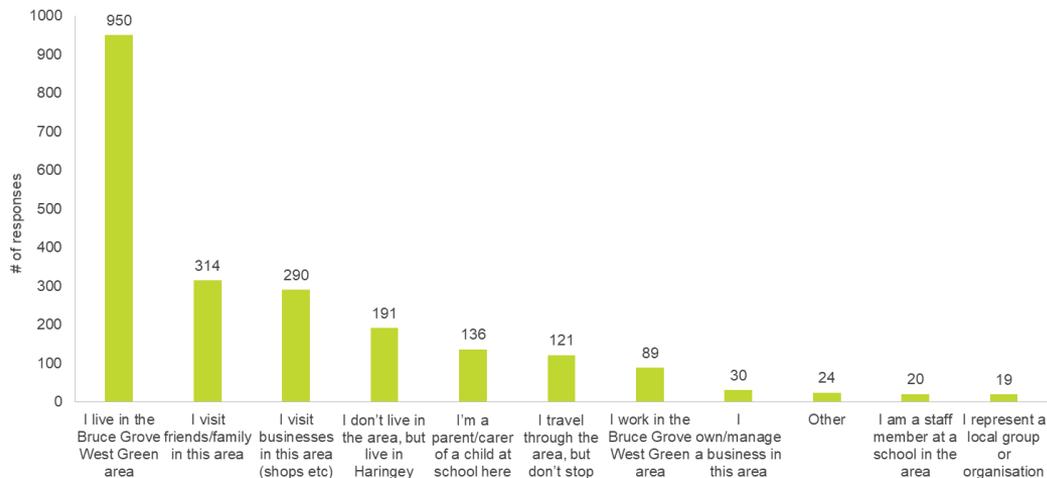
*Data from <https://www.haringey.gov.uk/local-democracy/about-council/state-borough/ward-profiles> Note that West Green and Bruce Grove wards overlap but are not equal to the Bruce Grove West Green LTN area

Over three quarters of the respondents said they live within the Bruce Grove West Green area.

3.5 Participants were asked how they are connected to the Bruce Grove West Green area. For this question, the Bruce Grove West Green area was defined by the participants themselves. Participants could select more than one option. Of those that answered the question 78% said they live in the Bruce Grove West Green area in Haringey.

How are you connected to the Bruce Grove West Green area?	# of responses*	% of responses
I live in the Bruce Grove West Green area	950	78%
I visit friends/family in this area	314	26%
I visit businesses in this area (shops etc)	290	24%
I don't live in the area, but live in Haringey	191	16%
I'm a parent/carer of a child at school here	136	11%
I travel through the area, but don't stop	121	10%
I work in the Bruce Grove West Green area	89	7%
I own/manage a business in this area	30	2%
Other**	24	2%
I am a staff member at a school in the area	20	2%
I represent a local group or organisation	19	2%

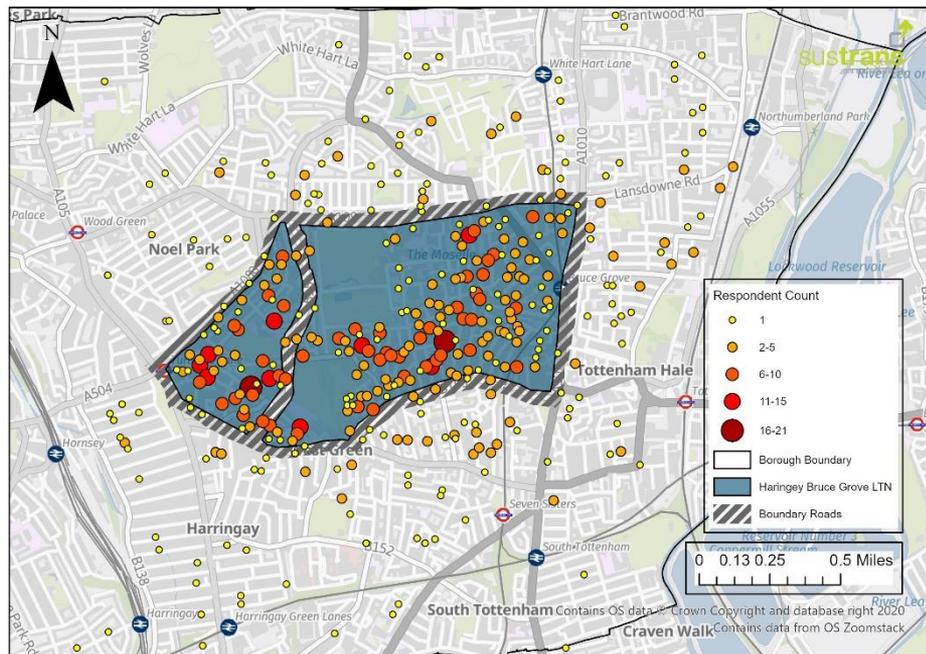
Chart 3.3: How are you connected to Bruce Grove West Green area?



* Participants could select multiple answers
 **See Appendix for full list of "Other" responses

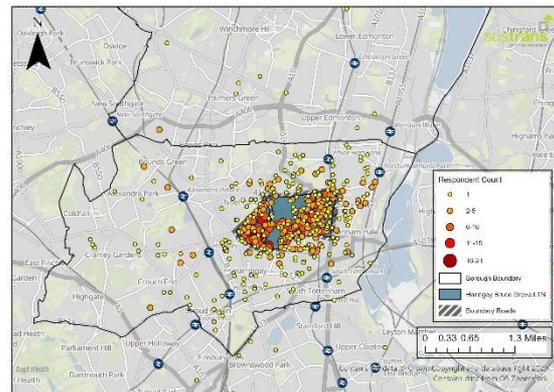
The majority of respondents were from the London Borough of Haringey

Map 3.1: Location of respondents: LTN area

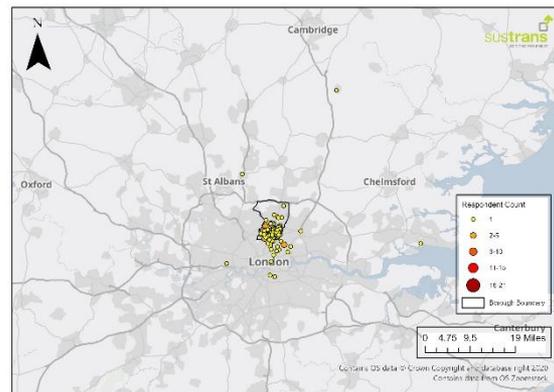


3.6 Participants were also asked for their postcodes. From this, 70% live within the Bruce Grove West Green LTN area, 5% live on boundary roads, 21% live outside the LTN area and boundary roads, but within LB Haringey, and 4% live outside LB Haringey. 36 postcodes could not be analysed.

Map 3.2: Location of respondents: Haringey



Map 3.3: Location of respondents: London

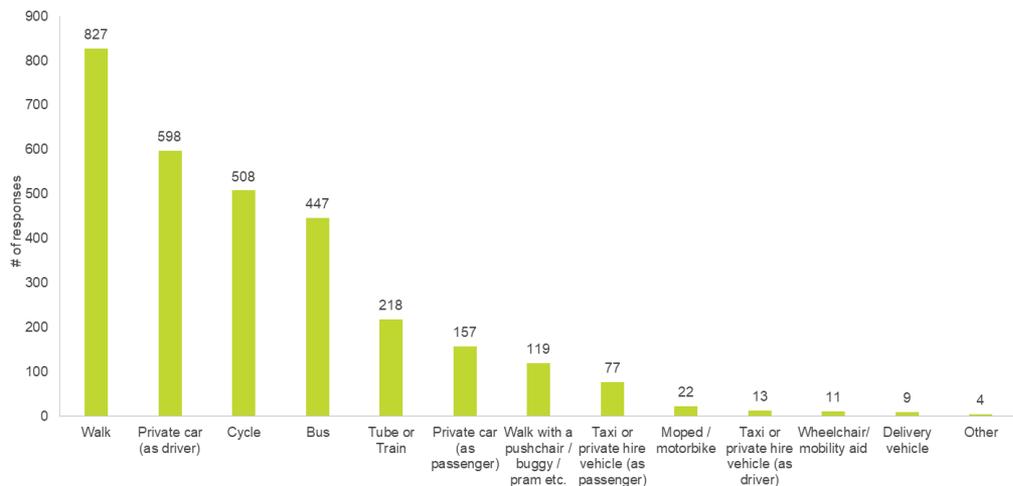


The most common forms of travel around Bruce Grove West Green by respondents is “Walking” followed by “Private Car (as driver)” and “Cycling”

3.7 Respondents were asked how they usually travel in and around the Bruce Grove West Green area. Participants could select up to three responses. Of those that answered the question 68% said “walk”, 49% said “private car as driver”, 42% said “cycle”, 37% said “bus”, 18% said “tube or train”.

How do you usually travel in and around the Bruce Grove West Green area?	# of responses	% of responses
Walk	827	68%
Private car (as driver)	598	49%
Cycle	508	42%
Bus	447	37%
Tube or Train	218	18%
Private car (as passenger)	157	13%
Walk with a pushchair / buggy / pram etc.	119	10%
Taxi or private hire vehicle (as passenger)	77	6%
Moped / motorbike	22	2%
Taxi or private hire vehicle (as driver)	13	1%
Wheelchair/ mobility aid	11	1%
Delivery vehicle	9	1%
Other	4	0%

Chart 3.4: How do you usually travel in and around the Bruce Grove West Green area?



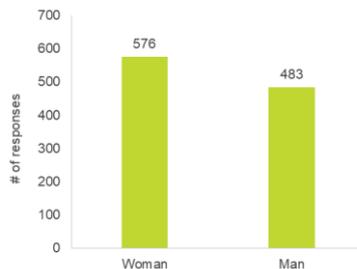
Participants and Demographics

More women than men responded to the survey.
The most common age group selected was 35-44.

3.8 50% of respondents selected “woman”, while 42% selected “man”. 1% said they were “non-binary”, while 1% selected “Other/I prefer to self describe”.

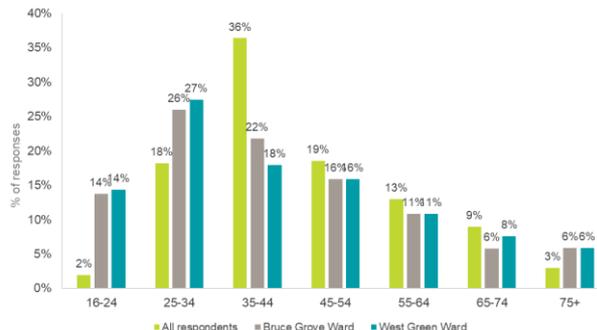
3.9 The most common age groups selected were 35-44 (36%). Comparing data to local ward data suggests the survey has an underrepresentation of those under 34.

Chart 3.5: What best describes your gender?



What best describes your gender	# of responses	% of responses
Woman	576	50%
Man	483	42%
Non-binary	10	1%
Other / I prefer to self-describe	8	1%
I prefer not to say	77	7%
Total	1154	100%

Chart 3.6: What is your age?



What is your age?	# of responses	% of responses	Bruce Grove Ward %	West Green Ward %
16-24	21	2%	14%	14%
25-34	195	17%	26%	27%
35-44	390	34%	22%	18%
45-54	199	17%	16%	16%
55-64	139	12%	11%	11%
65-74	96	8%	6%	8%
75+	32	3%	6%	6%
Total	1072	100%	100%	100%
Prefer not to say	80			

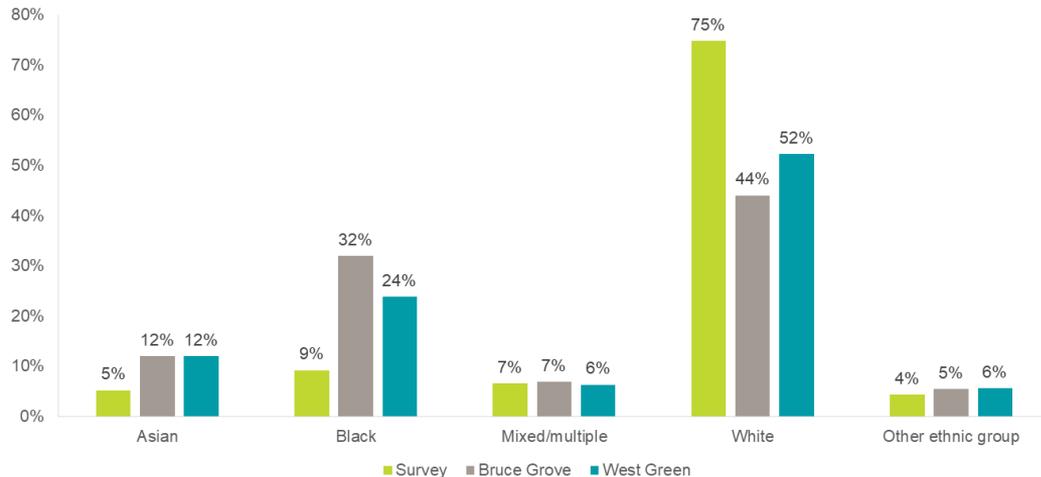
*Ward age data from <https://data.london.gov.uk/dataset/gla-population-projections-custom-age-tables>. Percentages refer to population over 16 only. Note that West Green and Bruce Grove wards overlap but are not equal to the Bruce Grove West Green LTN area

75% of the respondents described their ethnicity as White.

3.10 Participants were asked how they would best describe their ethnicity. 75% of respondents selected “White”, while 9% selected “Black/African/Caribbean/Black British”. 7% said they were “Mixed/multiple”, while 5% said they were “Asian/Asian British” and 4% selected “Other ethnic group”*. 140 people preferred not to say.

3.11 Comparing the ethnicity of survey respondents to the ethnicities of residents in both the Bruce Grove and West Green Wards* indicates the survey has a underrepresentation of those from Asian/Asian British and Black/African/Caribbean/Black British backgrounds.

Chart 3.7: What best describes your ethnicity?



Ethnic Group	Survey#	Survey%**	Bruce Grove Ward*	West Green Ward*
Asian/Asian British	52	5%	12%	12%
Black/African/Caribbean/Black British	92	9%	32%	24%
Mixed/multiple	69	7%	7%	6%
White	753	75%	44%	52%
Other ethnic group	38	4%	5%	6%
Total	1001	100%	100%	100%
I prefer not to say**	140			

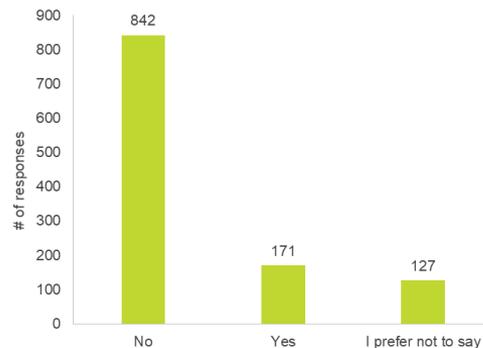
*Ward ethnicity data from <https://www.citypopulation.de/en/uk/London/> Note that West Green and Bruce Grove wards overlap but are not equal to the Bruce Grove West Green LTN area
 **% in plot do not include respondents who selected “I prefer not to say”

15% of the respondents said they have a physical or mental health condition/illness.

3.12 When asked whether they have any long term physical or mental health condition/illnesses, 74% of respondents selected "No", while 15% selected "Yes". 11% of respondents preferred not to say.

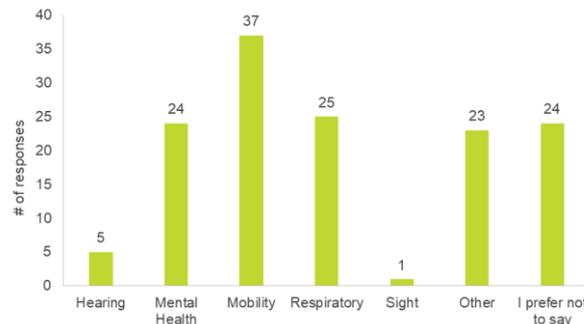
3.13 Respondents who answered "Yes" to the question above, were asked to give details on the condition. The most common condition/illness was Mobility which 26% of the respondents selected. 18% of respondents who answered the questions selected "Respiratory", 16% selected "Mental Health", 4% selected "Hearing", 1% selected "Sight" and 17% selected "Other". 17% of people who responded to the question preferred not to say.

Chart 3.8: Do you have any long term physical or mental health conditions/illnesses?



Do you have any long term physical or mental health conditions/illnesses?	# of responses	% of responses
No	842	74%
Yes	171	15%
I prefer not to say	127	11%
Total	1140	100%

Chart 3.9: Please give details of your physical or mental health conditions/illnesses*



Please give details [of long term physical or mental health conditions/illnesses]	# of responses	% of responses	# of responses (paper survey responses)	% of responses (online survey responses)
Hearing	5	4%	4	11%
Mental Health	24	17%	4	11%
Mobility	37	27%	12	32%
Respiratory	25	18%	8	21%
Sight	1	1%	2	5%
Other	23	17%	3	8%
I prefer not to say	24	17%	5	13%
Total	139	100%	38	100%

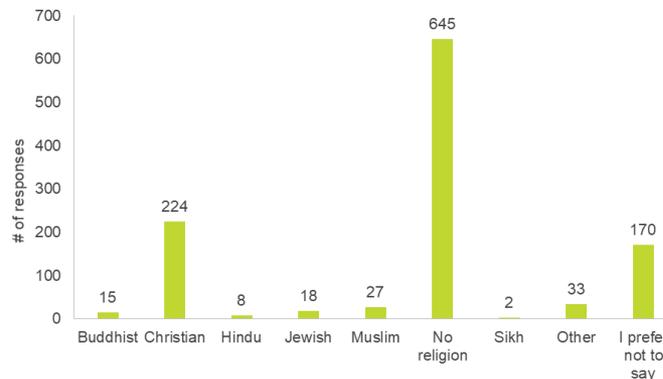
*Only responses from online survey are represented in the plot. For details on the paper survey responses please see Appendix A

89% of the respondents said English was their main language.

3.14 Respondents were asked their religion. The two most common responses were “No religion” (56% of respondents) and “Christian” (20% of responses). 9% selected other religions, and 15% of respondents preferred not to say.

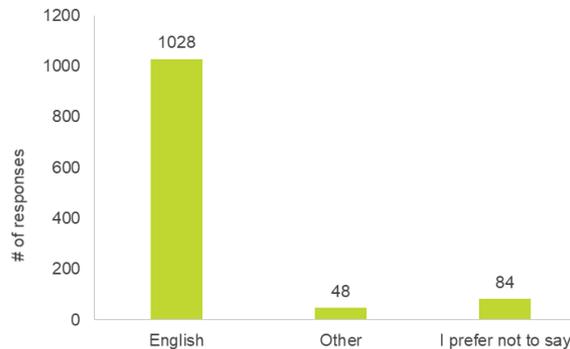
3.15 When asked what was their main language, 89% of respondents said “English”, while 4% said “Other” and 7% preferred not to say.

Chart 3.10: What is your religion?



What is your religion?	# of responses	% of responses
Buddhist	15	1%
Christian	224	20%
Hindu	8	1%
Jewish	18	2%
Muslim	27	2%
No religion	645	56%
Sikh	2	0%
Other	33	3%
I prefer not to say	170	15%
Total	1142	100%

Chart 3.11: What is your main language?



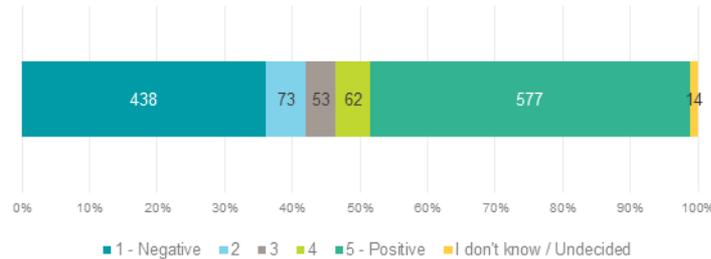
What is your main language?	# of responses	% of responses
English	1028	89%
Other	48	4%
I prefer not to say	84	7%
Total	1160	100%

4.0 Consultation results: Overall

53% of respondents were positive and 42% were negative about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN.

4.1 Respondents were asked how they felt about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West LTN. Of those that answered the question, 53% (639 responses) felt positively about the proposal whilst 42% (511 responses) felt negatively*. 4% (53 responses) selected "3" - neither negative or positive, and 1% (14 responses) said they don't know.

Chart 4.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN?



How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN?	# of responses	% of responses
1 - Negative	438	36%
2	73	6%
3	53	4%
4	62	5%
5 - Positive	577	47%
I don't know / Undecided	14	1%
Total	1,217	100%

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Half of respondents felt negatively towards the proposed changes in Area A

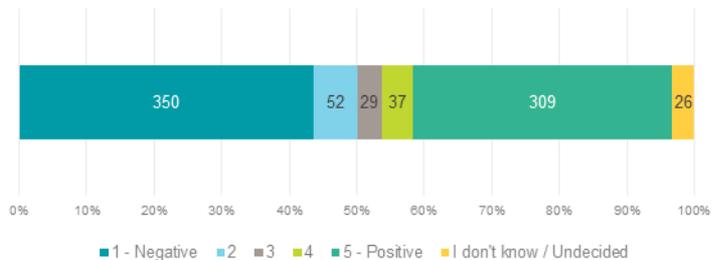
Consultation results: Area A

4.2 For Area A, respondents were asked how they feel about the proposed changes.

4.3 Overall, there were more negative than positive responses*.

4.4 Of people that responded to the question, 50% (402 respondents) felt negatively, 43% (346 respondents) felt positively and 29 respondents were neither negative nor positive. 26 respondents said they did not know.

Chart 4.2: How do you feel about the proposed changes in Area A?



Area A	# of responses
1 - Negative	350
2	52
3	29
4	37
5 - Positive	309
I don't know / Undecided	26
Total	803

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

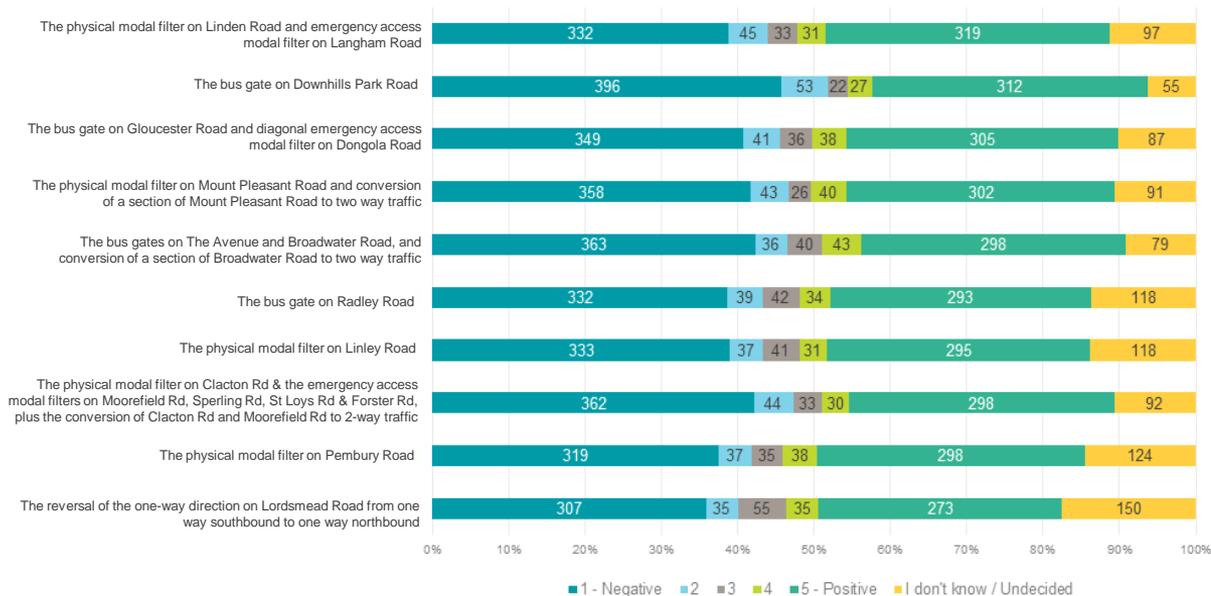
Responses were similar across the changes in Area A

Area A

4.5 Respondents were also asked how they feel about the 10 specific changes in Area A.

4.6 Overall, there were more negative than positive responses for all the changes. Sentiment towards the specific changes did not differ much. The proposal to reverse the one-way direction on Lordsmead Road had the fewest negative responses*, whilst the bus gate on Downhills Park Road had the most.

Chart 4.3: How do you feel about the following specific proposed changes?



	The physical modal filter on Linden Road and emergency access modal filter on Langham Road (# of responses)	The bus gate on Downhills Park Road (# of responses)	The bus gate on Gloucester Road and diagonal emergency access modal filter on Dongola Road (# of responses)	The physical modal filter on Mount Pleasant Road and conversion of a section of Mount Pleasant Road to two way traffic (# of responses)	The bus gates on The Avenue and Broadwater Road, and conversion of a section of Broadwater Road to two way traffic (# of responses)	The bus gate on Radley Road (# of responses)	The physical modal filter on Linley Road (# of responses)	The physical modal filter on Clacton Road and the emergency access modal filters on Moorefield Road, Sperling Road, St Loys Road and Forster Road, plus the conversion of Clacton Rd and Moorefield Road to two way traffic (# of responses)	The physical modal filter on Pembury Road (# of responses)	The reversal of the one-way direction on Lordsmead Road from one way southbound to one way northbound (# of responses)
1 - Negative	332	396	349	358	363	332	333	362	319	307
2	45	53	41	43	36	39	37	44	37	35
3	33	22	36	26	40	42	41	33	35	55
4	31	27	38	40	43	34	31	30	38	35
5 - Positive	319	312	305	302	298	293	295	298	298	273
I don't know / Undecided	97	55	87	91	79	118	118	92	124	150
Total	857	865	856	860	859	858	855	859	851	855

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

44% of responses were positive about the changes in Area B

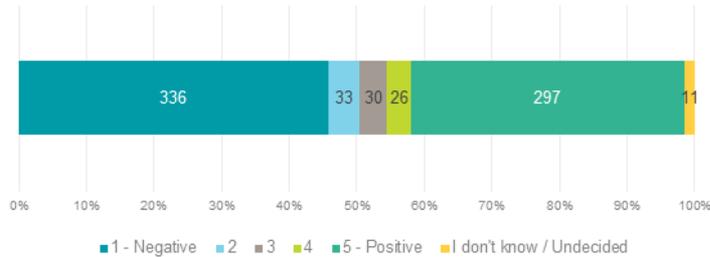
Consultation Results Area B

4.7 For Area B, respondents were asked how they feel about the proposed changes.

4.8 Overall, people felt slightly more negative than positive.

4.9 Of people that responded to the question, 50% (369 respondents) felt negatively, 44% (323 respondents) felt positively and 30 respondents felt neither negative nor positive. 11 respondents said they did not know.

Chart 4.4: Overall how do you feel about the proposed changes in Area B?



Area B	# of responses
1 - Negative	336
2	33
3	30
4	26
5 - Positive	297
I don't know / Undecided	11
Total	733

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

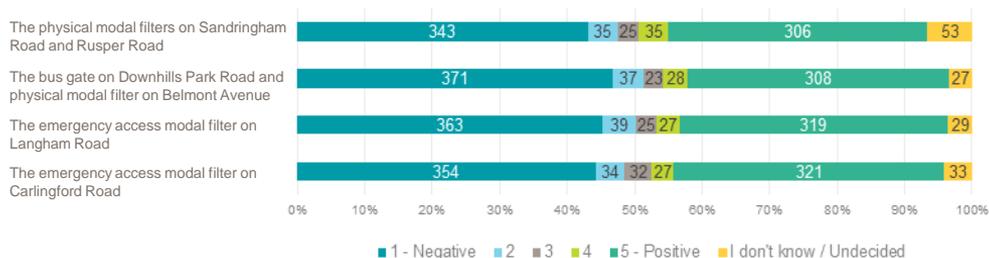
There were similar patterns of response to the different changes proposed within Area B

Area B

4.10 Respondents were also asked how they feel about the 4 specific changes in Area B.

4.11 Overall, people were more negative than positive for all the changes*. Sentiment towards the three specific changes did not differ much, the physical modal filters on Sandringham and Rusper Road had the fewest negative responses, whilst the bus gate on Downhills Park Road and physical modal filter on Belmont Avenue had the most.

Chart 4.5 : How do you feel about the following specific proposed changes?



	The physical modal filters on Sandringham Road and Rusper Road (# of responses)	The bus gate on Downhills Park Road and physical modal filter on Belmont Avenue (# of responses)	The emergency access modal filter on Langham Road (# of responses)	The emergency access modal filter on Carlingford Road (# of responses)
1 - Negative	343	371	363	354
2	35	37	39	34
3	25	23	25	32
4	35	28	27	27
5 - Positive	306	308	319	321
I don't know / Undecided	53	27	29	33
Total	797	794	802	801

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Consultation results: Additional Measures & School Streets

Responses showed high positivity for the proposed crossings and School Streets

4.12 Respondents were asked how they feel about the proposal of two new zebra crossings.

4.13 Overall, people were more positive than negative about both proposed changes*. Respondents felt more positive about the zebra crossing at Belmont Road.

4.14 Respondents were also asked how they feel about the proposed School Streets.

4.15 Overall, people felt more positive than negative for all School Streets. The Willows on Broadwater School Street was viewed least negatively, whereas Belmont Infant and Junior School Street was viewed most negatively.

Chart 4.6: Overall how do you feel about the proposed additional changes?

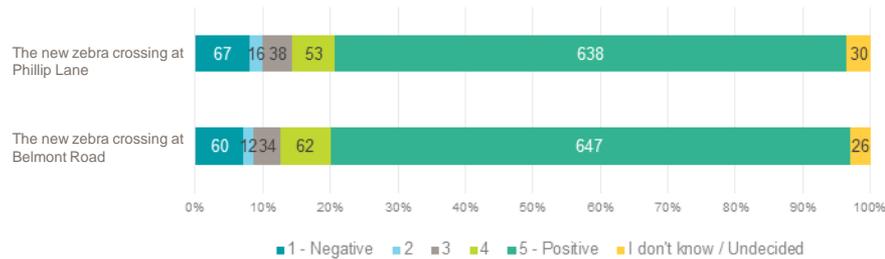
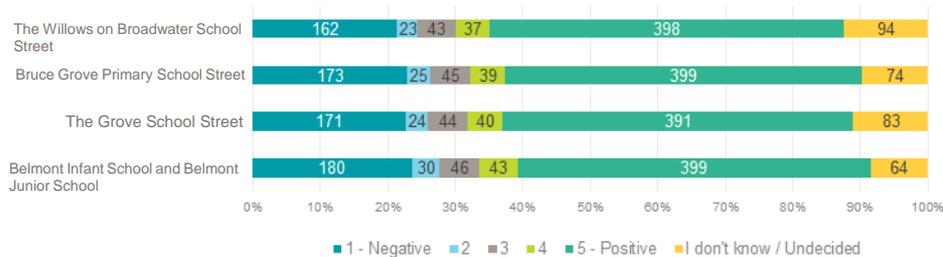


Chart 4.7: Overall how do you feel about the proposed School Streets?



	The new zebra crossing at Phillip Lane (# of responses)	The new zebra crossing at Belmont Road (# of responses)
1 - Negative	67	60
2	16	12
3	38	34
4	53	62
5 - Positive	638	647
I don't know / Undecided	30	26
Total	842	841

	The Willows on Broadwater School (# of responses)	Bruce Grove Primary School (# of responses)	The Grove School (# of responses)	Belmont Infant School & Belmont Junior School (# of responses)
1 - Negative	162	173	171	180
2	23	25	24	30
3	43	45	44	46
4	37	39	40	43
5 - Positive	398	399	391	399
I don't know / Undecided	94	74	83	64
Total	757	755	753	762

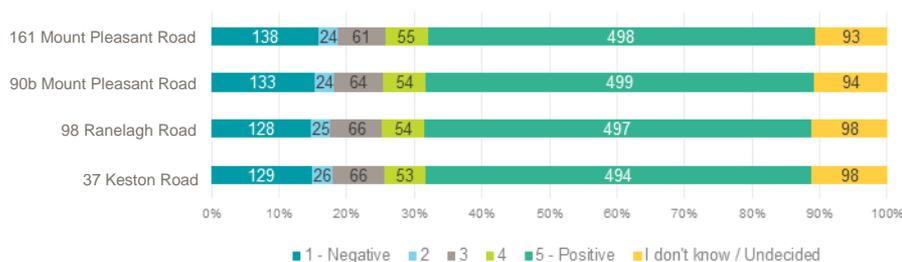
*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

There was high positivity for the proposed hangars in both Area A and Area B

4.16 Respondents were asked how they feel about four proposed new cycle hangars in Area A.

4.17 Overall, people felt more positive than negative about all four proposed cycle hangars, each receiving similar responses from respondents.

Chart 4.8: Overall how do you feel about the proposed cycle hangars (Area A)?

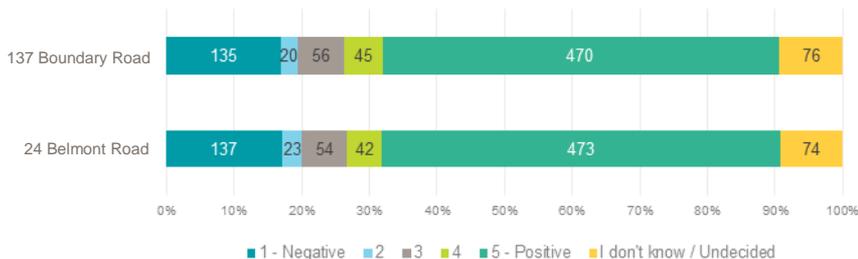


	161 Mount Pleasant Rd (# of responses)	90b Mount Pleasant Rd (# of responses)	98 Ranelagh Road (# of responses)	37 Keston Road (# of responses)
1 - Negative	138	133	128	129
2	24	24	25	26
3	61	64	66	66
4	55	54	54	53
5 - Positive	498	499	497	494
I don't know / Undecided	93	94	98	98
Total	869	868	868	866

4.18 Respondents were asked how they feel about two proposed new cycle hangars in Area B.

4.19 Overall, people felt more positive than negative for both proposed cycle hangars. Both hangars received similar responses.

Chart 4.9: Overall how do you feel about the proposed cycle hangars (Area B)?



	137 Boundary Road (# of responses)	24 Belmont Road (# of responses)
1 - Negative	135	137
2	20	23
3	56	54
4	45	42
5 - Positive	470	473
I don't know / Undecided	76	74
Total	802	803

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Consultation results: Open Text Responses

Most commented open-text themes: 944 respondents left an open-text comment

Highlighting issues and concerns with the infrastructure/changes, 608 comments.

The most common theme raised in the open text comments was on concerns around **increased traffic on main roads**, with a number of comments highlighting **Philip Lane, Downhills Park Road, Belmont Road and West Green Road** as being especially affected. This theme was closely linked to a number of other concerns. In particular, comments highlighting **increased air pollution** (138 of 171 comments), and comments mentioning **longer car journey times** (67 of 129 comments) had also commented on this major theme. Consequently there was a strong theme around **equity**, in particular around the potentially detrimental impact of those living on the boundary roads and it impacting on less affluent households, as well as the impact on younger, older and disabled people. A number of parents raised **health concerns for their children who go to school on/via Philip Lane** if the air quality on the main roads is negatively affected.

Another frequently commented theme was respondents **concern for health and safety with regards to traffic** (95 comments). Many of these comments mentioned that **increased traffic volume, speeding traffic, lack of safe crossings for pedestrians and/or inadequate walking and cycling infrastructure** makes them feel unsafe. A number of comments continued to highlight that the pavements in the area are not suitable to walk on, with many being too narrow or/and broken. With regards to these concerns, many respondents supported the idea of reducing traffic, but did not think the scheme would be successful as the proposed changes are not adequately addressing the above issues.

Other comments raised concerns that the changes **block access to houses & amenities** (89 comments), making it difficult to travel around the area by car, and feelings of being locked into residential zones. In particular restricted access to the **hospital, veterinary practise and electric vehicle charging points** were highlighted as concerns for some respondents. A number of respondents also raised concerns that people not living in the area, for example family/friends, taxis & delivery services **would no longer have access to the area** and/or offer a reduced service. This issue was particularly present for respondents with mobility issues who rely on taxis and/or carers. Linked to this theme, a number of respondents highlighted concerns for their **personal safety** (50 comments). Some respondents mentioned that fewer vehicles on the road would make them feel less safe when travelling at night, in particular on roads such as **Downhills Park Road**. Some respondents also raised concerns on **access/lengthened response times for emergency vehicles** (42 comments).

Respondents often highlighted concerns/issues with specific aspects of the scheme, some of these include increased traffic/rat-running traffic on side roads such as **Sirdar & Lordsmead Roads, unequal distribution of bicycle hangars** (i.e. 2 on Mount Pleasant which already has 2), **not enough bicycle hangars**, and concerns on the location of the proposed **zebra crossing on Belmont Road**.

Some respondents used the open-text comments to highlight their **general disagreement with the scheme** (99 comments), some mentioned that they are **unsatisfied with the consultation** (37 comments), whilst others were **sceptical of the scheme** raising concerns that it was either a “money making” scheme or a waste of council money (42 comments).

Most commented open-text themes:

Suggesting improvements to the scheme, 428 comments.

A number of respondents commented on potential improvements to the scheme; the most commented suggestions were with regards to **improving the walking and cycling infrastructure** (106 comments). This included **improving/widening pavements, more & safer pedestrian crossings, developing cycle infrastructure, and improved walking and cycling routes & connectivity**. Similarly, requests for **more, and cheaper/free cycle hangars** were frequently commented (82 comments).

Respondents suggested a number of other **traffic calming measures** (90 comments) often instead of, but sometimes in addition to the proposed changes. Some suggestions included **speed bumps, speed cameras, 20mph limits and one way systems**. Often respondents highlighted **improvements to specific aspects of the scheme** (56 comments), some suggested improved **locations for bike hangars, changes in filter placement, changes to placement/type of proposed crossings or timed closures for certain filters**. Some respondents also suggested residents should have **access through filters** (29 comments), whilst others specified that Blue Badge holders & Taxis should continue to have access.

Respondents less positive towards the scheme suggested that it should not be implemented (41 comments) whilst those more positive suggested that the scheme should be expanded (28 comments). Many respondents that were unsure of scheme suggested that **air quality/congestion should be monitored** throughout the trial.

Other commonly suggested improvements to the area were **more greening/planters, public realm improvements**, installation of clear **signage** for modal filters, **improved lighting/safety for pedestrians** and **more electric vehicle charging points**.

Highlighting the benefits of the scheme, 283 comments

A number of respondents commented on their **general support for the scheme** (259 comments), whilst other comments highlighted the benefits of the scheme, such as **improved safety, air quality, and making it easier to walk/cycle** in the area, especially with children.

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
<p>Concern about increased traffic on main roads.</p>	<p>274</p>	<p>The high-level transport assessment (HLTA) for the Bruce Grove West Green LTN indicates most internal roads are expected to see a reduction or neutral impact on motor traffic as a result of the scheme. The HLTA assumes that capacity exists on the main roads surrounding or passing through the LTN and so motor traffic can divert onto these. The HLTA consequently indicates a range of potential negative impacts on motorised vehicular traffic on certain parts of the boundary roads and at certain times (from a 0-50% increase to a 100%+ increase). However, the HLTA presents a "worst-case scenario" and assumes that, with the LTN in place, people will continue driving exactly the same journeys as they did previously, but merely divert to the closest route available. That, in reality, will not materialise as several of the boundary roads are already close to capacity and would not be able to accommodate this increase in demand. As a result, some drivers will attempt to use these boundary roads and generate additional traffic pressure in the short-term but are expected to quickly re-route their journeys further afield or otherwise change their travel behaviour. Some changes in behaviour will also likely occur, such as some people not travelling or choosing to walk, cycle or use public transport, some taking a different route, some travelling at a different time.</p> <p>The ultimate goal of the Bruce Grove West Green LTN is to reduce traffic both within the LTN and on the boundary roads of the LTN. Data from trial LTNs implemented in boroughs such as Hackney, Lambeth and Islington has shown a mixed picture regarding traffic reduction. Traffic volumes within the LTNs reduced substantially. Although traffic on a few boundary roads increased, after a settling in period, traffic volumes on the majority of boundary roads has tended to remain static or in some cases decreased.</p> <p>If introduced, the LTN will be introduced as a trial and the council are committed to monitoring traffic volumes on roads within the LTN, on major boundary roads, and at crucial locations adjacent to the LTN. This monitoring will take place before and during the trial to assess the impact of the LTN on traffic volumes. The Council could, if necessary, and taking its network management duty into account, make changes to the trial while it is in force to address or mitigate issues arising that affects the highway network or local amenities.</p>
<p>Concern about increased journey times.</p>	<p>128</p>	<p>As above, evidence suggests that traffic volumes and congestion decrease across a neighbourhood when and LTN is introduced. Traffic volumes within the LTN reduce substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has remained static or in some cases decreased.</p> <p>Residents within the LTN may need to drive slightly further to reach some destinations, but one of the aims of LTNs is to encourage residents to drive shorter journeys less frequently, and instead make short trips by walking and cycling more often.</p>
<p>Concern about increased air pollution on main roads, in particular near schools.</p>	<p>171</p>	<p>The Council considers that the LTN and complementary measures offer significant opportunities to improve air quality. Haringey has prepared a comprehensive air quality monitoring plan. If the LTN is implemented, monitoring stations will collect air quality data on a monthly basis, before and after implementation. Air Quality monitoring stations will be located outside all the schools in the area.</p> <p>Evidence from Waltham Forest has shown air quality to improve on main roads after LTNs are introduced: www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf</p>

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Concerns about traffic related health and safety related to traffic volume, traffic speeds	95	<p>Evidence suggests that traffic safety is substantially improved, and traffic speeds dramatically reduced after an LTN is introduced. One study has found that the number of roads injuries has halved in LTNs introduced in 2020. This reduction has also occurred to a lesser extent on boundary roads too.</p> <p>findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries</p>
Concerns about traffic related health and safety b. unsafe crossings, and infrastructure/routes for pedestrians & cyclists	95	<p>The Council is committed to enabled more walking and cycling in the borough including through improving pedestrian and cycle infrastructure. In November 2021 the Council launched consultation on a draft Walking and Cycling Action Plan which, in addition to a borough wide programme of LTNs, includes proposals for new and improved cycle routes, walking routes, crossings and additional cycle parking.</p>
Concerns about blocked access to houses/amenities, including access for taxis/deliveries.	89	<p>All addresses within the LTN will be accessible by motor vehicles. Drivers just may need to access these addresses from a different direction than they do currently.</p> <p>Addresses located within school streets will be eligible to the traffic restrictions</p>
Concerns about personal safety, particularly at night.	50	<p>The Metropolitan Police Service responded to the consultation stating that it has no objection to the proposals. The Council will continue to engage with the Police's Secure by Design to ensure the LTNs support personal safety. The introduction of an LTN in Waltham Forest was associated with a 18% decrease in street crime within the LTN and 10% across the borough and this effect increased with a longer duration since implementation: https://osf.io/preprints/socarxiv/ftm8d/</p>
Concerns about rat-running/increased traffic in side roads, in particular Sirdar Road	41	<p>As a result of concerns around additional traffic on Sirdar Road and feedback on the proposed school street outside the Grove School the design for Bruce Grove West Green LTN Area B has been revised. The school street for the Grove school is now no longer proposed. We have also proposed alternative locations for modal filters in this area (see revised area B map)</p>
Concerns about rat-running/increased traffic in side roads, in particular Lordsmead Rd.	10	<p>The Council notes the concerns about increased traffic within parts of the LTN. The high-level transport assessment (HLTA) for the Bruce Grove West Green LTN indicates most internal roads are expected to see a reduction or neutral impact on motor traffic as a result of the scheme. notwithstanding this, the Council will carry out comprehensive monitoring of traffic volumes as part of the LTN trial, if introduced. will be monitored throughout the trial period both within the LTN and on Boundary Roads. The advantage of introducing the scheme as a trial is that the design can be modified if monitoring of traffic volumes indicate the LTN is not achieving its intended objectives.</p>

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Sceptical about the scheme (money making scheme/waste of money)	42	The Council considers that the Bounds Green LTN and complementary measures will be a key driver towards a safer, cleaner, greener, fairer and happier borough. The LTN and complementary measures will be part funded via external funding the Council has secured from the Department for Transport and Transport for London.
Concerns on the effect on emergency response times	40	All three emergency services have been fully consulted at each stage of the design process. We have worked with emergency services to ensure the Bruce Grove West Green LTN has appropriate emergency access routes through the area. Having regard to the consultation responses of the emergency services three changes have been made to the LTN filters: the Pembury Road filter (Area A) was changed from a physical to an emergency access filter, the arrangement of filters around Sperling Road (Area A) was amended, and the physical filter on Sandringham Road (Area B) was removed.
Concerns about the zebra crossing on Belmont Road		The lack of a safe pedestrian crossing on Belmont Road by the south western entrance of Downhills Park was highlighted by residents in the online commonplace engagement map and during the community design workshops. If implemented, the zebra crossing will go through a full Road Safety Audit process.
Concerns about the number and location of new bicycle hangars.		The Council is committed to enabling more walking and cycling in the borough including through improving cycling infrastructure. In November 2021 the Council launched consultation on a draft Walking and Cycling Action Plan which, in addition to a borough wide programme of LTNs, includes proposals for additional cycle parking to be brought forward.
Concerns on equity; residents on boundary roads being adversely affected.		<p>Evidence from other LTNs introduced in London suggests that in general, after a settling in period, traffic volumes on boundary roads do not increase and in some cases reduce.</p> <p>The Council has developed a comprehensive monitoring plan which will assess the impact of the proposed LTN on traffic levels and air pollution, both within the LTN and on its boundary roads and beyond. This will allow us to assess how traffic volumes and air quality are changing and respond during the trial if necessary.</p>
Concerns about increased bus times		<p>As above, evidence suggests that traffic volumes and congestion decrease across a neighbourhood when and LTN is introduced. Traffic volumes within the LTN reduce substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has remained static or in some cases decreased.</p> <p>If the LTN is implemented, the borough will work with TfL throughout implementation to monitor bus journey times and look to implement mitigation on main roads if bus journey times on these routes increase. The W4 bus route is likely to see improvements to its journey times as traffic within the LTN is likely to decrease.</p>

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Access to Moorefield Road businesses	Raised by stakeholders	To simplify the highways arrangement and facilitate satisfactory access to industrial estate on Moorfield Road Tte Sperling Road school street has been reduced to just Sperling Road (removing section on Moorefield Road ,Avenue Road, Woodside Gardens and section of St Loy's Road).
Sperling Road filter location	Raised by Stakeholders	Sperling Road emergency filter moved to eastern end by Moorfield Road, and school street closure moved to junction with Woodside Gardens. The emergency filter will be changed to a school street filter if the School Streets are approved but not the LTN, or if the school street is implemented well in advance of the LTN should both be approved.
Adams Road School Street	Raised by stakeholders	Adams Road School Street removed and a school safety scheme to be implemented instead. Due to the high numbers of students with special needs who require transport assistance alongside the fact that a large residential car park underneath the blocks of Manston and Lympne enters onto the road at this point school street delivery has been paused to allow further discussions with the parents, carers, and local residents. This will also feed into the wider redevelopment of the Broadwater Farm Estate. The Council will review further measures outside the school to keep the traffic flowing at its busiest times and creating
The Grove School Street	Raised by stakeholders	The Grove School Street has been removed. Grove School specialises in supporting students with autism and additional needs including a cognitive impairment, language difficulties, or difficulties associated with social communication. As such many students require transport assistance. As traffic levels related to the school are low and spread out over a longer period, and following detailed discussion with the school, the Council agrees that this school street is not needed now, but will keep this under review.
Belmont Junior School Street	Raised by stakeholders	School Street on Rusper Road shortened to just section of Rusper Road up to the junction with Sandringham. This responds to feedback from the school and residents whose preference was to have access via Downhills Way/Belmont Road.
Access to Belmont Road	Raised by stakeholders	As above, the filters in Bruce Grove West Green LTN Area B have been reconfigured to provide better vehicular access to Belmont Road, but ensures there is no through route between Belmont Road and Westbury Avenue.
Walking route to Belmont Infant School	Raised by stakeholders	Physical Filter on Hawke Park Road between boundary and Sirdar Road has been introduced. This is to provide walking route from Westbury Avenue to the Recreation ground where Belmont Infant pedestrian access is through.

Most commented open-text themes: 300 respondents left an open-text comment

Support for the School Street and highlighting benefits, 85 comments.

There were a number of respondents which generally **supported the implementation of School Streets** (76 comments) within the LTN as well as an overall scheme at schools in the borough. Respondents said that **improvements to the safety of children** (17 comments), **increase in air quality** (10 comments), and **making it easier to walk or cycle to school** (5 comments) were all benefits of the School Street.

Some respondents offered their support for the School Street schemes but were not supportive of the wider LTN scheme.

Highlighting issues with the School Street, 112 comments

Some comments expressed **general disagreement** with the **School Street scheme** (46 comments). Of issues raised, respondents were most concerned that **access issues for residents** would arise due to the restrictions (27 comments). Various respondents were unsure how they would be impacted by the restrictions and who would be considered exempt (such as taxis, neighbouring street residents, workers, amongst others). Additionally, there was some concern that the restrictions would **increase traffic and parking related issues for residents** (8 comments), adding to journey times and parents parking on adjacent streets.

There was numerous responses which highlighted concern over **increased traffic levels as a result of the School Street** (22 comments). Respondents voiced concerns that the restrictions would only push traffic to the surrounding streets, rather than decreasing it within the area. Some comments considered that this would **negatively impact the air quality** in the local area (7 comments) as a result of more congestion and longer journeys. Several of these respondents were concerned that this was not equitable to other children in the area, as there are various schools on main roads near the proposed School Street schools.

Respondents also highlighted that **access to the school would be more difficult** as a result of the School Street (12 comments). This was especially noted for The Grove school which is a Special Education Needs (SEN) school. Respondents were concerned that it would be more difficult for these pupils to travel to school actively and as they come from all over the borough and typically require taxis.

Most commented open-text themes:

Suggesting improvements to the scheme, 108 comments.

Some respondents left comments regarding improvements to the School Street schemes or other ways to encourage children to travel actively in the borough. The most popular suggestion was to **implement School Streets at other schools** (35 comments). Some respondents felt that School Streets should be adopted across all schools. As mentioned earlier in the report, various respondents found it inequitable to not include schools that are found on boundary roads such as Harris Primary School on Philip Road.

Another theme emerging from the comments was respondents noting that the **Boundary Road entrance to Belmont school should be included in the School Street design** (16 comments). Respondents highlighted that many children used this entrance to enter the school and therefore to ensure success of the scheme the same restrictions should be implemented on a section of the road.

There were various comments **suggesting additional traffic calming measures** (14 comments), such as introducing lollipop ladies/men, zebra crossings, reduce speed and limits and banning parking around the school. Most of these respondents highlighted that they would prefer these measures introduced instead of a School Street in the area. There were also some respondents who would like to see **more cycling infrastructure introduced** (14 comments), such as safer cycle paths in the area. Additionally, multiple respondents highlighted a need for more **soft measures being introduced** (10 comments) such as safety lessons and engagement programmes like setting up a walking school bus.

Various respondents highlighted the **need for proper and adequate signage** (6 comments) for the School Street to be successful. There were also a small number comments which would like to see the School Street hours changed to include more of the day. Additionally, a small number of comments highlighted that disabled children/people need to have access to the street.

Consultation results: Issues & Council response

Issue Raised	Number of comments	Officer Response
Access issues for residents	27	Residents who live within the school street area are eligible for exemption to the school street, and will be able to access their address during the school street operational hours.
Increase in traffic outside of the School Street areas	22	<p>We have designed the school streets to minimise traffic disruption outside the designated school street area. Although some parents will still need to drive, one of the objectives of a school street is to encourage more families to walk or cycle school. This is likely to lead to a reduction in school traffic.</p> <p>The school streets have also been designed to complement the LTN. As observed in other trial LTNs introduced in other London in boroughs in 2020, there are likely to be significant traffic reductions across the area if the LTN.</p> <p>If introduced, we are planning to monitor the LTN and school street areas extensively for changes in traffic volume and air quality. As we are introducing these measures as a trial, the design can be changed if traffic volumes or air quality increases.</p>
Harder to access the schools (especially for those parents/children with a disability)	12	<p>Having regard to feedback received from those with access and disability needs through Engagement Stage 3, careful consideration has been given to the case for the Council to provide certain exemptions to the proposed LTN. To ensure that the LTN advances equality as far as possible, the following will be eligible for an exemption to non-hard closure filters in the LTN experimental scheme:</p> <ul style="list-style-type: none"> • Blue Badge holders living within the LTN or on the immediate boundary of it • Special Educational Needs and Disability (SEND) transport • Essential Haringey Council services catering for people with a disability <p>The above exemptions will not apply to the trial School Streets within the Low Traffic Neighbourhood. For the trial School Streets, the Council's approved School Streets Exemptions Policy will be applied.</p>
Traffic/parking issues for residents	8	The school streets have been designed to minimise traffic disruption outside the designated school street area. Although some parents will still need to drive, one of the objectives of a school street is to encourage more families to walk or cycle school. This is likely to lead to a reduction in school traffic. The School Streets are proposed to be implemented as a trial and impacts on traffic/parking will be monitored.
Decrease in air quality in surrounding area	7	<p>As above, the school streets have also been designed to complement the LTN. As observed in other trial LTNs introduced in other London in boroughs in 2020, there are likely to be significant traffic reductions across the area if the LTN and improvements in air quality</p> <p>If introduced, we are planning to monitor the LTN and school street areas extensively for changes in traffic volume and air quality. As we are introducing these measures as a trial, the design can be changed if traffic volumes or air quality increases.</p>

5.0 Consultation results: Location

Respondents who live on boundary roads were least positive towards the changes.

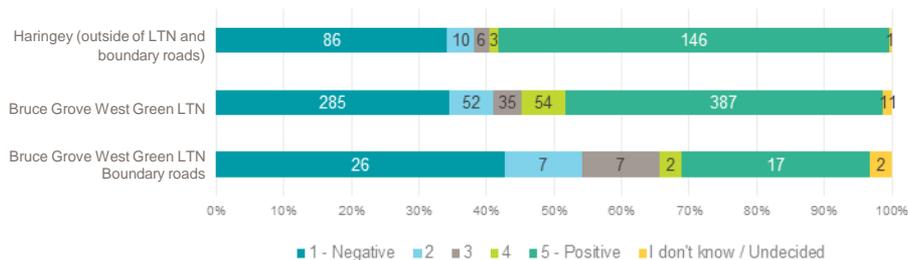
This section looks at the differences in responses from respondents living within, on boundary roads or outside of the LTN. Data is based on post code analysis

5.1 Respondents were asked to provide their postal address. For this analysis, respondents have been placed into 3 categories depending on their location. Within the Bruce Grove West Green LTN, on a Boundary road, or in Haringey (outside of LTN area and boundary roads)*.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

5.2 Overall, responses from those living on boundary roads were least positive, with 31% (19 responses) of respondents feeling positive and 54% (33 responses) feeling negative towards the proposal**. Responses from those living outside of the LTN were most positive, with 59% (149 responses) of responses feeling positive and 38% (96 responses) feeling negative. Overall, responses from those living within the Bruce Grove West Green LTN were more positive towards the proposal than negative.

Chart 5.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X Location



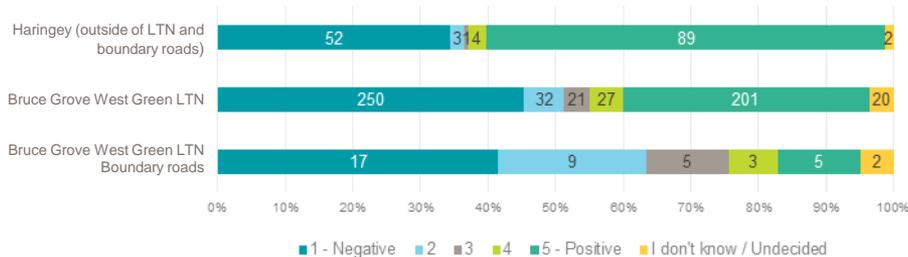
	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	86	285	26
2	10	52	7
3	6	35	7
4	3	54	2
5 - Positive	146	387	17
I don't know / Undecided	1	11	2
Total	252	824	61

*See Map on page 16 for breakdown of respondents' location
**positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Area A

5.3 Responses from those living within the LTN and on boundary roads were more negative than positive towards the changes in Area A*. Respondents within Haringey (but outside of the LTN and boundary roads) felt most positively towards the proposed changes.

Chart 5.2: Overall, how do you feel about the proposed changes in Area A? X Location

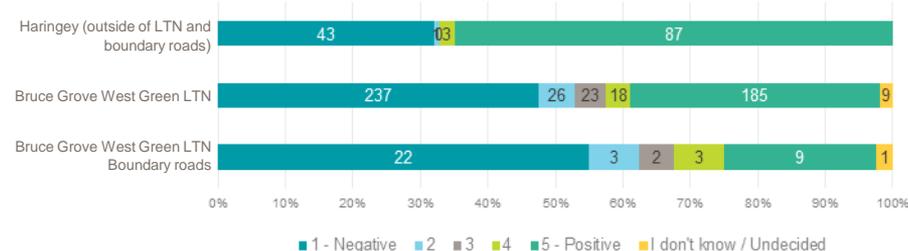


Area A	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	52	250	17
2	3	32	9
3	1	21	5
4	4	27	3
5 - Positive	89	201	5
I don't know / Undecided	2	20	2
Total	151	551	41

Area B

5.4 Responses from those living on the boundary roads and those from within the LTN were more negative than positive towards the proposed changes in Area B. Respondents living in Haringey (but outside of the LTN and boundary roads) felt the most positive towards the changes.

Chart 5.3: Overall, how do you feel about the proposed changes in Area B? X Location



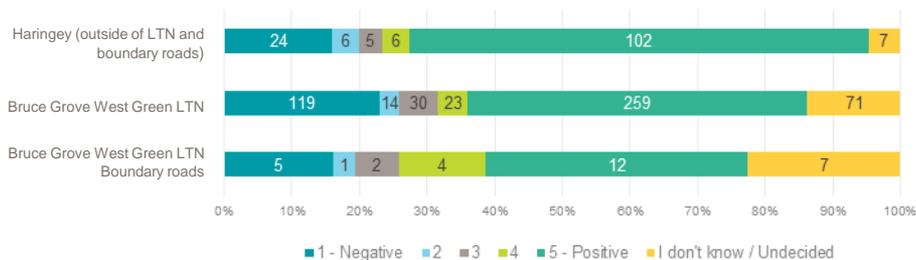
Area B	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	43	237	22
2	1	26	3
3	0	23	2
4	3	18	3
5 - Positive	87	185	9
I don't know / Undecided	0	9	1
Total	134	498	40

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

The Willows on Broadwater School Street

5.5 All respondents felt more positively towards the School Street than negatively*. Those within the Bruce Grove West Green LTN were the most negative.

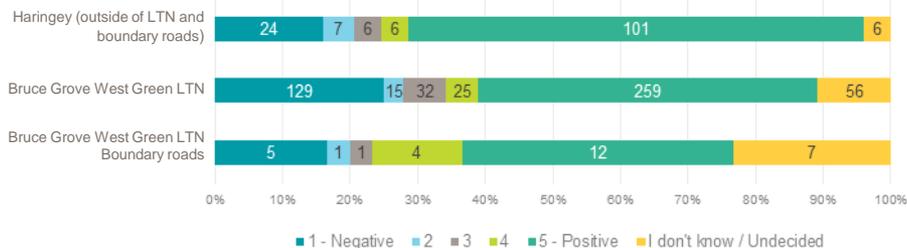
Chart 5.4: How do you feel about the proposed School Street at The Willows on Broadwater School X Location



Bruce Grove Primary School Street

5.6 All respondents had more positive responses towards the change than negative. Responses from those in the Bruce Grove West Green LTN were the most negative.

Chart 5.5: How do you feel about the proposed School Street at Bruce Grove Primary School? X Location



	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
Broadwater School			
1 - Negative	24	119	5
2	6	14	1
3	5	30	2
4	6	23	4
5 - Positive	102	259	12
I don't know / Undecided	7	71	7
Total	150	516	31

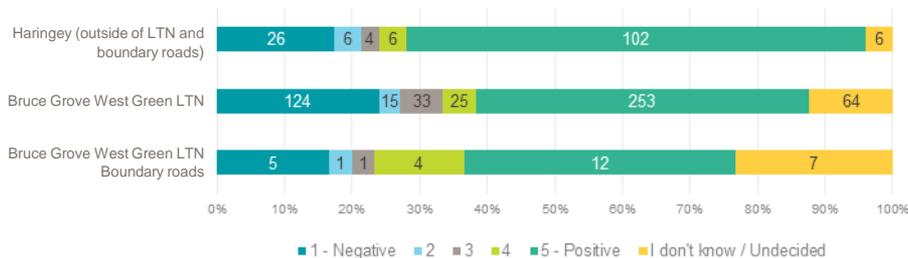
	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
Bruce Grove Primary School			
1 - Negative	24	129	5
2	7	15	1
3	6	32	1
4	6	25	4
5 - Positive	101	259	12
I don't know / Undecided	6	56	7
Total	150	516	30

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

The Grove School

5.7 All respondents had a higher proportion of positive responses towards the School Street than negative ones*. Those within the Bruce Grove West Green LTN were the most negative.

Chart 5.6: How do you feel about the proposed School Street at The Grove School X Location

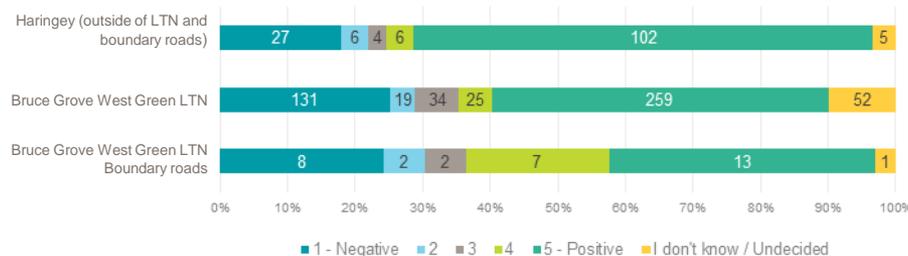


The Grove School	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	26	124	5
2	6	15	1
3	4	33	1
4	6	25	4
5 - Positive	102	253	12
I don't know / Undecided	6	64	7
Total	150	514	30

Belmont Infant School and Belmont Junior School

5.8 All respondents had more positive responses towards the change than negative. Those living on boundary roads were the most negative towards the proposed School Street.

Chart 5.7: How do you feel about the proposed School Street at Belmont Infant School and Belmont Junior School? X Location



Belmont Infant School and Belmont Junior School	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	27	131	8
2	6	19	2
3	4	34	2
4	6	25	7
5 - Positive	102	259	13
I don't know / Undecided	5	52	1
Total	150	520	33

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

6.0 Consultation results: Car access

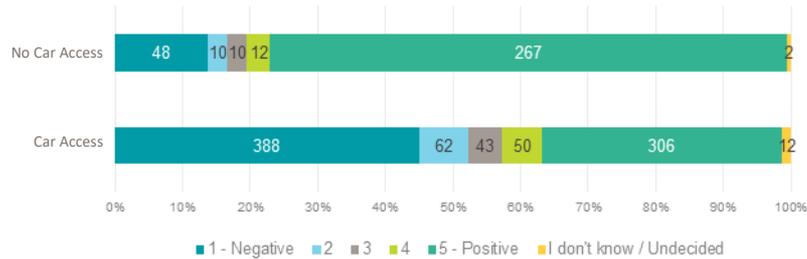
Respondents with no car access were much more positive about the changes than those with car access.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

6.1 Respondents without car access felt more positively towards reducing motor vehicle traffic in the Bruce Grove West Green LTN than respondents with car access.

6.2 80% (279 responses) of responses from respondents without car access and 41% (356 responses) of those with car access felt positive about reducing motor traffic in the Bruce Grove West Green LTN. This compared to 17% (58 responses) of those without car access and 52% (450 responses) of those with car access feeling negative towards the proposal.

Chart 6.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X car ownership



	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	48	388
2	10	62
3	10	43
4	12	50
5 - Positive	267	306
I don't know / Undecided	2	12
Total	349	861

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

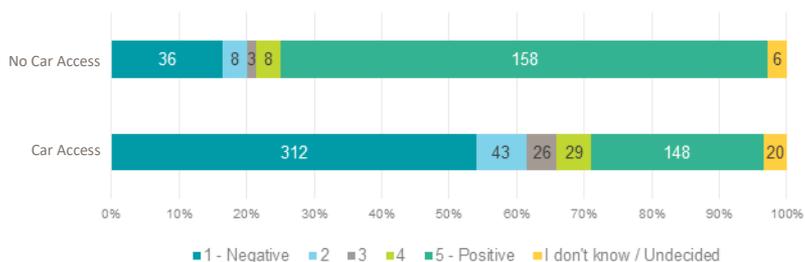
Respondents with no car access were more positive about the changes in Areas A & B than those with car access.

Areas A & B

6.3 Responses from those without car access were more positive towards the changes in Areas A & B compared to respondents with car access*.

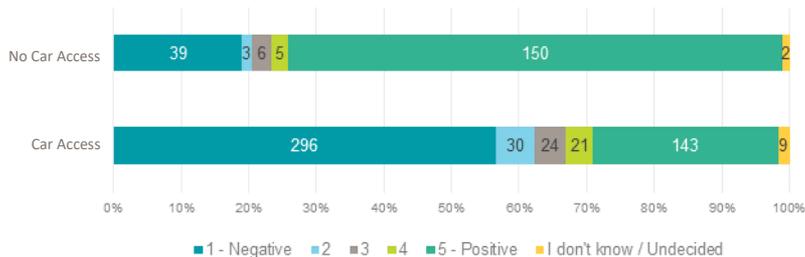
6.4 The majority of responses from those without car access were more positive towards the changes, whilst the majority of those who have access to a car were more negative.

Chart 6.2: How do you feel about the proposed changes in Area A? X car ownership



Area A	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	36	312
2	8	43
3	3	26
4	8	29
5 - Positive	158	148
I don't know / Undecided	6	20
Total	219	578

Chart 6.3: How do you feel about the proposed changes in Area B? X car ownership



Area B	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	39	296
2	3	30
3	6	24
4	5	21
5 - Positive	150	143
I don't know / Undecided	2	9
Total	205	523

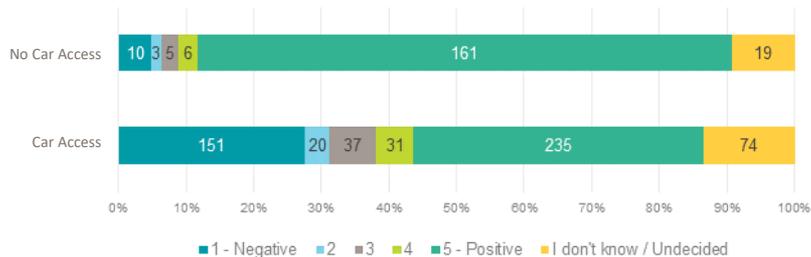
*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Respondents with no car access were more positive about the School Streets than those with car access.

School Streets

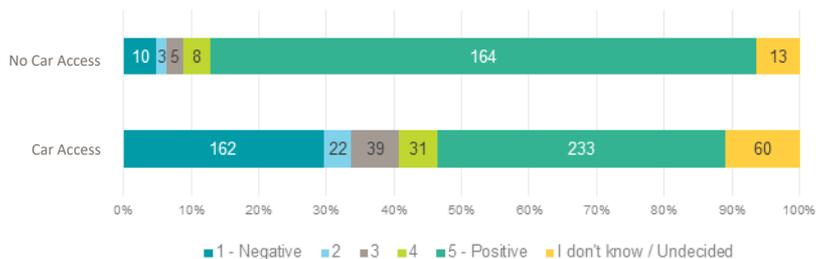
6.5 Both respondents with and without car access felt more positive than negative towards all four proposed School Streets*. Respondents without car access were more positive towards the proposal than respondents with a car access.

Chart 6.5: How do you feel about the proposed School Street at The Willows on Broadwater School?



The Willows of Broadwater School Street	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	10	151
2	3	20
3	5	37
4	6	31
5 - Positive	161	235
I don't know / Undecided	19	74
Total	203	548

Chart 6.6: How do you feel about the proposed School Street at Bruce Grove Primary School?

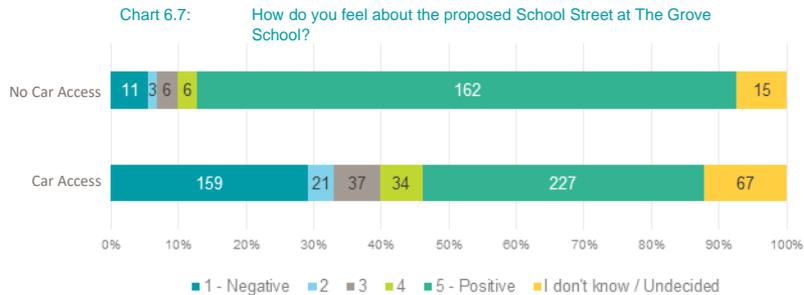


Bruce Grove Primary School Street	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	10	162
2	3	22
3	5	39
4	8	31
5 - Positive	164	233
I don't know / Undecided	13	60
Total	203	547

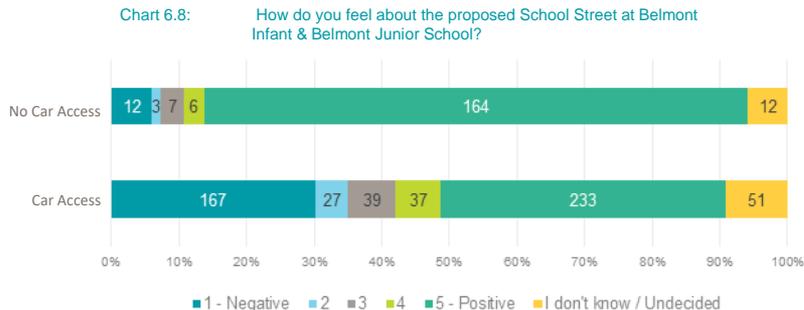
*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

School Streets continued

6.6 Respondents without car access felt similarly positive towards all school streets, with over 80% positive responses for each scheme*.



The Grove School Street	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	11	159
2	3	21
3	6	37
4	6	34
5 - Positive	162	227
I don't know / Undecided	15	67
Total	203	545



Belmont Infant & Belmont Junior School	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	12	167
2	3	27
3	7	39
4	6	37
5 - Positive	164	233
I don't know / Undecided	12	51
Total	204	554

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

7.0 Consultation results: Travel modes

There were more negative than positive responses from those who travel by private car. There were more positive than negative responses from those who cycle and those who walk with a pushchair/buggy/pram.

7.1 Respondents were asked how they most commonly travel around the area. The two most common travel modes –walking & private car (as driver) are reviewed in the text, as well as trends on the least & most positive and negative travel modes*.

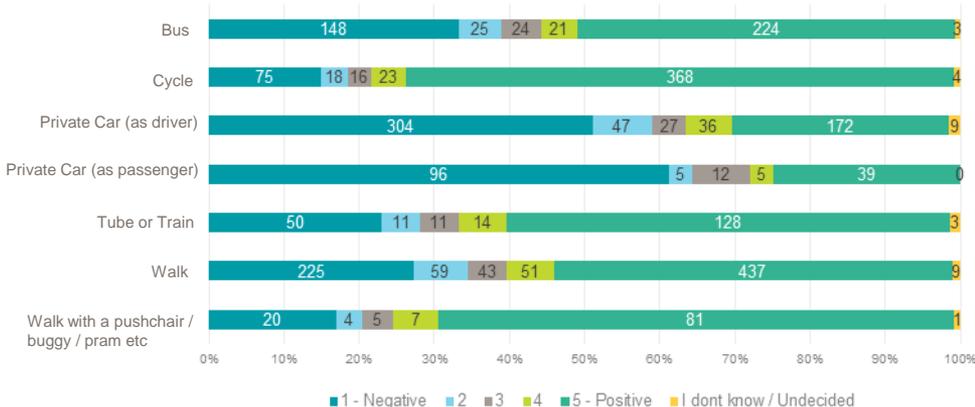
Reducing motor vehicle traffic in the Bruce Grove West Green LTN

7.2 Responses from those who usually walk around the area were more positive towards the proposal to reduce motor vehicle traffic in the Bruce Grove West Green LTN than negative**. In comparison, respondents who selected that they usually travel by “Private car” were more negative than positive about the proposal.

7.3 Of those who walk, 59% (488 responses) felt positive towards the proposal compared with 34% (284 responses) who did not. Of those who travel by private car (as driver), 35% (208 responses) felt positive about reducing motor traffic in Bruce Grove West Green while 59% (351 responses) did not. .

7.4 Respondents who most commonly cycle were most positive towards the proposal, whereas respondents who travel by delivery vehicle were the most negative.

Chart 7.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X Travel



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I don't know / Undecided (# of responses)	Total (# of responses)
Bus	148	25	24	21	224	3	445
Cycle	75	18	16	23	368	4	504
Delivery vehicle	6	1	0	0	0	1	9
Moped / motorbike	10	0	1	2	8	1	22
Private car (as driver)	304	47	27	36	172	9	595
Private car (as passenger)	96	5	12	5	39	0	157
Taxi or private hire vehicle (as driver)	9	0	0	0	4	0	13
Taxi or private hire vehicle (as passenger)	44	6	1	4	21	1	77
Tube or Train	50	11	11	14	128	3	217
Walk	225	59	43	51	437	9	824
Walk with a pushchair / buggy / pram etc.	20	4	5	7	81	1	118
Wheelchair/ mobility aid	7	1	0	0	3	0	11
Other	2	0	0	0	2	0	4

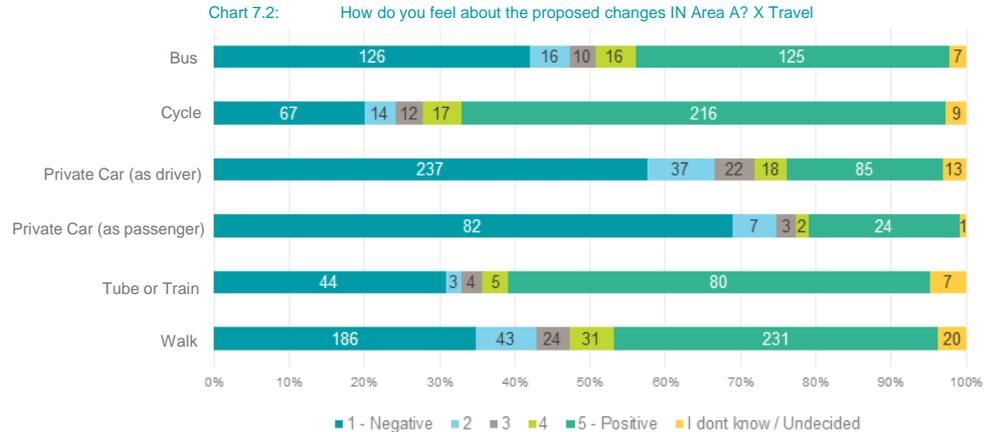
* Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once
**positive refers to selecting “4” or “5” while negative refers to “1” or “2”

The majority of respondents who travel by walking feel positive about the changes in Area A, the majority of respondents who travel by private vehicle feel negative about the changes.

Proposed changes in Area A

7.5 Respondents who selected “Walk” as their most common mode of travel were more positive towards the changes in Area A than negative. In comparison, respondents who selected “Private car (as passenger)” were more negative towards the changes than positive.

7.6 Respondents who most commonly cycle were most positive towards the changes in Area A, whereas respondents who drive a delivery vehicle were the most negative.



Area A	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I don't know / Undecided (# of responses)	Total (# of responses)
Bus	126	16	10	16	125	7	300
Cycle	67	14	12	17	216	9	335
Delivery vehicle	5	0	0	0	1	0	6
Moped / motorbike	7	2	2	1	5	1	18
Private car (as driver)	237	37	22	18	85	13	412
Private car (as passenger)	82	7	3	2	24	1	119
Taxi or private hire vehicle (as driver)	3	0	0	0	3	0	6
Taxi or private hire vehicle (as passenger)	40	2	1	2	11	0	56
Tube or Train	44	3	4	5	80	7	143
Walk	186	43	24	31	231	20	535
Walk with a pushchair / buggy / pram etc.	15	3	1	3	37	2	61
Wheelchair/ mobility aid	3	0	0	0	3	0	6
Other	2	0	0	0	2	0	4

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

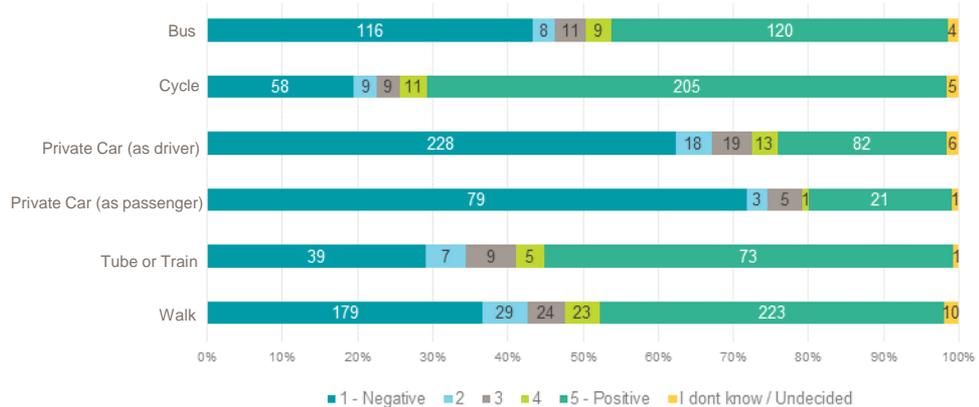
The majority of respondents who travel by walking were positive about the changes in Area B, whereas the majority of respondents who travel by private vehicle were negative about the changes.

Proposed changes in Area B

7.7 Respondents who selected “walk” as their most common mode of travel were more positive towards the changes in Area B than negative. In comparison, respondents who selected “Private car (as passenger)” were more negative towards the changes than positive.

7.8 Respondents who most commonly cycle were most positive towards the changes in Area B, whereas respondents who drive a delivery vehicle were the most negative.

Chart 7.3: How do you feel about the proposed changes in Area B? X Travel



Area B	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	116	8	11	9	120	4	268
Cycle	58	9	9	11	205	5	297
Delivery vehicle	3	0	0	0	1	0	4
Moped / motorbike	8	0	0	0	5	1	14
Private car (as driver)	228	18	19	13	82	6	366
Private car (as passenger)	79	3	5	1	21	1	110
Taxi or private hire vehicle (as driver)	5	0	0	0	3	0	8
Taxi or private hire vehicle (as passenger)	43	2	0	2	13	0	60
Tube or Train	39	7	9	5	73	1	134
Walk	179	29	24	23	223	10	488
Walk with a pushchair / buggy / pram etc.	14	1	3	5	33	2	58
Wheelchair/ mobility aid	5	0	0	0	2	0	7
Other	1	0	0	0	0	0	1

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

8.0 Consultation results: Disability

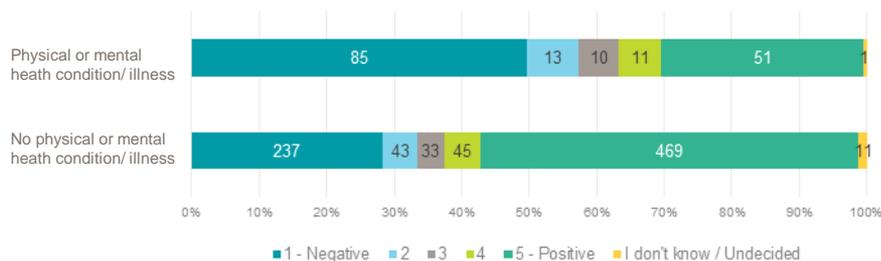
A lower proportion of respondents with a physical or mental health condition or illness were positive about Haringey proposing to reduce motor vehicle traffic in Bruce Grove West Green.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

8.1 Respondents with a physical or mental health condition/illness felt more negative towards the proposal to reduce motor vehicle traffic in the Bruce Grove West Green LTN than positive**. Respondents without a physical or mental health condition/illness felt more positive than negative about the proposal.

8.2 61% (514 responses) of responses from respondents without a physical or mental health condition/illness felt positively towards the proposal, compared to 33% (280 responses) who felt negative. 36% (62 responses) of respondents with a physical or mental health condition /illness felt positive, whilst 57% (98 responses) felt negative towards the proposal.

Chart 8.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X disability



	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	85	237
2	13	43
3	10	33
4	11	45
5 - Positive	51	469
I don't know / Undecided	1	11
Total	171	838

*Note that questions relating to disability utilised phrasing about "Physical or mental health condition or illness" in order to be comparable to census data
 **positive refers to selecting "4" or "5" while negative refers to "1" or "2"

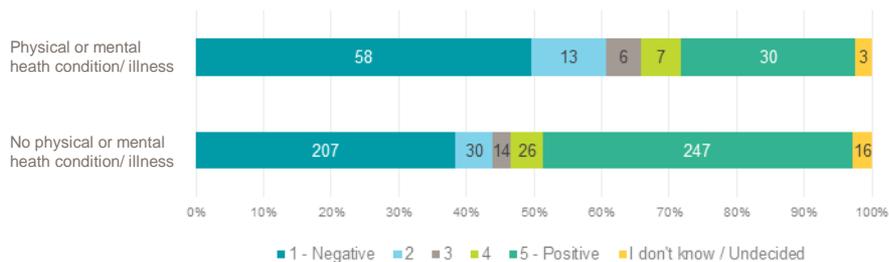
Responses followed a similar pattern across the two areas.

Areas A & B

8.3 Responses from respondents with a physical or mental health condition/illness were more negative towards the proposed changes to Area A than positive, compared to responses from respondents without a physical or mental health condition/illness who were more positive than negative about the changes*.

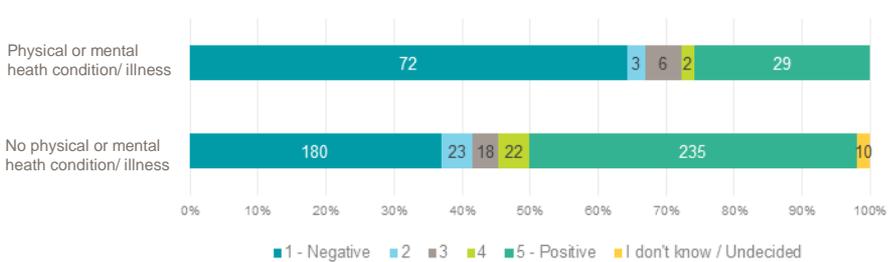
8.4 Responses from respondents with a physical or mental health condition/illness were more negative towards the proposed changes to Area B than positive, compared to responses from respondents without a physical or mental health condition/illness who were more positive than negative about the changes.

Chart 8.2: How do you feel about the proposed changes in Area A?



	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
Area A		
1 - Negative	58	207
2	13	30
3	6	14
4	7	26
5 - Positive	30	247
I don't know / Undecided	3	16
Total	117	540

Chart 8.3: How do you feel about the proposed changes in Area B?



	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
Area B		
1 - Negative	72	180
2	3	23
3	6	18
4	2	22
5 - Positive	29	235
I don't know / Undecided	0	10
Total	112	488

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

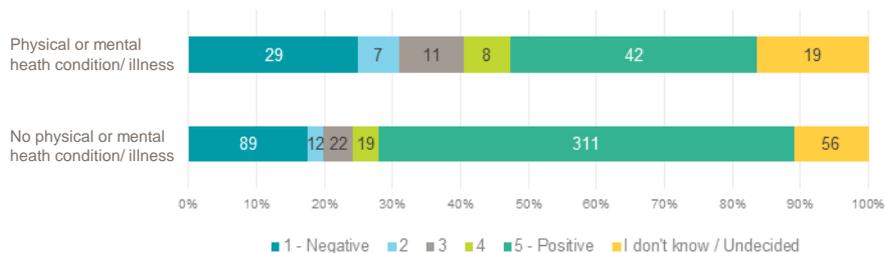
There were similar patterns across all School Streets proposals, with lower levels of positivity from those with a physical or mental health condition/illness.

School Streets

8.5 Responses from respondents both with and without a physical or mental health condition/illness were more positive towards all the proposed School Streets than negative*.

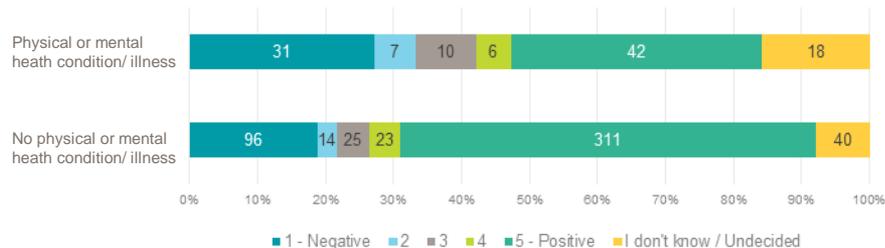
8.6 There was less positivity from respondents with a physical or mental health condition/illness than those without.

Chart 8.4: How do you feel about the proposed School Street at The Willows on Broadwater School?



	Physical or mental health condition/illness (# of responses)	No physical or mental health condition/illness (# of responses)
The Willows on Broadwater School		
1 - Negative	29	89
2	7	12
3	11	22
4	8	19
5 - Positive	42	311
I don't know / Undecided	19	56
Total	116	509

Chart 8.5: How do you feel about the proposed School Street at Bruce Grove Primary School?



	Physical or mental health condition/illness (# of responses)	No physical or mental health condition/illness (# of responses)
Bruce Grove Primary School		
1 - Negative	31	96
2	7	14
3	10	25
4	6	23
5 - Positive	42	311
I don't know / Undecided	18	40
Total	114	509

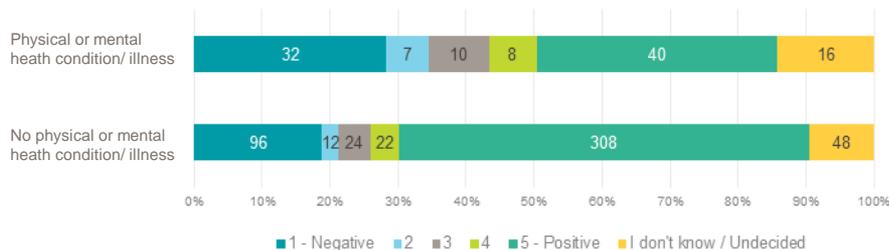
*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

There were similar patterns across all School Streets proposals, with lower levels of positivity from those with a physical or mental health condition/illness.

School Streets continued

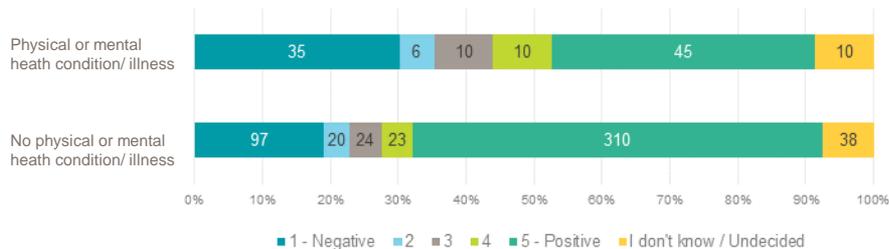
8.6 There was less positivity from respondents with a physical or mental health condition/illness than those without.

Chart 8.6: How do you feel about the proposed School Street at The Grove School?



	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
The Grove		
1 - Negative	32	96
2	7	12
3	10	24
4	8	22
5 - Positive	40	308
I don't know / Undecided	16	48
Total	113	510

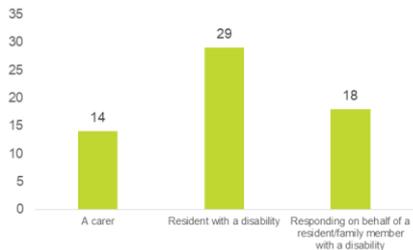
Chart 8.7: How do you feel about the proposed School Street at Belmont Infant School and Belmont Junior School?



	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
Belmont Infant School and Belmont Junior School		
1 - Negative	35	97
2	6	20
3	10	24
4	10	23
5 - Positive	45	310
I don't know / Undecided	10	38
Total	116	512

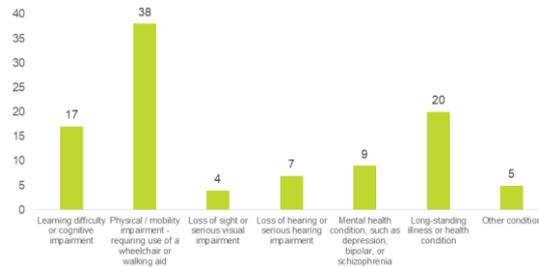
A survey for disabled residents and/or carers in the LTN area was developed to explore some of the specific needs and suggestions from these groups. 61 responses were received from those in the Bruce Grove/West Green area.

Chart 8.8: Are you responding to this survey as:



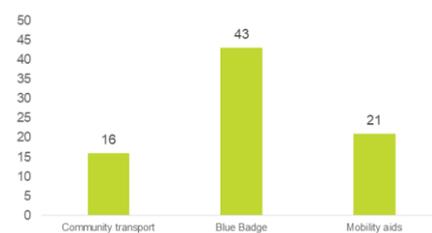
Are you responding to this survey as:	Count
A carer	14
Resident with a disability	29
Responding on behalf of a resident/family member with a disability	18
Grand Total	61

Chart 8.9: If you feel comfortable doing so, please tell us the general nature of the disability?



If you feel comfortable doing so, please tell us the general nature of the disability	Count	%
Learning difficulty or cognitive impairment	17	28%
Physical / mobility impairment - requiring use of a wheelchair or walking aid	38	62%
Loss of sight or serious visual impairment	4	7%
Loss of hearing or serious hearing impairment	7	11%
Mental health condition, such as depression, bipolar, or schizophrenia	9	15%
Long-standing illness or health condition	20	33%
Other condition	5	8%

Chart 8.10: Facilities and services used - Blue badges / Community Transport / Mobility aids:



Facilities and services used	Count
Community transport	16
Blue Badge	43
Mobility aids	21

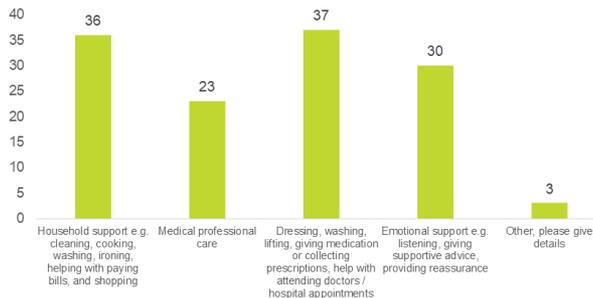
Consultation results: Disability/Carers Survey

Are there any destinations in the LTN you regularly visit?	Count
Yes	56
No	3
Grand Total	59

Do you have a carer or receive care?	Count
Yes	42
No	18
Grand Total	60

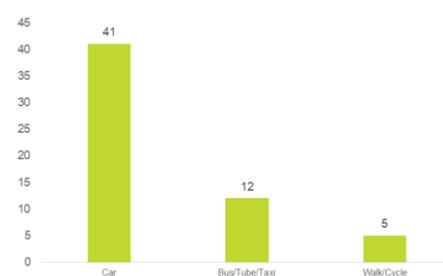
Does the carer (or medical professional) need to bring equipment?	Count
Yes	14
No	19
Sometimes	15
Grand Total	48

Chart 8.11: Nature of Care received:



Nature of Care received	Count	%
Household support e.g. cleaning, cooking, washing, ironing, helping with paying bills, and shopping	36	59%
Medical professional care	23	38%
Dressing, washing, lifting, giving medication or collecting prescriptions, help with attending doctors / hospital appointments	37	61%
Emotional support e.g. listening, giving supportive advice, providing reassurance	30	49%
Other, please give details	3	5%

Chart 8.12: How does the Carer travel to your property?



How does the Carer travel to your property?	Count
Car	41
Bus/Tube/Taxi	12
Walk/Cycle	5

Of the 61 respondents, 46 left comments.

The most common locations that people required access to included:

- Doctors, pharmacy and other medical services (6 comments)
- School/education (6 comments)
- To give care to relatives (6 comments)
- Public transport (1 comment)

The key issues raised about the LTN included:

- Concerns about longer journey times (13 comments)
- Often linked to an increase in journey times were concerns around the impact of LTNs on main roads (12 comments)
- Many comments also said that the LTN would block access to key places, such as homes or services (6 comments)
- There were also concerns that carers would no longer be able to access those they care for. These related to both professional carers and those caring for relatives/friends (10 comments)
- A number of the above comments also stated that they were unable to walk, cycle or take public transport as an alternative to using their car (3 comments)
- Other key issues raised included concerns about air pollution (4 comments) and general disagreement with the scheme (5 comments)

While many of the issues raised were similar to the main survey, many responses highlighted how the issue would specifically impact their disability (e.g. ability to access medical services, problems for care givers, increased journey time triggering anxiety, increased air pollution triggering asthma)

There were also a number of comments highlighting the benefits of the LTN:

- 5 of these comments left general support
- There were also 2 comments that said that the LTNs would improve their mobility, opening up routes for them to walk, cycle or use a wheelchair (2 comments)

Some comments made specific suggestions about what LB Haringey could do differently:

- The most common of these was around improving the consultation (20 comments). These comments related to: ensuring that disabled voices are listened to; improving communications (many had not heard much about the consultation), including mail-outs that specifically target disabled people; include disabled people earlier in the consultation; and consider specific needs of disabled people in material (not just images; braille etc.)
- There were some specific comments about physical changes, including providing disabled/carers exemption (4 comments), scrap the scheme altogether (3 comments), and expand the schemes (1 comment).

9.0 Consultation results: Demographics - Age

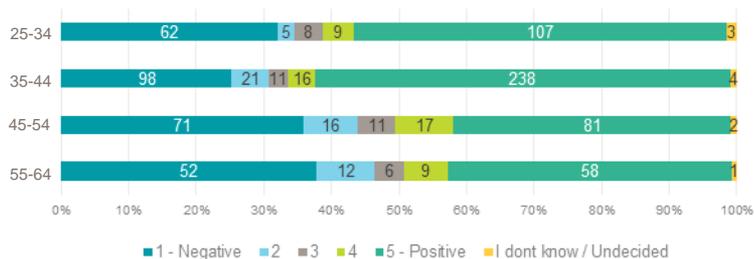
Those aged 35-44 were the most positive age group about the proposed changes.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

9.1 Overall, those aged 25-34 and 35-44 were the most positive age groups towards the changes*. These age groups, alongside 45-54 year olds had more responses that were positive towards the proposed changes in the Bruce Grove West Green LTN than negative. All other age groups had more negative than positive responses.

9.2 35-44 year olds were the most positive with 65% (254 responses) positive responses and 31% (119 responses) negative responses. 16-24 year olds were the most negative towards the proposal, with 29% (6 responses) positive responses and 62% (13 responses) negative responses.

Chart 9.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X Age



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	12	1	2	0	6	0	21
25-34	62	5	8	9	107	3	194
35-44	98	21	11	16	238	4	388
45-54	71	16	11	17	81	2	198
55-64	52	12	6	9	58	1	138
65-74	46	4	4	8	33	1	96
75+	12	3	2	2	12	1	32
I prefer not to say	52	8	3	0	16	1	80

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Consultation results: Age

Area A

9.3 All age groups apart from those aged 25-34 and 35-44 had more negative than positive responses towards the changes in Area A*. Those aged 35-44 were the most positive towards the changes whilst those aged 16-24 were the most negative.

Chart 9.2: Overall, how do you feel about the proposed changes in Area A? X Age

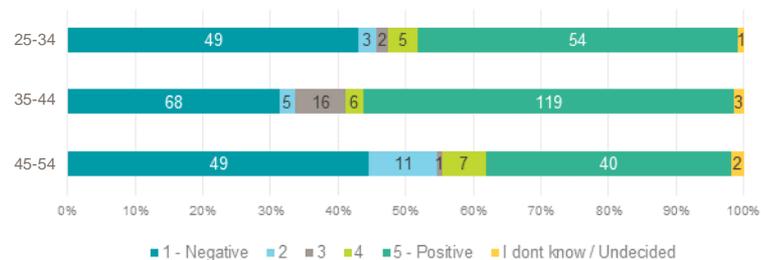


Area A	1 - Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 - Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	8	3	1	0	5	0	17
25-34	57	5	0	6	64	1	133
35-44	78	15	11	10	129	8	251
45-54	54	13	4	6	38	6	121
55-64	47	5	5	5	26	2	90
65-74	34	4	3	5	19	1	66
75+ I prefer not to say	10	1	0	2	5	1	19
	39	4	4	1	8	3	59

Area B

9.4 All age groups except for those aged 25-34 and 35 to 44 were more negative towards the changes in Area B than positive. Those aged 35-44 were the most positive towards the changes whilst those aged 65-74 were the least positive.

Chart 9.3: Overall, how do you feel about the proposed changes in Area B? X Age



Area B	1 - Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 - Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	10	1	1	0	6	0	18
25-34	49	3	2	5	54	1	114
35-44	68	5	16	6	119	3	217
45-54	49	11	1	7	40	2	110
55-64	47	3	4	3	29	1	87
65-74	37	5	0	3	17	3	65
75+ I prefer not to say	13	0	1	1	6	0	21
	39	1	2	1	8	1	52

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

10.0 Consultation results: Demographics - Gender

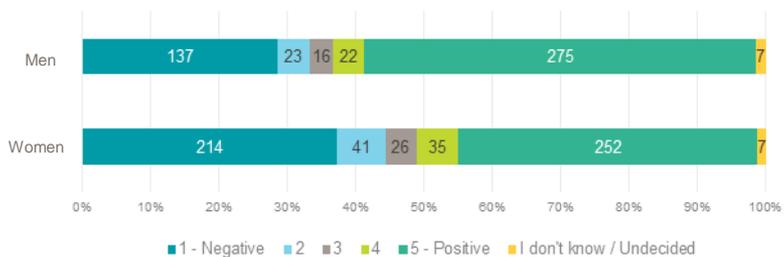
A higher proportion of men than women are positive about proposals to reduce motor vehicle traffic.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

10.1 Overall, responses from both men and women were more positive towards the proposal to reduce motor traffic in the Bruce Grove West Green LTN than negative. However, men were more positive towards the proposals than women.

10.2 62% (297 responses) of men were positive about the proposal whilst 33% (160 responses) were negative. This compared to 50% (287 responses) of women who were positive and 44% (255 responses) who were negative.

Chart 10.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X Gender



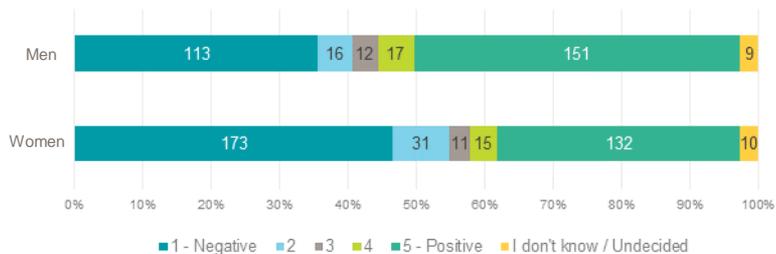
	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	137	214	2	5	47
2	23	41	0	0	6
3	16	26	1	0	4
4	22	35	2	0	1
5 - Positive	275	252	4	3	19
I don't know / Undecided	7	7	0	0	0
Total	480	575	9	8	77

Consultation results: Gender

Areas A & B

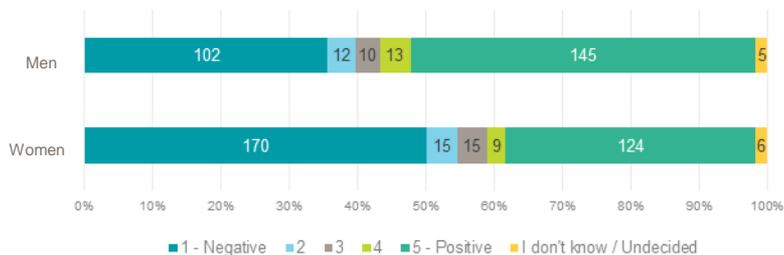
10.3 Responses from men were more positive than negative towards the proposed changes in Areas A & B. In comparison, responses from women were more negative than positive towards the proposals in Areas A & B.

Chart 10.2: How do you feel about the proposed changes in Area A? X Gender



Area A	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self- describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	113	173	2	5	34
2	16	31	0	0	3
3	12	11	0	0	4
4	17	15	2	0	1
5 - Positive	151	132	4	2	7
I don't know / Undecided	9	10	1	0	2
Total	318	372	9	7	51

Chart 10.3: How do you feel about the proposed changes in Area B? X Gender



Area B	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self- describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	102	170	3	5	33
2	12	15	0	0	2
3	10	15	0	0	2
4	13	9	1	0	3
5 - Positive	145	124	4	1	8
I don't know / Undecided	5	6	0	0	0
Total	287	339	8	6	48

Appendix

11.1 Respondents were asked a series of questions about themselves followed by multiple Likert style questions to gain a better understanding of their sentiment towards proposed Low Traffic Neighbourhood (LTN) in Bruce Grove West Green. The questions were specifically designed to gauge sentiment, rather than support or opposition. Respondents were also given an opportunity to leave an open text comment about the scheme, as well as an open text comment about the proposed School Street, in order to gain a better understanding of their views.

11.2 As the survey is a self-selecting sample, as opposed to a representative sample of the public at large or targeted at a small sample of local people, it is not designed to be a referendum as to whether the people are supportive or object to the proposed LTN.

11.3 Responses were monitored to ensure that individuals did not submit multiple responses. Where individuals had left more than one response, their most recent response was kept and previous responses were removed from the consultation.

11.4 Percentages were rounded to the nearest whole number. As such, in some instances percentages may not total 100%. Most percentages were calculated based on the number of responses to that question, except for where respondents were able to select more than one option. For these questions, the total number of respondents was used to calculate the %s.

11.5 Open text comments were all read and coded manually using a basic coding technique. Coding themes were established from an initial analysis of a sample of comments, with the themes emerging from the data. Codes were checked by at least one additional analyst to ensure consistency.

11.6 Demographic questions were structured to provide comparable data to UK Census and official statistics. Questions and answer options mirrored those asked in the 2021 Census, with the exception of gender, which focused more on gender identity rather than biological sex. As such, this had additional categories added.

11.7 Generally, only categories with >100 respondents were presented in the cross tabulation plots (with the exception for the plots regarding respondents' location and where stated).

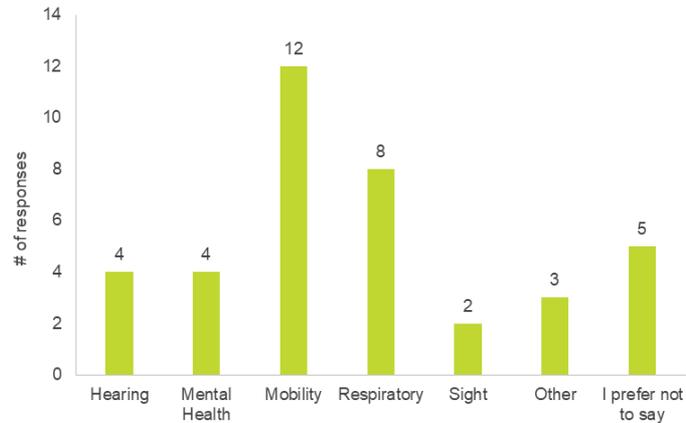
11.8 We have determined 'negative' responses as those who responded '1 - Negative' or '2' to the survey question. 'Positive' responses were a combination of '5 - Positive' and '4'.

:

Appendix A: Methodology

11.10 Respondents' providing responses via the survey online were limited to select one disability type, whereas those who completed a paper survey were able to select one or more. We have presented the online survey results earlier in the report. The plot for disability type can be found below

Chart 11.1: Please give details of your physical or mental health conditions/illnesses



11.11 Respondents' were asked to select how they are connected to the Bounds Green Area. The following responses were from respondents' who selected 'Other' and provided details about their connection to the area:

- Attend Children's after school activities, visit local parks
- Regular visitor to parks in the area
- Parent of children who frequently use Downhills Park and Lordship Rec
- I attend church in the Bruce grove area
- Various
- I travel through the area and also stop there for business and leisure.
- I attend a recreational group session in Bruce Grove
- I bring my children to parks in the area
- I currently live in haringey but am about to move to Map B of west green area in a few weeks
- I go to school here
- I live right on the edge of it
- I am a motorcycle community response volunteer, having to attend to patients in distress in the area
- I have a child in child care in this area
- I visit Bruce Castle Museum and Park
- I care about the area
- I visit parks in the area with my children
- Concerned about the impact on disabled residents in the area
- My GP is in Bruce Grove
- I am disabled and aged 70
- I use parks

11.12 65 emails were received in the Bruce Grove West Green LTN Inbox, a number of which contained feedback on the scheme. General feedback raised similar issues, suggestions and reasons for support as the consultation survey. Some additional points have been incorporated into the feedback, but as respondents could both email and fill in the consultation, we have not included numbers for themes raised by email. Some emails from groups in the area have been included in Appendix C.

Appendix B: Response and Services

London Ambulance Service

Good Afternoon

I hope you are well, after reviewing the proposed LTN plans carefully and following the emergency services meeting 8th July please find the below comments from the ambulance service;

London Ambulance Service (LAS) is the busiest ambulance service in the country; our focus is on achieving the best outcomes for ill and injured patients and ensuring we reach them in response times set by the government.

On the implementation of LTN schemes it is important to highlight that we support measures to improve public health by reducing traffic and encouraging walking and cycling but we know that changes to road layouts, traffic management schemes, and road closures all have the potential to impede our response to the most critically-ill people. This is why we are asking that emergency vehicle access is properly considered in all LTN schemes, by looking at ways to implement traffic management changes that avoid introducing physical barriers, like the planters and lockable bollards, in preference for automatic number plate recognition cameras (ANPR) which enable unimpeded emergency access and egress.

On 5 July 2020, LAS Chief Operating Officer formally wrote to all London Boroughs and TfL, including Haringey, informing them of our concerns regarding hard closures and requesting that, where possible, hard closures should be avoided and camera enforced soft closures be implemented to all LTNs for unhindered emergency vehicle access and egress, due to the potential risk hard closures could have in delaying an ambulance response and therefore impacting patient safety.

The LAS does not carry any form of fire brigade or GERDA keys on our vehicles due to the way the ambulances are dispatched to calls with the nearest available ambulance being dispatched on next 999 call regardless of geographical location, therefore vehicles from outside Haringey will respond to calls within the borough. In addition there is no standardised lock used across London and even a delay of 2-3 minutes to stop, drop and unlock a bollard can delay an ambulance further reaching a 999 call and have the potential to impact on patient safety.

Bounds Green A LTN:

- Request for Queen's Road proposed hard closure to a camera enforced filter to facilitate better emergency egress from the scene of an incident with a patient who may require emergency admission into hospital, especially as the area is already restricted due to the railway line and one way system.

Bounds Green B LTN:

- Trinity Road – the filter that currently is in place, is this being replaced by the two proposed timed camera enforced closures?
- Marlborough Road proposed filter – due to the end road sufficient turn around space will need to be provided and enforced to prevent parking and delay egress from scene with patients. Noting the above regarding hard closures.
- Truro Road closure – although other routes have been provided the closure still creates increased diversions for crews responding to calls in area. Noting the above regarding hard closures.

Bounds Green C LTN:

- Passmore Gardens hard closure does create a diversion for crews. Note above regarding hard closures.

West Green Road/St Ann's Road LTN:

- The proposed through route design/system would assist in better emergency vehicle access and egress around the area. This permeability will allow better emergency access to residential and business properties in the area. It will also aid the ability for staff to reach Tottenham Ambulance station to start their shift, allows better access to St Ann's hospital, allows patient transport services to better access/egress the area and convey patients to and from North Middlesex from St Ann's Hospital.
- Retaining the rough routes on Black Boy Lane, Cornwall Road and Avenue Road is essential to aid emergency vehicle progression through the area.
- The design highlights a number of proposed modal filters but it is unclear from the map whether these are camera enforced or hard closures (noting the above regarding hard closures). Could I request an update with what the proposed closures will be hard or camera?
- Emergency vehicle access and egress would need to be facilitated through soft closures easily off these through routes to ensure a timely response to patients and easy egress to hospital. In particular filters F2, F3, F4 and F6 to prevent long diversions around closures. – note above regarding hard closures.
- The other design severely restricts the permeability of the area for emergency vehicles.

Bruce Grove A LTN:

- The volume of proposed hard closures is a huge concern and would create an extremely complex and difficult area for crews to navigate easily when responding to or egress from emergency calls. The area already has a very complex and difficult to navigate One system that creates diversions for crews, adding additional hard closures will further complicate matters. It also goes against the recommendations in the letter sent to Haringey Council from the LAS in July 2020 and TfL support for greater use of camera filters instead of hard closures.
- Filter 6 – ideally to be a camera to allow better southbound access to area from The Avenue.
- Filter 10 – How is access to Linley Road going to be facilitated without long complex diversions for emergency crews?
- Filter 11 restricts access to the Pembury Road estate leaving only north access and will result in crews having to contend with the congested Lordship Lane @ A10 junction.
- Filter 13-15 creates an extremely complex, restricted and difficult road network to navigate for emergency crews when under emergency conditions, especially when they are already under pressure to reach unwell or injured patients. Better permeability is needed to assist access and egress in to, around in out of this area. Noting above regarding hard closures.

Bruce Grove B LTN:

- Better access/egress off and onto Downhills Way through an additional camera filter(s) on Rusper Road and/or Sandringham Road. This would assist in preventing long diversions for crews.

General

Any traffic order (banned turns, modal filter, bus gate, school street etc) would require the appropriate exemptions to be included for ambulance, fire and police purpose.

Many Thanks

Darren O'Rourke
Emergency Planning and Resilience Officer South East London and Surface Transport/
NIL0

Appendix B: Response from emergency services

Metropolitan Police; London Fire Brigade

I have liaised with the borough leadership team who have no objections to these proposals, but did enquire as to whether or not you have considered the cumulative impact of your LTN's sitting alongside those close by in Enfield.

I have also read Darren's detailed response, most of which we would echo, with the only difference being that we do not necessarily require quick egress from areas. As discussed in the meeting, we would like to see those proposed hard closures that can potentially cause problems be considered to being changed to camera enforced ones.

This is my only concern and I have no objections to your proposals.

Kind regards

Luke HEMING

Traffic Management Officer for Enfield, Haringey, Hackney, Tower Hamlets, Camden and Islington

VISION ZERO – ROAD SAFETY ENGINEERING UNIT | METROPOLITAN POLICE

Telephone 07929 857398| 07918 228470

Email luke.heming@met.police.uk

+Address CHADWELL HEATH TRAFFIC UNIT, 11 GROVE ROAD, CHADWELL HEATH, RM6 4AG

Classification: **OFFICIAL**

My name is Claiton Murray and I am the new Borough Commander for Haringey for the London Fire Brigade. After looking at your presentation regarding the implementation of hard closure barriers and having discussions with my colleagues, I do have concerns about accessibility for fire appliances as well as special appliances like our aerials. There seems to be no detail around the width restrictions that are being proposed. These details are important for the London Fire Brigade as is the layout (even if the width is appropriate, manoeuvring large appliances based on the layout may be problematic). If the layout or widths of the restrictions impede on the ability of our appliances to pass through, this could impact on our attendance times and may prevent larger appliances from attending incidents altogether. London Fire Brigade has target attendance times of 6 minutes for the first appliance to arrive at an incident and 8 minutes for the second appliance.

I have attached a guidance note that outlines some requirements that appliances need for access (this is a fire safety note but still relevant in parts for your proposals). I echo the thought process of our LAS and Police colleagues, that should restrictions need to be put in place, perhaps an approach that does not require a physical barrier would be advantageous.

Kind Regards,

Claiton Murray

Borough Commander Haringey

Tottenham Fire Station

49 St. Loys Road, London. N17 6UE

T 020 8555 1200 Extn 35685

M 07717 517306 **P** F122

E claiton.murray@london-fire.gov.uk

Appendix C: Responses/comments from groups

Ducketts Green Residents Group

I am very happy at the proposed changes as are the many residents in Ducketts Green and we really welcome the LTN in the area to help start the massive uphill battle we have against climate change

TfL- Buses

Bus journey time must be protected on the scheme perimeter. Any known pinchpoints for bus movement should be addressed as part of scheme implementation. Any issues arising after implementation, should also be addressed given that the scheme is next to strategic bus corridors.

Belmont Infant School

I am really concerned that Belmont Infant School is not mentioned in the proposal nor is The Vale at Belmont which allows for around 20 children with physical disabilities to be bussed/taxied in to my site. Why is their no mention of these schools within the zone and why haven't I, the Head of Belmont, been told of some of the details which directly affect my children, staff and parents, specifically how those who work shorter days (e.g. TAs who work 8.45-3pm) will get into the zone. How do taxis / buses for SEND get through the modal filters? Can we only have 2 permits per school - I have many specialist staff travelling miles. I really think LTNs are good BUT need to have been told / agreed how logistically it will work for us. I am very concerned that I have gone from supportive to angry in a few hours!

See my previous email about not being informed enough about how it will work for my school. This is the first mention of Belmont Infants, I assumed you had forgotten us. You need my support as I can influence the parents - talk to me!!!

The Grove

Concerns we have at school. We have a number of children who are picked up by taxi each day - these taxis sometimes change, depending on the availability of drivers. How would these taxis be registered or exempt from the closed roads or school streets. How will the parents pick up from club? This is infrequent so they would not be registered as a frequent user How will it affect our parents who travel across the borough for their child to attend school - would their car be exempt from all zones in Haringey What happens in emergencies and parents ask others to collect their child? how do they enter the zones? What happens to our parent support and liaison service? We have a key member of staff who drives across the borough during the day to support families in the home? How we she enter or access through all the road closures across the borough? We are concerned that we might lose key members of staff, particularly SLT, we have a number who live a long way and rely on cars for commuting. Pushing traffic from residential streets will only cause the main roads to

become more congested. This will no doubt have an impact on the pupils who are on Haringey transport. For some of them, they already have over an hour on the bus to and from school - the increased congestion could see this rising which will have an impact on their wellbeing. School streets provide a good solution, for the Grove, we have very few children walking to school so our concerns are about transportation of our SEN children.

We are only concerned about some of the key vehicles which will need to enter and exit the school across the day. Will these be exempt?

Vale School

The proposed changes are going to cause a lot of disruption to the special schools that operate within the Low Traffic Neighbourhood. The proposals do not consider the need for frequent access to special schools and the difficulties that will arise by limiting access as proposed by the consultation documents. Although I am broadly in favour of the aims of reducing traffic and promoting cleaner air, the traffic that cuts through from Westbury Avenue to Belmont Road and Downhills Way has not been problematic for the operation of the Vale Inclusion Scheme @ Belmont School (Vale@Belmont). However, the proposed limits to access to the school site will add to the logistical burden of operating the school and overall, be detrimental to the wellbeing of the students who attend the school. I have summarised some of the main points below and some proposed solutions. I would welcome more engagement with the unique circumstances of Vale@Belmont. Student and Transport Access As a special school, we do not draw from a local area, where students can walk or cycle to school. We have students travelling from out of borough, including Hackney and Enfield, because Vale@Belmont is the best option for the wellbeing of these students. These journeys are undertaken in a variety of different ways, including taxis, Haringey transport minibuses and parental pick up and drop off. These vehicles can change at very short notice. We will need to ensure free access for all of these vehicles so that our students can access the school site. It is concerning that limiting traffic in some areas will create a greater build-up of traffic in other areas, which might make the journey from home to school longer or more arduous for some of our students. They may need to be picked up earlier from home in the morning, in order to navigate the new convoluted route and this will be detrimental to their wellbeing. Proposed Solution: - The physical modal filter (green) is exchanged for a timed closure filter (yellow) in order that vehicles can access the school from both main roads. - There is a trust between the school and the agency granting vehicle exemptions so that the process of exempting a new vehicle is agile and responsive to the school's needs. Staff Access Additionally, our staff are specialists in the field of SEN and many do not live locally to the school. They will be impacted by the change in route, adding time to their journey and will need to be granted access to the school via the timed closure (yellow barrier) as their working hours mirror those of the School Street and the timed

closure. It has been indicated that only a limited number of exemptions can be made for the timed closure filters and this is concerning given the necessity of staff and students accessing the site. Visiting Professionals Vale@Belmont is also visited by a wide variety of medical professionals, including physiotherapists, occupational therapists and speech and language therapists. These therapists often need to travel between schools by car across the whole borough in order to support students with special educational needs. Proposed Solution: - It is guaranteed that all staff members of Vale@Belmont who currently drive will be granted an exemption and therefore able to pass through the timed closure filter during the School Street hours. - Where a need to drive arises, it is simple and fast to grant an exemption to pass through the timed closure filter. Educational Trips and Visits Moreover, in order to take the majority of our Vale@Belmont students on educational trips and visits, we need use of a minibus with a tailgate lift or a black cab with wheelchair access. As some of our students have physical disabilities, it is necessary for the vehicles to be able to come right into the school for us to load the vehicle safely. They cannot wait for the students outside the LTN. These vehicles will change out of necessity from day to day and we will need a mechanism to grant them access to the site. Educational trips normally run from the beginning of the school day until the end of the school day and as such, either our students with disabilities would have to wait and therefore miss part of the experience or there will have to be a mechanism by which vehicles can be speedily granted the exemption to enter through the timed closure filter (yellow) on Rusper Road. Proposed Solution: - Granting exemptions for new and unknown vehicles e.g. black cabs can be completed within a very short time frame. Increase in Traffic Although it is asserted that there will be an overall reduction in traffic, it is not clear from the literature that this will be the impact of these measures. There is a clear danger that the same traffic is funnelled onto the roads that do remain open and these roads become increasingly more congested, causing disruption to the accessibility of the school for our students, staff and associated professionals. Proposed Solution: - Monitoring of traffic along Westbury Avenue and Belmont Road / Downhills Way and appropriate changes made if these roads see increased congestion.

There is a special school co-located with the Belmont Schools, Vale School. This has not been mentioned in this consultation document, which is frustrating as special schools have a number of particular circumstances which means it is important to have easy access to the school site. The School Street has the potential to cause significant disruption to the staff and students at Vale@Belmont. Please see my previous comments on the LTN which cover the two physical modal filters and the emergency access timed closure that make up the School Street for the Belmont Schools and Vale@Belmont.

Appendix C: Responses/comments from groups

Harris primary Philip Lane primary school

The council are trying to enforce all vehicles to travel down Philip lane which will cause considerable negative consequences to our school and community. Please do not do this change!!!!

Better Streets for Enfield

We welcome the proposals!

Haringey Living Streets

Haringey Living Streets strongly support the scheme proposed for Bruce Grove. In response to continued rises in traffic levels across the borough, especially on residential side roads, the council's plans to deliver LTN schemes across Haringey are much needed. Alongside the implementation of this LTN, we call on the council to ensure that improvements and funding are also used on main road improvements at the same time. We also support suggestions made by the Healthy Streets Bruce Grove group for improvements to pedestrian infrastructure across the ward.

Duckett's Green Healthy Streets Group

Please ensure that the Emergency Access filters are designed & implemented in a manner that makes them clear & obvious to drivers to avoid dangerous and conflicting moves by confused drivers. 2) Belmont Road, being a boundary road within the LTN area, will need constant monitoring as a primarily residential street with key access to parks, nurseries, GP surgery and other local amenities to ensure traffic, noise, pollution and danger levels do not increase and for further measures to be taken if they do. 3) Looking at possibility of installing physical filters on each Langham Road/Belmont Road junction if the Emergency Access filters don't prove effective. 4) Possibility of installing a Bus Gate at top of Belmont Road (at mini-roundabout with Downhills Way) if traffic levels do not reduce to a suitable level post-implementation. 5) Look at possible need for better road lane design along Belmont Road/Downhills Way to better manage traffic flow, reduce speeds and encourage safer driving whilst improving safety for pedestrians and cyclists. 6) More bike hangars to facilitate more cycling in area 7) Creation of pocket park where Langham Road (west) meets Belmont Road to create an urban hub 8) For the LTN to be a success, there need to be better links to the wider planned

cycle network. This must link into key routes with provision of safe, segregated bike lanes, their links to LTN streets and key routes and links to wider borough & TfL active travel schemes.

The School Streets will also benefit from monitoring of traffic levels on main roads, particularly Belmont Road, where children cross to move across the area. In addition, linking School Streets to cycling schemes will also allow for future increase in travel-to-school journeys being conducted by active (walking/cycling) modes once the LTN has bedded in.

United Cabbies Group

I write on behalf of our members who continue to raise concerns that they remain excluded from travelling through the bus gate despite licensed taxis (hackney carriages) being publicly hired vehicles the same as a bus. We are disappointed to see this is the case and would ask this is reconsidered as a priority. This is at odds with the practice in many other boroughs. The diversion licensed taxis (hackney carriages) are required to take equates to a journey which increases the journey time and cost by 50% and for those passengers who do not have access to a car but use licensed taxis as their mode of transport are being treated yes favourably than residents with a blue badge exemption who are not publicly hired and not compelled to take passengers via the shortest route because we charge via a regulated meter or which fees are set by TfL. It is important to note any exemptions granted to licensed taxis will not significantly impact on existing schemes many of which are currently using experimental traffic orders. Signage can be easily adjusted on bus gates and restricted turns to add licensed taxi exemptions as is already the case within the London Borough of Hammersmith & Fulham, Southwark, Croydon, and Greenwich. Essentially the simple premise to work to when giving due consideration to exemptions for licensed taxis (hackney carriages), is based on their legal status as a form of public transport, and as such licensed taxis and their drivers are subject to a different legislative scheme from private hire vehicles, which are not a form of public transport, and not authorised to ply for hire. Within the Regulatory Framework, licensed taxis provide a service which supplements the existing modes of public transportation and which, in some ways, can arguably be assimilated to a universal public service. Being able to hail a taxi from the street or to pick one up from a cab rank is an essential alternative to other methods of transportation available. The requirement to be able to hail

safely and conveniently is of particular significance for disabled persons, who may find it more difficult than non-disabled persons to spot taxis and to attract their attention. It is also of particular relevance given the stringent accessibility requirements to which taxis are subject – including the requirement to be able to accommodate a standard-sized wheelchair. By contrast, PHVs, which are not permitted to operate in the street hailing market, are not subject to the same accessibility requirements. Taxis have a distinctive appearance (which is, in part, a reflection of the fact that there are only two makes of vehicle currently in production that satisfy the Conditions of Fitness), which not only assists TfL's and other enforcement officers in identifying them but also, importantly, enables other road users to distinguish them from ordinary private cars with relative ease. Not only are taxis able to ply for hire by hailing them from the street but this comprises a substantial part of their business and is used by hundreds of thousands of passengers a week.

We have a number of drivers who undertake regular school runs and when this is part of SEN transport it can be more challenging to negotiate the closures as the child needs to be dropped or collected from the school based on their needs. We have no issue with Schools Streets per se and our members recognise the necessity and in probably 95% of the time can work round these. As you will be aware, licensed taxis provide an essential form of home to school transport for many children and their families, including children with Special Educational Needs and Disability (SEND). Indeed, our members are often contracted by local authorities such as your own or parents to provide regular home to school/school to home travel because of our wheelchair accessible vehicle. It is important that this role is recognised in the implementation of these schemes, with plans in place to allow for appropriate taxi access. We would urge you to ensure that the role of publicly hired taxis is recognised in the Traffic Management Orders (TMOs) and essential access for taxis is maintained. The TMOs should be clear and unambiguous in setting out the circumstances under which taxi access will be permitted, to ensure that taxi drivers are clear on what taxis can and cannot do and drivers do not encounter problems. This should also be made clear with appropriate signage and any enforcement measures in place must account for taxis requiring access. For example, where barriers are in place these should ideally be manned to ensure that essential access remains possible, with those manning them appropriately briefed.

Haringey Cycle Campaign

Haringey Council
River Park House
225 High Road,
Wood Green N22 8HQ



17th September 2021

Dear Neil,

Low Traffic Neighbourhoods - Public Consultation

Thank you for giving HCC the opportunity to participate in the stakeholder and other consultation events, leading up to this consultation. The plan for 25 future LTN across the Borough is very welcome and we agree it is very important the three LTNs currently consulted on are a success. Generally the current plans are very well presented, however we would urge the following be considered in future communications -

- 1) Emphasise that each LTN is part of an overall plan for 25 future LTNs across the Borough. The consultations refer to a "wider programme...in the Council's Draft Walking and Cycling Action Plan...", however being clearer on future LTNs would reduce the fear of long term traffic displacement.
- 2) Try to simplify language and presentation. For example while we agree the expression "modal filter" be used in preference to the inaccurate description "road closure", it would help if the illustration of a modal filter could be shown immediately below, as many people are not familiar with this sort of technical language.
- 3) Show existing pedestrian crossings, Toucan crossings and cycle contra-flows. This information should also be shown in all future design drawings.
- 4) For all schemes include measures -
To improve walking and cycling permeability on the periphery of the LTN.
To make local distributor roads cycle friendly.
To improve pedestrian and cycle junction safety and usability at the cell periphery.

In the short term there will be an increase in motor traffic on local distributor roads, so in the absence of these measures, the potential of LTNs for modal shift will not be realised and the overall project could fail.

We give our specific comments on the LTN proposals in the following pages.

Bruce Grove

HCC supports the overall scheme in principle and the proposed school streets. The proposed bus gate on CSI is particularly welcome.

- 1) There are a number of changes proposed to the existing very complicated one-way street system in area "A", for example the reversal of flow on Lordsmead Road. Existing and proposed cycle contra-flow is not indicated in the plans, however we assume it is intended this will be retained at this road and the splitter island relocated to the North. There is presently no signage at the North end of the road to warn drivers there is a cycle contra-flow, so they think cycles are "going the wrong way" and this encourages aggressive behaviour. **surely not what we want in an LTN!** It is vital that adequate warning signage be provided. The same situation applies at many other streets in the existing one-way system. HCC has previously requested improved signage and some has been provided, but drivers often don't see it, or ignore it and push past without slowing down or allowing adequate space for cycles to keep out of the "door zone". This can easily put off anyone taking up or returning to cycling.
- 2) Rather than adjusting and improving this complicated and dangerous system, we suggest it would be far better for all these LTN roads to revert to normal 2-way operation. Historically the one-way system was introduced to cope with high traffic flows and the quieter roads were not made one-way. With lower traffic levels 2-way streets should work perfectly well, ending the current confusion, reducing traffic speeds, improving pedestrian and cycle safety, saving on signage maintenance and reducing street "clutter". Some passing places may be needed and these might be combined with planting.

- 3) On CSI, leaving the LTN via Church Lane, the cycle contra-flow is obstructed by parked vehicles. The parking should be removed.



- 4) We suggest an urgent review of road maintenance coordinated with the inception of the LTN, for example repair of the appalling road surface on Phillip Lane (especially just after the junction with Jansons Road).
- 5) The existing speed cushions, for example on a section of Higham road, tend to push cycle riders in to the door zone and encourage drivers to take a dominant centre road position. The speed cushions should be replaced by sinusoidal humps, or removed.
- 6) In area "B" the LTN proposals should work very well, in particular the school streets, however there is presently a problem with some drivers speeding on the long straight roads, such as Mannock Road. As far as can be remembered there was an in-depth public consultation carried out by Sustrans for the West Green Environmental Area and only a limited number of speed tables were introduced (for example at the East of Mannock Road). These seem to be adequate on the quieter residential roads, but not enough on present "rat runs". We suggest limited speed table provision be extended to the North of area "B" and traffic speeds be monitored.

Bruce Grove Healthy Streets Group

Introduction_

Who we are

Healthy Streets. Bruce Grove and West Green is a group of local residents from both of the Council wards, open to anyone that lives here. Our members live right across the area, including around Bruce Grove to the east, around Four Corners, on Broadwater Farm in the centre and on and around Belmont Road to the west. We have come together to engage with our community and the Council to improve our local streets to make them safer, greener and accessible to all.

The purpose of this report

This report sets out ideas from our group in response to the Council's proposal for a Low Traffic Neighbourhood (LTN) in the area. We believe these would help to deliver both the Council's aims for the scheme and our aims of safer, greener and more inclusive streets. While we would not claim to represent the whole community, our hope is to provide useful suggestions from people who live in the area for the Council's early design work, which will go on to be consulted on more widely. We hope to engage further with the community over the coming months to generate more ideas and a response to the Council's initial designs once they are ready.

A well-designed and maintained public realm cannot respond to all of the challenges an area might face, but it can go some way to facilitating improvements in community cohesion, community health (mental and physical) and even community wealth, as well as contributing to a globally sustainable future.

This report collates community ideas on three specific issues - traffic filters, walking and cycling. As the proposed Bruce Grove LTN encompasses a large part of West Green ward as well as Bruce Grove ward, we have brought issues across the two wards together here to allow them to be considered as a whole.

Our suggestions in brief

- Traffic filters plus main road speed mitigation measures
- Additional safe crossings for people walking and cycling
- Safe, continuous cycle links, including upgrades of existing routes where necessary
- Additional street greenery
- An 'inclusive pavement audit' tackling problem paving for wheelchair and buggy users
- The eventual appointment of a professional design team commissioned to masterplan our neighbourhood

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Safer streets_

Residents feel unsafe because of the speed and volume of traffic in our area. Our area has one of the worst records of injuries to people walking and cycling on non-main roads anywhere in London. Even minor injuries can put people off walking and cycling, denying them the health benefits these can offer. We believe that reducing through-traffic is key to addressing this problem and support the Council's proposal to introduce an LTN to address this issue. We also need safer cycle links beyond the LTN to give realistic alternatives to driving.

Greener streets_

Residents consistently demonstrate their desire for a greener neighbourhood. Bruce Grove ward is the most densely populated ward in Haringey, but has less than 5 per cent open space, well below the London average. Changes to streets can create more space for greenery, while creating looked-after places (supported by measures such as public art) that help tackle fly-tipping, another key issue for residents. The LTN can help to increase the extent of public realm available for these measures, including through physical filters where possible. Planning for the LTN should also consider how best to link in with existing green spaces and improve connections between them.

Streets for all_

Changes to our streets should benefit groups that are often overlooked when maintenance and enhancements are planned. Children should be safe to have more independence and opportunities for play, whilst our pavements are

too often not inclusive for wheelchair and buggy users: we have too many uneven surfaces, pinch points and cobbles from redundant driveways and not enough dropped kerbs. This should be addressed when the LTN is introduced. More widely, the LTN should help promote a sense of continuity and cohesion between different parts of the neighbourhood.

Traffic Filters

We support the principle of filtering through-traffic away from roads that are not designed to safely carry it. It is not simply a case of whether a road is residential or not: research suggests that every mile driven on a minor road poses a greater risk of injury to people walking and cycling than those on main roads and that LTNs are a highly effective solution to this problem. We welcome the Council's proposal for an LTN in Bruce Grove, an area that has some of the highest numbers of walking and cycling casualties on neighbourhood roads anywhere in London, recording around 30 casualties in the last four years. We also note that this leaves a large part to the west of our area without firm plans for an LTN. We think there is potential to design the Bruce Grove LTN to extend its benefit further into West Green ward.

We support the use of ANPR cameras to facilitate bus routes and fast emergency service response times, including from Tottenham Fire Station. However physical filters are preferred where possible, offering greater benefits to people walking and cycling and opportunities for street greening, play and outdoor seating for businesses amongst other benefits. There are opportunities for the implementation of physical filters, such as on North-South routes where emergency services may use the A10 (rather than navigating the one-way system).

Traffic filtering should address traffic cutting through the area east-west such as via The Avenue and Sperling Road, and Morrison Avenue and St Loys Road. In doing so, we would like to see a 'neighbourhood centre' created at the Four Corners (by filtering Mount Pleasant Road either side of the Avenue, which should have a bus gate along it for the W4). This space can be used for seating, greenery and place making, creating an attractive local destination for walking and cycling to.

Belmont Road has also been raised by many residents, as has Langham Road and the junction in between the two in particular. One issue is that the design of Downhills Way encourages more and faster traffic to travel down Belmont, which is wholly residential or green space. We suggest (from south to north): a filter on either side of the junction of Belmont and Langham Roads; a formal pedestrian crossing by the park entrance; and replacing the roundabout at the end of Belmont with a junction that allows people cycling to safely travel along Downhills Park Road. The area to the west of Downhills Park Road/Belmont Road has no bus routes and few entry points - meaning the whole area could become an LTN with a few additional filters, such as the one at the junction of Langham and Belmont. We urge the Council to consider this option as a cost effective way of mitigating any impacts from the LTN and widening the benefits of the scheme.

At the same time, we would like to see measures to reduce traffic on Belmont Road, and a number of residents have suggested filtering the road itself, introducing timed closures (like those on Francis Road in Walthamstow) and/or banning turns (e.g. towards Green Lanes), and we encourage the Council to look at these options in more detail than we are able to. Should the Council proceed with Belmont as a boundary road, it should implement the mitigation above and closely monitor traffic levels. It is possible the St Ann's LTN could reduce traffic on Belmont Road by cutting off a rat run 'down stream', so it is important that the two LTNs are delivered at the same time. If issues on Belmont Road persist or worsen, the Council should look at options to mitigate this including reconfiguring the LTN. We also urge the Council to consider the role of wider traffic reduction measures, such as reducing the attractiveness to drive to Wood Green, Green Lanes and other destinations through parking policies, which generate a significant part of the traffic we see in the area.

Appendix C: Responses/comments from groups

Bruce Grove Healthy Streets Group

Healthy streets_

- Pavement build-out / traffic calming
- Pedestrian crossing
- Pavement / accessibility improvements
- Cycling infrastructure



- 01 New pedestrian crossing to aid safe crossing of Landship Lane, slow traffic and increase accessibility to this neighbourhood centre
- 02 Table junction and new pedestrian crossings to the south and east of the roundabout to increase accessibility to Bruce Castle Park and reduce traffic speeds
- 03 Introduction of signalled crossing to this major junction
- 04 New level access pedestrian crossing on Bruce Grove to increase accessibility of town centre and to prioritise pedestrian access over traffic speeds
- 05 New pedestrian crossing at western entrance to Downhills Park to aid safe crossing of Belmont Road, slow traffic and increase accessibility
- 06 New pedestrian crossing to aid safe crossing of Philip Lane, slow traffic and increase accessibility to this neighbourhood centre

- 01 Cycle crossing proposed on CS1 to facilitate north south traffic and improve safety.
- 02 Cycle Superhighway 1 (CS1) is routed along Broadwater Road through Bruce Grove. The contra flow on this road is felt to be dangerous
- 03 Drop kerbs either side of this out-through would create a new, safe cycle route through the north east corner of Bruce Grove ward
- 04 The cycle lane on Bruce Grove itself only routes in one direction and is often blocked by buses and parked cars
- 05 This existing route is felt to be unsafe due to the contra flow; hoped to improve on LTN implementation
- 06 Proposed High Road cycle crossing to better enable east-west cycling on the existing (though poorly segregated) route
- 07 CS1 routed onto Napier road. The contra flow on this road is felt to be dangerous when cycling northwards
- 08 Provision of substantially improved cycle crossing is needed to facilitate east west link
- 09 New cycle crossing proposed to facilitate north-south cycle traffic
- 10 New cycle crossing proposed to facilitate north-south cycle traffic

- 01 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds
- 02 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds
- 03 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds
- 04 Pavements widened either side of junction to slow traffic and facilitate crossing - ideally to become a table junction to facilitate level access crossing
- 05 Pavement build-outs on opposite sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds
- 06 General re-design of Bruce Grove over medium term to include narrowing of carriageways, traffic calming (surface change?), pavement build-outs / widening
- 07 Very narrow pavement requires widening and drop kerbs
- 08 Very narrow pavement requires widening
- 09 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

- 10 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds
- 11 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds
- 12 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds
- 13 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds
- 14 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

- 01 Very uneven, materially inconsistent and cluttered pavements - clear passages, improve accessibility and amenity to neighbourhood centre
- 02 Uneven, materially inconsistent and cluttered pavements - remove railings, improve accessibility and amenity to neighbourhood centre and key park / heritage asset
- 03 Very uneven, materially inconsistent and cluttered pavements - clear passages, improve accessibility and amenity to neighbourhood centre
- 04 Pavement parking causing narrowing of and damage to footpath. Remove or reduce extent of pavement parking to improve accessibility and amenity
- 05 Poor quality drop-kerbs present a trip hazard and hinder accessibility
- 06 Paving in very poor repair reducing accessibility
- 07 Pavement parking causing narrowing of and damage to footpath. Remove or reduce extent of pavement parking to improve accessibility and amenity
- 08 Pavement parking causing narrowing of and damage to footpath. Remove or reduce extent of pavement parking to improve accessibility and amenity
- 09 Poor quality paving and drop-kerbs at junction present a trip hazard and hinder accessibility
- 10 Cobble driveway access and poor quality paving hinder accessibility
- 11 High kerb to Broadwater Lodge access causes hinders accessibility
- 12 Lack of drop-kerbs to Eve Road
- 13 Lack of drop-kerbs to northern end of Clonmell Road
- 14 Valued tree and adjacent signage cause narrowing of path. Move signpost, repair and potentially widen footpath
- 15 Pavement damaged by tree roots. Tree is valued but pavement should be repaired
- 16 Cobble driveway access hinders accessibility

Bruce Grove Healthy Streets Group

Cycling

To maximise the benefits of the LTN and successfully reduce traffic, better alternatives to driving need to be provided in tandem with the development of LTNs. 60 per cent of journeys in Greater London are less than 2 miles in length - a journey that could take 30 mins by walking and 15 mins by cycling. Cycling could cater for many of the shorter car trips made in the area, if the right infrastructure was provided. The LTN should link into a series of safe, continuous cycle routes, either on quiet, filtered back streets, or on physically protected sections on main roads. In the case of the former, where these need to cross a main road, a safe cycle crossing should be added. While some of these backstreet routes exist already, the sections on main roads need to be improved - if one part of a route feels unsafe, the whole route feels unsafe and people won't cycle. It is imperative that cycle routes are optimised along their length for the safe and continuous passage of bikes where a broken link renders the rest of the chain incomplete and unusable.

The area already benefits from a north-south route in Cycle Superhighway 1, although this should be upgraded as part of the LTN works. East-west connectivity by cycle needs improving - to the West, as above the roundabout at the top of Belmont Road should be replaced with traffic filters either side and a safe cycle crossing to enable routes to Turnpik Lane and beyond. To the east, a safe cycle route from the LTN to Tottenham Hale is essential for enabling many trips. This could go from St Loy's Road via: a safe cycle crossing over Tottenham High Road; through what is currently a Council car park (at Stoneleigh Road) but could be converted to safe cycle space; along an existing traffic-free environment on part of Chesnut Road; and then by a suitable route to Tottenham Hale station, taking into account the development plans in the area. The route should also link to existing cycle infrastructure on Ferry Lane, giving residents safe cycle access to much of Waltham Forest.

Walking

As well as the cycle crossings highlighted above, there are numerous places where crossings for people walking should be improved. This includes the point at which Downhills Way meets Lordship Lane (part of the junction has no formalised crossing), locations on the A10 which are hard to cross and crossings to enable greater access to the parks in the area.

It's vital that this improved walking environment is fit for everyone. Transport for All's 'Pave the Way' report on LTNs in London recommended that these schemes should be 'carrot, not just stick'. This means improving the accessibility of pavements in the area, including with dropped kerbs on every road and smoother pavements. Replacing disused cobbled driveways and the introduction of paved speed tables at junctions would further facilitate an accessible, pedestrian-friendly environment. We have identified a number of locations that could be improved, but we urge the Council to conduct an 'inclusive pavement audit' in the area to best identify problem areas. These improvements should be made at the same time as the LTN is delivered.

We support pavement build-outs as a method of traffic calming because they can be formed to prioritise pedestrians; slowing traffic, improving visibility and forming a narrow point at which it is easier and safer to cross the road. They also make new opportunities to plant trees where otherwise space might be limited, as well as for placing other useful items of community benefit, like EV charging points, passive play elements or public cycle pumps. Trees themselves are evidenced to reduce traffic speed (amongst other benefits) when planted on residential streets, thereby compounding the impact of the intervention.

We are aware that there are plans in development to improve the street environment on the Broadwater Farm Estate, as part of wider proposals to replace two large buildings and add additional housing. There is an opportunity through the LTN to help better connect the street environment outside the estate to the roads within it, (Gloucester, Willan, Freedom and Adams Roads). For example, 'green' enhancements to the Estate ingress and egress streets can help create and extend the 'sense of arrival' that the Broadwater proposals are looking to achieve. Working with

residents in and around the Estate, the Council should look to create a sense of continuity between different parts of our neighbourhood. This and the neighbourhood centre idea above can help create a greater sense of place and community for everyone living here.

Over the longer term all such works should be implemented using a limited, consistent, robust and quality palette of materials, designed to enhance the identity of the area. As with other interventions presented in this document, we hope that the Council recognises the benefit of having these designed together as part of a coordinated, area-wide masterplan. This will deliver a consistency of approach and an initiative that is greater than the sum of its parts. Our hope would be for the project to be designed by good landscape architects, with relevant experience, such as those employed for the most successful parts of Waltham Forest's LTN schemes.

Bruce Grove West Green LTN - Roll-Around Accessibility Audit

Date: 19-07-2021; 1400-1600

Disability Action Haringey (DAH) representatives: Graham – Trustee at DAH (plus carer); Aisha, **Hoda** (plus carer -Nabil)

Sustans: Dan Kelly; Suzanne King

Approach

We approach Disability Action Haringey (DAH) at an early stage in the project and, through a series of video calls and an online workshop, DAH were prepared to meet us in person. For the audit we chose a starting point that was convenient for attendees and the route was checked in advance to inform the risk assessment. Attendees included a full time wheelchair user, a light-weight 4-wheel mobility buggy user and a person who was limited in how far they could walk. The walk was very much an informal, listening exercise with the project officer helping the conversation to flow whilst the engineer took notes and asked the occasional question.

Themes

- footway quality including surfacing and micro-upstands around pavers etc.
- pinch points (bins/cars) and vegetation management,
- accessibility of existing dropped kerbs especially angle of inclines
- inaccessible vehicle crossovers (grade separated)
- possible use of the carriageway where footways are poor
- Blue Badge holder access and constraints
- disability related law

Group Notes and Comments

- Footways commonly uneven and tricky to navigate throughout the route
- Parking bays not on footways, but likely used to be -the footways are in poor condition, torn up along the kerb line (sinking pavers)
- Dropped kerbs in some locations are prohibitively steep - wheelchair users have to go very slowly and push hard
- Overgrown bushes, bins and other street furniture obstruct the footways (i.e. 54 Lordsmead Rd)
 - o "Why can't bins be put on the road or kept inside people's front entry areas?"
- Kitchener Road: CPZ area from 1400 -1600 daily, a carer who came to help Aisha got a ticket for parking
- Blue badge holders:
 - o Discussion of difficulty obtaining a blue badge for those who require them
 - o People who don't need them are selling them off/ stealing them/ using them
 - o Could they be linked to license plate?
 - o "Companion badge" is a Haringey specific item and is vehicle specific (tied to license plate)
 - o Wheelchair users in the cycle lane -**Hoda** inquired if this was allowed. Stated it would be much easier!
 - o User insight -really have to focus on vehicles and where they are going/ surface changes, etc.
- Gullies and dropped kerbs:

- o Where there are gullies at crossing points it restricts the length of the dropped kerb and makes it more likely to be short and steep (unsafe) e.g. Dongola Road at The Avenue N17
- o At one particularly bad dropped kerb, Graham had to go down backward and with the help of his carer, could not do this alone.
- Downhills Park
 - o The disability group has met for picnic gatherings in Chestnut Park and prefer it to Downhills Park
 - o Only 1 table tennis table -should have more!
 - o Public Toilets - Even if you go to a café you have to purchase something to use their toilet
 - o Attendees believed nothing in parks (open) as far as they could say
 - o Graham offered to a share a 'Toilet Manifesto'
 - o More strict about toilets due to coronavirus
- Use of carriageway by disabled users
 - o Graham (wheelchair user) would use the carriageway after LTN implemented if the roads are indeed quieter
 - o Visually impaired users will always stick to the footways, so have to make sure they are still up to top standard
- Discussion about understanding around the rights/ laws around disabilities
 - o So many people do not know their rights and the laws surrounding disability
 - o People who are disabled have to educate themselves on what their rights are -the government doesn't TELL or SHOW them, unless they ask persistently
 - o Not everyone wants to (or can) go online to find information
 - o Can be difficult to use online services, **Hoda** spoke of challenges around submitting applications, etc.

Location Specific Notes

- Overgrown bushes outside 54 Lordsmead Road -barrier for disabled/ visually impaired users
- Wimborne Rd to the west of Lordsmead Road
 - o No dropped kerb, can only get onto carriageway by taking a detour all the way down to the end of the block and crossing at the dropped kerb at Mount Pleasant Road. The crossing at Mount Pleasant Road and Wimborne Road is much better (newer) -raised table.
 - o There is a poor quality vehicle crossover on Wimborne Road at Drayton Road, however, it is too high of a step to use wheelchair safely.
- Lordsmead Road at Lordship Lane
 - A lot of motor traffic at the roundabout, poor pavement quality and narrow widths
 - Not safe to cross for pedestrians or cyclists to get across Lordship Lane to CS1
- Mount Pleasant Road and The Avenue
 - Concrete pavers okay as it is newer and not broken - Smooth pavement
 - Raised table at junction, smooth transition between carriageway, kerb, pavement but then only yards away the surface is in terrible condition -huge lack of consistency
 - Important to refer to hyper local areas that are GOOD for Haringey to know what standard to build to
- W4 Bus Corridor
 - o In much better condition, newer footway

- o **Hoda** is a W4 user and she has good things to say -the bus drops the ramp for her every time.
- o Gloucester Road -bollards obstructing the footway and seemingly are not serving their purpose either.
- Broadwater Farm Housing Estate:
 - o Concerns about lighting on shared pathway, south side of the estate, parallel to The Avenue.
 - o Attendees stated they would **not** feel safe there at night
 - o Drainage issues -pooling water in places, again an issue for disabled users -uneven surface due to tree roots
 - o Micro-lips (raised setts in some cases) in various places that present a tripping hazard
 - o Very inconsistent quality and feel to shared pathways
- Between Adams Road and Lordship Lane (in line with **Marlesham**) there is a pedestrian/ cycle path that is an excellent traffic-free route
- Adams Road/ Mount Pleasant Road/ Wimborne Road -good location to add a raised table
- Wimborne Road -very busy with motor traffic during school run times

Route Map

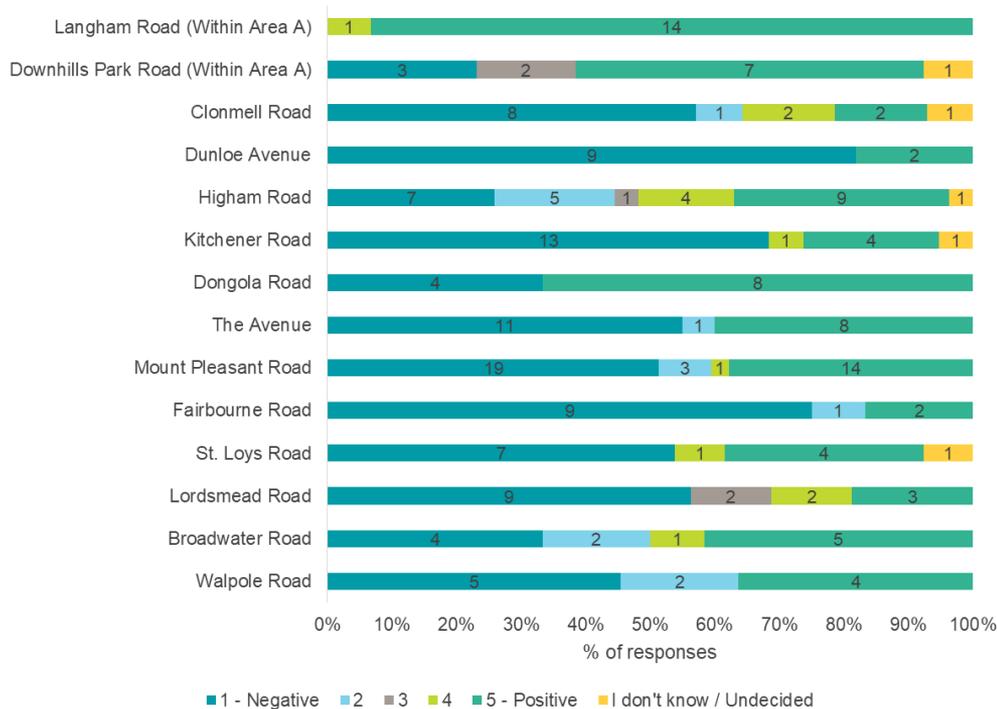


This sections looks at the differences in responses from respondents living on streets* within the Bruce Grove West Green LTN in LB Haringey. The data is based on addresses provided by respondents

*Note. Majority of streets have less than 30 respondents

Streets within Area A

Chart 11.1a: Overall, how do you feel about the proposed changes in Area A? x Streets within Area A*

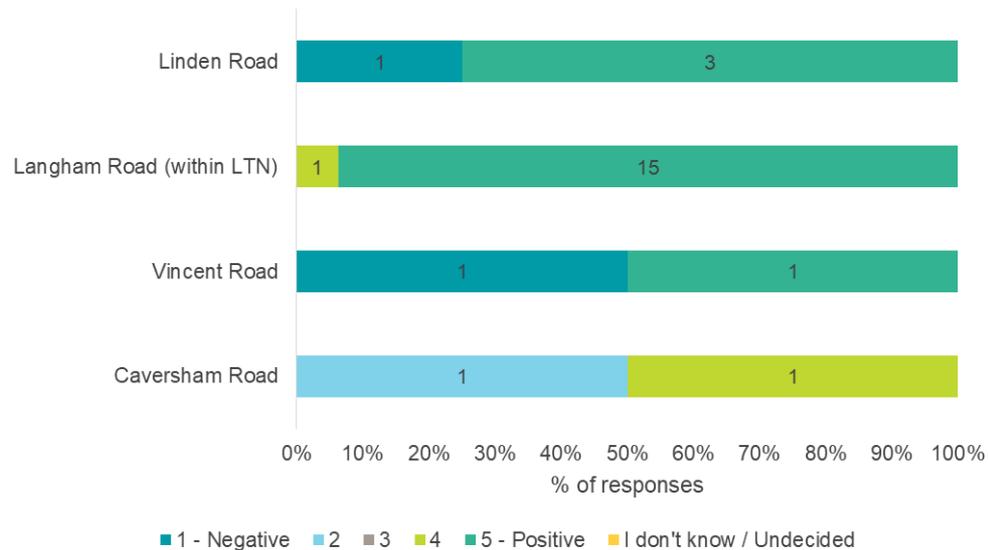


*only streets with more than 10 responses shown in plot

	1 - Negative	2	3	4	5 - Positive	I dont know / Undecided	Total
Linden Road	1	0	0	0	1	0	4
Langham Road (within LTN)	0	0	0	1	13	0	16
Vincent Road	1	0	0	0	1	0	2
Caversham Road	0	0	0	0	0	0	0
Apple Tree Road	2	0	0	0	0	0	2
Keston Road	2	0	0	0	0	0	2
Ripon Road	0	0	0	0	0	0	0
Kirkstall Avenue	5	0	0	0	0	0	5
Downhills Park Road	3	0	1	0	7	1	12
Alton Road	1	0	0	0	0	0	1
Lismore Road	1	0	0	0	0	0	1
Clonmell Road	8	1	0	2	2	1	14
Dunloe Avenue	9	0	0	0	2	0	11
Downhill Avenue	2	1	0	0	0	0	3
Pendennis Road	3	2	1	0	0	0	6
Wilmot Road	3	1	0	0	3	0	7
Hastings Road	0	0	0	0	0	0	0
Higham Road	7	5	1	4	9	1	27
Handsworth Road	3	0	0	1	4	0	8
Gloucester Road	4	0	0	0	1	0	5
Kitchener Road	13	0	0	1	4	1	19
Dongola Road	4	0	0	0	8	0	12
Chester Road	3	1	0	0	0	0	4
The Avenue	11	1	0	0	8	0	20
Willan Road	2	0	0	0	0	0	2
Griffin Road	1	0	0	0	0	0	1
Mount Pleasant Road	19	3	0	1	14	0	37
Fairbourne Road	9	1	0	0	2	0	12
Loxwood Road	0	0	0	0	2	0	2
Morrison Avenue	1	0	0	0	3	0	4
St Margaret's Road	2	3	0	0	0	0	5
Napier Road	1	0	1	0	1	0	3
Belton Road	1	0	0	0	0	0	1
Ranelagh Road	0	0	0	0	7	0	7
Greyhound Road	2	0	0	1	1	2	6
Winchelsea Road	0	2	0	0	2	0	4
Steele Road	4	0	0	0	0	0	4
Forster Road	0	0	0	0	0	1	1
Arnold Road	3	0	0	0	2	0	5
Eleanor	2	0	1	0	0	0	3
Felixstowe Road	0	0	0	0	1	0	1
Strode Road	3	1	0	0	0	0	4
St. Loys Road	7	0	0	1	4	1	13
Sperling Road	5	1	0	0	2	0	8
Woodside Gardens	4	0	0	0	1	0	5
Moorefield Road	2	0	0	1	3	0	6
Champa Close	1	0	0	0	0	0	1
Adams Road	0	0	0	0	1	0	1
Lordsmead Road	9	0	2	2	3	0	16
Broadwater Road	4	2	0	1	5	0	12
Linley Road	0	1	0	0	0	0	1
Wimbome Road	2	0	0	1	0	0	3
Radley Road	0	0	0	0	2	0	2
Whitley Road	1	0	0	0	0	0	1
Elmhurst Road	0	0	0	0	1	0	1
Drayton Road	5	0	1	1	0	0	7
Chandos Road	1	0	0	0	7	0	8
Elsden Road	0	0	0	1	6	0	7
Newlyn Road	2	0	0	0	3	0	5
Pembury Road	6	0	0	1	0	0	7
Hartham Road	1	0	0	0	0	0	1
Walpole Road	5	2	0	0	4	0	11

Roads within Area A

Chart 11.2: The physical modal filter on Linden Road and emergency access modal filter on Langham Road ?



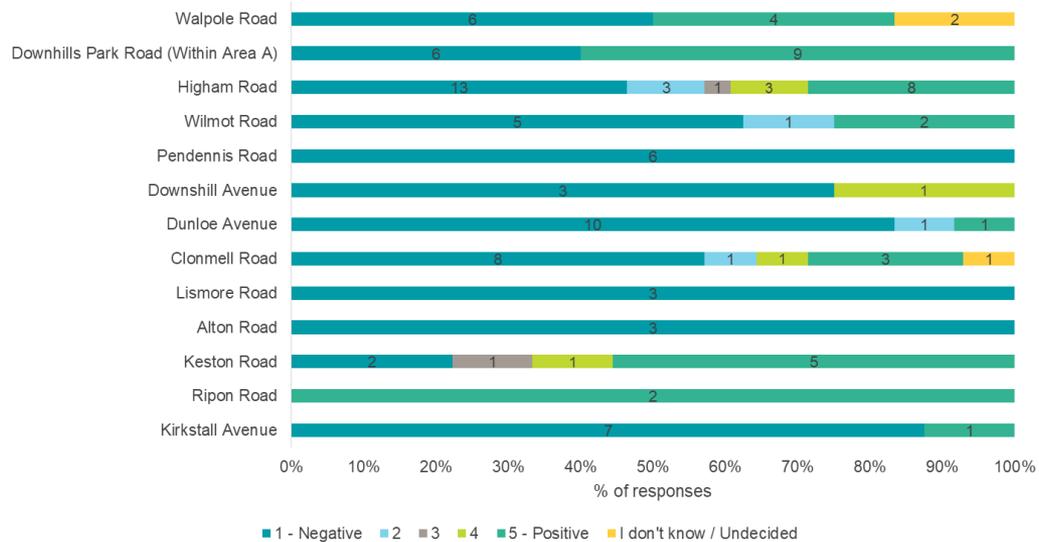
	Linden Road	Langham Road (within LTN)	Vincent Road	Caversham Road
1 - Negative	1	0	1	0
2	0	0	0	1
3	0	0	0	0
4	0	1	0	1
5 - Positive	3	15	1	0
I don't know / Undecided	0	0	0	0
Total	4	16	2	2

Further analysis of open text results from respondents on these streets provided the following insight:

- There were various comments which provided support for the scheme overall, and specifically for reducing traffic on Langham Road
- There were some comments which highlighted issues to the LTN that were not specific to the filter. This included respondents saying they don't feel comfortable cycling, that the LTN will negatively impact disabled people, and that the restrictions will increase congestion and pollution on main roads.
- One commenter preferred another design option that was presented earlier in the consultation process with the filters on Langham/West Green Road and Linden/Vincent Road. They felt this protects Park View School more and stops people coming up from West Green Road.
- Some comments are concerned about an increase of traffic on West Green road and Belmont Road, with one respondent specifying safety concerns around the schools near the area
- Some respondents specified that they would like to see additional traffic calming measures near Park View School.

Roads within Area A

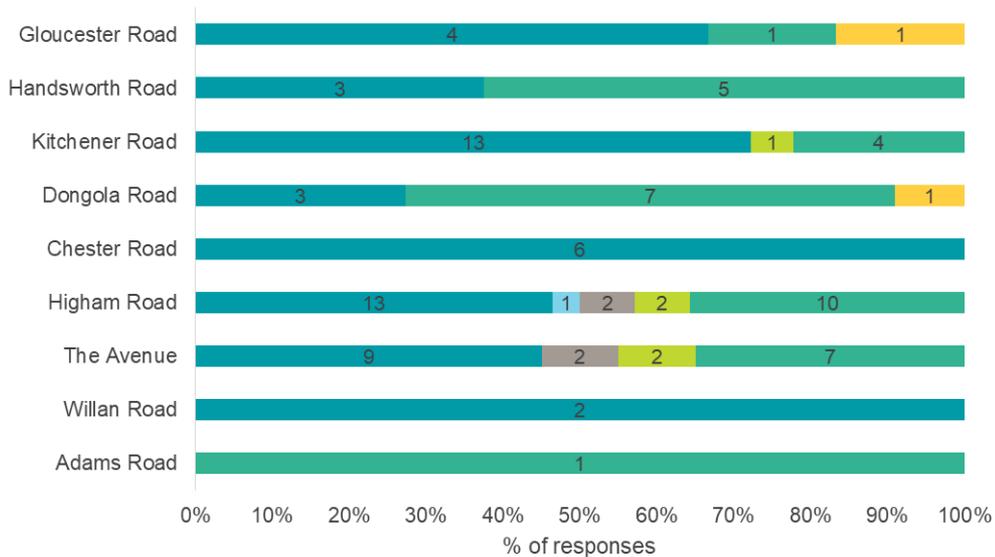
Chart 11.3 The bus gate on Downhills Park Road



	Walpole Road	Downhills Park Road (Within Area A)	Higham Road	Hastings Road	Wilmot Road	Pendennis Road	Downhill Avenue	Dunloe Avenue	Clonmell Road	Lismore Road	Alton Road	Keston Road	Ripon Road	Kirkstall Avenue
1 - Negative	6	6	13	0	5	6	3	10	8	3	3	2	0	7
2	0	0	3	0	1	0	0	1	1	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0	0	0	1	0	0
4	0	0	3	0	0	0	1	0	1	0	0	1	0	0
5 - Positive	4	9	8	0	2	0	0	1	3	0	0	5	2	1
I don't know / Undecided	2	0	0	0	0	0	0	0	1	0	0	0	0	0
Total	12	15	28	0	8	6	4	12	14	3	3	9	2	8

Roads within Area A

Chart 11.3: The bus gate on Gloucester Road and diagonal emergency access modal filter on Dongola Road?

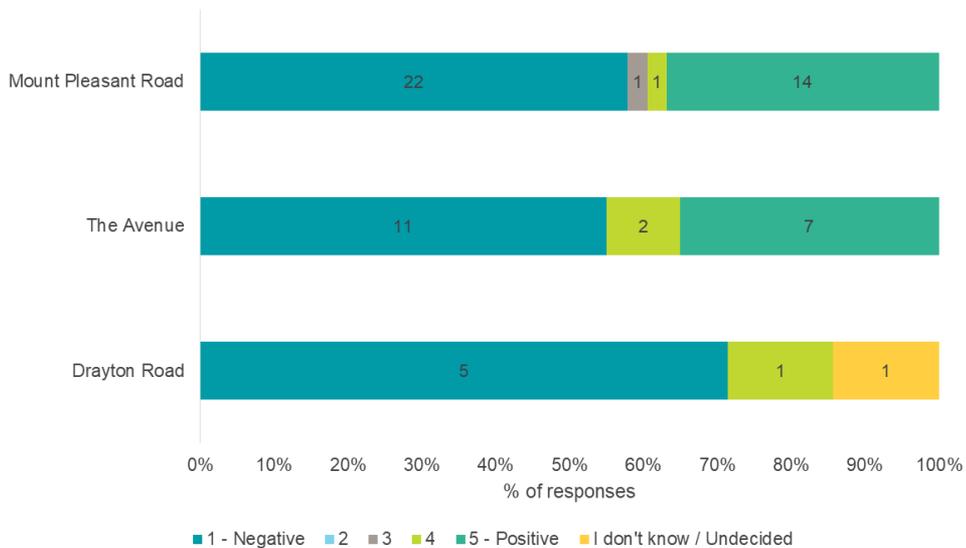


■ 1 - Negative ■ 2 ■ 3 ■ 4 ■ 5 - Positive ■ I don't know / Undecided

	Gloucester Road	Handsworth Road	Kitchener Road	Dongola Road	Chester Road	Higham Road	The Avenue	Willan Road	Adams Road
1 - Negative	4	3	13	3	6	13	9	2	0
2	0	0	0	0	0	0	1	0	0
3	0	0	0	0	0	0	2	2	0
4	0	0	1	0	0	0	2	2	0
5 - Positive	1	5	4	7	0	10	7	0	1
I don't know / Undecided	1	0	0	1	0	0	0	0	0
Total	5	8	18	10	6	28	20	2	1

Roads within Area A

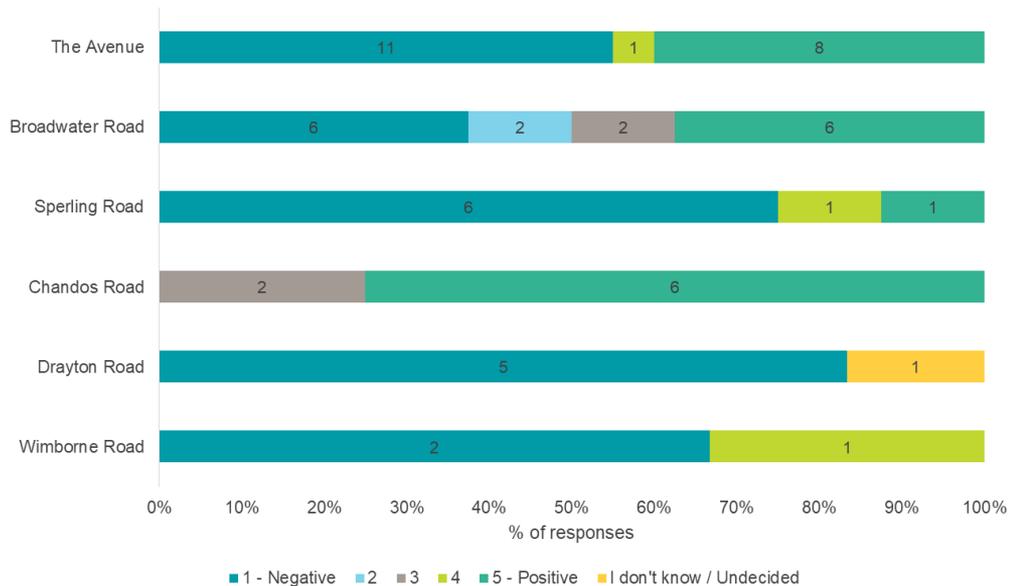
Chart 11.4: The physical modal filter on Mount Pleasant Road and conversion of a section of Mount Pleasant Road to two way traffic



	Mount Pleasant Road	The Avenue	Drayton Road
1 - Negative	22	11	5
2	0	0	0
3	1	0	0
4	1	2	1
5 - Positive	14	7	0
I don't know / Undecided	0	0	1
Total	38	20	7

Roads within Area A

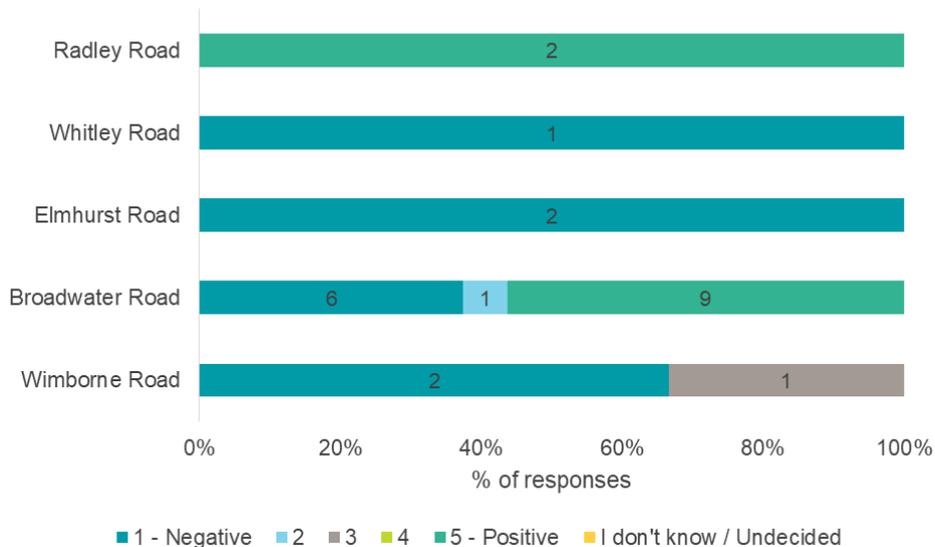
Chart 11.5: The bus gates on The Avenue and Broadwater Road, and conversion of a section of Broadwater Road to two way traffic



	The Avenue	Broadwater Road	Sperling Road	Chandos Road	Drayton Road	Wimborne Road
1 - Negative	11	6	6	0	5	2
2	0	2	0	0	0	0
3	0	2	0	2	0	0
4	1	0	1	0	0	1
5 - Positive	8	6	1	6	0	0
I don't know / Undecided	0	0	0	0	1	0
Total	20	16	8	8	6	3

Roads within Area A

Chart 11.6: The bus gate on Radley Road



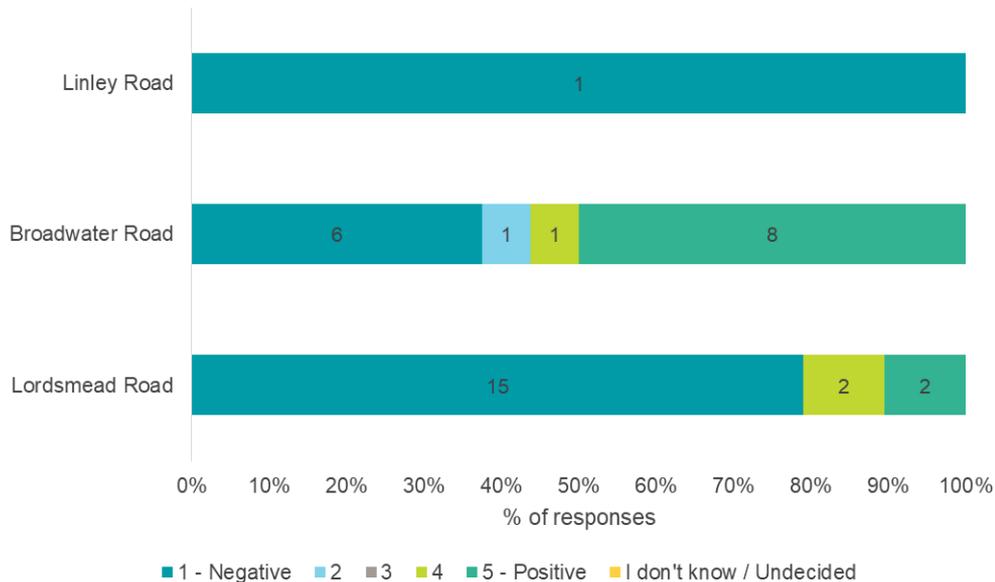
	Radley Road	Whitley Road	Elmhurst Road	Broadwater Road	Wimborne Road
1 - Negative	0	1	2	6	2
2	0	0	0	1	0
3	0	0	0	0	1
4	0	0	0	0	0
5 - Positive	2	0	0	9	0
I don't know / Undecided	0	0	0	0	0
Total	2	1	2	16	3

Further analysis of open text results from respondents on these streets provided the following insight:

- There were some comments which were generally in disagreement with the LTN scheme as it makes it more difficult to drive around the area as a whole.
- Multiple respondents highlighted that Broadwater Road should not be made into a 2 way street
- There was concern from these respondents that the main roads in this area would become highly congested on football match days at the Tottenham Hotspur Stadium
- There was some concern over access to homes on Radley Road between Whitley
- There were general concerns over additional traffic on Wimborne Road and Adams Road, particularly originating from Broadwater Farm Estate. Some respondents were concerned as this is used as a route to the Willow School. Some respondents suggested more traffic calming on Wimborne and Adams Road.

Roads within Area A

Chart 11.7: The physical modal filter on Linley Road



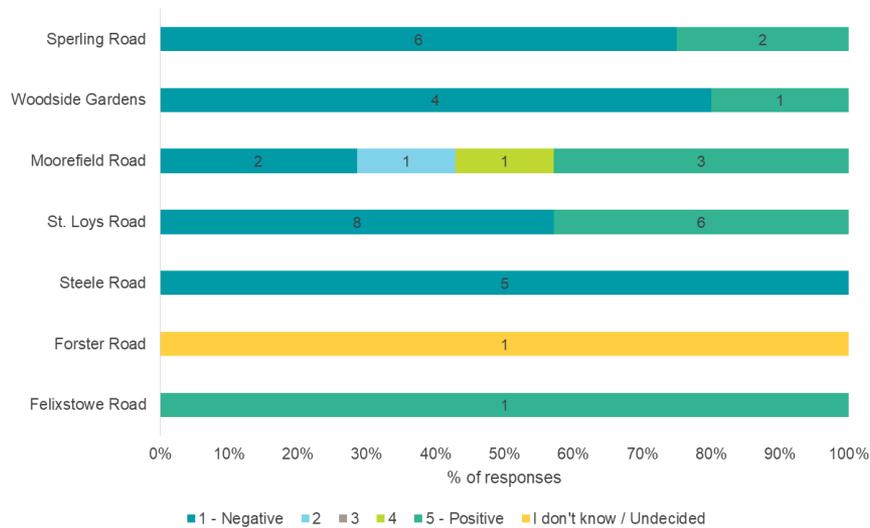
	Linley Road	Broadwater Road	Lordsmead Road
1 - Negative	1	6	15
2	0	1	0
3	0	0	0
4	0	1	2
5 - Positive	0	8	2
I don't know / Undecided	0	0	0
Total	1	16	19

Further analysis of open text results from respondents on these streets provided the following insight:

- There was some concern regarding how residents living north of the bus gate on Broadwater Road will travel east. Some respondents had safety and congestion concerns over drivers who may exit left onto to Lordship Lane from Broadwater Road and do a 360 degree turn of the roundabout to allow them to travel east.
- Some respondents were worried about the potential increase in traffic on Lordsmead Road (specifically from Broadwater Estate). Comments suggested traffic calming measures, as well as the removal of one of the filters on either Radley road or Linley road to help alleviate some of the potential traffic that will be use Lordsmead Road to exit the area.
- There was some concern over a potential increase in collisions with the reversal of one way on Lordsmead Road. Several comments suggested only a partial reversal.
- One comment raised the issue that cars park on Lordsmead Road at Lordship Lane (ignoring double yellows) which makes turning out of the area difficult

Roads within Area A

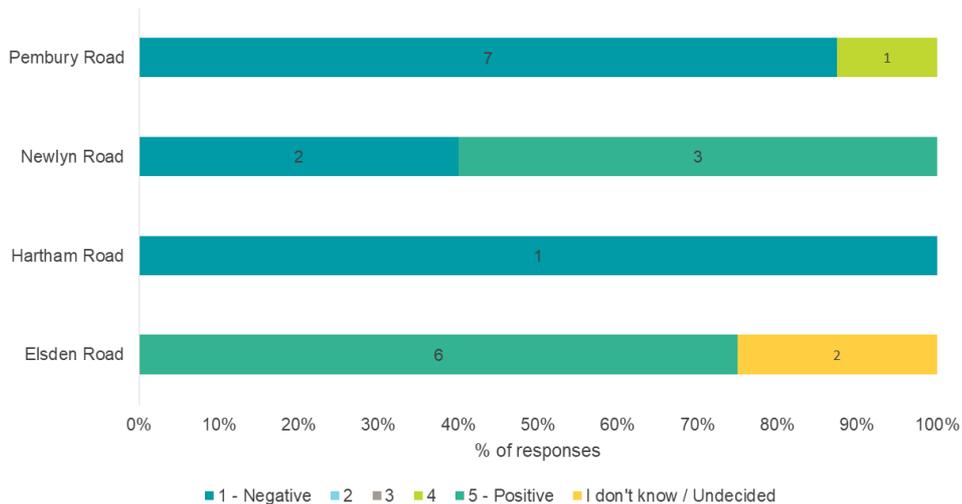
Chart 11.8 The physical modal filter on Clacton Road and the emergency access modal filters on Moorefield Road, Sperling Road, St Loys Road and Forster Road, plus the conversion of Clacton Road and Moorefield Road to two way traffic



	Sperling Road	Woodside Gardens	Moorefield Road	St. Loys Road	Steele Road	Forster Road	Felixstowe Road
1 - Negative	6	4	2	8	5	0	0
2	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0
5 - Positive	2	1	3	6	0	0	1
I don't know / Undecided	0	0	0	0	0	1	0
Total	8	5	7	14	5	1	1

Roads within Area A

Chart 11.9 The physical modal filter on Pembury Road



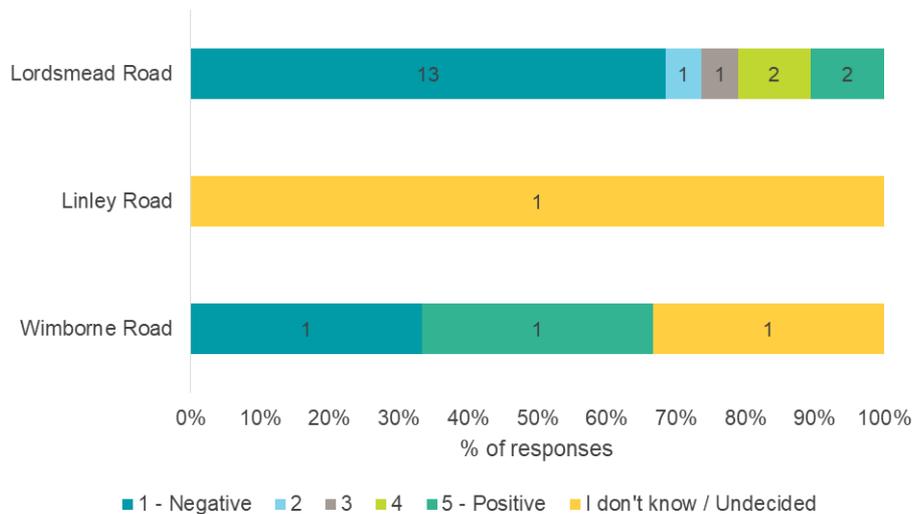
	Pembury Road	Newlyn Road	Hartham Road	Elsden Road
1 - Negative	7	2	1	0
2	0	0	0	0
3	0	0	0	0
4	1	0	0	0
5 - Positive	0	3	0	6
I don't know / Undecided	0	0	0	2
Total	8	5	1	8

Further analysis of open text results from respondents on these streets provided the following insight:

- Several comments raised concerns over the speed of traffic on Elsden Road (and concern over it being used as rat run)
- Most issues from this area came from respondents highlighting general disagreement with the LTN over potential issues such as an increase in traffic on main roads and difficulties in accessing the local area

Roads within Area A

Chart 11.10 The reversal of the one-way direction on Lordsmead Road from one way southbound to one way northbound



	Lordsmead Road	Linley Road	Wimborne Road
1 - Negative	13	0	1
2	1	0	0
3	1	0	0
4	2	0	0
5 - Positive	2	0	1
I don't know / Undecided	0	1	1
Total	19	1	3

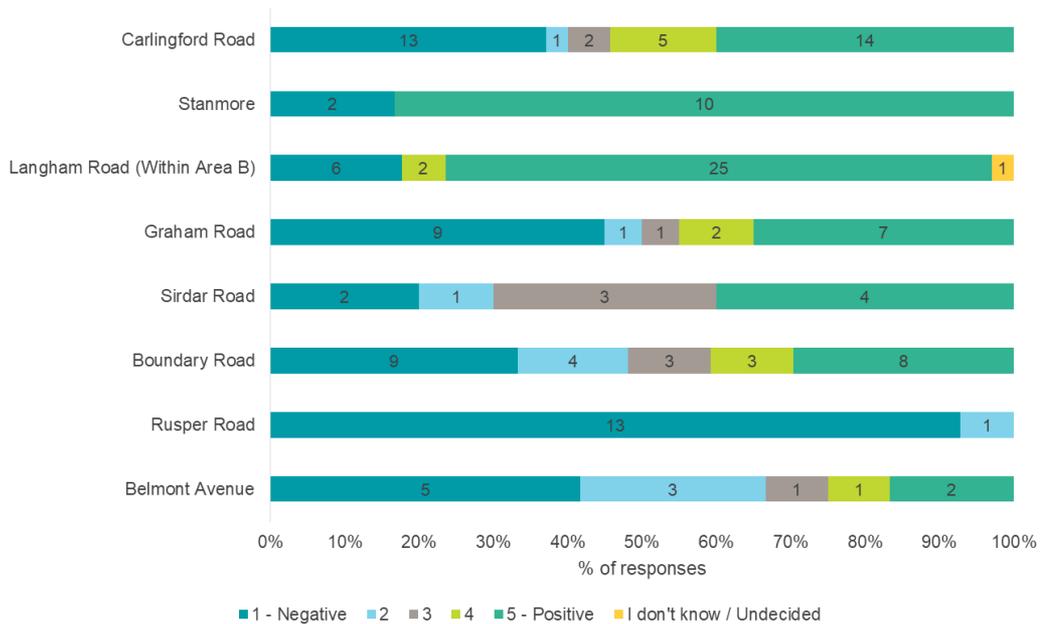
Area B

The following slides provide a break down of Area B by filters and streets* within the area.

*Note. Majority of streets have less than 30 respondents

Streets within Area B

Chart 12.1: Overall, how do you feel about the proposed changes in Area B? x Streets within Area B*

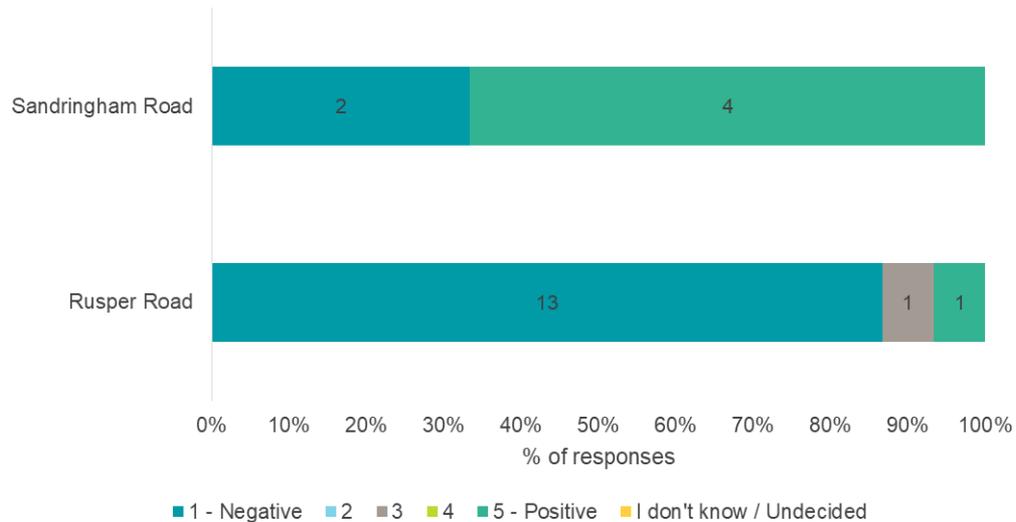


*only streets with more than 10 responses shown in plot

	1 - Negative	2	3	4	5 - Positive	I don't know / Undecided	Total
Carlingford Road	13	1	2	5	14	0	35
Stanmore	2	0	0	0	10	0	12
Waldeck Road	3	0	0	0	2	1	6
Crescent Road	0	1	1	0	1	0	3
Langham Road (Within Area B)	6	0	0	2	25	1	34
Graham Road	9	1	1	2	7	0	20
Langham Place	0	0	0	0	2	0	2
Mannock Road	2	0	0	0	0	0	2
Sirdar Road	2	1	3	0	4	0	10
Boundary Road	9	4	3	3	8	0	27
Hawke Park Road	0	0	0	0	0	0	0
Rusper Road	13	1	0	0	0	0	14
Crawley Road	2	0	0	0	0	0	2
Sandringham Road	2	0	0	0	4	0	6
Belmont Avenue	5	3	1	1	2	0	12
Crossfield Road	4	1	0	1	0	0	6
Ivatt Way	1	0	0	0	0	0	1
Downhills Park Road (Within Area B)	0	1	4	0	1	0	6

Roads within Area B

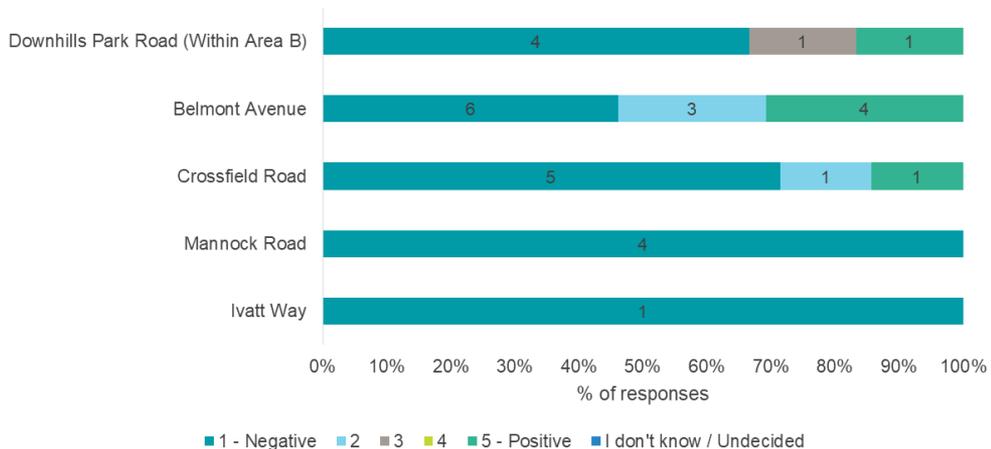
Chart 12.2: The physical modal filters on Sandringham Road and Rusper Road



	Sandringham Road	Rusper Road
1 - Negative	2	13
2	0	0
3	0	1
4	0	0
5 - Positive	4	1
I don't know / Undecided	0	0
Total	6	15

Roads within Area B

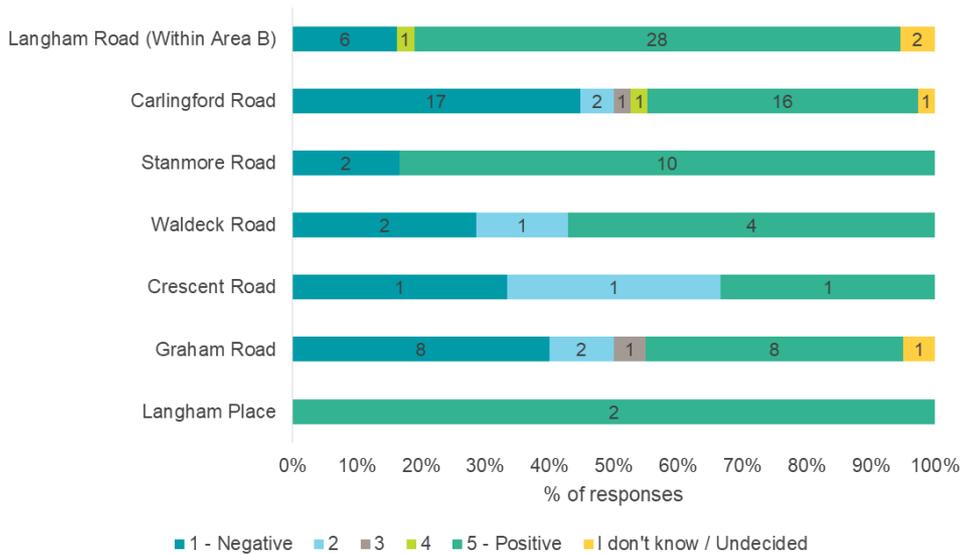
Chart 12.3: The bus gate on Downhills Park Road and physical modal filter on Belmont Avenue



	Downhill s Park Road (Within Area B)	Belmont Avenue	Crossfiel d Road	Mannock Road	Ivatt Way
1 - Negative	4	6	5	4	1
2	0	3	1	0	0
3	1	0	0	0	0
4	0	0	0	0	0
5 - Positive	1	4	1	0	0
I don't know / Undecide d	0	0	0	0	0
Total	6	13	7	4	1

Roads within Area B

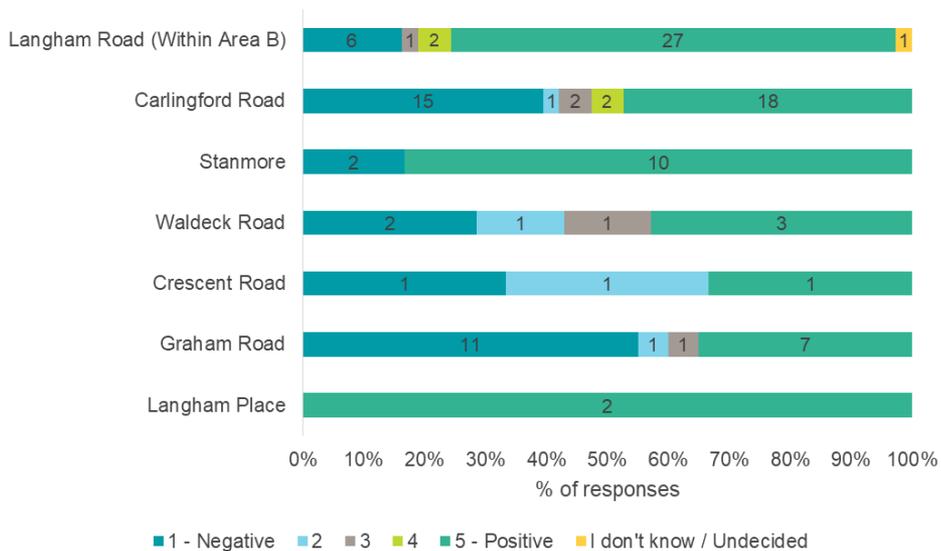
Chart 12.4 The emergency access modal filter on Langham Road



	Langham Road (Within Area B)	Carlingford Road	Stanmore Road	Waldeck Road	Crescent Road	Graham Road	Langham Place
1 - Negative	6	17	2	2	1	8	0
2	0	2	0	1	1	2	0
3	0	1	0	0	0	1	0
4	1	1	0	0	0	0	0
5 - Positive	28	16	10	4	1	8	2
I don't know / Undecided	2	1	0	0	0	1	0
Total	37	38	12	7	3	20	2

Roads within Area B

Chart 12.5 The emergency access modal filter on Carlingford Road



	Langham Road (Within Area B)	Carlingford Road	Stanmore Road	Waldeck Road	Crescent Road	Graham Road	Langham Place
1 - Negative	6	15	2	2	1	11	0
2	0	1	0	1	1	1	0
3	1	2	0	1	0	1	0
4	2	2	0	0	0	0	0
5 - Positive	27	18	10	3	1	7	2
I don't know / Undecided	1	0	0	0	0	0	0
Total	37	38	12	7	3	20	2