



Document details	
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# Executive Summary

As part of the community engagement for the Bounds Green Low Traffic Neighbourhood (LTN), Haringey Council carried out a Commonplace survey from 4<sup>th</sup> February 2021 to 7<sup>th</sup> March 2021 to understand people's views on the issues in the area, how they would like to see the area changed, and to feed into the implementation of the project.



There was a total of 802 confirmed responses to the survey with 3,916 agreements. Within the Bounds Green LTN area, there was a total of 460 comments with 2,058 agreements.



1,484 people visited the site. There were 649 confirmed respondents who left comments or agreements



The most common issue raised by respondents was 'Air Quality Concerns' accounting for 53% of all comments and agreements, followed by 'Traffic Congestion' and 'Traffic Volumes.'



The most common suggested improvements from respondents was "Reduce Traffic Volumes" accounting for 38% of all comments and agreements, followed by "Measures to Improve Air Quality" and "Reduce Traffic Speeds."



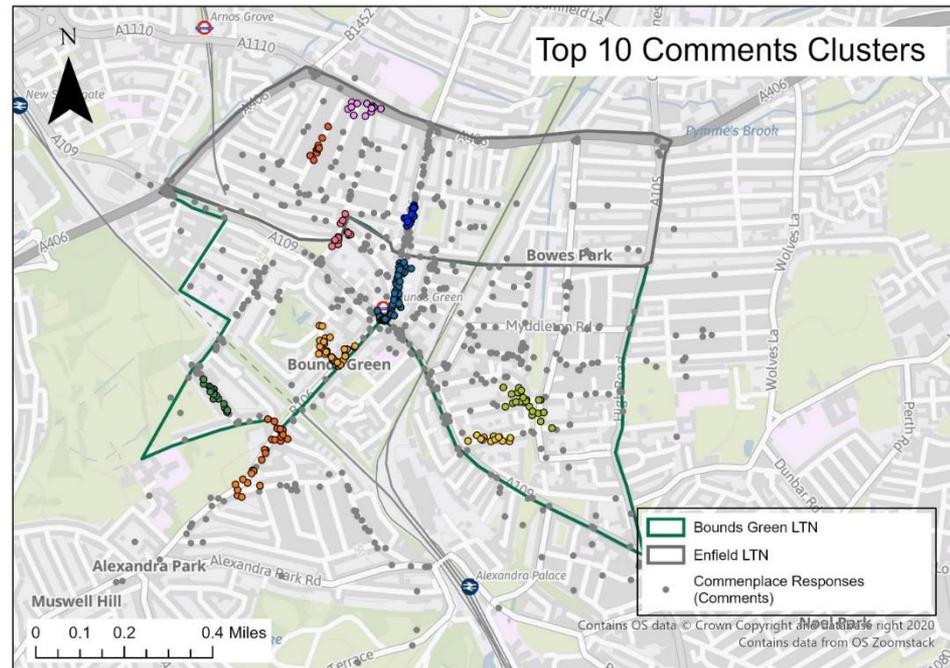
The principal comment hotspot was on Brownlow Road, followed by Woodfield Way, Winton Avenue, and Clarence Road/Truro Road/Finsbury Gardens.



Open text comments gave further insight into respondent issues and suggested improvements, including perceptions on the concerns/support of the scheme.

# Executive Summary

Top 5 Comment Cluster Hotspots	Key issues raised (comments + agreements)	Key solutions suggested
1. Brownlow Road/Bounds Green Station	<ol style="list-style-type: none"> <li>1. Air quality (248)</li> <li>2. Traffic congestion/volume (231)</li> <li>3. Walking safety concerns (173)</li> <li>4. Cut through/speeding traffic (129)</li> <li>5. Traffic safety concerns (126)</li> </ol>	<ol style="list-style-type: none"> <li>1. Improve air quality (161)</li> <li>2. Reduce traffic volume (145)</li> <li>3. Reduce speeding/enforcement (70)</li> <li>4. Remove banned turns (36)</li> </ol>
2. Brownlow Road/York Road Junction	<ol style="list-style-type: none"> <li>1. Air quality (125)</li> <li>2. Traffic congestion/volume (70)</li> <li>3. Traffic safety concerns (70)</li> </ol>	<ol style="list-style-type: none"> <li>1. Improve air quality (76)</li> <li>2. Reduce speeding/enforcement (64)</li> <li>3. Remove banned turns (28)</li> <li>4. More cycling infrastructure (10)</li> </ol>
3. Woodfield Way/Gordon Road/Durnsford Road junction	<ol style="list-style-type: none"> <li>1. Cut through/speeding traffic (110)</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduce traffic volume (82)</li> <li>2. Reduce speeding/enforcement (47)</li> </ol>
4. Winton Avenue	<ol style="list-style-type: none"> <li>1. Cut through/speeding traffic (173)</li> <li>2. Traffic congestion/volume (103)</li> <li>3. Traffic safety concerns (75)</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduce traffic volume (175)</li> <li>2. More cycling infrastructure (11)</li> </ol>
5. Clarence Road/Turo Road/Finsbury Gardens junction	<ol style="list-style-type: none"> <li>1. Air quality (145)</li> <li>2. Cut through/speeding traffic (127)</li> <li>3. Traffic congestion/volume (92)</li> <li>4. Walking safety concerns (55)</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduce traffic volume (102)</li> <li>2. Reduce speeding/enforcement (67)</li> <li>3. Improve air quality (49)</li> </ol>



# Introduction

Haringey Council have been allocated funding from Transport for London (TfL) to further engage with residents and to develop the designs for a LTN in Bounds Green. The Council's early engagement with residents and businesses was started through an online Commonplace survey, to hear from those living and working in and near the area.

This report summarises the findings from the Commonplace platform which was open between 4<sup>th</sup> February - 7<sup>th</sup> March 2021.

Visitors to the Commonplace website were able to create their own comments at a specific location, or agree with existing comments by clicking on the "thumbs up" button. For each comment, respondents were asked to choose which issue(s) and improvement(s) they were referring to at that location, from a multiple choice list. They could also add extra information about issues, improvements or suggestions in the open text sections.

This report includes the headline results of the Commonplace survey for the Bounds Green LTN, summarising the key issues and improvements that respondents identified in the area.

All data from the Commonplace map is available at: <https://boundsgreenltnmap.commonplace.is/comments>

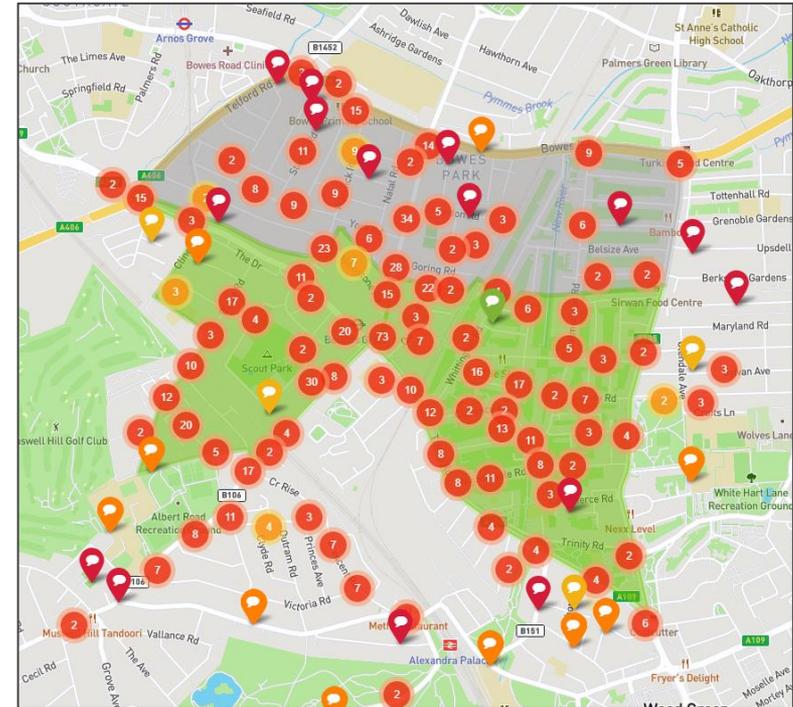


Image: Commonplace

# Part I: Area Overview

# Bounds Green LTN - Overview



**Total Comments:** 802 (+ 3,916 agreements)

**Comments within Bounds Green LTN:** 460 (+ 2,058 agreements)



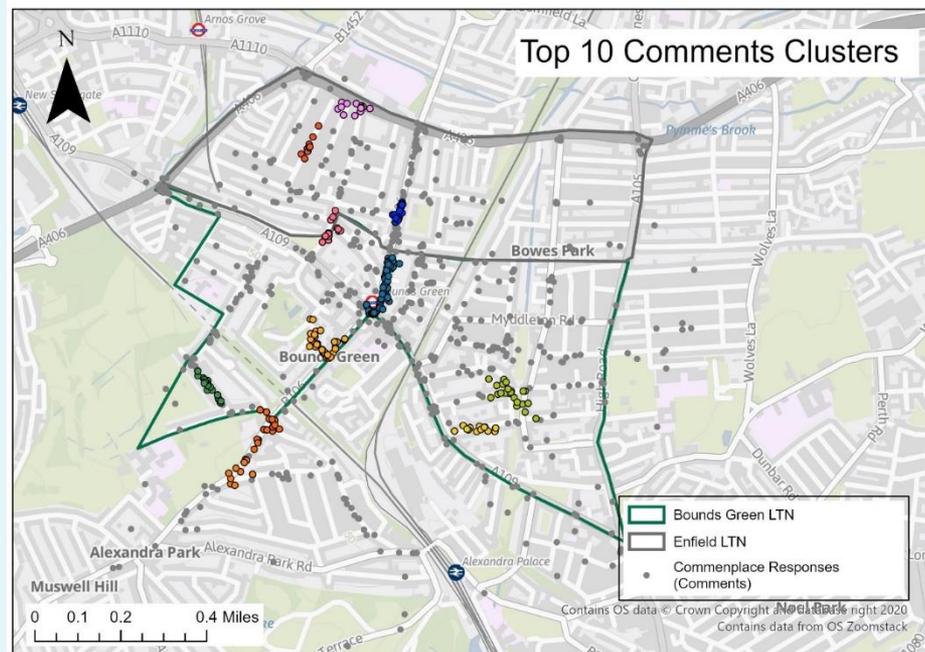
**Respondents:** 649

## Top 5 Area Hotspots:

- Brownlow Road/Bounds Green Station:**  
(372 comments + agreements)
- Brownlow Road/York Road Junction:**  
(207 comments + agreements)
- Woodfield Way/Gordon Road/ Durnsford Road junction:**  
(193 comments + agreements)
- Winton Avenue:**  
(147 comments + agreements)
- Clarence Road/Truro Road/Finsbury Gardens junction:**  
(127 comments + agreements)

## Most agreed with comment:

“The problem is far too complex for such a simplistic tick box solution. It is not a problem that can be solved with pick and mix choices. The solution needs to encompass a far larger areas including focusing on where the traffic will actually be moved to. It will not evaporate. Enfield has exported traffic to Haringey; the solution is not to export it somewhere else...”  
(36 agreements, posted in Bounds Green LTN area)



# Bounds Green LTN – Commonplace Overview

## Issues raised:



### Air Quality Concerns 53%\*

410 comments (+ 2,091 agreements)



### Traffic Congestion 52%

403 comments (+ 2,057 agreements)



### Traffic Volumes 48%

371 comments (+ 1,905 agreements)



### Traffic Safety Concerns 45%

379 comments (+ 1,724 agreements)



### Rat Running Traffic 40%

341 comments (+ 1,550 agreements)



\*% of comments + agreements

## Suggested improvements:



### Reduce Traffic Volumes 38%\*

295 comments (+ 1,502 agreements)



### Measures to Improve Air Quality 31%

226 comments (+ 1,219 agreements)



### Reduce Traffic Speeds 26%

200 comments (+ 1,028 agreements)



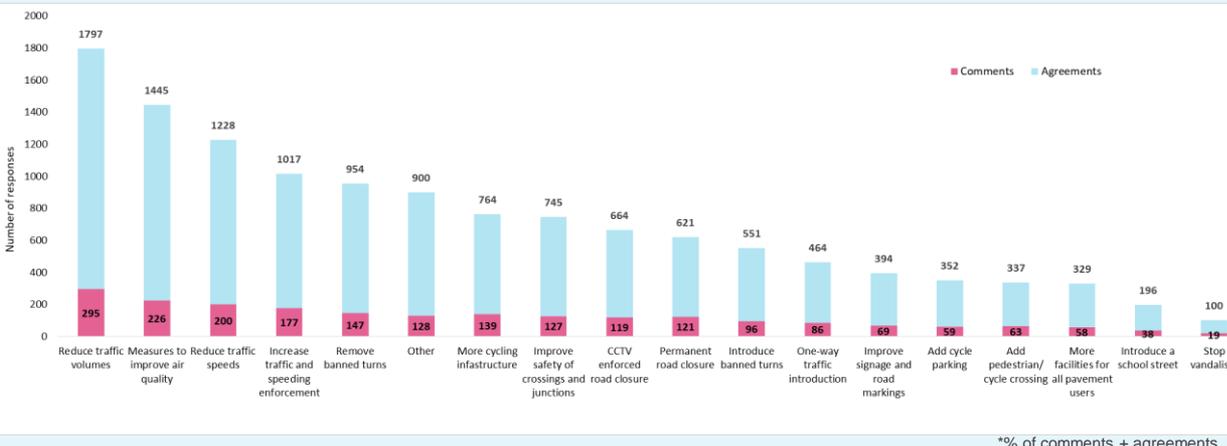
### Increase Traffic & Speeding Enforcements 22%

177 comments (+ 840 agreements)



### Remove Banned Turns 20%

147 comments (+ 807 agreements)



\*% of comments + agreements

# Bounds Green LTN – Open Text Overview

Of the 802 confirmed comments, 96% (780 comments) included an open text comment. Within the Bounds Green LTN area, 95% (437 comments) of comments included an open text. For this report, only the open text comments left within the Bounds Green LTN have been further analysed.

The majority of open text comments further explained the issues within the area, with most mentioning specific locations. The most common issues were related to increases in **traffic volume & congestion**, **rat running traffic**, **speeding traffic** and the resulting **reduction in air quality** in the area. These all directly linked to multiple choice options.

The next most common topic within the open text comments were surrounding **concerns and/or opposition to road closures and LTNs**. The most common reasons respondents gave for this was that the changes increase traffic congestion, cause traffic displacement and create longer journey times. Others raised concerns about emergency service access, or access for those less mobile and some highlighted concerns for specific interventions, such as the proposed bus gate on Brownlow Road .

*“I oppose to the suggested bus gate as the recent road closures in the area has caused enough problems for people living on Brownlow Road. It takes ages to be able to get anywhere now and emergency services always get caught in the traffic putting people’s life at risk\*....”*

*“There is no need to make any changes. Closing off Brownlow Road will increase traffic, air pollution (as cars sit idle), make it harder for people to complete normal journeys and cause frustration for all as traffic builds up”*

A number of respondents used the open text comments to suggest what changes they think will improve the issues at specific locations. The majority of suggestions made were with regards to **reducing through traffic**. Many suggested **closing roads to through traffic** through the use of planters, bollards or ANPR cameras. Many others suggested alternatives to closing roads such as **timed closures**, **one way roads**, and **reducing speed limits**.

Some respondents highlighted their **support for the scheme**, both the existing scheme and future plans. This was usually through support for traffic calming measures, LTNs in general, or for specific schemes such as the Brownlow Road bus gate. Some respondents emphasised the positive impact LTNs have already had while others emphasised the importance of a joint approach between the Enfield and Haringey councils.

*“Any measures that could be introduced to stop this road being used as a cut though would be very welcome”*

*“New system is great - I have noticed more and more local people walking and cycling in the low traffic environment created last year. People stop and talk and there is a growing sense of community in the area as a result of the change made.”*



**Total Open Text Comments:**  
780

**Open Text Comments within Bounds Green LTN:**  
437

## Key themes

- Traffic volume & congestion
- Cut through traffic
- Speeding traffic
- Air quality
- Concerns or opposition to existing LTN
- Concerns or opposition to future closures
- Measures to further restrict through traffic on minor roads

# Bounds Green LTN – Email Comments Overview



**Total emails received about existing or future plans: 78**

**Generally positive: 17**

**Generally neutral: 17**

**Generally negative: 44**

## Key Locations

Emails regularly raised specific issues in certain places. The most common of these were:

- **Truro Road** and surrounding streets. Key issues relating to cut through traffic and air pollution – with some links to existing LTN
- **Queens Road.** Key issue relating to cut through traffic – with some links to existing LTN
- **Brownlow Road.** Key issue relating to congestion – with some links to existing LTN. Some raised concerns about future bus gate.
- **Winton Avenue.** Key issue relating to cut through and speeding traffic.

In addition to Commonplace feedback, LB Haringey received **78 emails** providing feedback on the Bounds Green area during the engagement period.

Some of these emails related to the Enfield LTN and the impacts on the Bounds Green area and some commented on potential future plans. Others made comments on issues in the area more generally. Many emails also provided suggestions for changes in the area.

## Issues

Emails were dominated by the three interlinking issues of traffic volumes/congestion, air pollution, and cut through traffic. Other issues raised included traffic speeding, road rage, and concerns around pedestrian safety. Some of these were attributed to the Enfield LTN, while others did not explicitly connect the issue to the LTN.

## Concerns

Emails raised specific concerns about both the existing and proposed LTNs:

- Traffic displacement
- Increase in congestion
- Longer driving times
- Unable or impractical to walk or cycle
- Lack of or poor consultation
- Specific concerns about the Brownlow Rd bus gate
- Views LTNs as discriminatory (either against people who live on main roads adjacent to LTN, or against older and disabled people)
- Other issues fewer people commented on included: lack of public support for LTNs, concerns about emergency service access/delays, that the area is unsuitable for an LTN, that the council is making money from LTNs, and the impact of LTNs on personal security/crime.
- **There were also 16 emails explicitly supporting the existing or future LTNs.**

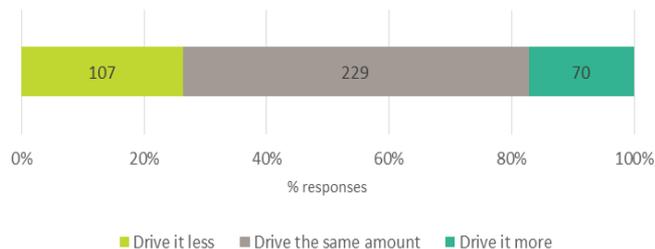
## Suggestions

Emails made a number of suggestions to address the issues and concerns raised. These included:

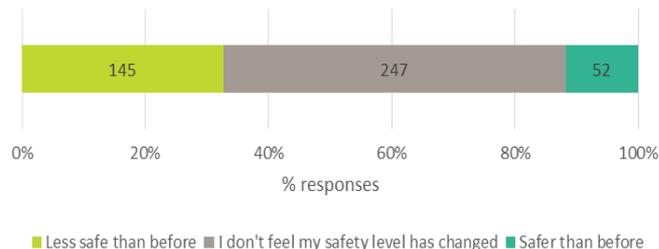
- Introduce more LTNs and/or traffic restrictions
- Specific requests to remove existing LTNs
- Other measures included: improved public transport provision, improved access to/from North Circular from Bounds Green Road and Brownlow Road, barriers with resident exemption/timed closure, behaviour change programmes, various one way/banned turn options, and other measures beyond the scope of the area/council (e.g. laws around cycling)

# Bounds Green LTN - Overview

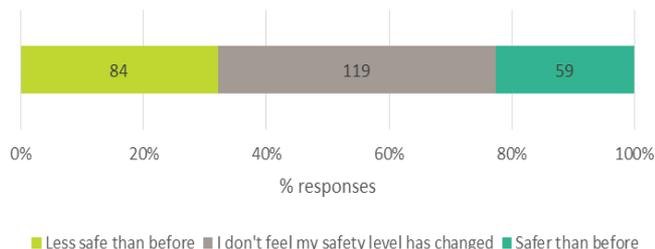
If you have a car, how do you expect the amount you drive it to change in the coming months?



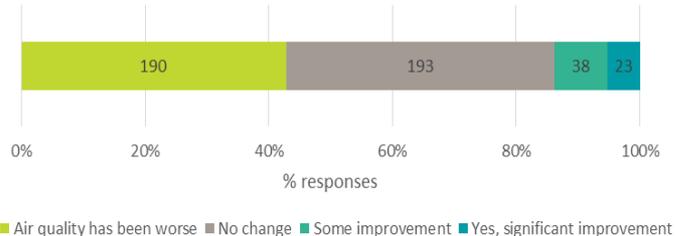
If you walk, how have you felt while travelling around your local area in recent weeks?



If you cycle, how have you felt while travelling around your local area in recent weeks?



In the past few weeks, have you noticed an improvement in air quality where you live?



**26%** expect to drive less in the coming months



**43%** think air quality has got worse



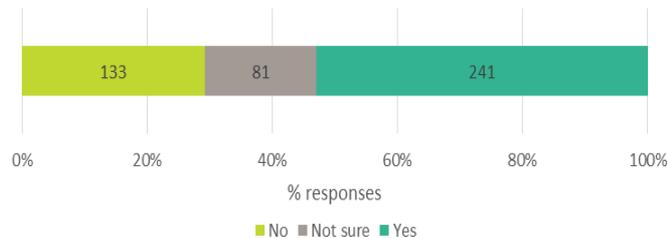
**12%** feel safer walking around the local area



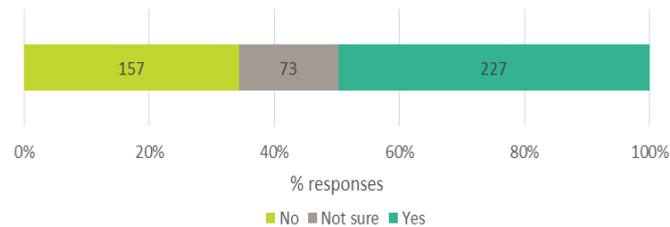
**23%** feel safer cycling around the local area

# Bounds Green LTN - Overview

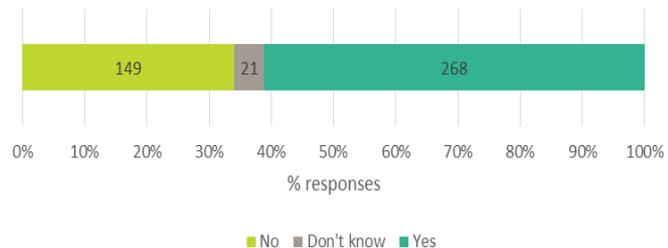
Do you support temporary measures to reduce traffic speeds and/or volumes to help aid social distancing and keep those taking exercise safe?



Looking forward to the next 12-24 months, would you support measures that seek to reduce traffic on residential streets more permanently?



Where you live, have you space to safely store a bicycle?



**53%**

support temporary measures to reduce traffic speeds and/or volumes to help aid social distancing



**50%**

support measures that seek to reduce traffic on residential streets more permanently



**61%**

have a space to safely store a bicycle where they live

# Part II: Issues Raised

# Air Quality Concerns



**Total comments on air quality concerns:** 410 (+ 2,091 agreements)

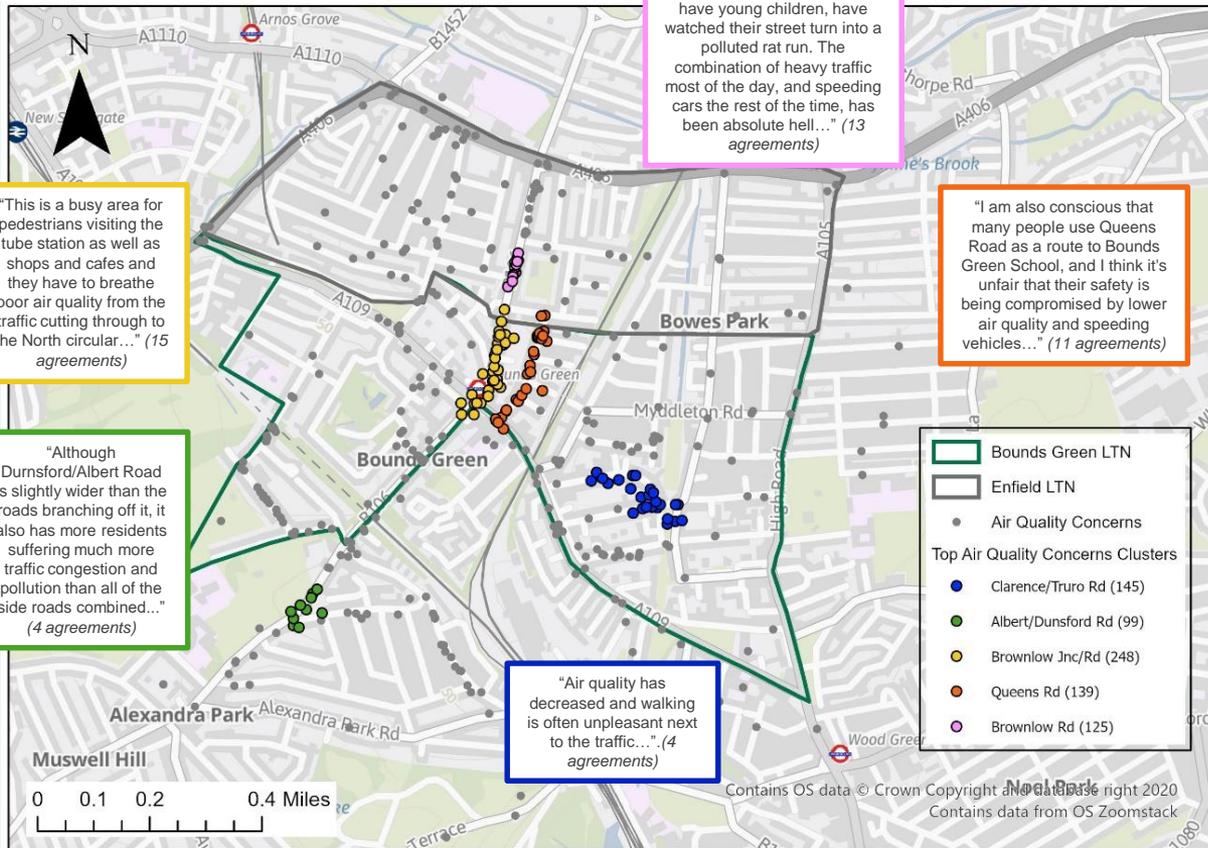
**% of comments & agreements on air quality concerns:** 53%

**Largest commented cluster:** Brownlow Road

## Highly agreed with comment:

"it is an undeniable reality that once Haringay/Enfield have completed their plans then there will be total gridlock of too much traffic using too little road space in this area. it is very bad now, and once haringay 'do their bit' and Enfield close Brownlow, it is going to be a nightmare in all surrounding areas exacerbated by a no right turn onto the A406 easterly. The people in those areas will have intolerable levels of pollution, and will be 'cut off' and will feel isolated. These changes should not happen until safe and effective alternative means of alternative pollution free transport is established. There should be one coherent plan for large parts of London roads to avoid letting individual councils continuing to pursue selfish, myopic, vote-seeking decisions!" (26 agreements, posted outside the LTN areas)

## Hotspots



"This is a busy area for pedestrians visiting the tube station as well as shops and cafes and they have to breathe poor air quality from the traffic cutting through to the North circular..." (15 agreements)

"The residents, many of who have young children, have watched their street turn into a polluted rat run. The combination of heavy traffic most of the day, and speeding cars the rest of the time, has been absolute hell..." (13 agreements)

"I am also conscious that many people use Queens Road as a route to Bounds Green School, and I think it's unfair that their safety is being compromised by lower air quality and speeding vehicles..." (11 agreements)

"Although Dunsford/Albert Road is slightly wider than the roads branching off it, it also has more residents suffering much more traffic congestion and pollution than all of the side roads combined..." (4 agreements)

"Air quality has decreased and walking is often unpleasant next to the traffic..." (4 agreements)

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# Traffic Volume & Traffic Congestion



**Total comments on traffic congestion:** 403 (+ 2,057 agreements)

**% of comments & agreements on traffic congestion concerns:** 52%

**Largest commented cluster:** Brownlow Road

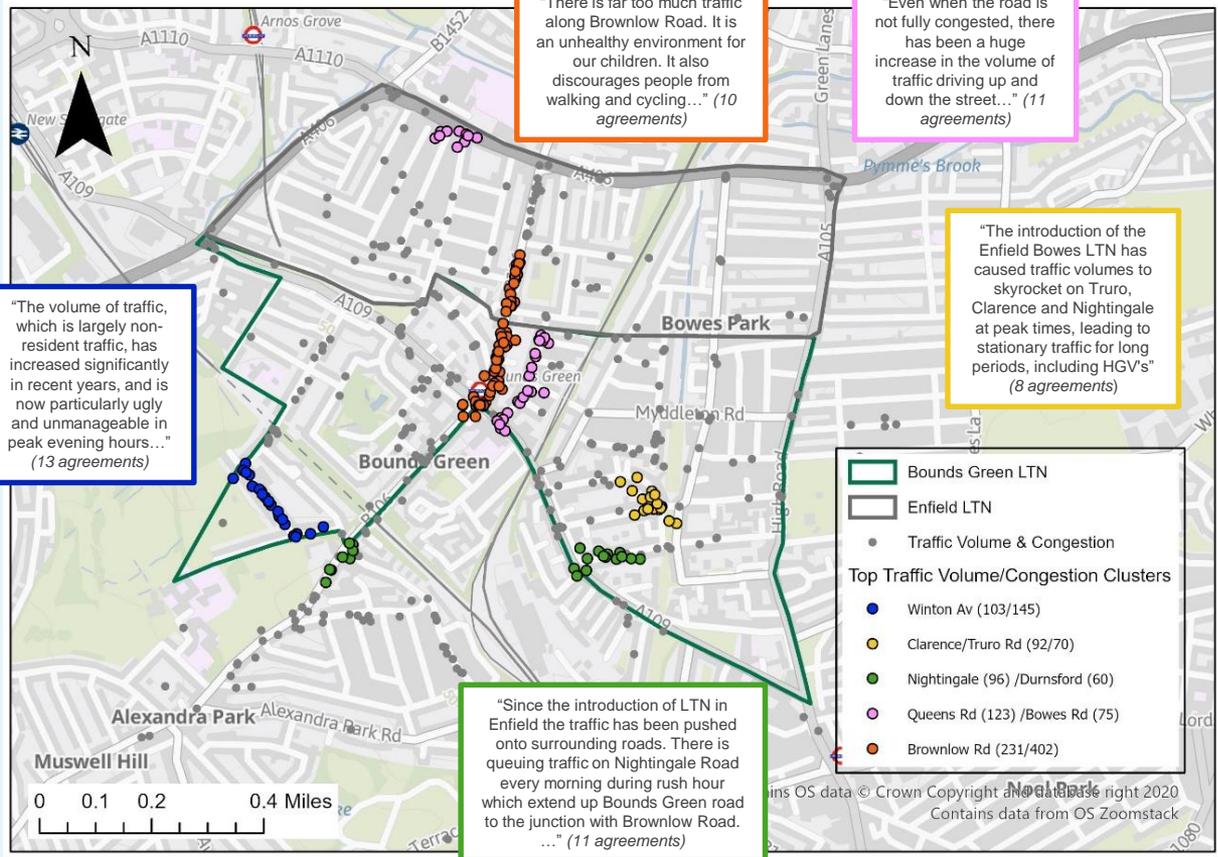


**Total comments on traffic volume:** 371 (+ 1,905 agreements)

**% of comments & agreements on traffic volume concerns:** 48%

**Largest commented cluster:** Brownlow Road

## Hotspots



0 0.1 0.2 0.4 Miles

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# Traffic Safety Concerns



**Total comments on traffic safety concerns:** 379 (+ 1,724 agreements)

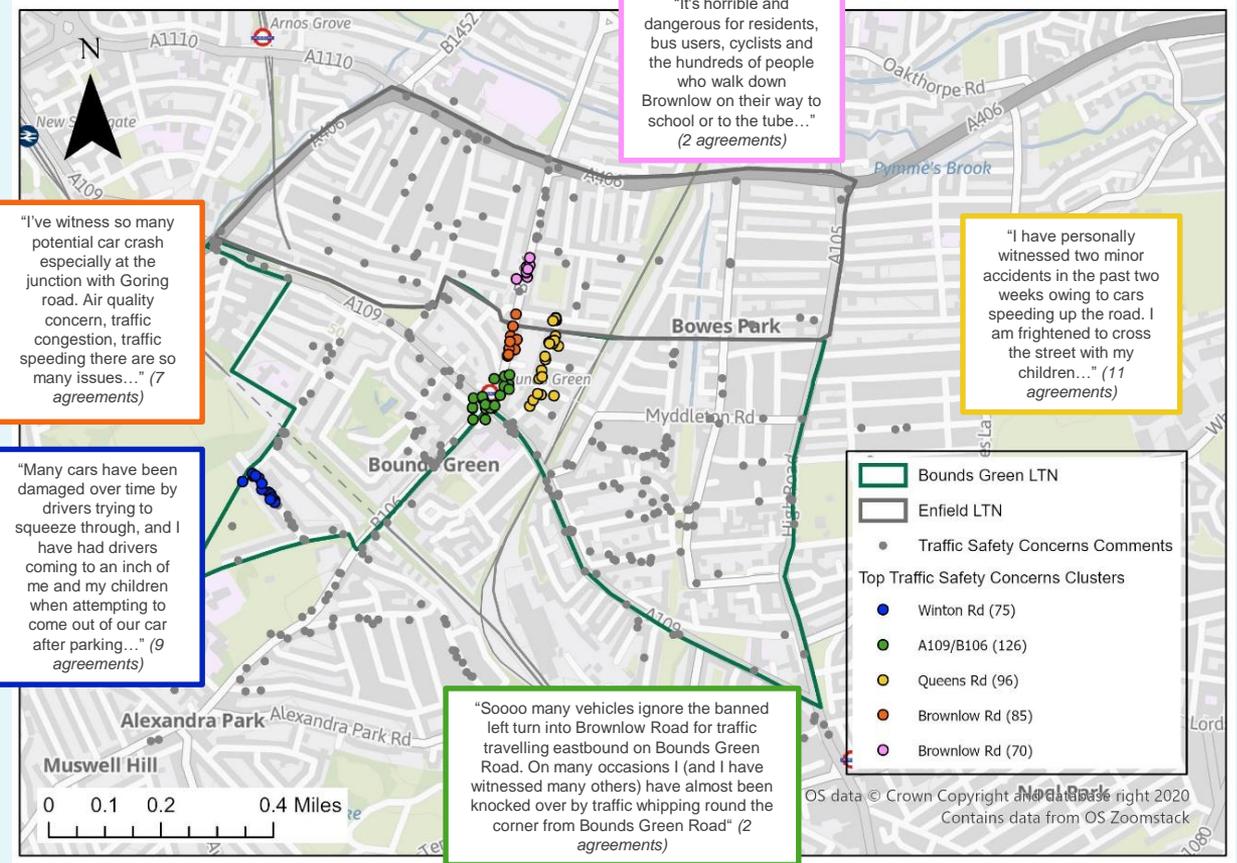
**% of comments & agreements on traffic safety concerns:** 45%

**Largest commented cluster:** Bounds Green Road (A109/B106)

## Highly agreed with comment:

"Since the introduction of the Enfield LTN there has been a significantly higher volume of traffic on both Bounds Green Road and Green Lanes resulting in higher levels of pollution due to idling cars and more traffic being diverted to the side roads off Bounds Green Road as cars try to avoid jams. Traffic using Thorold Road takes little notice of the 20mph limit which is not clearly sign or ever enforced. Cars turning into Thorold from Whittington do not expect the curve in the road and coming at speed are dangerous to pedestrians and have resulted in a number of the parked cars of residents being damaged..." (12 agreements, posted in Bounds Green LTN)

## Hotspots



"I've witness so many potential car crash especially at the junction with Goring road. Air quality concern, traffic congestion, traffic speeding there are so many issues..." (7 agreements)

"Many cars have been damaged over time by drivers trying to squeeze through, and I have had drivers coming to an inch of me and my children when attempting to come out of our car after parking..." (9 agreements)

"It's horrible and dangerous for residents, bus users, cyclists and the hundreds of people who walk down Brownlow on their way to school or to the tube..." (2 agreements)

"I have personally witnessed two minor accidents in the past two weeks owing to cars speeding up the road. I am frightened to cross the street with my children..." (11 agreements)

"Soooo many vehicles ignore the banned left turn into Brownlow Road for traffic travelling eastbound on Bounds Green Road. On many occasions I (and I have witnessed many others) have almost been knocked over by traffic whipping round the corner from Bounds Green Road" (2 agreements)

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# Rat Running Traffic & Traffic Speeding



**Total comments on rat running traffic:** 341 (+ 1,550 agreements)

**% of comments & agreements on rat running traffic:** 40%

**Largest commented cluster:** Winton Road & Queens Road

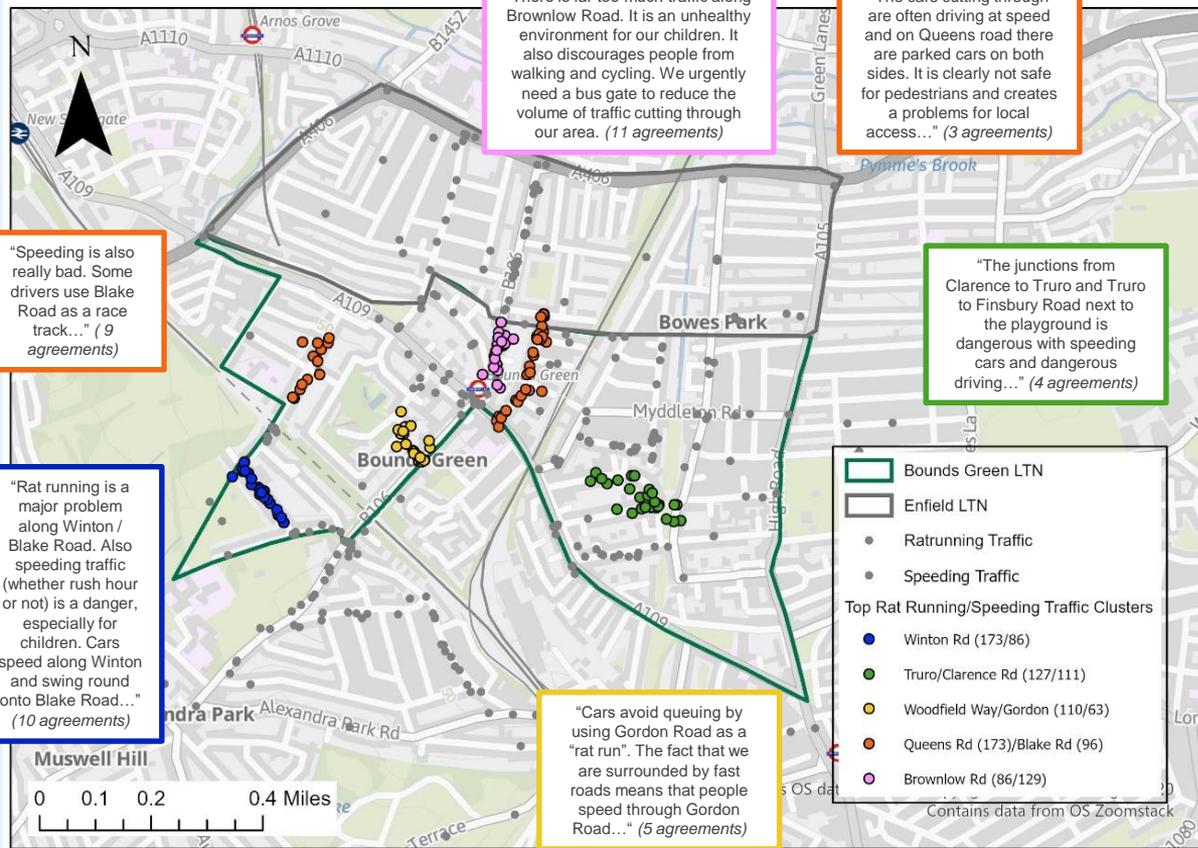


**Total comments on traffic speeding:** 280 (+ 1,314 agreements)

**% of comments & agreements on traffic speeding:** 34%

**Largest commented cluster:** Brownlow Rd

## Hotspots



# Walking Safety Concerns



**Total comments on walking safety concerns:** 242 (+ 1,086 agreements)

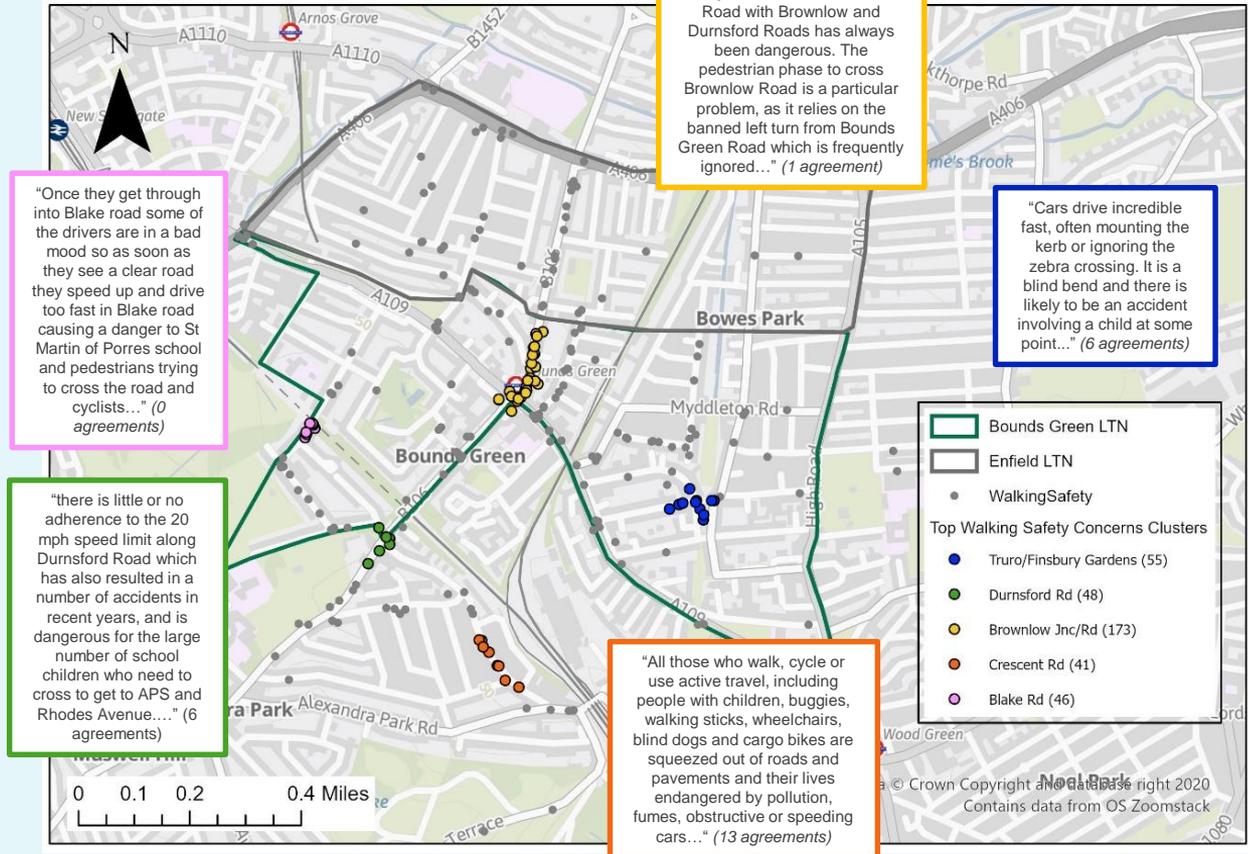
**% of comments & agreements on walking safety concerns:** 28%

**Largest commented cluster:** Brownlow Road

## Highly agreed with comment:

"...no righthand turn from Crescent Rise onto Durnsford Road, means that anyone who wants to turn right there, is forced to turn left at which point they will then pull deeply unsafe u-turn outside of our row of houses to get going in the other direction. This essentially means that we have a constant stream of traffic doing frankly dangerous manoeuvres consistently throughout the day. The pavement is often busy with school children etc walking, and are often met with reckless drivers reversing up the curb and over dropped curbs to turn around. A neighbour of ours lost their garden wall only a few weeks ago due to this hazardous driver pulling a turn in this manner..." (21 agreements, posted outside the LTN areas)

## Hotspots



## Issues – Further Comments within Bounds Green LTN

The issue most highlighted within the open text comments by respondents was on **traffic congestion and traffic volumes** in their area, with a high number of comments located on **Brownlow Road**. A closely linked issue and one also frequently mentioned in the open text comments was the occurrence of **rat running traffic**, for which comments were often located on **Winton Avenue** and **Queens Road** . :

*“Brownlow Road is now busier than ever with the introduction of the LTN, and as a resident of this road, we've all suffered from the resulting increase in pollution.”*

A number of such comments **linked traffic issues to the existing LTN in Enfield**.

Many respondents sought to further highlight the issues surrounding increased traffic, in particular **increases in air pollution** and **road rage incidents**, which contribute to a poor walking and living environment.

*“The roads around Finsbury Gardens have become increasingly congested ever since Enfield LTN was introduced. This is particularly apparent in morning rush hour as other residents have already mentioned. Rat runners are cutting through from Green Lanes to Bounds Green road to access the NCR which is negatively impact air quality massively and also making it unpleasant to walk/cycle anywhere during these times.”*

*“The volume of traffic, which is largely non-resident traffic, has increased significantly in recent years, and is now particularly ugly and unmanageable in peak evening hours. We have witnessed many angry scenes outside our house as drivers become unable to move in either direction. This is extremely unpleasant, and at times, has felt quite threatening. I generally avoid either leaving or returning to my home by car at these times, as the traffic is so bad..”*

As well as the volume of traffic, **speeding traffic** was often mentioned as an issue in the area, for many this led to **concern for the safety of pedestrians**.

*“My main concern is the speeding - and often phone-using - drivers who come careering around the corners and then accelerate up the roads at huge speeds. I am terrified for my children when they walk on their own, as well as other walkers and drivers”*



# Part III: Improvements Suggested

# Reduce Traffic Volume



**Total comments on reducing traffic volume:** 295 (+ 1,502 agreements)

**% of comments & agreements on reducing traffic volume:** 38%

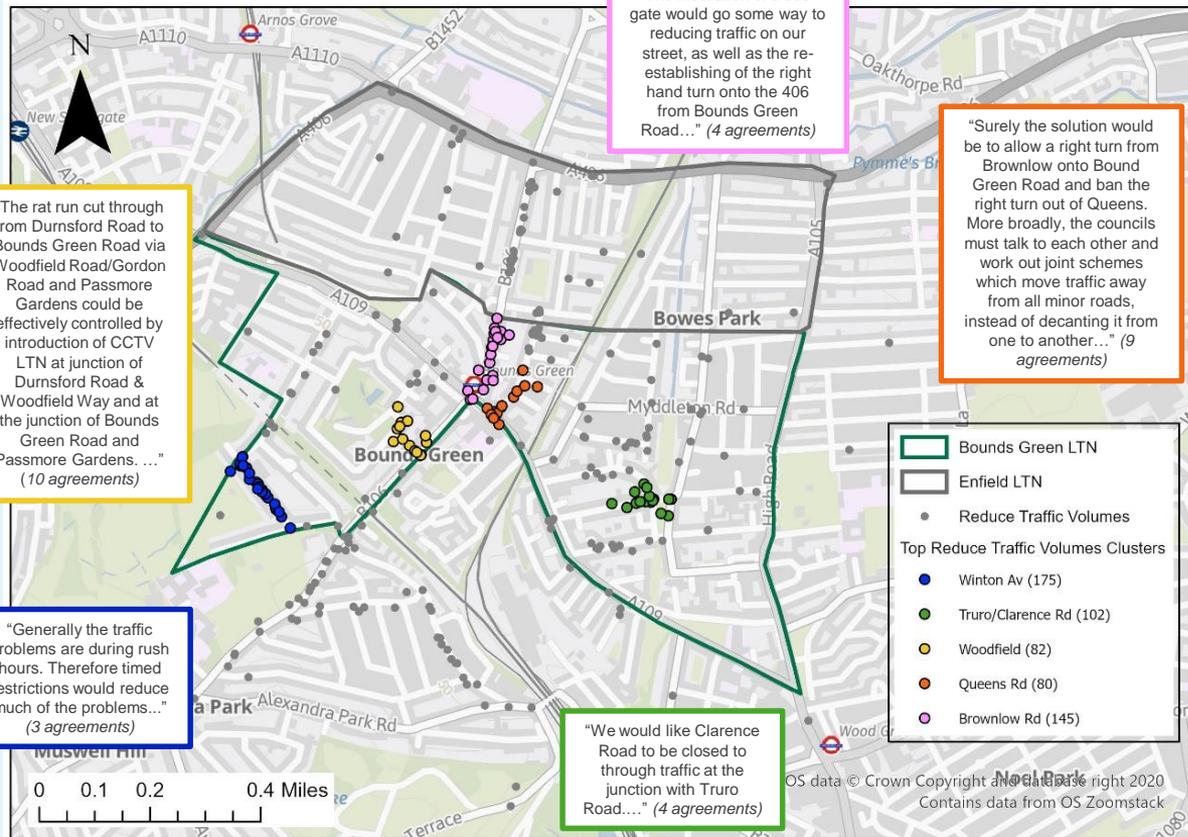
**Largest commented cluster:** Winton Avenue

## Highly agreed with comment:

"...These roads need to be stopped from being used as cut throughs for cars trying to get around traffic on green lanes, NCR and Bounds Green road. However unless Enfield and Haringey councils, along with TFL, are prepared to take a collaborative approach to keep traffic moving on these three main roads we will end up with permanent stand still traffic on these roads further polluting and putting the residents that live on them at significant risk. ..." (14 agreements, posted outside of the LTN areas)



## Hotspots



# Measures to Improve Air Quality



**Total comments on measures to improve air quality:** 226 (+ 1,219 agreements)

**% of comments & agreements on measures to improve air quality:** 31%

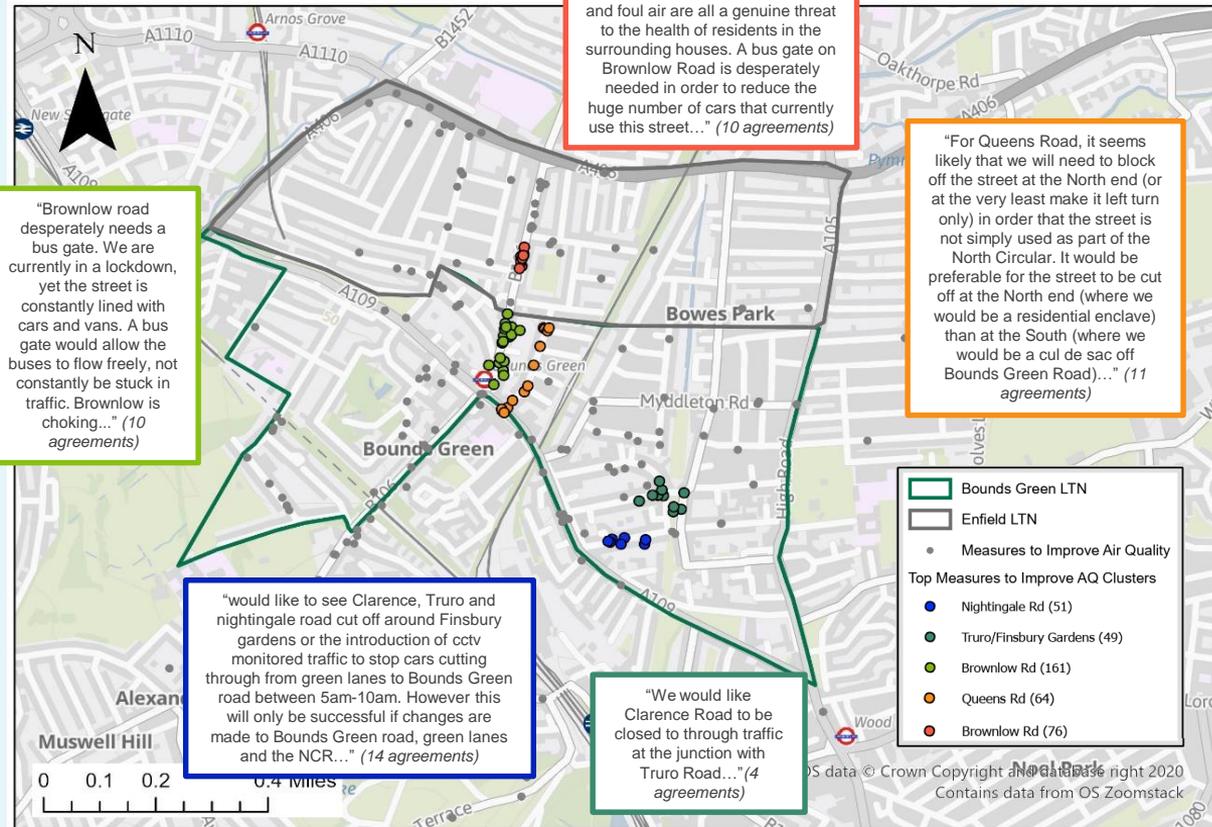
**Largest commented cluster:** Brownlow Road

## Highly agreed with comment:

"A bus gate on Brownlow road is badly needed and would rejuvenate this area. I cycle this way to Palmers Green and Muswell Hill and the traffic volumes are and air quality are very unpleasant. Serious measures such as this will ultimately reduce traffic on all roads by eliminating many unnecessary car journeys and make travel easier for those who do really need to go by motor vehicle." (15 agreements, posted in Bounds Green LTN)



## Hotspots



# Reduce Traffic Speeds & Increase Enforcement of Traffic and Speeding



**Total comments on reduce traffic speeds:** 200 (+ 1,028 agreements)

**% of comments & agreements on reduce traffic speeds:** 26%

**Largest commented cluster:** Brownlow Road



**Total comments on increase traffic and speeding enforcement:** 177 (+ 840 agreements)

**% of comments & agreements on increase traffic and speeding enforcement:** 22%

**Largest commented cluster:** Truro/Finsbury Gardens

## Hotspots



# Remove Banned Turns



**Total comments on remove banned turns:** 147 (+ 807 agreements)

**% of comments & agreements on remove banned turns:** 20%

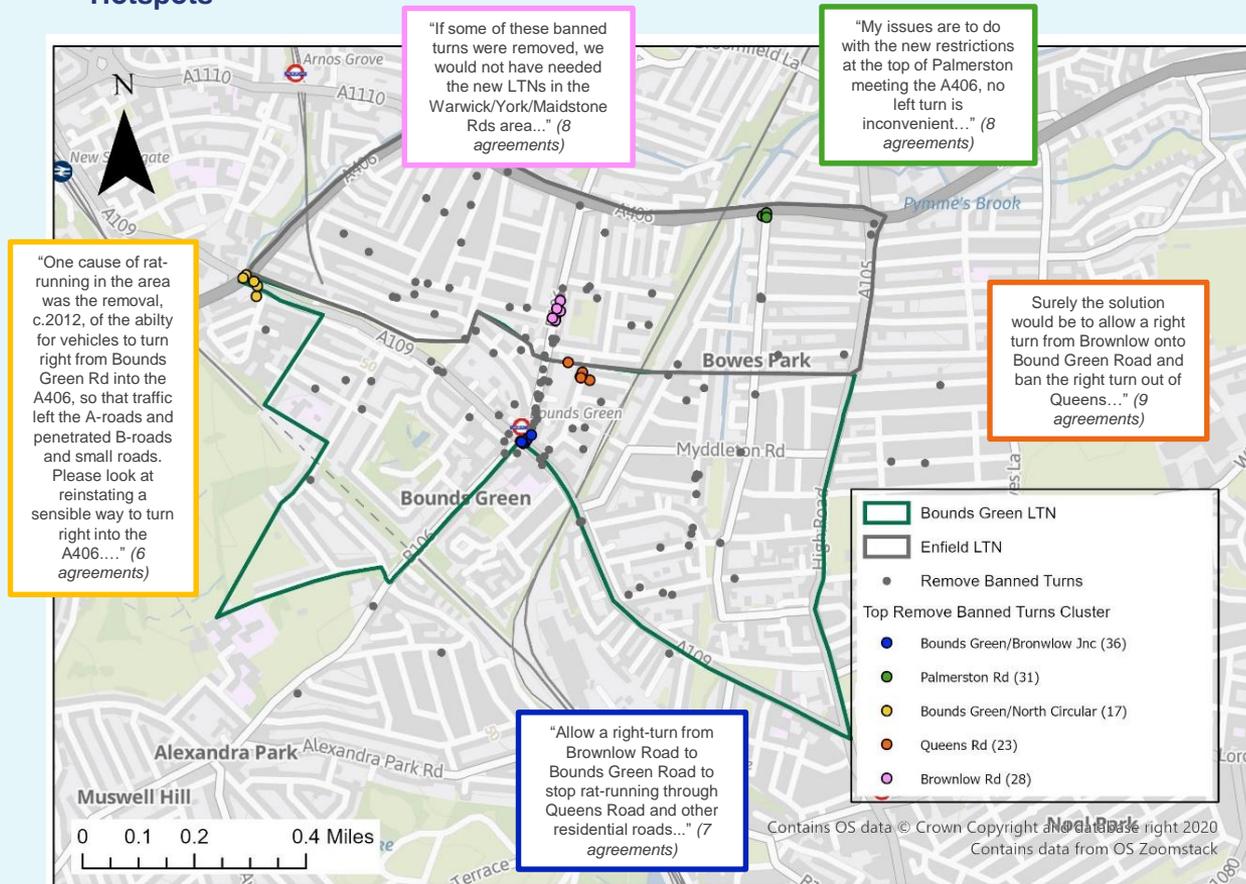
**Largest commented cluster:**  
Bounds Green Road/Brownlow Road Junction

## Highly agreed with comment:

"...Implementing a school street at specific times of the day, would neatly resolve this problem.

The rest of the time I believe strongly that those roads should not be blocked to traffic in either direction Alternative routes are either themselves residential, already significantly impeded by blocked turns and/or already suffer from traffic volumes that would, at certain times of the day, gridlock the area if a permanent road block were implemented. This simply increases the concentration of pollution, which is not good either for residents on those streets or for pedestrians and cyclists who rely on those main routes. (30 agreements, posted in Bounds Green LTN)

## Hotspots



# More Cycling Infrastructure



**Total comments on more cycling infrastructure:** 139 (+ 625 agreements)

**% of comments & agreements on more cycling infrastructure:** 16%

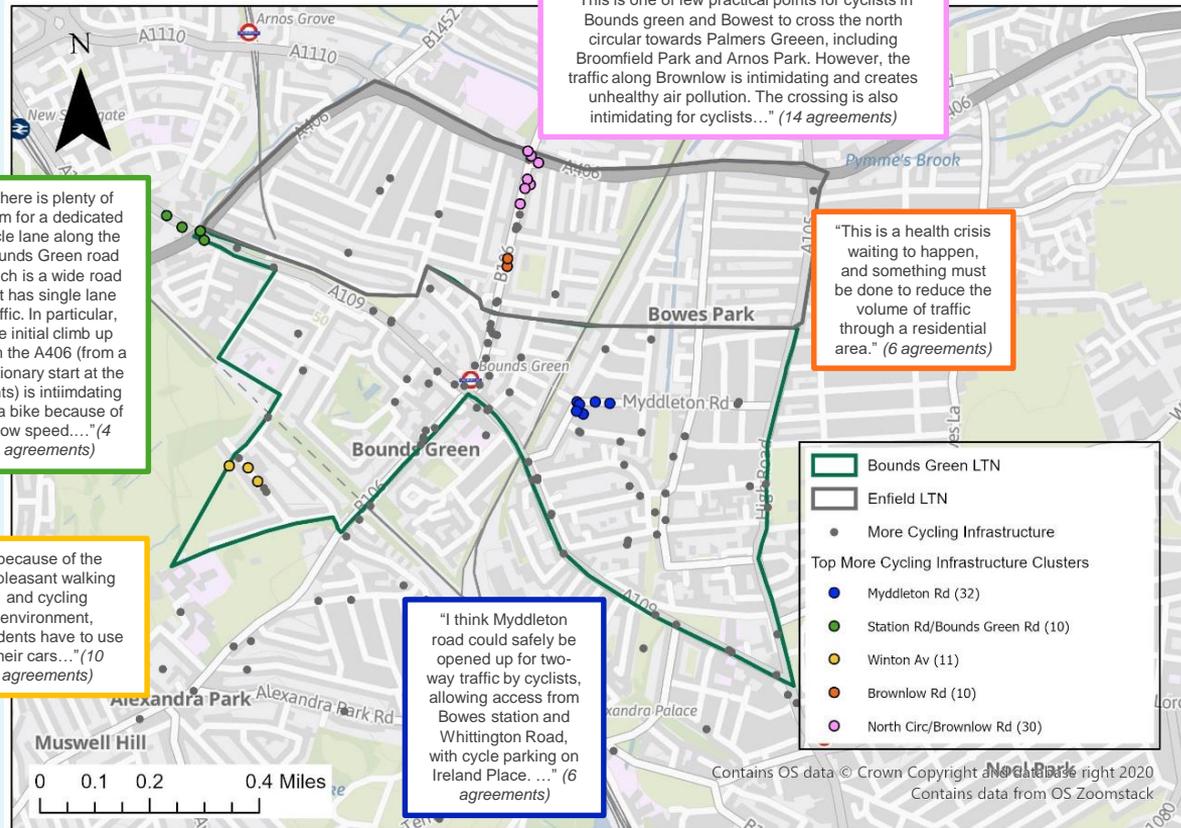
**Largest commented cluster:** Brownlow Road

## Highly agreed with comment:

"Both Bounds Green and durnsford road should have properly segregated cycle lanes. They are key routes, and even as a relatively experienced London cyclist I don't like using them." (10 agreements, posted in Bounds Green LTN)



## Hotspots



# Suggestions– Further Comments within Bounds Green LTN

A number of respondents used the open text comments to make further suggestions on what changes they would like to see in the area. The most common suggestions were with regards to **stopping through traffic**; Filters (e.g. planters), pedestrianisation and most commonly a bus gate were suggested. A high number of these comments were clustered along **Brownlow** and **Queen's Road**.

*“For the long term I would like to see Queens Road permanently closed to avoid rat running because I think it will improve the air quality and quality of life for the many people who use this street”*

*“Air quality concern, traffic congestion, traffic speeding there are so many issues. Please make Brownlow road a bus gate road only - make it more liveable for us and especially our kids”*

Many respondents suggested other **traffic calming methods** including one way streets, removing/introducing banned turns, and timed closures. Most suggestions were at specific locations, with many comments suggesting **timed closures**, particularly on **Winton Avenue/Blake Road**.

*“...One way only roads would benefit residents by reducing traffic and those who need to get to work who cannot cycle or use public transport can access their work places .”*

*“We would like to request a similar system to school streets where only residents can enter the road at certain times, and controlled via CCTV. We are opposed to closing the road at one end, in particular on the Winton/Bidwell side.”*

Respondents also frequently identified specific locations where they would like to see **improved cycle and/or pedestrian infrastructure**, suggesting interventions such as protected cycle paths, improved signage and safer crossings.

*“A pedestrian crossing further up Brownlow, or a bridge across Brownlow like the one over BGR by the primary school, would give pedestrians a safe way of crossing.”*

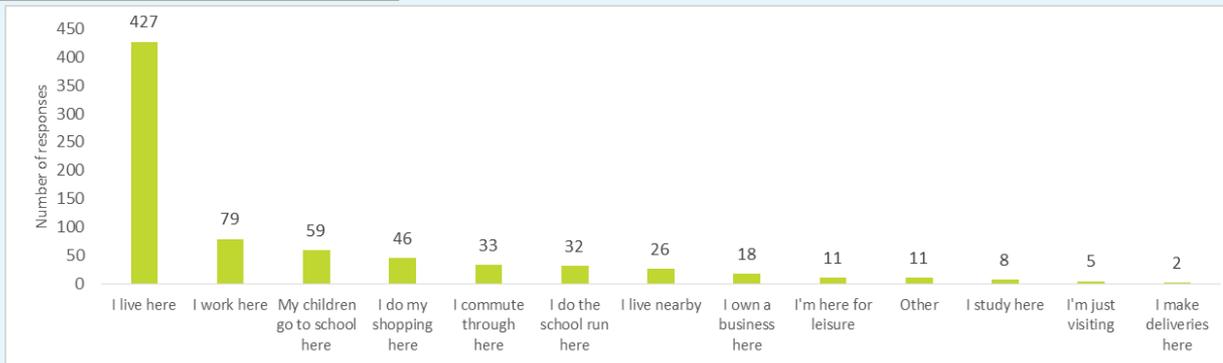
There were also a number of respondents who suggested that the currently **closed roads due to Enfield's LTN should be reopened**, with many highlighting that traffic and pollution in their area has increased as a result of the closures.

*“The congestion on Green Lanes is of increasing frustration for many, and does nothing to reduce local pollution. Please reverse the decision to block access to Green Lanes via Kelvin Avenue.”*

# Part IV: Respondent Info

# Demographic Data

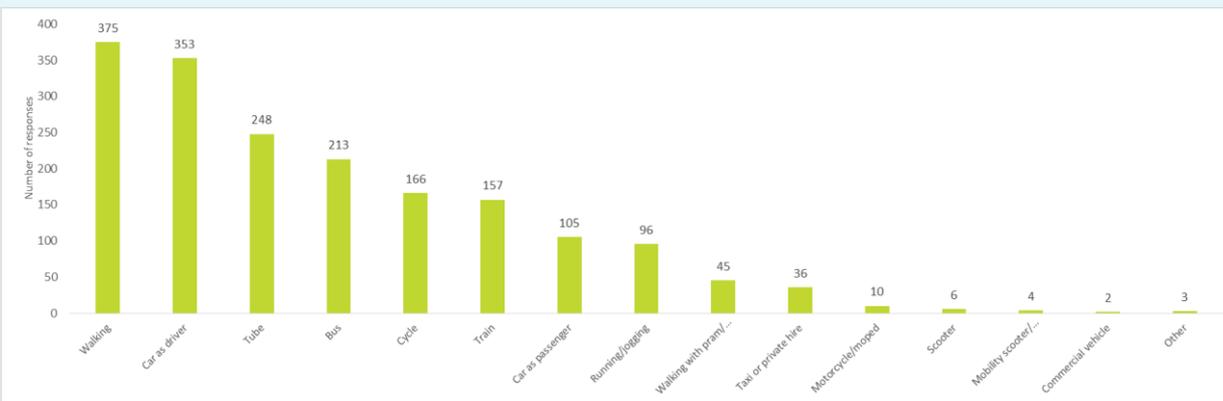
## Connection to the Area



**90% of respondents\* live in the area**

\* Of the 472 people who answered the question.

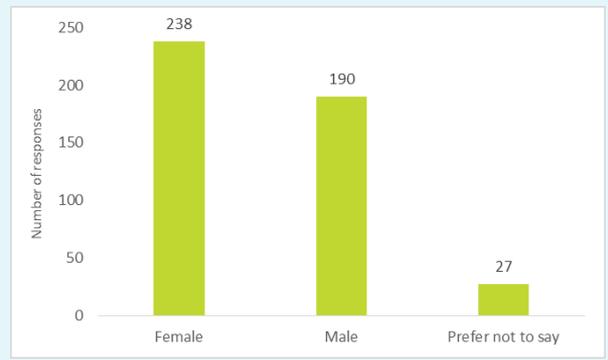
## Transport Modes



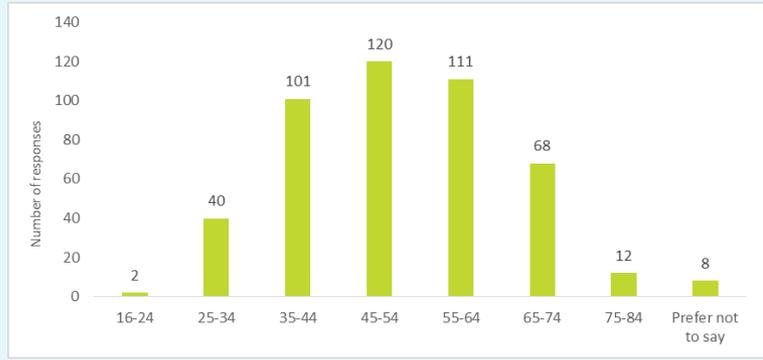
**Walking was the most commonly selected primary transport mode**

# Demographic Data

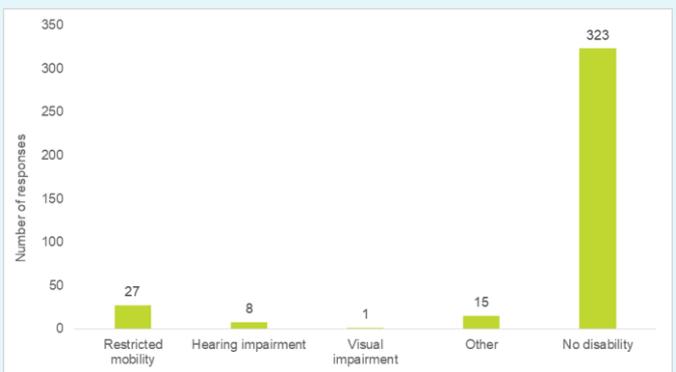
## Gender



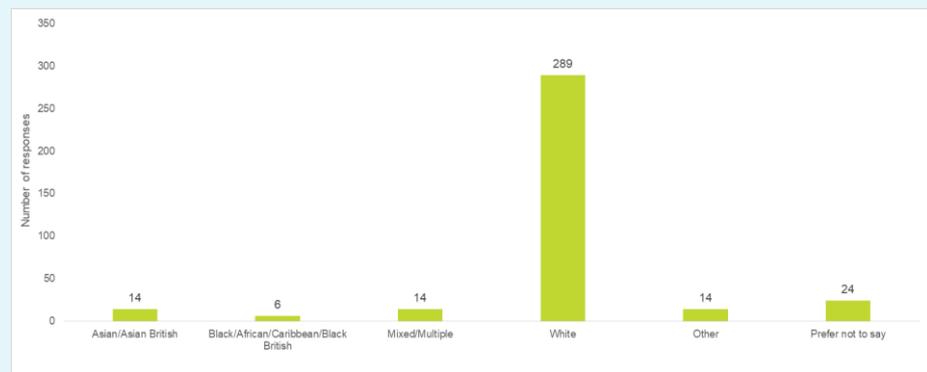
## Age



## Disability



## Ethnicity



# Appendix

## Appendix : Methodology

**Analysis of the survey was undertaken by the Sustrans Research and Monitoring Unit (RMU) using the data obtained from the Commonplace platform on 9<sup>th</sup> March 2021.**

Participants on the Commonplace platform were invited to drop pins on a map of the Bounds Green LTN area. Upon dropping pins, respondents were asked the following:

- Where have you placed your pin? (*Open-text response*)
- What issue(s) have you identified at this location? (*Multiple choice – with an open-text “other” option*)
- How could we make it better? (*Multiple choice – with an open-text “other” option*)
- Do you have any other comments or issues that you would want it to bring to our attention? (*Open-text response*)

This analysis covers all multiple choice answers, and open text answers with a focus on the Bounds Green LTN area only. However, quotations from all locations have been referenced in this report. Open text responses in the Enfield area of the LTN have been passed onto Enfield officers, and comments in both areas have been taken into account in developing project designs.

### Cluster Analysis

To identify hotspots of comments, a density based cluster analysis was performed on ArcGISPro. The clustering method used was multi-scale (OPTICS), the minimum features per clusters was set to 1% of **comments & agreements** within a search distance of 50m. Cluster sensitivity was 40. After the cluster analysis, hotspots were identified as the 5 largest clusters (most comments & agreements). Some themes (such as “Traffic Volume” and “Traffic Congestion”) produced very similar clusters, and have therefore been combined.

### Accounting for agreements

On the Commonplace platform participants are given the option of “agreeing” with comments, rather than repeating comments themselves. When ordering multiple choice issues and improvements, and throughout the cluster analysis, the number of agreements on each comment was also taken into account. For example, an issue raised in a comment with three ‘agreements’ would be counted four times. As some people may put different value on a comment compared with an agreement, our analysis allowed the number of comments and agreements to be seen as a total and as individual parts.

It is important to note that the number of agreements on each comment were not weighted based on when they were posted. While comments posted earlier were more likely to receive a greater number of agreements, it was decided that weighting comments risked over or under-valuing later posted comments, depending on the weighting method.

## **Anonymous & Unverified comments**

Of the 853 comments, 35 were from anonymous or pending respondents. These were respondents who contributed to the survey but failed to provide an email address, or failed to verify their comments. These comments were removed from the analysis.

## **Respondents Leaving Multiple Posts**

In order to prevent respondents from placing multiple comments and manipulating the data, the responses of respondents leaving 1% or more of the total comments (8 or more comments) were explored. The responses were checked for clustered locations or duplicated comments. Out of the 8 respondents that posted over 1% of comments, 2 were found to have posted duplicate/similar responses in the same area. Overall 16 comments out of 32 from the 2 respondents were removed, to avoid them manipulating the cluster analysis.

## **Respondent quotations**

Quotations for “Highly agreed with comment” were selected based on the having the highest number of agreements a comment had received, tagged with a relevant theme (regardless of location) but which had not been quoted previously within the report. If the comment was too long, the text most relevant to the theme was selected. All other quotations, including those on issues and solutions maps, were selected based on their location, a relevant theme (i.e. issue or solution) and deemed to be representative of the theme raised. In addition, comments with more agreements were prioritised. All comments are copied verbatim with original errors unedited. However, some comments have been shortened to remove text less relevant to the issue/solution they illustrate. All comments are available to view in full on the Commonplace map.

## **Demographic analysis**

Anonymous and pending respondents were not included in the demographic analysis, as it was not possible to ascertain whether anonymous responses were left by the same participant. While there were 767 respondents overall, 36 pending respondents and 82 anonymous respondents were removed, leaving 649 confirmed respondents.

## **Ethnicity and “ability to move around” responses**

Responses to ethnicity and ‘ability to move around’ questions were not provided in the original data download from the Commonplace web page. The total number of responses to each of these multiple choice selections were retrieved separately to the rest of the respondent data.