

Contents

Contents.....	1
Introduction – Bounds Green Consultation Report.....	2
Scheme Context.....	3
Consultation Report.....	3
Independent Production of the Report by SYSTRA Ltd.....	4
Methodology	5
Commonplace Map and Surveys	5
Other feedback channels	6
De-duplication of consultation response data.....	6
Qualitative Analysis Approach	7
Quantitative Analysis Approach	7
Response rates	8
Analysis of Commonplace Responses	9
Closed questions (Quantitative results)	9
Open questions (Qualitative results)	19
Other email responses	24
Formal Objections.....	24
Online feedback and representation.....	25
Support.....	25
Appendices	27
Appendix A – De-duplication of Commonplace data	27

Introduction – Bounds Green Consultation Report

Haringey Council's Streets for People initiative aims to reclaim local streets for the people living there, making them once more safe, welcoming and liveable places. The introduction of measures under the Council's ambitious Haringey Streets for People project aim to cut road traffic and pollution, as well as improve the walkability and cyclability of the local area, creating active travel corridors between local amenities.

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

The borough's Phase 1 Low Traffic Neighbourhoods comprise of:

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

Scheme Context

On 15 August 2022, Haringey Council introduced a trial low traffic neighbourhood (LTN) in Bounds Green to create a safer, cleaner and quieter neighbourhood as part of the Haringey Streets for People programme.

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

The council have installed ten (10) new traffic filters in the Bounds Green trial to prevent motor vehicles from cutting through the local area. Camera enforcement is used so that buses and emergency vehicles can still pass through the traffic filters.

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

Consultation Report

This report includes all the data from the Commonplace map and survey questions which were available for residents and businesses to respond to during the consultation period. The report also includes the analysis of the first batch of feedback received from LB Haringey via an online portal, email representations and emails of support. An updated report which shall include data from formal objections received during the statutory objection period, and the second batch of data from the online portal, email representations and emails of support will be issued at a later date.

Independent Production of the Report by SYSTRA Ltd.

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

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

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

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

Methodology

Commonplace Map and Surveys

The Commonplace map and surveys were designed and delivered by LB Haringey. Respondents were presented with an introductory page that explained why the consultation was taking place, and were provided information on the approach to data protection and access to the relevant privacy policy. The consultation end date was also displayed. The map allowed respondents to pinpoint specific locations with their comments. The survey consisted of approximately 30 questions in total, covering the following topics:

- Overall sentiments towards their area;
- Overall sentiments towards the LTN, before launch and since the launch;
- Main mode(s) of travel, before the launch of the LTN and since the launch;
- Overall impacts of the LTN on the LTN area itself, as well as on boundary roads;
- Whether any changes to the LTN area are required;
- Sentiments towards exemptions for motor vehicles offered by the Council;
- Open questions from which unrestricted text feedback could be obtained from respondents, including:
 - Identifying a location to provide comments on;
 - Describing what they have identified at their given location;
 - Actions the respondent would like the Council to consider;
 - Providing thoughts on the exemptions for motor vehicles offered by the Council; and
 - Any other suggestions for exemptions the respondent would like to suggest.
- Demographic/respondent profile questions.

Other feedback channels

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

De-duplication of consultation response data

Upon the receipt of the raw Commonplace dataset (3,126 total responses), one (1) response was identified as being a potential duplicate. The steps undertaken by SYSTRA in identifying and processing this duplicate response is outlined fully in Appendix A to this report. The full analysis of the Commonplace dataset detailed within this report was therefore undertaken on the de-duplicated data file (3,125 cases).

Similarly, some residents had made multiple email submissions regarding their feelings of support, objection, or overall sentiments to the schemes. In these cases, no responses were deleted from the dataset for analysis. Instead, responses were combined (all responses provided by a single individual were assigned the same ID number) and were sense-checked to ensure a single code was not applied multiple times for that individual, to prevent over-inflation of a particular sentiment based on an individual's feedback.

Qualitative Analysis Approach

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

Overall, a semi-automated approach was applied to the coding of the open (qualitative) responses. As a first pass of the data, an automated sentiment analysis was run using a Python script, from which key phrases and themes were extracted from the text to identify initial emerging themes. This was subsequently followed by a manual review from SYSTRA researchers to check that all key sentiments from all responses were captured, and ensure that respondent feedback was coded correctly.

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

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

Qualitative results for specific individual roads are included in a separate Excel file, Appendix B.

Quantitative Analysis Approach

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

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

- Frequencies were run to provide the Commonplace results at an overall sample level (i.e. to identify overall levels of sentiment across all respondents); and
- Crosstabulations (segmented analysis) were run by respondent age and whether respondents had access to a car in their household, to understand whether sentiments significantly differ (statistically) between people with these different demographic characteristics. The results of crosstabulations included in this report are for statistically significant findings only.

The full quantitative analysis with all frequencies and crosstabulations run as part of the analysis are included in a separate Excel file, Appendix C.

Response rates

In total, 4,010 responses were received across all the different consultation response channels. The number of responses obtained through each channel is provided in Table 1.

Table 1. Response rates

Channel	Responses
Commonplace Survey and Map	3,125
Formal objections	828
Online portal feedback	57
<i>Email correspondence to dedicated mailbox</i>	<i>532¹</i>
Confirmed Total (excluding dedicated mailbox)	4,010

¹ Responses received through this channel are yet to be de-duplicated and coded. Early indications show a high level of duplication with the formal objections, so this figure is likely to be significantly lower. The final number will be confirmed following de-duplication.

Analysis of Commonplace Responses

Closed questions (Quantitative results)

Responses to the Commonplace survey were obtained from respondents of a wide range of ages. Over half of respondents were aged between 35-54 (53.8%). Furthermore, 85.4% of respondents have access to a car as a household.

Respondents were most likely to visit the shops or businesses in the LTN (40.1%), travel by bus on a boundary road next to the LTN (33.8%) or live in Haringey, but outside the LTN and boundary roads (33.8%).

Table 2. What is your age group?

Age category	Count	Percentage
16-24	35	1.6
25-34	250	11.4
35-44	593	27.2
45-54	582	26.6
55-64	413	18.9
65-74	255	11.7
75+	56	2.6
Total	2,184	100.0

Table 3. Does your household have access to a car?

Access to car?	Count	Percentage
Yes	1,888	85.4
No	323	14.6
Base	2,211	100.0

Table 4. What is your relationship to the area?

Age category	Count	Percentage
I visit the shops or businesses in the LTN	599	40.1%
I travel by bus on a boundary road next to the LTN	504	33.8%
I live in Haringey but outside of the LTN and boundary roads	504	33.8%
I visit the shops or business on a boundary road next to the LTN	461	30.9%
I drive through the area on my way to work or business	282	18.9%
I work in the LTN area	188	12.6%
I or my child studies in a boundary road next to the LTN	185	12.4%
I or my child studies in the LTN in Haringey	151	10.1%
I live in the LTN	145	9.7%
I undertake drop off or pick up of a child who attends a school on a boundary road next to the LTN	137	9.2%
I do not live in Haringey	127	8.5%
I work in Haringey but outside of the LTN and boundary roads	115	7.7%
I do not work in Haringey	112	7.5%
I undertake drop off or pick up of a child who attends a school in the LTN	102	6.8%
I work in a boundary road next to the LTN	100	6.7%
I am a carer (family or friend) for someone who lives on a boundary road next to the LTN	42	2.8%
I visit a faith or community centre on a boundary road next to the LTN	32	2.1%
I own a business in Haringey outside of the LTN	30	2.0%
I visit a faith or community centre in the LTN	25	1.7%
I am a professional Carer for someone who lives in the LTN	8	0.5%
I am a carer (family or friend) for someone who lives in the LTN	0	0.0%
Total	1,492	100.0

Respondents were asked about their feelings towards the trial LTN scheme before it was launched, with the majority (55.6%) reporting negative sentiment, and just over a quarter (26.1%) reporting positive sentiment.

These findings differed significantly by age, car ownership, and between respondents with different relationships to the area:

- Those aged 16-24 age were least likely to report positive sentiment compared to all other age groups (6.5% vs 27.7%); with those aged 75+ most likely to be positive (32.4%).
- Those without access to a car were more likely to view the LTN scheme positively (56.7%) compared to those who have access to a car (22.5%).
- Those who do not work in Haringey (39.4%), visit shops and businesses within the LTN (30.9%) or on boundary roads (30.5%) most likely to hold positive sentiments before the LTN launched.

Table 5. How did you feel about the trial LTN scheme before it was launched?

Sentiment	Count	Percentage
Positive sentiment	549	26.1
Neutral	387	18.4
Negative sentiment	1,170	55.6
Base	2,106	100.0

When asked how they feel about the trial LTN scheme so far, nearly three quarters of respondents (74.7%) reported negative sentiment, while just under a quarter (22.8%) reported positive sentiment. The overall results indicate a reduction in positive sentiment overall compared to prior to the LTN launch.

These findings differed significantly by car access, whereby respondents without access to a car more likely to view the LTN scheme positively (54.0%) compared to those who have access to a car (19.6%). The types of respondent who were most likely to report positive sentiments were those who do not work in Haringey (42.3%), visit shops and businesses within the LTN (29.0%) or on boundary roads (28.2%).

Table 6. Based on the trial LTN scheme so far, how do you feel about it?

Sentiment	Count	Percentage
Positive sentiment	464	22.8
Neutral	50	2.5
Negative sentiment	1,519	74.7
Total	2,033	100.0

Respondents were asked about their main mode of travel around the borough prior to the launch of the LTN. Almost half (49.3%) cited walking as their most common mode of travel, followed by motor vehicle (29.8%), bus (8.4%) and cycling (6.9%).

Table 7. Before the LTN, how did you travel around the borough? - Most common mode

Mode of travel	Count	Percentage
Walking	995	49.3
Motor vehicle	601	29.8
Bus	169	8.4
Cycling	140	6.9
Train	68	3.4
Wheel	26	1.3
Taxi	5	0.2
Scoot	2	0.1
Other	11	0.5
Total	2,017	100.0

Respondents were also asked about their main mode of travel around the borough since the launch of the LTN. Whilst the main modes of travel remained fairly consistent as before the LTN was launched, there were slight reductions in the main mode of us being walking (46.0% using as their main mode) and bus (6.2%). Conversely, 33.8% were using motor vehicles as their main mode of travel, a percentage point increase of 4% compared to before the LTN.

Table 8. Since the LTN, how have you travelled around the borough? - Most common mode

Mode of travel	Count	Percentage
Walking	827	46.0
Motor vehicle	608	33.8
Cycling	125	7.0
Bus	111	6.2
Train	61	3.4
Wheel	17	0.9
Taxi	10	0.6
Scoot	4	0.2
Other	35	1.9
Total	1,798	100.0

Respondents were asked how they feel about several factors within the LTN area since the trial scheme was launched. Table 8 below presents the overall results to this question, sorted by descending order of positive sentiment. Walking was the most positively perceived feature (30.6%), followed by road safety (28.7%). The most negatively perceived features were congestion (64.7% negative), followed by exemptions (53.3%).

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

- **Walking** – Those without access to a car more likely to view this positively (60.9%) compared to those who have access to a car (26.8%).
- **Road safety** – Those aged 16-24 were less likely to be positive (9.7%) compared to those aged 25 or over (30.6%). Those without access to a car more likely to view this positively (57.8%) compared to those who have access to a car (25.3%).
- **Cycling** – Those aged 16-24 were less likely to be positive (16.1%) compared to those aged 25 or over (27.1%). Those without access to a car more likely to view this positively (48.7%) compared to those who have access to a car (23.0%).
- **Pollution** – Those without access to a car more likely to view this positively (56.1%) compared to those who have access to a car (21.4%).
- **Congestion** – Those without access to a car more likely to view this positively (54.0%) compared to those who have access to a car (21.0%).

- **Personal safety** – Those aged 16-24 were less likely to be positive (3.2%) compared to those aged 25 or over (24.7%). Those without access to a car more likely to view this positively (52.8%) compared to those who have access to a car (19.5%).
- **Crime & Anti-Social Behaviour** – Those aged 16-24 were less likely to be positive (3.2%) compared to those aged 25 or over (13.9%). Those without access to a car more likely to view this positively (28.3%) compared to those who have access to a car (11.2%).
- **Exemptions** – Those without access to a car more likely to view this positively (22.0%) compared to those who have access to a car (7.7%).

Table 9. How do you feel about the following since the trial scheme? – LTN Area

Feature	Positive	Neutral	Negative	Not sure	Base
Walking	30.6	26.3	40.6	2.5	2,345
Road Safety	28.7	15.4	52.9	3.0	2,369
Cycling	25.6	26.4	37.6	10.4	2,272
Pollution	25.3	16.8	51.6	6.3	2,384
Congestion	24.2	8.9	64.7	2.3	2,391
Personal Safety	23.0	22.4	51.2	3.4	2,361
Crime & Anti-Social Behaviour	12.9	27.9	44.9	14.3	2,311
Exemptions	9.3	17.1	53.3	20.3	2,282

Respondents were asked how they feel about a number of factors on boundary roads since the trial scheme was launched. Table 9 below presents the overall results to this question, sorted by descending order of positive sentiment. Overall, the features were less positively perceived on the boundary roads compared to within the LTN area.

Walking was the most positively perceived feature (17.6%), followed by road safety (15.2%). The most negatively perceived features were congestion (78.6% negative), followed by pollution (70.5%).

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

- **Walking** – Those without access to a car more likely to view this positively (40.3%) compared to those who have access to a car (14.1%).

- **Road safety** – Those without access to a car more likely to view this positively (34.6%) compared to those who have access to a car (12.3%).
- **Cycling** – Those aged 16-24 were less likely to be positive (3.4%) compared to those aged 25 or over (15.4%). Those without access to a car more likely to view this positively (31.0%) compared to those who have access to a car (12.6%).
- **Pollution** – Those without access to a car more likely to view this positively (32.7%) compared to those who have access to a car (9.7%).
- **Congestion** – Those without access to a car more likely to view this positively (26.7%) compared to those who have access to a car (7.9%).
- **Personal safety** – Those aged 16-24 were less likely to be positive (0.0%) compared to those aged 25 or over (15.7%); with those aged 75+ most likely to be positive (22.9%). Those without access to a car more likely to view this positively (34.9%) compared to those who have access to a car (12.0%).
- **Crime & Anti-Social Behaviour** – Those aged 16-24 were less likely to be positive (0.0%) compared to those aged 25 or over (11.5%). Those without access to a car more likely to view this positively (24.2%) compared to those who have access to a car (9.0%).
- **Exemptions** – Those aged 16-24 were less likely to be positive (0.0%) compared to those aged 25 or over (8.7%); with those aged 65-74 most likely to be positive (13.7%). Those without access to a car more likely to view this positively (19.4%) compared to those who have access to a car (6.7%).

Table 10. How do you feel about the following since the trial scheme? – Boundary Roads

Feature	Positive	Neutral	Negative	Not sure	Base
Walking	17.6	24.9	54.7	2.9	2,040
Road Safety	15.2	14.4	67.4	3.0	2,058
Cycling	14.8	25.6	51.0	8.6	2,007
Personal Safety	14.8	26.4	54.9	3.8	2,044
Pollution	12.6	12.4	70.5	4.4	2,067
Congestion	10.9	8.1	78.6	2.5	2,071
Crime & Anti-Social Behaviour	10.5	30.4	45.2	14.0	2,024
Exemptions	8.1	20.5	50.4	21.0	1,996

Looking at what respondents liked most about the Bounds Green LTN, the most commonly cited benefits included 'Reduces through traffic' (18.3%), 'The area is now more pleasant' (15.2%) and 'Reduces speeding' (14.4%). Conversely, the most commonly cited dislikes were: 'Increases traffic' (41.2%), 'Increases air pollution' (37.0%) and 'The area is now less pleasant' (30.0%)'.

Table 11. What do you like about the Bounds Green LTN?

Sentiment	Count	Percentage
Reduces through traffic	573	18.3
The area is now more pleasant	474	15.2
Reduces speeding	451	14.4
Increases road safety	415	13.3
Reduces air pollution	414	13.2
Encourages me to walk in the area	413	13.2
Reduces traffic	412	13.2
Encourages me to cycle in the area	290	9.3
Encourages me to shop in the area	253	8.1
Encourages me to spend time in the area	250	8.0
Encourages me to cycle to work	117	3.7
More space for social distancing	89	2.8
Encourages me to walk to work	83	2.7
Base	3,125	100.0

Table 12. What do you dislike about the Bounds Green LTN?

Sentiment	Count	Percentage
Increases traffic	1289	41.2
Increases air pollution	1157	37.0
The area is now less pleasant	937	30.0
Discourages me to shop in the area	864	27.6
Decreases road safety	847	27.1
Discourages me to spend time in the area	728	23.3
Increases through traffic	559	17.9
Discourages me to walk in the area	487	15.6
Increases speeding	400	12.8
Discourages me to cycle in the area	365	11.7
Discourages me to cycle to work	258	8.3
Discourages me to walk to work	249	8.0
Base	3,125	100.0

The majority (80.0%) of respondents thought that changes are needed to the trial LTN scheme, while under one in six (15.2%) did not. These findings differed significantly by car access, with respondents with household access to a car being more likely to consider that changes to the scheme are required (84.5%) compared to those without access to a car (49.2%).

Table 13. Based on the trial scheme so far, do you think any changes are needed to it?

Sentiment	Count	Percentage
Yes	1,444	80.0
No	275	15.2
Do not know	85	4.7
Base	1,804	100.0

Respondents were asked how they feel about the exemptions for motor vehicles offered by the Council. Seven in 10 (70.3%) of respondents felt that more people should be exempt, just over one in five (22.0%) felt that the right level of exemptions have been offered. These findings differed significantly by car access, with respondents with household access to a car being more likely to consider that more people should be exempt from the LTN restrictions (74.9%) compared to those without access to a car (37.5%).

Table 14. What are your views towards the exemptions offered by the Council?

Sentiment	Count	Percentage
More people should be exempt	1,043	70.3
The right level of exemptions have been offered	327	22.0
Less people should be exempt	113	7.6
Base	1,483	100.0

Almost three quarters (74.5%) of respondents reported that the introduction of the LTN has not led them to travel more sustainably, just over one in five (22.4%) of respondents reported that it has. These findings differed significantly by car access, with respondents without access to a car more likely to say the introduction of the LTN has led them to travel more sustainably (48.2%) compared to those who have access to a car (19.3%).

Table 15. Has the introduction of the LTN led you to travel more sustainably?

Sentiment	Count	Percentage
Yes	389	22.4
No	1,292	74.5
Unsure	53	3.1
Base	1,734	100.0

Open questions (Qualitative results)

Please describe the location you are commenting on

586 respondents provided a total of 594 comments regarding a specific location they'd like to provide comments on. Whilst the vast majority of respondents simply stated the location they were commented on, a minority of respondents took the opportunity to provide specific feedback at this question. The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Themes	Count	Themes (continued)...	Count
No comment (description of location only)	556	Improve access/allow exemptions - residents	2
Congestion/traffic build-up/displacement	15	Road users ignoring LTN	1
Air quality concerns	5	Increased journey times	1
Unclear sentiment	4	Reduced road safety	1
Remove the LTN	3	Amend parking provisions/restrictions	1
Reduced traffic/congestion	2	Reduced noise pollution	1
Modify the LTN	2		

With regards to the themes of 'Congestion/traffic build-up/displacement' and 'Air quality concerns', specific locations which were cited include Durnsford Road, Bounds Green, Conley Hatch Lane, Brownlow Hill, Turnpike Lane, Muswell Hill.

What have you identified at this location?

590 respondents provided a total of 590 comments regarding specific items which they had identified at their given location. The most commonly cited theme was 'Congestion/traffic build-up/displacement', with 'Support the LTN' the second-most common theme for responses to this question.

A wide range of roads and areas were referenced in terms of 'Congestion/traffic build-up/displacement'. The roads most commonly cited with this particular theme were Durnsford Road, High Road, Bounds Green Road and Brownlow Road. The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	215	Improve access/allow exemptions - residents	6
Support the LTN	71	Improved public facilities	6
Improved environment for active travel	27	Suggestions for enforcement	5
Unclear sentiment	25	Improve signage/wayfinding	5
Increased journey times	24	Pedestrian/walking improvements - crossings	5
Road safety concerns	23	Comment on consultation	4
Remove the LTN	20	Amend parking provisions/restrictions	4
Cycle improvements	17	Improve public facilities	3
Road users ignoring LTN	15	Pedestrian/walking improvements - general	3
Improved road safety	14	No changes as a result of LTN	3
Anti-social behaviour concerns	13	Traffic calming measures	3
Negative impact on business/the economy	12	Alternative road layout proposed	2
Reduced car ownership/usage	11	Good signage/ wayfinding	2
No comment	11	Reference to other LB Haringey/Government policy	1
Air quality concerns	11	Inappropriate/illegal parking	1
Reduced traffic/congestion	10	Improved air quality	1
Disproportionate affects/discrimination	8	Increased noise pollution	1
Modify the LTN	8		

Tell us what action you would like the Council to consider.

577 respondents provided a total of 844 comments regarding actions they would like the Council to consider. Opinion at this question was polarised, with the most common theme being 'Remove the LTN', followed by 'Support the LTN' as the second-most common theme.

Respondent commenting on Myddleton Road, High Road, Bounds Green Road and Durnsford Road were most likely to cite 'Remove the LTN'. Conversely, responses in relation to 'Support the LTN' were most commonly cited at Truro Road, Winton Avenue, Myddleton Road and Palmerston Road. The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Themes	Count	Themes (continued)...	Count
Remove the LTN	194	Improved environment for active travel	8
Support the LTN	118	Further information/monitoring requests	7
Congestion/traffic build-up/displacement	81	Increased noise pollution	7
Modify the LTN	62	Reference to other LB Haringey/Government policy	5
Improve access/allow exemptions - residents	62	Unclear sentiment	5
Alternative road layout proposed	42	Comment on consultation	5
Air quality concerns	40	Pedestrian/walking improvements - crossings	4
Cycle improvements	23	Improved public facilities	4
Negative impact on business/the economy	21	Improve access/allow exemptions - other groups (e.g. taxis, deliveries)	3
Increased journey times	19	Public transport improvements - General	3
Improve signage/wayfinding	16	No Comment	3
Road safety concerns	16	Improve access/allow exemptions - disabled/carers	2
Reduced traffic/congestion	16	Improved air quality	2
Suggestions for enforcement	15	Anti-social behaviour concerns	2
Traffic calming measures	14	Increased trees/plants/greenery	1
Disproportionate affects/discrimination	12	Reduced noise pollution	1
Amend parking provisions/restrictions	10	Electric/hybrid/low emission vehicles	1
Pedestrian/walking improvements - general	10	Positive impact on businesses/the economy	1
Improved road safety	9		

Provide more details [about your feelings regarding the exemptions for motor vehicles offered by the Council].

1,116 respondents provided a total of 1,407 comments regarding the exemptions for motor vehicles offered by the Council. The most commonly cited theme was to 'Improve access/allow exemptions for residents'. Other commonly cited groups for exemptions included disabled people and carers, as well as a range of other groups including taxis, delivery vehicles and tradespeople carrying out work in the LTN area.

Furthermore, a sizeable proportion of respondents took the opportunity to state their desire to 'Remove the LTN or raise the issue of Congestion/traffic build-up/displacement'. The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Themes	Count	Themes (continued)...	Count
Improve access/allow exemptions - residents	554	Comment on consultation	6
Remove the LTN	158	Improve signage/wayfinding	5
Congestion/traffic build-up/displacement	138	Anti-social behaviour concerns	3
Improve access/allow exemptions - disabled/carers	104	Improved road safety	3
Improve access/allow exemptions - other groups (e.g. taxis, deliveries)	97	Suggestions for enforcement	2
Air quality concerns	56	Public transport improvements - General	2
Unclear sentiment	51	Increased noise pollution	2
Increased journey times	44	Pedestrian/walking improvements - general	2
Modify the LTN	34	Reduced noise pollution	2
Negative impact on business/the economy	31	Positive impact on businesses/the economy	1
Further information/monitoring requests	28	Inappropriate/illegal parking	1
Disproportionate affects/discrimination	24	Further consultation	1
Road safety concerns	16	Increased active travel	1
Electric/hybrid/low emission vehicles	15	Improved public facilities	1
Support the LTN	12	Cycle improvements	1
Fewer/no exemptions	12		

What other suggestions regarding exemptions do you have?

726 respondents provided a total of 897 comments regarding other suggestions regarding exemptions. The most commonly cited theme was to 'Improve access/allow exemptions for residents'. Once again, other commonly cited groups for exemptions included disabled people and carers, as well as taxis, delivery vehicles and tradespeople carrying out work in the LTN area featuring strongly.

As previously, many respondents took the opportunity to state their desire to 'Remove the LTN', whilst others provided suggestions to 'Modify the LTN' in some way. The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in the table below:

Themes	Count	Themes (continued)...	Count
Improve access/allow exemptions - residents	212	Fewer/no exemptions	11
Remove the LTN	197	Comment on consultation	7
Modify the LTN	81	Suggestions for enforcement	6
Congestion/traffic build-up/displacement	72	Amend parking provisions/restrictions	6
Improve access/allow exemptions - other groups (e.g. taxis, deliveries)	49	Support the LTN	4
Improve access/allow exemptions - disabled/carers	44	Unclear sentiment	4
Increased journey times	28	Public transport improvements - General	3
Air quality concerns	27	No changes as a result of LTN	3
No comment	24	Improved road safety	3
Negative impact on business/the economy	21	Cycle improvements	3
Further information/monitoring requests	18	Alternative road layout proposed	2
Improve signage/wayfinding	15	Reduced traffic/congestion	2
Road safety concerns	14	Anti-social behaviour concerns	2
Disproportionate affects/discrimination	13	Improved environment for active travel	1
Electric/hybrid/low emission vehicles	12	Reduced car ownership/usage	1
Traffic calming measures	11	Improved air quality	1

Other email responses

Formal Objections

A total of 828 formal objections were received regarding the LTN. The full list of themes from the objections is outlined below. The most common reasons for objection including Congestion/traffic build-up/displaced traffic; Air quality concerns, and Increased journey times.

Themes (68% of objections coded to date)	Count	Themes (continued)...	Count
Remove the LTN	492	Traffic calming measures	23
Congestion/traffic build-up/displacement	439	Electric/hybrid/low emission vehicles	22
Air quality concerns	367	Reference to other LB Haringey/Government policy	22
Increased journey times	330	Alternative road layout proposed	18
Negative impact on business/the economy	189	Amend parking provisions/restrictions	18
Disproportionate affects/discrimination	147	Improve public facilities	10
Public transport improvements - General	129	Inappropriate/illegal parking	10
Improve access/exemptions - disabled people/carers	124	No changes as a result of LTN	9
Road safety concerns	115	Cycle improvements	9
Comment on consultation	109	Pedestrian/walking improvements - general	8
Negative impacts on mental health	106	Pedestrian/walking improvements - crossings	7
Negative impacts on physical health	103	Suggestions for enforcement	5
Improve access/allow exemptions - residents	100	Reduced traffic/congestion	4
Improve access/allow exemptions - other groups (e.g. taxis, deliveries)	74	Road users ignoring LTN	3
Further information/monitoring requests	72	Further consultation	3
Anti-social behaviour concerns	66	Unclear sentiment	3
Cost of living impacts	39	Fewer/no exemptions	1
Improve signage/wayfinding	36	Improved road safety	1
Increased noise pollution	30	Improved air quality	1
Modify the LTN	26		

Online feedback and representation

A total of 65 comments were provided across the online portal feedback and representations regarding views towards the LTN. The most common theme among these comments were in relation to air quality concerns, traffic congestion and displacement, and suggestions to remove the LTN.

Themes	Count	Themes (continued)...	Count
Air quality concerns	12	Road safety concerns	2
Congestion/traffic build-up/displacement	11	Public transport improvements - General	1
Remove the LTN	10	Amend parking provisions/restrictions	1
Increased journey times	7	Further consultation	1
Negative impact on business/the economy	6	Increased noise pollution	1
Disproportionate affects/discrimination associated with LTNs	6	Further information/monitoring requests	1
Improve access/allow exemptions - other groups (e.g. taxis, deliveries)	3	Improve access/allow exemptions - disabled people/carers	1
Comment on consultation	2		

Common concerns regarding air quality were related to increased pollution at boundary area of the LTN, often linked to sentiments regarding increased journey times. Several respondents suggested that after the introduction of the LTN, traffic congestion has significantly increased, with Bounds Green Road being reported as the most impacted.

Respondents who suggested to remove the LTN entirely often did so on the basis that they felt the LTN was contributing to increased levels of traffic, increased air and noise pollution, and increased journey times.

Support

A total of 52 comments were received in support of LTN through online responses. Whilst many of the comments simply voiced their support for the LTN, there were some in relation to reductions in noise pollution, as well as reduced traffic and congestion.

Themes	Count	Themes (continued)...	Count
Support the LTN	19	Congestion/traffic build-up/displacement	2
Reduced noise pollution	4	Increased journey times	2
Reduced traffic/congestion	4	Alternative road layout proposed	1
Improved environment for active travel	3	Road safety concerns	1
Modify the LTN	3	Reduced car ownership/usage	1
Improved road safety	3	Improve signage/wayfinding	1
Improved air quality	2	Cycle improvements	1
Improve access/allow exemptions - residents	2	Public transport improvements - General	1
Further information/monitoring requests	2		

Those who felt that the LTN has improved the environment for active travel also often cited overall improvements in road safety since the introduction of the scheme. Suggestions for modifications to the LTN related to the introduction of a school street on Rhodes Avenue.

Appendices

Appendix A – De-duplication of Commonplace data

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

Upon the receipt of the raw Commonplace dataset (3,126 total responses), one (1) response was identified as being a potential duplicate. The criteria which were applied during this initial data checking process, to classify whether or not a response was potentially dubious, are listed below. To be considered as a potentially dubious response, at least 4 of the below 'flags' needed to be tripped.

- Has the same respondent submitted more than one contribution?
- Has the contribution been submitted within the same minute as another contribution?
- Does the contribution refer to an identical latitude as another contribution?
- Does the contribution refer to an identical longitude as another contribution?
- Does the contribution include the same postcode as another contribution?
- Does the response have an identical response to any of the following open-ended questions:
 - 'Please describe the location you are commenting on'.
 - 'What have you identified at this location'?
 - 'Tell us what action you would like the Council to consider'?
 - 'Use this space below to provide more details [about your feelings regarding the exemptions for motor vehicles that have been offered by the Council]'.
 - 'What other suggestions regarding exemptions do you have'?

- Are more than 85% of question responses blank for this contribution?

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