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1. Introduction – St Ann’s Consultation Report

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

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

The borough’s trial Low Traffic Neighbourhoods comprise of:

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

1.2 Scheme Context

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

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

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

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

1.3 Consultation Report

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

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

1.4 Independent Production of the Report by SYSTRA Ltd.

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

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

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

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

2. Methodology

2.1 Consultation surveys

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

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

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

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

2.2 Other feedback channels

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

2.3 De-duplication of consultation response data

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

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

2.4 Qualitative Analysis Approach

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

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

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

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

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

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

2.5 Quantitative Analysis Approach

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

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

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

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

2.6 Response rates

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

Table 1. St Ann's 2024 Consultation Response rates

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

3. Analysis of Commonplace Responses

3.1 Respondent background and connection to the LTN

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

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

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

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

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

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

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

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

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

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

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

Table 5. Do you have a disability?

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

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

Table 6. What is your employment status?

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

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

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

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

3.2 Views on the LTN

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(18.2%).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.3 Views on LTN exemptions

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

Table 17. Do you have an LTN exemption?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.1 Formal objections channel

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

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

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

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

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

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

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

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

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

4.2 Designated LTN feedback channel

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

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

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

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

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

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

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

4.3 Other email correspondence

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

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

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

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

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

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

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

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

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

5. Equality Monitoring

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

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