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# 1. Introduction – Bounds Green Consultation Report

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

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

The borough's trial Low Traffic Neighbourhoods comprise of:

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

## 1.2 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>.

## 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 23<sup>rd</sup> August to Friday 20<sup>th</sup> 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 coders work was quality-checked by a supervisor, to ensure that respondent feedback had been coded fully and correctly; with all sentiments noted.

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

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

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

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, 2,512 responses were received across all the different consultation response channels for Bounds Green. The number of responses obtained through each channel is provided in Table 1.

**Table 1. Bounds Green 2024 Consultation Response rates**

Channel	Responses
Commonplace Survey	2,251
Responses through Formal Objections channel	227
Responses through Dedicated Email channel	11
Other email correspondence	23
<b>Total responses</b>	<b>2,512</b>



# 3. Analysis of Commonplace Responses

## 3.1 Respondent background and connection to the LTN

Almost half (49.5%) of respondents lived within the Bounds Green LTN, whilst a smaller proportion reported living on surrounding boundary roads (20.9%), in another part of Haringey (16.6%) or outside of Haringey (9.8%).

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

Category	Count	Percentage
I live within Bounds Green LTN	1115	49.5
I live on a boundary road surrounding Bounds Green LTN	470	20.9
Live in another part of Haringey	373	16.6
Live in a different London Borough	220	9.8
I live within any Haringey LTN	31	1.4
Live outside London	31	1.4
I live on a boundary road surrounding any Haringey LTN	11	0.5
<b>Base</b>	<b>2,251</b>	<b>100</b>

Of the respondents who reported living in a different London borough, over two-thirds (69.5%) lived in Enfield and a tenth (10.2%) lived in Barnet.

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

<b>Category</b>	<b>Count</b>	<b>Percentage</b>
Enfield	226	69.5
Barnet	33	10.2
Islington	13	4.0
Waltham Forest	11	3.4
Southwark	8	2.5
Hackney	7	2.2
Camden	6	1.8
Redbridge	5	1.5
Bexley	2	0.6
Harrow	2	0.6
Lewisham	2	0.6
Newham	2	0.6
Barking and Dagenham	1	0.3
Brent	1	0.3
Bromley	1	0.3
City of London	1	0.3
Ealing	1	0.3
Hammersmith and Fulham	1	0.3
Havering	1	0.3
Kingston upon Thames	1	0.3
<b>Base</b>	<b>325</b>	<b>100</b>

With regards to respondents' relationship to the LTN area, those who did not live within the LTN or on a surrounding boundary road were commonly connected due to visiting friends or family within the LTN (54.4%) or travelling through the LTN area (44.4%) or boundary roads (44.0%).

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

Category	Count	Percentage
I visit friends or family within the LTN	326	54.4
I travel through the LTN area	266	44.4
I travel along boundary roads	264	44.0
I visit friends or family on boundary roads	233	38.8
I work in the LTN area	114	19.0
I work on a boundary road	78	13.0
<b>Base</b>	<b>599</b>	<b>100</b>

Most respondents did not have a disability or long-term health condition (80.3%). Of those who reported having a disability, nearly a third (28.7%) had a physical disability or health condition, followed by 25.4% of respondents who preferred not to disclose the nature of their disability, while 16.3% of respondents had a long term or hidden health condition.

**Table 5. Do you have a disability?**

Category	Count	Percentage
No	1075	80.3
Yes	159	11.9
Prefer not to say	104	7.8
<b>Base</b>	<b>1,338</b>	<b>100.0</b>

Most respondents were in full time employment (64.7%), followed by part-time employment (13.9%) and just over a tenth (11.8%) were neither in paid employment nor in education.

- Almost half of respondents who were in employment or education reported working or studying away from home (46.9%), whilst almost a third (29.8%) worked or studied from home.
- Nearly four fifths of respondents in employment had a standard working day pattern (80.9%), whilst just over a tenth (10.1%) worked outside the standard working day.

**Table 6. What is your employment status?**

Category	Count	Percentage
Full-time employment	880	64.7
Part-time employment	189	13.9
Not in paid employment and not in education	161	11.8
Full-time education	27	2.0
Part-time education	6	0.4
Prefer not to say	97	7.1
<b>Base</b>	<b>1,360</b>	<b>100.0</b>

Over half (62.4%) of respondents had access to at least one motor vehicle in their household, whilst almost one-fifth (18.2%) of respondents did not have access to a motor vehicle. Of those respondents who had access to a car or van, over half (56.2%) did not use the vehicle for work purposes, whilst others used their vehicle for work most of the time (20.1%) or sometimes (19.5%).

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

Category	Count	Percentage
Yes, one motor vehicle	865	62.4
No	253	18.2
Yes, two or more motor vehicles	228	16.4
Prefer not to say	41	3.0
<b>Base</b>	<b>1,387</b>	<b>100.0</b>

## 3.2 Views on the LTN

Respondents were asked how they felt about a number of factors in streets within the LTN area since the trial scheme was launched. More respondents reported feeling positive as opposed to negative about the following factors, with over a third feeling positive about pollution (39.5%), traffic congestion (46%), road safety (43%), personal safety (37%), walking (44.5%), cycling (39.4%), and noise (40.9%) In contrast, more respondents reported feeling negatively about crime and anti-social behaviour (35.0%).

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

<b>Feature</b>	<b>Positive</b>	<b>Neutral</b>	<b>Negative</b>	<b>Don't know</b>	<b>Base</b>
Traffic Congestion	46.0	13.7	40.1	4.6	<b>2,120</b>
Walking	44.5	24.1	22.3	14.2	<b>2,225</b>
Road safety	43.0	19.4	33.2	4.4	<b>2,239</b>
Noise	40.9	23.6	28.7	5.9	<b>2,198</b>
Pollution	39.5	24.1	29.8	6.7	<b>2,245</b>
Cycling	39.4	24.1	22.3	14.2	<b>2,195</b>
Personal safety	37.0	23.5	34.9	4.6	<b>2,238</b>
Crime and anti-social behaviour	26.5	26.9	35.0	11.5	<b>2,213</b>

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

- Respondents living in another part of Haringey;
- Respondents who travel through the LTN area;
- Respondents without a disability;
- Respondents with a disability affecting their mobility;
- Respondents in education;
- Respondents with no access to a motor vehicle; and
- Respondents without an LTN exemption.

In addition, respondents aged 30-39 (40.5%), 40-49 (39.1%) and 50-59 (37.5%) were more likely than the youngest and oldest age ranges to express negative attitudes towards crime and anti-social behaviour within the LTN.

Respondents were asked how they felt about a number of factors for the boundary roads surrounding the LTN area since the trial scheme was launched. More respondents reported feeling negative as opposed to positive about the following factors, with over a third feeling negative about pollution (60.8%), traffic congestion (71.3%), road safety (59.6%), personal safety (43.9%), walking (46.5%), cycling (44.1%), crime and anti-social behaviour (38.2%) and noise (56.7%).

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

<b>Feature</b>	<b>Positive</b>	<b>Neutral</b>	<b>Negative</b>	<b>Don't know</b>	<b>Base</b>
Walking	24.8	25.7	46.5	3.0	<b>2,087</b>
Personal safety	22.9	29.6	43.9	3.5	<b>2,089</b>
Road safety	21.5	16.7	59.6	2.1	<b>2,100</b>
Cycling	21.1	23.4	44.1	11.6	<b>2,068</b>
Pollution	20.4	15.9	60.8	2.9	<b>2,102</b>
Noise	19.3	20.8	56.7	3.2	<b>2,066</b>
Traffic Congestion	18.3	9.1	71.3	1.2	<b>2,039</b>
Crime and anti-social behaviour	17.5	34.1	38.2	10.1	<b>2,081</b>

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

- Respondents living in another part of Haringey;
- Respondents who travel through the LTN area;
- Respondents without a disability;
- Respondents with a disability affecting their mobility;
- Respondents in education;
- Respondents with no access to a motor vehicle; and
- Respondents without an LTN exemption

Respondents were also asked about changes in their travel since the introduction of the trial scheme. Over half of the respondents reported no changes in the way they travel with various modes, as presented in Table 10. However, around three in ten respondents reported they were walking more (30.3%) and over two in ten (22.0%) were cycling more.

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

Feature	More	No change	Less	Don't know	Base
Walking or wheeling	30.3	59.3	8.7	1.7	<b>2,082</b>
Motor vehicle	22.4	54.5	18.4	4.6	<b>2,002</b>
Cycling	22.0	60.2	8.4	9.4	<b>2,026</b>
Bus	19.7	58.7	18.8	2.9	<b>2,032</b>
Train or underground	16.5	72.7	7.8	3.1	<b>2,020</b>
Private hire vehicle	11.4	67.1	9.9	11.6	<b>1,907</b>
Black taxi	7.2	70.1	8.7	14.2	<b>1,878</b>
Mobility scooter	3.5	67.1	2.8	26.6	<b>1,821</b>
Assisted transport	3.5	66.6	4.1	25.8	<b>1,816</b>

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

- **Walking or wheeling-** Respondents on boundary roads (14.7%) reported walking or wheeling less than before compared to respondents within the LTN (6.8%), those in another part of Haringey (9.1%) or outside of Haringey (5.4%). Respondents with a disability also reported walking or wheeling less than before (13.6%) compared to those without a disability (7.4%). Similarly, respondents with a mobility-affecting disability reported walking and wheeling less than before (17%) compared to those without a mobility-affected disability (8.6%). Males were also more likely than females to report an increase in walking or wheeling (32.7%).
- **Cycling-** Respondents living on boundary roads (13%) reported cycling less than before compared to respondents within the LTN (6.5%), those in another part of Haringey (10.4%) or outside of Haringey (3.7%). Respondents who travelled along boundary roads also reported cycling less than before (11%) compared to respondents with other connections to the LTN area. Respondents without a disability reported cycling less than before (7.3%) compared to those with a disability (6.7%). Similarly, respondents without a mobility-affecting disability reported cycling less than before (9%) compared to those with a mobility-affected disability (8.2%). Notably, respondents who were in education (40.6%) reported cycling more than before, compared to those with other employment statuses. Those without access to a motor vehicle (40.5%) reported cycling more than before, compared to respondents with one or more motor vehicles.
- **Assisted transport-** Respondents with a mobility-affecting disability reported using assisted transport more than before (8%) compared

to those without a mobility-affecting disability (2.2%)

- **Bus-** Respondents living on boundary roads (26.4%) reported using buses less than before compared to respondents within the LTN (14.8%), those in another part of Haringey (22.9%) or outside of Haringey (15.1%). Respondents with a disability also reported using the bus more than before (27.7%) compared to those without a disability (17.2%). Similarly, respondents with a mobility-affecting disability reported taking the bus more than before (24%) compared to those without a mobility-affecting disability (19.9%).
- **Train or underground-** Respondents living in another part of Haringey (19.5%) reported using the Train or underground more than those within the LTN (18%), boundary roads (12.6%) and outside of Haringey (10.9%).
- **Black taxi-** Respondents in another part of Haringey (19.5%) reported using black taxis less than before compared to those within the LTN (7%), boundary roads (11.4%) and outside of Haringey (4.5%). Respondents with a disability also reported using black taxis more than before (11.2%) compared to respondents without a disability (5.8%). Similarly, respondents with a mobility-affecting disability reported travelling by black taxis more than before (17.4%) compared to those without a mobility-affected disability (7.4%).
- **Private hire vehicle-** Respondents within the LTN (12.8%) reported using private hire vehicles more than before compared to respondents living in boundary roads (11.7%), another part of Haringey (9.5%) or outside of Haringey (6.8%). Respondents who work on the boundary roads also reported travelling by private hire vehicles more than before (15.3%) compared to respondents with other connections to the LTN area. Respondents with a disability also reported using private hire vehicles more than before (17.8%) compared to respondents without a disability (9.8%). Similarly, respondents with a mobility-affecting disability reported using private hire vehicles more than before (19.4%) compared to those without a mobility-affecting disability (10.5%).
- **Motor vehicles-** Respondents with access to two or more motor vehicles reported using motor vehicles more than before (32.1%) compared to those with one motor vehicle (21.9%) and those without access to a motor vehicle (5.5%).
- **Mobility scooters** – Respondents aged 40-49 were more likely than other age groups to report an increase in usage (70.2%).



1,537 respondents provided a total of 3,176 comments regarding why their travel has changed since the introduction of the Bounds Green LTN. The most common themes related to '*Congestion/traffic build-up/displacement*', '*Increased journey times*', and '*Improved environment for active travel*'.

- '*Congestion/traffic build-up/displacement*' included mostly comments regarding traffic being concentrated onto fewer roads, causing congestion.
- '*Increased journey times – general*' included mostly comments regarding respondents experiencing it taking more time than before to get to their destinations due to having to take alternative, less direct routes. Some respondents described this change having resulted in them being late for work or missing appointments.
- '*Improved environment for active travel*' included mostly comments regarding feeling an enhanced sense of safety when cycling around the area. This is attributed to there being fewer cars on the road and less unsafe driving (e.g. rat running) since the introduction of the LTN.

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	666	Negative comment on Council	13
Increased journey times - general	497	Reduced pollution (unspecified)	12
Improved environment for active travel	284	Improved air quality	12
Increased journey times - public transport	229	Cycle improvements required	10
Increased pollution (unspecified)	171	Alternative road layout proposed	10
No changes observed	150	Reduced parking availability	10
Road safety concerns	110	Comment on consultation	9
Reduced air quality	103	Improve access/allow exemptions - emergency services	8
Reduced car ownership/usage	82	Improve access/allow exemptions - tradespeople	8
Lack of alternatives to car use	68	Support the LTN	7
Negative impact on mental health	63	Improved feeling of community/sociability	7
Increased public transport usage	52	Positive impact on businesses/the economy	7
Increased noise pollution	51	Unspecified positive comment	6
Improved road safety	50	Modify the LTN - Reduce number of filters	6
Increased car ownership/usage	46	Positive impact on mental health	5

Anti-social behaviour concerns	43	Improve access/allow exemptions - deliveries	5
Unclear sentiment	37	Positive impact on health (unspecified)	4
Improve access/allow exemptions - residents	34	Inappropriate/illegal parking	3
Reduced traffic/congestion	29	Amend parking provisions/restrictions	3
Improve access/allow exemptions - taxis/private hire	26	Reduced public transport quality - unspecified	3
Remove the LTN	26	Further information/monitoring requests	2
Negative impact on business/the economy	23	Improve signage/wayfinding	2
Reduced noise pollution	18	Traffic calming measures - speed bumps	2
No comment	18	Improve access/allow exemptions - visitors	2
Negative impact on health (unspecified)	18	Improve access/allow exemptions - teachers	2
Reduced socialisation/increased division	17	Modify the LTN - Increase number of filters	1
Improve access/allow exemptions - disabled people/carers	16	Increased safety (unspecified)	1
Unspecified negative comment	16	Improve public facilities	1
Public transport improvements - General	15	Pedestrian/walking improvements required - General	1
Proposals are unfair/create inequality	14	Electric/hybrid/low emission vehicles	1
Suggestions for enforcement	13	Public transport improvements - Reduce overcrowding	1
Improved safety (unspecified)	13	Modify the LTN	1
Money-making scheme	13		

Respondents were asked how they felt about changes in community interactions in the area. Whilst a third of respondents (32.8%) reported that they did not notice any changes, a fourth of respondents (25.5%) reported feeling less connected in their community. Respondents felt similarly about improved community interactions, with over a tenth of respondents spending more time in public spaces (14.5%) and feeling a stronger sense of belonging (14.6%).

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

<b>Category</b>	<b>Count</b>	<b>Percentage</b>
I have noticed no change	762	32.8
I feel less connected	592	25.5
I feel a stronger sense of belonging	339	14.6
Spend more time in local public spaces	337	14.5
Interact more with neighbours	273	11.8
I participate more in local events	195	8.4
<b>Base</b>	<b>2,322</b>	<b>100</b>

1,165 respondents provided a total of 2,152 comments regarding changes to community interaction or neighbourhood atmosphere since the introduction of the LTN. The most common themes related to '*Reduced socialisation/increased division*', '*Congestion/traffic build-up/displacement*', and '*Improved feeling of community/sociability*'.

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	256	Improved air quality	11
Congestion/traffic build-up/displacement	243	Improve access/allow exemptions - taxis/private hire	11
Improved feeling of community/sociability	181	Reduced parking availability	9
Negative impact on business/the economy	100	Money-making scheme	9
Increased journey times – general	99	Alternative road layout proposed	8
Improved environment for active travel	95	Improve signage/wayfinding	7
Reduced noise pollution	92	Unspecified positive comment	7
No changes observed	85	Reduced car ownership/usage	6
Unspecified negative comment	82	Public transport improvements - General	6
Anti-social behaviour concerns	80	Improve access/allow exemptions - deliveries	6
Negative impact on mental health	73	Positive impact on mental health	5
Increased pollution (unspecified)	72	Reduced pollution (unspecified)	5
Road safety concerns	68	Modify the LTN	4
Proposals are unfair/create inequality	46	Cycle improvements required	4
Improved road safety	44	Improve access/allow exemptions - tradespeople	4
Reduced air quality	38	Increased car ownership/usage	4
Reduced traffic/congestion	38	Traffic calming measures - unspecified	3
Increased noise pollution	37	Inappropriate/illegal parking	3
Negative comment on Council	36	Increased lighting	3
Improve access/allow exemptions – residents	28	Improve public facilities	3
Remove the LTN	27	Reduced public transport quality - unspecified	3
Unclear sentiment	25	Modify the LTN - Reduce number of filters	2

Improved safety (unspecified)	24	Improve access/allow exemptions - emergency services	2
Lack of alternatives to car use	22	Further information/monitoring requests	2
Increased journey times - public transport	21	Improve access/allow exemptions - visitors	1
Comment on consultation	19	Pedestrian/walking improvements required - General	1
Negative impact on health (unspecified)	16	Improve access/allow exemptions - teachers	1
Improve access/allow exemptions - disabled people/carers	15	Fewer/no exemptions	1
Positive impact on businesses/the economy	15	Improve access/allow exemptions - elderly	1
No comment	14	Improve access/allow exemptions - families with young children	1
Support the LTN	13	Traffic calming measures - speed bumps	1
Suggestions for enforcement	13	Increased trees/plants/greenery	1

Respondents were asked how they felt about several factors for the boundary roads surrounding the LTN area since the trial scheme was launched. More respondents reported feeling negative as opposed to positive about the following factors, with over a third feeling negative about pollution (60.8%), traffic congestion (71.3%), road safety (59.6%), personal safety (43.9%), walking (46.5%), cycling (44.1%), crime and anti-social behaviour (38.2%) and noise (56.7%).

The respondent demographic that felt the most positive about the trial LTN were those living in another part of Haringey (45.8%), followed by those living within the LTN (38.4%), those living outside of Haringey (37.6%), and those living on boundary roads (16.7%).

In addition to the detailed questions above, respondents were asked in general how they felt about the trial LTN since the scheme was launched. 34.8% felt positive about the scheme, whilst 62.3% indicated negative feelings. Only 2.3% 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	653	34.8%
Neutral	44	2.3%
Negative	1,170	62.3%
Not sure	12	0.6%
<b>Base</b>	<b>1879</b>	<b>100.0%</b>

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 sets of tables. Table 14a provides the results of respondents’ location as self-defined, whilst Tables 14b and 14c provide results following the additional analysis noted above. It is noted that the supporting datasets from tables 14b and 14c are 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.

The table below provides the data cuts based on respondents' self-reported locations:

**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	38.4%	16.7%	45.8%	37.6%
Neutral	3.1%	1.8%	1.9%	1.0%
Negative	58.5%	81.5%	52.3%	61.4%
<b>Base</b>	<b>914</b>	<b>383</b>	<b>310</b>	<b>210</b>

The tables below are based on the postcode data rather than self-reported locations. Table 14b includes those residents living in the Bowes Primary Area Quieter Neighbourhood in Enfield, which shares many streets with the Bounds Green LTN, and residents there also could therefore be considered "within" the scheme. Table 14c trims these respondents so only those residents who are explicitly within the geographic scope of the Bound Green scheme are counted.

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

Category	Within the LTN	Boundary Road	Another part of Haringey	Outside of Haringey
Positive	41.9%	18.2%	31.8%	31.2%
Neutral	2.9%	6.8%	0.8%	1.4%
Negative	55.2%	75.0%	67.4%	67.5%
<b>Base</b>	<b>580</b>	<b>44</b>	<b>384</b>	<b>292</b>

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

Category	Within the LTN	Boundary Road	Another part of Haringey	Outside of Haringey
Positive	42.5%	18.2%	31.8%	30.6%
Neutral	2.8%	6.8%	0.8%	1.6%
Negative	54.7%	75.0%	67.4%	67.8%
<b>Base</b>	<b>565</b>	<b>44</b>	<b>384</b>	<b>307</b>

1,445 respondents provided a total of 3,080 comments regarding any changes or alternatives they would like to see to the LTN. The most common themes related to *'Improve access/allow exemptions - residents'*, *'Congestion/traffic build-up/displacement'*, and *'Remove the LTN'*.

- *'Improve access/allow exemptions - residents'* included mostly comments suggesting that all residents of the LTN should automatically be exempted.
- *'Congestion/traffic build-up/displacement'* included mostly comments regarding respondents perceiving some roads, particularly boundary roads, to have become busier with traffic since the introduction of the LTN.
- *'Remove the LTN'* included mostly comments from respondents who found that the LTN should not have been introduced, or is not having its desired effects, and they therefore argue it should be removed.

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
Improve access/allow exemptions - residents	268	Unclear sentiment	17
Congestion/traffic build-up/displacement	263	Improve public facilities	17
Remove the LTN	245	Money-making scheme	17
Cycle improvements required	203	Further information/monitoring requests	16
Modify the LTN	164	Suggested improvements for exemptions	15
Increased lighting	156	No changes	14
Alternative road layout proposed	129	Fewer/no exemptions	14
Pedestrian/walking improvements required - Crossings	127	Improve access/allow exemptions - disabled people/carers	13
Suggestions for enforcement	116	Improve access/allow exemptions - emergency services	12
Road safety concerns	111	Reduced pollution (unspecified)	12
Increased journey times - general	110	Modify the LTN - Increase number of filters	11
Increased pollution (unspecified)	107	Increased public transport usage	11
Unspecified negative comment	80	Increased noise pollution	10
Modify the LTN - Reduce number of filters	78	Reduced parking availability	9
Public transport improvements - General	56	Negative impact on health (unspecified)	9



Anti-social behaviour concerns	45	Improved environment for active travel	8
Support the LTN	44	Improve access/allow exemptions - taxis/private hire	8
Improve signage/wayfinding	44	Electric/hybrid/low-emission vehicles	7
No comment	33	Improve access/allow exemptions - electric/hybrid/low emission vehicles	6
Reduced traffic/congestion	32	Reduced air quality	5
Proposals are unfair/create inequality	31	Improved safety (unspecified)	5
Lack of alternatives to car use	31	Increased car ownership/usage	5
Reduced car ownership/usage	29	Improve access/allow exemptions - tradespeople	4
Unspecified positive comment	29	Inappropriate/illegal parking	3
Pedestrian/walking improvements required - General	27	Improve access/allow exemptions - visitors	3
Reduced socialisation/increased division	27	Further consultation	2
Amend parking provisions/restrictions	25	Improved parking availability	1
Increased journey times - public transport	25	Public transport improvements - Reduce crowding	1
Traffic calming measures - speed bumps	25	Improved air quality	1
Traffic calming measures - unspecified	25	Improve access/allow exemptions - key workers	1
Increased trees/plants/greenery	25	Improve access/allow exemptions - elderly	1
Negative impact on business/the economy	25	Reduced public transport quality - unspecified	1
Negative comment on council	23	Improve access/allow exemptions - unspecified	1
Traffic calming measures - amend speed limits	22	Positive impact on businesses/the economy	1
Comment on consultation	20	Improve access/allow exemptions - deliveries	1
Reduced noise pollution	17	Improve access/allow exemptions - car share	1

1,316 respondents provided a total of 2,972 comments regarding any other comments on the trial LTN. The most common themes related to '*Congestion/traffic build up/displacement*', '*Remove the LTN*', and '*Increased pollution (unspecified)*'.

- '*Congestion/traffic build up/displacement*' included mostly comments from respondents finding that congestion and traffic has increased after the introduction of the LTN.
- '*Remove the LTN*' included mostly comments from respondents who were either opposed to the LTN even before it was introduced, and from those who are opposed to it based on how they have experienced it. The latter group frequently attributed their negative attitude to the LTN to perceiving it to have brought on increased congestion and traffic.
- '*Increased pollution (unspecified)*' included mostly comments regarding respondents finding that pollution, not otherwise specified, has increased since the introduction of the LTN. Respondents frequently stated that this pollution had increased on boundary roads.

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	365	Cycle improvements required	18
Remove the LTN	222	Improve access/allow exemptions - emergency services	17
Increased pollution (unspecified)	221	Negative impact on mental health	17
Unspecified negative comment	196	Alternative road layout proposed	16
Increased journey times - general	175	Pedestrian/walking improvements required - General	15
Support the LTN	147	Unclear sentiment	15
Unspecified positive comment	97	Improve access/allow exemptions - disabled people/carers	15
Improve access/allow exemptions - residents	92	Improved feeling of community/sociability	14
Proposals are unfair/create inequality	91	Traffic calming measures - unspecified	10
Negative comment on Council	86	Positive impact on health (unspecified)	9
Modify the LTN	71	Traffic calming measures - speed bumps	8
Reduced socialisation/increased division	69	Reduced parking availability	7
Road safety concerns	67	Increased public transport usage	6
Comment on consultation	65	Improve access/allow exemptions - deliveries	5
Negative impact on business/the economy	61	Increased trees/plants/greenery	4

Reduced noise pollution	58	Improve access/allow exemptions - taxis/private hire	4
Money-making scheme	52	Improve access/allow exemptions - tradespeople	4
Anti-social behaviour concerns	50	Positive impact on businesses/the economy	4
Improved safety (unspecified)	48	Pedestrian/walking improvements required - Crossings	4
Lack of alternatives to car use	48	Reference to other LB Haringey/Government policies	4
Increased noise pollution	42	Electric/hybrid/low emission vehicles	4
Reduced traffic/congestion	40	Increased car ownership/usage	3
Reduced car ownership/usage	38	Modify the LTN - Reduce number of filters	3
Increased journey times - public transport	38	Fewer/no exemptions	2
Further information/monitoring requests	38	Inappropriate/illegal parking	2
Reduced pollution (unspecified)	36	Improve public facilities	2
Improved environment for active travel	30	Inappropriate/illegal parking	2
No comment	29	Improve access/allow exemptions - electric/hybrid/low emission vehicles	2
Suggestions for enforcement	28	No changes observed	2
Reduced air quality	26	Amend parking provisions/restrictions	1
Negative impact on health (unspecified)	24	Improve access/allow exemptions - teachers	1
Public transport improvements - General	21	Public transport improvements - Reduce overcrowding	1
Improved air quality	20	Traffic calming measures - amend speed limits	1
Further consultation	19	Increased lighting	1
Improved road safety	19	Modify the LTN - Increase restrictions for HGVs	1
Improve signage/wayfinding	18	Need for appeals process	1

### 3.3 Views on LTN exemptions

Respondents were asked whether they had an LTN exemption, with a majority (94.5%) reporting that they did not have any exemptions.

**Table 17. Do you have an LTN exemption?**

Category	Count	Percentage
Yes	63	2.8
No	2112	94.5
Prefer not to say	61	2.7
<b>Base</b>	<b>2236</b>	<b>100.0</b>

Of the respondents who reported having an LTN exemption, a third reported holding Blue Badges-Haringey (23.5%), while less than a tenth (6%) reported having exemptions due to individual circumstances.

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

Category	Count	Percentage
Blue Badge holder - Enfield	8	5.4
Blue Badge holder - Haringey	35	23.5
Council refuse and cleansing	4	2.7
Emergency services	4	2.7
Individual circumstance	9	6.0
Urgent safety matter	2	1.3
Disability transport	2	1.3
Prefer not to say	85	57.0
<b>Base</b>	<b>149</b>	<b>100.0</b>

Respondents were asked how they felt about the exemptions for motor vehicles being offered by the council. Over half (58.3%) of respondents felt that more people should be given exemptions by the council.

The following respondent demographics felt the most strongly that more people should be offered exemptions by the council:

- Respondents living on boundary roads;
- Respondents working on boundary roads;
- Respondents with a disability;
- Respondents with a disability affecting their mobility;
- Respondents in paid employment;
- Respondents with access to two or more motor vehicles; and
- Respondents who preferred not to disclose whether they have an LTN exemption.

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

<b>Category</b>	<b>Count</b>	<b>Percentage</b>
Less people should be exempt	197	11.5
More people should be exempt	998	58.3
The right level of exemptions have been offered	516	30.2
<b>Base</b>	<b>1711</b>	<b>100.0</b>

1,069 respondents provided a total of 1,490 comments on suggested changes to the 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 residents, either of the LTN, or of Haringey in general, should be given exemptions.
- *'Remove the LTN'* included mostly comments expressing that the LTN should be removed, either attributed to the respondent perceiving the LTN to have negative impacts on the area, or because the respondent had been opposed to the LTN before it was introduced.
- *'Improve access/allow exemptions – disabled people/carers'* included mostly comments suggesting that disabled people in general, Blue Badge holders or elderly people should be exempt from the LTN. Respondents also suggested that carers should be given exemptions, and that it should be possible to get multiple exemptions in cases where people have 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	535	Anti-social behaviour concerns	6
Remove the LTN	151	Lack of alternatives to car use	5
Improve access/allow exemptions - disabled people/carers	73	Increased noise pollution	5
Fewer/no exemptions	62	Electric/hybrid/low emission vehicles	4
Increased journey times - general	51	Unspecified positive comment	4
Congestion/traffic build-up/displacement	48	Improve signage/wayfinding	3
Further information/monitoring requests	41	Further consultation	3
Improve access/allow exemptions - tradespeople	37	Comment on consultation	3
Increased pollution (unspecified)	36	Increased journey times - public transport	3
Unspecified negative comment	29	Negative impact on mental health	3
No Comment	27	Improve access/allow exemptions - unspecified	3
Reduced traffic/congestion	26	Reduced parking availability	3
Improve access/allow exemptions - taxis/private hire	25	Traffic calming measures - unspecified	2
Suggestions for enforcement	23	Improve access/allow exemptions - Council staff	2

Modify the LTN	23	Reduced noise pollution	2
Suggested improvements for exemptions	21	Alternative road layout proposed	2
Unclear sentiment	19	Pedestrian/walking improvements required - General	1
Proposals are unfair/create inequality	18	Pedestrian/walking improvements required - Crossings	1
Improve access/allow exemptions - emergency services	18	Cycle improvements required	1
Improve access/allow exemptions - deliveries	18	Negative impact on health (unspecified)	1
Improve access/allow exemptions - visitors	18	Traffic calming measures - amend speed limits	1
Improve access/allow exemptions - key workers	16	Need for appeals process	1
Money-making scheme	14	Support the LTN	1
Improve access/allow exemptions - elderly	14	Improved road safety	1
Negative comment on Council	13	Traffic calming measures - speed bumps	1
Reduced socialisation/increased division	13	Improved safety (unspecified)	1
Road safety concerns	12	Increased public transport usage	1
Improve access/allow exemptions - electric/hybrid/low emission vehicles	10	Improve access/allow exemptions - car share	1
Reduced pollution (unspecified)	10	Amend parking provisions/restrictions	1
Improve access/allow exemptions - teachers	8	No changes observed	1
Negative impact on business/the economy	7	Increased lighting	1
Improve access/allow exemptions - families with young children	6		

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

## 4.1 Formal objections channel

A total of 227 responses received through the formal objections channel related to Bounds Green. Of these responses:

- 191 respondents made formal objections towards the LTN (700 comments);
- 32 respondents provided comments in support of the scheme (85 comments); and
- 4 respondents provided other feedback with a negative sentiment, without outright objection to the scheme (8 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 Bounds Green.**

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	131	Money making scheme	23
Increased journey times	89	Public transport improvements	16
Increased noise/air pollution	82	Improve access/allow exemptions - emergency services	15
Remove the LTN	78	Further information/monitoring requests	12
Anti-social behaviour concerns	34	Further consultation	11
Negative impacts on businesses	32	Alternative road layout proposed	9
Negative impact on mental/physical health	30	Unclear sentiment	8
Comment on consultation	30	Modify the LTN	8
Scheme is unfair/discriminatory	28	Improve access/allow exemptions - disabled people/carers	6
Road safety concerns	26	Improve signage/wayfinding	5
Improve access/allow exemptions - residents	26	Suggestions for enforcement	1



**Table 21b. Objection Channel Themes – Comments of support relating to Bounds Green.**

<b>Themes</b>	<b>Count</b>	<b>Themes (continued)...</b>	<b>Count</b>
Support the LTN	26	Improve signage/wayfinding	2
Improved safety for walking/cycling	22	Suggestions for enforcement	2
Consider LTN expansion	8	Anti-social behaviour concerns	2
Reduced noise/air pollution	7	Public transport improvements	1
Reduced car ownership/usage	6	Comment on consultation	1
Suggested active travel improvements	3	Improve access/allow exemptions - disabled people/carers	1
Reduced anti-social behaviour	3	Modify the LTN	1

**Table 21c. Objection Channel Themes – Negative feedback relating to Bounds Green.**

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

## 4.2 Designated LTN feedback channel

A total of 11 responses were received through a separate LTN feedback channel relating to Bounds Green. Of these responses:

- 1 respondent provided neutral comments (3 comments);
- 1 respondent provided comments in support of the scheme (5 comments); and
- 9 respondents provided feedback with a negative sentiment (42 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 Bounds Green.**

Themes	Count	Themes (continued)...	Count
Increased noise/air pollution	1	Congestion/traffic build-up/displacement	1
Comment on consultation	1	Increased journey times	1
Public transport improvements	1		

**Table 22b. LTN Feedback Channel Themes – Positive comments relating to Bounds Green.**

Themes	Count	Themes (continued)...	Count
Road safety concerns	1	Improve access/allow exemptions - tradespeople/businesses	1
Support the LTN	1	Improve access/allow exemptions - residents	1
Suggestions for enforcement	1	Reduced noise/air pollution	1

**Table 22c. LTN Feedback Channel Themes – Negative comments relating to Bounds Green.**

<b>Themes</b>	<b>Count</b>	<b>Themes (continued)...</b>	<b>Count</b>
Increased journey times	6	Comment on consultation	2
Congestion/traffic build-up/displacement	6	Negative impacts on businesses	2
Scheme is unfair/discriminatory	5	Modify the LTN	2
Increased noise/air pollution	5	Further information/monitoring requests	1
Public transport improvements	3	Anti-social behaviour concerns	1
Road safety concerns	3	Suggestions for enforcement	1
Remove the LTN	2	Money making scheme/Corruption	1
Negative impact on mental/physical health	2		

## 4.3 Other email correspondence

A total of 23 respondents provided email feedback through alternative channels relating to Bounds Green. Of these responses:

- 6 respondents provided suggestions for improvements to the scheme (10 comments);
- 11 respondents provided comments in support of the scheme (38 comments);
- 8 respondents provided feedback that included a negative sentiment (20 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 – Bounds Green - Suggestions**

Themes	Count	Themes (continued)...	Count
Improve access/allow exemptions - emergency services	2	Improved air quality	1
Comment on consultation	1	Support the LTN	1
Suggestions for enforcement	1	Improved road safety	1
Public transport improvements - General	1	Modify the LTN	1
Road safety concerns	1		

**Table 23b. Other email correspondence themes – Bounds Green – Positive comments**

Themes	Count	Themes (continued)...	Count
Support the LTN	10	Positive impact on mental health	3
Improved air quality	5	Public transport improvements - General	2
Improved feeling of community/sociability	4	Reduced noise pollution	2
Improved road safety	4	Improved environment for active travel	1
Reduced car ownership/usage	3	Reference to other LB Haringey/Government policies	1
Positive impact on health (unspecified)	3		

**Table 23c. Other email correspondence themes – Bounds Green – Negative comments**

<b>Themes</b>	<b>Count</b>	<b>Themes (continued)...</b>	<b>Count</b>
Congestion/traffic build-up/displacement	4	Negative comment on Council	1
Increased journey times - general	3	Improve access/allow exemptions - emergency services	1
Comment on consultation	2	Reduced parking availability	1
Proposals are unfair/create inequality	1	Anti-social behaviour concerns	1
Lack of alternatives to car use	1	Further information/monitoring requests	1
Remove the LTN	1	Unspecified negative comment	1
Improve access/allow exemptions - disabled people/carers	1	Increased noise pollution	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 – 40-49 27.7%; 60+ 26.6%.
- Sex – Female 51.9%; Male 48.1%.
- Marriage/Civil partnership – Married 52.1%; Single 20.2%.
- Trans – Transgender 0.4%.
- Ethnicity – White English/Welsh/Scottish/Northern Irish/British 57.6%.
- Sexual orientation – Heterosexual/Straight 75.2%; Prefer not to say 18.5%.
- Pregnancy – Currently pregnant 1.3%.