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1. Introduction – Bruce Grove West 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 West Green LTN (introduced 1 November 2022)

1.2 Scheme Context

On 1 November 2022, Haringey Council introduced a trial low traffic neighbourhood (LTN) in Bruce Grove West Green West 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 initially installed 21 new traffic filters in the Bruce Grove West Green West Green trial to prevent motor vehicles from cutting through the local area. Following an Interim review, restrictions along two roads were lifted and along one lifted in one direction, therefore 19 filters remained. 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 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;
 - Alternatives, whether they support the or not 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 LTNs 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 twice (at the Interim stage and at this final stage) 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.

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, 2,922 responses were received across all the different consultation response channels for Bruce Grove West Green. The number of responses obtained through each channel is provided in Table 1.

Table 1. Bruce Grove West Green 2024 Consultation Response rates

Channel	Responses
Commonplace Survey	2,564
Responses through Formal Objections channel	277
Responses through Dedicated Email channel	18
Other email correspondence	31
Petition signatures	102
Total responses	2,922

3. Analysis of Commonplace Responses

3.1 Respondent background and connection to the LTN

Three fifths of respondents (62.2%) reporting¹ living within the Bruce Grove West Green West Green LTN, whilst a smaller proportion reported living on surrounding boundary roads (15.4%), in another part of Haringey (14.5%) or outside of Haringey (7.9%).

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

Category	Count	Percentage
I live within Bruce Grove West Green West Green LTN	1542	62.2
I live on a boundary road surrounding Bruce Grove West Green LTN	381	15.4
Live in another part of Haringey	360	14.5
Live in a different London Borough	147	5.9
Live outside London	48	1.9
Base	2478	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 page 22 of this report.

Of the respondents who reported living in a different London borough, just over a third lived in Enfield (34.4%) and one fifth in Hackney (20.8%).

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

Category	Count	Percentage
Enfield	43	34.4
Hackney	26	20.8
Barnet	15	12.0
Islington	13	10.4
Southwark	7	5.6
Waltham Forest	6	4.8
Lewisham	3	2.4
Redbridge	2	1.6
Tower Hamlets	2	1.6
Westminster	2	1.6
Camden	1	0.8
Hammersmith and Fulham	1	0.8
Havering	1	0.8
Lambeth	1	0.8
Newham	1	0.8
Bexley	1	0.8
Base	125	100.0

With regards to respondent's 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 (60.3%) or travelling through the LTN area (51.8%). Other connections included travelling along boundary roads or visiting friends or family on boundary roads (43.1% each).

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	320	60.3
I travel through the LTN area	275	51.8
I travel along boundary roads	229	43.1
I visit friends or family on boundary roads	229	43.1
I work in the LTN area	132	24.9
I work on a boundary road	64	12.1
Base	531	100.0

The majority of respondents did not have a disability or long-term health condition (84.9%). Of those who reported having a disability, nearly three tenths had a long-term health condition or hidden health condition (28.0%), whilst two tenths reported a physical disability (21.2%). Nearly three tenths of respondents had a disability which affected their mobility (29.2%).

Table 5. Do you have a disability?

Category	Count	Percentage
No	1170	84.9
Yes	208	15.1
Base	1378	100.0

The majority of respondents were in full time employment (67.9%), followed by part-time employment (12.8%) and just under a tenth were neither in paid employment nor in education (8.5%).

- Just over half of respondents who were in employment or education reported working or studying away from home (50.4%), whilst a quarter worked or studied from home (25.0%).
- Nearly four fifths of respondents in employment had a standard working day pattern (79.3%), whilst just over a tenth worked outside the standard working day (11.0%).

Table 6. What is your employment status?

Category	Count	Percentage
Full-time employment	978	67.9
Part-time employment	184	12.8
Not in paid employment and not in education	122	8.5
Prefer not to say	121	8.4
Full-time education	30	2.1
Part-time education	5	0.3
Base	1440	100.0

Nearly three quarters of respondents had access to at least one motor vehicle in their household (71.7%), whilst a quarter did not have access to a motor vehicle (23.9%). Of those respondents who had access to a car or van, half did not use the vehicle for work purposes (50.2%), whilst others used their vehicle for work sometimes (21.8%) or most of the time (21.1%).

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

Category	Count	Percentage
No	349	23.9
Yes, one motor vehicle	849	58.1
Yes, two or more motor vehicles	199	13.6
Prefer not to say	64	4.4
Base	1461	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. More respondents reported feeling positive as opposed to negative about the following factors, with two fifths feeling positive about pollution (40.2%), road safety (41.8%), walking (43.9%), cycling (41.0%) and noise (41.4%). In turn, more respondents reported feeling negatively about traffic congestion (47.9%), personal safety (43.8%) and crime and anti-social behaviour (45.7%).

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;
- Respondents without a disability;
- Respondents with a disability which does not affect their mobility;
- Respondents in education;
- Respondents with no access to a motor vehicle;
- Respondents without an LTN exemption;
- Respondents aged 29 and under; 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	43.9	21.0	32.5	2.6	2456
Road safety	41.8	16.1	39.8	2.2	2471
Noise	41.4	20.5	35.4	2.7	2429
Cycling	41.0	20.0	29.0	9.9	2423
Pollution	40.2	22.0	34.1	3.7	2487
Traffic congestion	39.8	10.9	47.9	1.4	2484
Personal safety	35.6	18.7	43.8	1.9	2462
Crime and anti-social behaviour	25.2	23.4	45.7	5.7	2447

Respondents were also asked how they feel about a number of factors in 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 living in another part of Haringey;
- Respondents without a disability;
- Respondents with a disability which does not affect their mobility;
- Respondents with no access to a motor vehicle;
- Respondents without an LTN exemption;
- Respondents aged 29 and under; 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	25.3	25.0	46.9	2.8	2274
Personal safety	23.6	26.6	47.3	2.5	2283
Road safety	22.0	18.7	57.2	2.1	2278
Cycling	21.8	21.9	46.7	9.6	2252
Pollution	20.7	19.3	56.8	3.1	2286
Traffic congestion	19.2	11.7	67.7	1.4	2290
Noise	19.0	21.3	56.6	3.0	2249
Crime and anti-social behaviour	17.4	28.5	47.8	6.3	2265

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 shown in Table 10. However, around one in three respondents reported they were walking more (33.4%) and just under three in ten (28.4%) 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	33.4	55.9	9.2	1.5	2238
Cycling	28.4	54.7	9.3	7.7	2181
Motor vehicle	25.5	50.0	19.9	4.6	2141
Bus	21.3	56.9	19.5	2.3	2181
Train or Underground	17.7	70.1	9.8	2.5	2161
Private hire vehicle	15.0	61.0	15.0	8.9	2059
Black taxi	9.8	66.4	11.9	11.9	2051
Assisted Transport	5.6	65.7	5.2	23.5	1951
Mobility scooter	4.5	66.4	4.7	24.4	1960

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

- **Walking or wheeling** - Respondents in boundary roads (12.9%) reported walking or wheeling less than before compared to respondents within the LTN (8.2%), those in another part of Haringey (9.4%) or outside of Haringey (7.2%). Respondents with a disability also reported walking or wheeling less than before (13.2%) compared to those without a disability (7.5%). Similarly, respondents without an LTN exemption reported walking and wheeling less than before (14.1%) compared to those with (8.4%). Those aged 30-39 were the most likely age to walk more than before (40.0%).
- **Cycling** - Respondents in boundary roads (11.0%) reported cycling less than before compared to respondents within the LTN (8.5%), those in another part of Haringey (9.6%) or outside of Haringey (8.6%). Respondents with a disability reported cycling less than before (17.4%) compared to those without a disability (7.1%). Notably, respondents who were in education (50.0%) reported cycling more than before, compared to those with other employment statuses. Those without access to a motor vehicle (45.8%) reported cycling more than before, compared to respondents with one or more motor vehicles. Also, those with an LTN exemption reported cycling less than before (14.8%) compared to those without (8.7%). Those aged 30-39 were the most likely age to cycle more than before (40.0%).
- **Mobility scooter** - Respondents with access to at least one motor vehicle reported using a mobility scooter less than before (3.9%) compared to those without access (1.4%).
- **Assisted transport** - Respondents with access to at least one motor vehicle reported using assisted transport less than before (4.7%)

- compared to those without access (1.1%).
- **Bus-** Respondents in boundary roads (22.6%) reported using buses less than before compared to respondents within the LTN (18.9%), those in another part of Haringey (19.7%) or outside of Haringey (15.7%). Respondents with a disability also reported using the bus less than before (28.5%) compared to those without a disability (17.6%).
 - **Train or underground-** Respondents with a disability also reported using the train or underground less than before (16.8%) compared to those without a disability (7.2%). In addition, those with access to at least one motor vehicle report using the train or underground less than before (8.8%) compared to those without access (5.0%).
 - **Black taxi-** Respondents with a disability reported using black taxis less than before (17.5%) compared to respondents without a disability (10.4%). Also, respondents with access to a motor vehicle reported travelling by black taxis more than before (8.3%) compared to those without access (6.0%). Notably, those with an LTN exemption reported travelling by black taxi less than before (21.3%) compared to those without (11.3%).
 - **Private hire vehicle-** Respondents within the boundary road (20.6%) reported using private hire vehicles more than before compared to respondents living in the LTN (14.4%), another part of Haringey (10.7%) or outside of Haringey (15.8%). Respondents with a disability also reported using private hire vehicles less than before (22.2%) compared to respondents without a disability (13.1%). Similarly, respondents in education reported using private hire vehicles less than before (21.9%) compared to those in other employment (13.7%). Those respondents with an LTN exemption also reported using private hire vehicles less than before (22.7%) compared to those without (14.2%).
 - **Motor vehicles-** Respondents living within the LTN (21.6%) reported using motor vehicles more than before compared to respondents living in the boundary road (13.9%), another part of Haringey (21.5%) or outside of Haringey (12.1%). Respondents in education reported using motor vehicles less than before (31.3%) compared to those in other employment (20.4%). Respondents with access to two or more motor vehicles reported using motor vehicles more than before (41.2%) compared to those with one motor vehicle (26.5%) and those without access to a motor vehicle (3.3%). Additionally, respondents with an LTN exemption were travelling more than before (40.2%) by motor vehicles compared to those without an exemption (23.9%).

Those aged 29 and under were most likely to report an increase in travel since the LTN was introduced for Motor vehicle (43.8%), Bus (25.2%), Train or underground (24.5%), Private hire vehicle (24.5%) and Black taxi (16.3%) Those aged between 30 and 39 were most likely to report an increase in travel since the LTN was introduced for Walking or wheeling (40.0%) and Cycling (35.0%)

Male respondents were more likely to report an increase in travel since the LTN was introduced for Cycling (36.4%), Bus (22.2%) and Train or underground (18.5%). Conversely, female respondents were more likely to report an increase in travel since the LTN was introduced for Motor vehicle (22.1%), Private hire vehicle (15.1%) and Black taxi (10.6%)

1668 respondents provided a total of 2905 comments regarding their change in travel, thinking specifically about time of the day or days of the week. The most common themes related to 'Congestion/traffic build-up/displacement', 'increased journey times', and 'improved environment for active travel'.

Most comments relating to 'Congestion/traffic build-up/displacement' and 'increased journey times' referred to the increased traffic caused by the LTN and the additional journey times because of this. Comments relating to 'Improved environment for active travel' refer to the increased safety respondents felt when walking and cycling within the LTN due to reduced traffic. The comments also referred to walking and cycling being a more pleasurable experience due to the quieter environment.

The key themes raised for this question, alongside the number of times each theme was cited for this question, is outlined in table 11 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	537	Cycle improvements required	15
Increased journey times - general	520	Improve access/allow exemptions - residents	15
Improved environment for active travel	311	Reduced pollution (unspecified)	13
Increased pollution (unspecified)	197	Money-making scheme	12
Increased journey times - public transport	140	Negative comment on Council	11
No changes observed	136	Public transport improvements - General	10
Road safety concerns	102	Public transport improvements - Reduce overcrowding	7
Reduced car ownership/usage	89	Improved air quality	7
Improved road safety	86	Reduced parking availability	6
Reduced socialisation/increased division	64	Positive impact on health (unspecified)	6
Reduced air quality	47	Amend parking provisions/restrictions	5
Remove the LTN	42	Modify the LTN	5
Anti-social behaviour concerns	40	Improved feeling of community/sociability	4
Reduced public transport quality - unspecified	38	Improve signage/wayfinding	3
Negative impact on mental health	33	Improve access/allow exemptions - emergency services	3
Increased noise pollution	32	Unspecified positive comment	3
Improved safety (unspecified)	32	Improve public facilities	3
Lack of alternatives to car use	32	Improve access/allow exemptions - disabled people/carers	3
Negative impact on health (unspecified)	30	Pedestrian/walking improvements required - General	2
Reduced traffic/congestion	29	Suggestions for enforcement	2

Unspecified negative comment	29	Inappropriate/illegal parking	2
Increased public transport usage	26	Comment on consultation	2
Unclear sentiment	25	Electric/hybrid/low emission vehicles	2
Increased car ownership/usage	24	Improve access/allow exemptions - tradespeople	2
Reduced noise pollution	23	Improve access/allow exemptions - unspecified	1
Improve access/allow exemptions - taxis/private hire	20	Positive impact on mental health	1
Negative impact on business/the economy	20	Pedestrian/walking improvements required - Crossings	1
Support the LTN	18	Reference to other LB Haringey/Government policies	1
Proposals are unfair/create inequality	17	Alternative road layout proposed	1
No comment	17	Modify the LTN - Reduce number of filters	1

Respondents were asked how they felt about changes in community interactions in the area. Whilst nearly a third of respondents (30.0%) reported that they did not notice any changes, over a quarter of respondents (28.0%) 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 (15.7%), feeling a stronger sense of belonging (15.6%) and interacting more with neighbours (12.2%).

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

Category	Count	Percentage
I have noticed no change	770	30.0
I feel less connected	719	28.0
Spend more time in local public spaces	402	15.7
I feel a stronger sense of belonging	401	15.6
Interact more with neighbours	314	12.2
I participate more in local events	193	7.5
Base	2564	100.0

Respondents aged 60 and over were less likely to agree than other ages that they Interact more with neighbours (9.0%), Spend more time in local public spaces (9.0%) and Feel a stronger sense of belonging (9.7%). Those aged between 50 and 59 were less likely to agree that they Participate more in local events (5.0%). Those aged 29 and under were less likely to agree with that they Have noticed no change (27.8%), and most likely agree that they Feel less connected (53.9%).

Female respondents were less likely than males to agree that they Spend more time in local public spaces (13.1%), Feel a stronger sense of belonging (14.5%), Interact more with neighbours (11.4%) and Participate more in local events (6.6%)

1341 respondents provided a total of 2132 comments regarding any changes they have noticed in community interaction or neighbourhood atmosphere 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 within the theme 'Reduced socialisation/increased division' referred to community groups feeling divided about the LTNs, leading to a less friendly atmosphere and increased tension. Respondents referred to not seeing many residents in the area generally and feeling more isolated. 'Improved feeling of community/sociability' comments refer to the reduced traffic within the LTN areas allowing more people to socialise in the streets and interact with their neighbours, making the environment more friendly. Comments relating to 'Congestion/traffic build-up/displacement' refers to the increased volume of traffic in surrounding areas of the LTN and increased frustration amongst drivers as a result.

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	389	Improved air quality	8
Improved feeling of community/sociability	227	Improve signage/wayfinding	8
Congestion/traffic build-up/displacement	172	Improve access/allow exemptions - residents	7
Increased journey times - general	125	Improve access/allow exemptions - deliveries	6
No changes observed	114	Traffic calming measures - speed bumps	4
Improved environment for active travel	104	Suggestions for enforcement	3
Anti-social behaviour concerns	96	Traffic calming measures - unspecified	3
Unspecified negative comment	94	Pedestrian/walking improvements required - General	3
Road safety concerns	88	Inappropriate/illegal parking	3
Improved road safety	71	Modify the LTN	3
Increased pollution (unspecified)	71	Improve access/allow exemptions - emergency services	3
Reduced traffic/congestion	65	Cycle improvements required	2
Negative impact on mental health	47	Public transport improvements - General	2
Negative impact on business/the economy	44	Improve access/allow exemptions - taxis/private hire	2
Remove the LTN	34	Public transport improvements - Reduce overcrowding	2
Reduced noise pollution	34	Amend parking provisions/restrictions	2

Increased noise pollution	33	Positive impact on health (unspecified)	2
Proposals are unfair/create inequality	30	Inappropriate/illegal parking	2
Unspecified positive comment	25	Electric/hybrid/low emission vehicles	1
Improve access/allow exemptions - disabled people/carers	21	Improve access/allow exemptions - visitors	1
Reduced pollution (unspecified)	19	Improve access/allow exemptions - tradespeople	1
Reduced air quality	18	Reduced public transport quality - unspecified	1
Support the LTN	18	Increased trees/plants/greenery	1
Increased journey times - public transport	15	Further information/monitoring requests	1
Money-making scheme	14	Traffic calming measures - amend speed limits	1
Negative comment on Council	13	Alternative road layout proposed	1
No comment	13	Increased lighting	1
Improved safety (unspecified)	12	Positive impact on mental health	1
Comment on consultation	11	Improve public facilities	1
Negative impact on health (unspecified)	10	Improved access/allow exemptions - residents	1
Unclear sentiment	9	Increased congestion/traffic build-up/displacement	1
Reduced car ownership/usage	9	Lack of alternatives to car use	1
Reduced parking availability	8		

In addition to the detailed questions above, respondents were asked in general how they felt about the trial LTN since the scheme was launched. 37.3% felt positive about the scheme, whilst 59.4% indicated negative feelings. Only 2.5% were neutral and 0.7% 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	768	37.3%
Neutral	52	2.5%
Negative	1,223	59.4%
Not sure	15	0.7%
Base	2,058	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	41.0	19.3	46.9	28.8
Neutral	2.6	4.4	1.4	1.3
Negative	56.4	76.3	51.7	69.9
Base	1244	295	286	156

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	44.5%	13.1%	40.1%	32.7%
Neutral	2.8%	2.0%	2.9%	2.0%
Negative	52.7%	84.8%	56.9%	65.3%
Base	831	99	339	98

1616 respondents provided a total of 2232 comments about any changes or alternatives they would like to see to the trial LTN. The most common themes related to wanting the trial removed, cycle improvements required, and improving access for residents.

- 'Remove the LTN' mostly included comments citing negative impacts the trial scheme has had on residents such as the increased congestion and pollution and suggested that the LTN should be removed.
- 'Cycle improvements required' included mostly comments regarding increasing cycling infrastructure such as cycle lanes in Haringey and cycle storage.
- Comments relating to 'Improve access/allow exemptions – residents' mostly suggested that residents in the LTN area should be exempt from the traffic filters, with different levels of exemptions suggested. For example, suggestions for exemptions included all residents with registered car permits, only those living in the street or all those living within the Haringey borough.
- Requests for modifications to the LTN included requests to change the number or location of filters (or changing the number of streets which are open or closed), or other suggestions such as introducing timed closures.

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
Remove the LTN	327	Fewer/no exemptions	6
Cycle improvements required	300	Improve access/allow exemptions - deliveries	6
Improve access/allow exemptions - residents	153	Negative impact on mental health	6
Increased lighting	139	Improve access/allow exemptions - tradespeople	5
Pedestrian/walking improvements required - Crossings	114	Proposals are unfair/create inequality	5
Congestion/traffic build-up/displacement	111	Suggested improvements for exemptions	5
Modify the LTN - Reduce number of filters	110	Increased noise pollution	5
Suggestions for enforcement	80	Improve access/allow exemptions - teachers	4
Road safety concerns	72	Inappropriate/illegal parking	4
Alternative road layout proposed	64	Modify the LTN - Increase restrictions for HGVs	4
Modify the LTN	58	Reduced traffic/congestion	3
Improve signage/wayfinding	48	Improved road safety	3
Increased pollution (unspecified)	43	Improve access/allow exemptions - visitors	3
Increased journey times - general	42	Reduced car ownership/usage	3
Public transport improvements - General	38	Increased journey times - public transport	3

Support the LTN	34	Reduced socialisation/increased division	3
Unclear sentiment	34	Electric/hybrid/low emission vehicles	3
Improve public facilities	33	Pedestrian/walking improvements required - General	2
Unspecified negative comment	30	Further consultation	2
Modify the LTN - Increase number of filters	30	Public transport improvements - Reduce overcrowding	2
Reference to other LB Haringey/Government policies	28	Reduced parking availability	2
Traffic calming measures - speed bumps	27	Improve access/allow exemptions - electric/hybrid/low emission vehicles	2
Traffic calming measures - unspecified	25	Improved air quality	2
Anti-social behaviour concerns	24	Lack of alternatives to car use	2
No comment	23	Inappropriate/illegal parking	2
Traffic calming measures - amend speed limits	19	Increased car ownership/usage	1
Improved environment for active travel	18	Improved parking availability	1
Money-making scheme	17	Positive impact on health (unspecified)	1
Amend parking provisions/restrictions	15	Negative impact on business/the economy	1
No changes desired	13	Reduced public transport quality - unspecified	1
Increased trees/plants/greenery	13	Negative impact on health (unspecified)	1
Improve access/allow exemptions - taxis/private hire	12	Improved feeling of community/sociability	1
Improve access/allow exemptions - disabled people/carers	10	Improved public facilities	1
Further information/monitoring requests	9	Unspecified positive comment	1
Negative comment on Council	7	Improve access/allow exemptions - car share	1
Reduced air quality	7	Comment on consultation	1
Improve access/allow exemptions - emergency services	7		

Respondents were asked how they felt about the trial restriction of HGVs (over 7.5 tonnes) in Downhills Way / Belmont Road (B155). More respondents reported feeling positive about the trial (44.7%) compared to feeling negative (17.8%). These findings are outlined in Table 16.

- Those aged 20-29 were less likely than other age groups to hold positive sentiments towards the trial restriction of HGVs.

Table 16. In general, how do you feel about the trial restriction of HGVs (over 7.5 tonnes) in Downhills Way / Belmont Road (B155)?

Category	Count	Percentage
Very positive	532	28.0
Positive	317	16.7
Neutral	409	21.5
Negative	156	8.2
Very negative	181	9.5
Not sure	303	16.0
Base	1898	100.0

1391 respondents provided a total of 2924 comments when asked for any additional feedback they wanted to provide regarding the trial LTN. The most common themes related to 'Congestion/traffic build-up/displacement', 'Remove the LTN', and 'Support the LTN'.

- Comments relating to 'Congestion/traffic build-up/displacement' referred to the increased traffic on boundary roads of the LTN area, causing increased journey times, disruption, and increased air pollution.
- Comments relating to 'Remove the LTN', included the negative impacts of the LTN on residents being able to access their homes, and a general desire for the trial to be discontinued.
- Comments relating to 'Support the LTN' mostly referred to the positive impact of LTNs with regards to making residential streets quieter, safer and more pleasant, improving the safety and ease of active travel. Comments cited a desire to make the trial permanent.

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

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	320	Improve access/allow exemptions - taxis/private hire	16
Remove the LTN	307	Modify the LTN - Reduce number of filters	15
Support the LTN	222	Improve signage/wayfinding	12
Increased pollution (unspecified)	188	Amend parking provisions/restrictions	11
Proposals are unfair/create inequality	155	Improve access/allow exemptions - deliveries	10
Increased journey times - general	146	Traffic calming measures - unspecified	10
Unspecified negative comment	119	Positive impact on health (unspecified)	9
Money-making scheme	79	Modify the LTN - Increase number of filters	9
Negative comment on Council	74	Improve access/allow exemptions - tradespeople	8
Road safety concerns	68	Reduced car ownership/usage	8
Anti-social behaviour concerns	66	Improve access/allow exemptions - disabled people/carers	8
Reduced socialisation/increased division	61	Improve access/allow exemptions - emergency services	7
Modify the LTN	61	Modify the LTN - Increase restrictions for HGVs	7
Reduced air quality	59	Further consultation	7
Improve access/allow exemptions - residents	55	Improve public facilities	7
Negative impact on health (unspecified)	51	Reference to other LB Haringey/Government policies	7
Comment on consultation	49	Traffic calming measures - speed bumps	5

Increased noise pollution	48	Electric/hybrid/low emission vehicles	5
Suggestions for enforcement	43	Reduced parking availability	4
Negative impact on mental health	41	Reduced public transport quality - unspecified	4
Reduced traffic/congestion	40	Pedestrian/walking improvements required - General	3
Reduced noise pollution	40	Increased car ownership/usage	3
Increased journey times - public transport	39	No changes observed	3
Improved road safety	38	Improve access/allow exemptions - teachers	3
Improved environment for active travel	38	Alternative road layout proposed	2
Cycle improvements required	33	Traffic calming measures - amend speed limits	2
Further information/monitoring requests	33	Increased public transport usage	1
Negative impact on business/the economy	32	Improve access/allow exemptions - visitors	1
Lack of alternatives to car use	31	Positive impact on mental health	1
Unspecified positive comment	30	Fewer/no exemptions	1
Improved feeling of community/sociability	29	Increased trees/plants/greenery	1
Improved safety (unspecified)	26	Negative impacts on businesses	1
No comment	26	Increased lighting	1
Improved air quality	24	Pedestrian/walking improvements required - Crossings	1
Unclear sentiment	22	Inappropriate/illegal parking	1
Reduced pollution (unspecified)	19	Public transport improvements - Reduce overcrowding	1
Public transport improvements - General	16	Improve access/allow exemptions - public transport	1

3.3 Views on LTN exemptions

Respondents were asked whether they had an LTN exemption, with a majority (91.5%) reporting that they did not have any exemptions.

Table 18. Do you have an LTN exemption?

Category	Count	Percentage
No	2273	91.5
Yes	100	4.0
Prefer not to say	112	4.5
Base	2485	100.0

Of the respondents who reported having an LTN exemption, a third reported holding Blue Badges-Haringey (27.3%), while less than a tenth (7.9%) reported having exemptions due to individual circumstances.

Table 19. If you have an LTN exemption, under which criteria was it granted?

Category	Count	Percentage
Blue Badge holder - Haringey	62	27.3
Individual circumstance	18	7.9
Urgent safety matter	4	1.8
Blue Badge holder - Enfield	2	0.9
Emergency services	2	0.9
Council refuse and cleansing	1	0.4
SEND transport	1	0.4
Disability transport	1	0.4
Prefer not to say	136	59.9
Base	227	100.0

Respondents were asked how they felt about the exemptions for motor vehicles being offered by the council. Overall, 57.8% felt that more people should be exempt, whilst just over three in ten respondents (31.3%) felt the currently level of exemptions were about right. The following respondent demographics were more likely to suggest that exemptions should be offered:

- Respondents who lived on boundary roads;
- Respondents who worked in the LTN area;
- Respondents with a disability reported more people should be exempt compared to those without;
- Of those with disabilities, respondents whose mobility is affected;
- Respondents in education as opposed to other employment;
- Respondents with access to a motor vehicle;
- Respondents with an LTN exemption;
- Respondents aged 29 and under; and
- Female respondents.

Table 20. How do you feel about the exemptions for motor vehicles been offered by the council?

Category	Count	Percentage
More people should be exempt	1129	57.8
The right level of exemptions have been offered	611	31.3
Less people should be exempt	214	11.0
Base	1954	100.0

1115 respondents provided a total of 1387 comments regarding any changes they think should be implemented regarding the exemptions. The most common themes related to allowing exemptions for residents, removal of the LTN, and allowing exemptions for those who are disabled or carers.

- Most comments relating to 'Improve access/allow exemptions – residents' suggested that all residents within the LTN should be exempt from restrictions on their travel.
- Comments referring to 'Remove the LTN' further suggest that the trial should be removed, citing the negative impacts to their journey times from increased congestion on surrounding roads.
- Comments relating to 'Improve access/allow exemptions - disabled people/carers' mostly refer to providing exemptions for those who are elderly and have limited mobility, those with disabilities, and carers of more vulnerable residents. Comments also suggest all Blue badge holders should be exempt from LTN restrictions.

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

Themes	Count	Themes (continued)...	Count
Improve access/allow exemptions - residents	501	Lack of alternatives to car use	5
Remove the LTN	194	Unspecified positive comment	4
Improve access/allow exemptions - disabled people/carers	90	Reference to other LB Haringey/Government policies	4
Improve access/allow exemptions - tradespeople	46	Negative impact on business/the economy	4
Congestion/traffic build-up/displacement	45	Improve signage/wayfinding	3
No comment	40	Negative comment on Council	3
Fewer/no exemptions	37	No changes desired	3
Improve access/allow exemptions - taxis/private hire	35	Negative impact on health (unspecified)	3
Increased pollution (unspecified)	34	Improved environment for active travel	3
Suggestions for enforcement	29	Improve access/allow exemptions - families with young children	2
Improve access/allow exemptions - deliveries	26	Improved road safety	2
Improve access/allow exemptions - emergency services	23	Improve access/allow exemptions - Council staff	2
Improve access/allow exemptions - key workers	21	Public transport improvements - General	2
Unclear sentiment	21	Cycle improvements required	2
Improve access/allow exemptions - visitors	19	Improve access/allow exemptions - elderly	2

Increased journey times - general	19	Support the LTN	2
Suggested improvements for exemptions	18	negative impact on mental health	2
Unspecified negative comment	17	Improve access/allow exemptions - car clubs	2
Improve access/allow exemptions - teachers	16	Increased journey times - public transport	2
Money-making scheme	14	Modify the LTN - Increase number of filters	2
Further information/monitoring requests	14	Reduced air quality	1
Improve access/allow exemptions - electric/hybrid/low emission vehicles	10	Amend parking provisions/restrictions	1
Road safety concerns	9	Reduced parking availability	1
Reduced socialisation/increased division	8	Further consultation	1
Proposals are unfair/create inequality	8	Inappropriate/illegal parking	1
Anti-social behaviour concerns	6	Need for appeals process	1
Comment on consultation	6	Reduced car ownership/usage	1
Modify the LTN	6	Improve access/allow exemptions - unspecified	1
Modify the LTN - Reduce number of filters	5	Reduced public transport quality - unspecified	1
Increased noise pollution	5	Positive impact on health (unspecified)	1
		Increased trees/plants/greenery	1

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

4.1 Formal objections channel

A total of 277 responses were received through the formal objections channel included relating to Bruce Grove West Green. Of these responses:

- 228 respondents made formal objections towards the LTN (866 comments);
- 43 respondents provided comments in support of the scheme (116 comments); and
- 7 respondents provided other feedback with a negative sentiment, without outright objection to the scheme (18 comments).

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

Table 22a. Objection Channel Themes – Formal objections relating to Bruce Grove West Green.

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	159	Further information/monitoring requests	19
Increased noise/air pollution	107	Public transport improvements	17
Increased journey times	102	Improve access/allow exemptions - emergency services	17
Remove the LTN	86	Alternative road layout proposed	15
Scheme is unfair/discriminatory	43	Further consultation	14
Anti-social behaviour concerns	42	Modify the LTN	10
Negative impact on mental/physical health	40	Unclear sentiment	8
Road safety concerns	40	Improve signage/wayfinding	8
Negative impacts on businesses	38	Improve access/allow exemptions - disabled people/carers	8
Comment on consultation	33	Suggestions for enforcement	3
Improve access/allow exemptions - residents	30	Reduced car ownership/usage	1
Money making scheme	26		

Table 22b. Objection Channel Themes – Comments of support relating to Bruce Grove West Green.

Themes	Count	Themes (continued)...	Count
Support the LTN	34	Congestion/traffic build-up/displacement	2
Improved safety for walking/cycling	33	Suggestions for enforcement	2
Reduced noise/air pollution	14	Improve access/allow exemptions - disabled people/carers	1
Consider LTN expansion	8	Public transport improvements	1
Reduced car ownership/usage	6	Anti-social behaviour concerns	1
Suggested active travel improvements	5	Alternative road layout proposed	1
Reduced anti-social behaviour	3	Comment on consultation	1
Improve signage/wayfinding	3	Modify the LTN	1

Table 22c. Objection Channel Themes – Negative feedback relating to Bruce Grove West Green.

Themes	Count	Themes (continued)...	Count
Road safety concerns	3	Support the LTN	1
Anti-social behaviour concerns	2	Suggestions for enforcement	1
Congestion/traffic build-up/displacement	2	Comment on consultation	1
Increased journey times	2	Unclear sentiment	1
Remove the LTN	1	Increased noise/air pollution	1
Suggested active travel improvements	1	Money making scheme	1
Improve signage/wayfinding	1		

4.2 Designated LTN feedback channel

A total of 18 responses were received through a separate LTN feedback channel relating to Bruce Grove West Green. Of these responses:

- 3 respondents provided neutral comments (6 comments);
- 1 respondent provided comments in support of the scheme (3 comments); and
- 14 respondents provided feedback with a negative sentiment (49 comments).

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

Table 23a. LTN Feedback Channel Themes – Neutral comments relating to Bruce Grove West Green.

Themes	Count	Themes (continued)...	Count
Improve signage/wayfinding	1	Improve access/allow exemptions - car clubs	1
Suggestions for enforcement	1	Alternative road layout proposed	1
Road safety concerns	1	Improve access/allow exemptions - taxis	1

Table 23b. LTN Feedback Channel Themes – Positive comments relating to Bruce Grove West Green.

Themes	Count	Themes (continued)...	Count
Alternative road layout proposed	1	Consider LTN expansion	1
Improved safety for walking/cycling	1		

Table 23c. LTN Feedback Channel Themes – Negative comments relating to Bruce Grove West Green.

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	9	Road safety concerns	3
Increased journey times	7	Negative impact on mental/physical health	3
Comment on consultation	4	Suggestions for enforcement	2
Money making scheme/Corruption	4	Remove the LTN	2
Public transport improvements	4	Modify the LTN	1
Scheme is unfair/discriminatory	4	Reduced safety for walking/cycling	1
Increased noise/air pollution	4	Negative impacts on businesses	1

4.3 Other email correspondence

A total of 31 respondents provided email feedback through alternative channels relating to Bruce Grove West Green. Of these responses:

- 12 respondents provided suggestions for improvements to the scheme (17 comments);
- 8 respondents provided comments in support of the scheme (26 comments);
- 15 respondents provided feedback that included a negative sentiment (42 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 24a. Other email correspondence themes – Bruce Grove West Green - Suggestions

Themes	Count	Themes (continued)...	Count
Modify the LTN	2	Suggestions for enforcement	1
Improve access/allow exemptions - emergency services	2	Improve signage/wayfinding	1
Road safety concerns	2	Modify the LTN - Increase restrictions for HGVs	1
Comment on consultation	2	Support the LTN	1
Alternative road layout proposed	2	Modify the LTN - Reduce number of filters	1
Proposals are unfair/create inequality	1	Modify the LTN - Increase number of filters	1

Table 24b. Other email correspondence themes – Bruce Grove West Green – Positive comments

Themes	Count	Themes (continued)...	Count
Support the LTN	7	Improved feeling of community/sociability	2
Improved air quality	4	Positive impact on health (unspecified)	2
Positive impact on mental health	3	Improved environment for active travel	1
Improved road safety	3	Public transport improvements - General	1
Reduced noise pollution	2	Reduced traffic/congestion	1

Table 24c. Other email correspondence themes – Bruce Grove West Green – Negative comments

Themes	Count	Themes (continued)...	Count
Congestion/traffic build-up/displacement	6	Improve access/allow exemptions - disabled people/carers	1
Increased journey times - general	5	Reduced public transport quality - unspecified	1
Proposals are unfair/create inequality	4	Reduced noise pollution	1
Comment on consultation	3	Alternative road layout proposed	1
Road safety concerns	3	Reduced socialisation/increased division	1
Increased pollution (unspecified)	3	Unspecified negative comment	1
Remove the LTN	2	Improve access/allow exemptions - residents	1
Increased noise pollution	2	Negative impact on business/the economy	1
Anti-social behaviour concerns	2	Improve access/allow exemptions - taxis/private hire	1
Negative comment on Council	2	Negative impact on mental health	1

4.4 Petitions signatures

In addition to the feedback obtained through other channels, the Council received a petition entitled "[LTNs - Exemption for all Bruce Grove residents](#)", which gathered 102 signatures. In line with the Council's [petition process](#), Haringey provided a written response to the petition, which in turn, the petition organiser could forward to other signatories. The response from the Council is outlined below:

Bruce Grove West Green LTN was introduced in November 2022 on a trial basis as part of the Council's [Streets for People programme](#). The LTN was introduced as the Council wanted to reduce the overall volume of traffic in and around the area, and to enable safer walking and cycling so that the whole community could benefit from cleaner air and safer streets.

At its inception, the LTN had a range of exemptions in place which were subsequently expanded in September 2023. Exemptions allow anyone to apply to the Council for permission to drive through some of the traffic filters if they meet the [exemption criteria](#). As noted in the [LTN exemptions report](#), the aim of the LTN is to provide "the safest possible environment for people to walk, wheel and cycle in" but makes clear that "there is a need to balance the equalities benefits of providing particular exemptions versus the benefits of minimising exemptions". In view of this, exemptions are available in certain circumstances – such as for Blue Badge holders – but a general exemption for residents within the LTN is not available as this risks undermining the aim of the scheme.

Notwithstanding the above, we are nearing the end of the LTN trial and will shortly be carrying out a full review of the LTN. The results of that review will be brought to Cabinet and a decision will be made whether to make the trial LTN scheme permanent or not. The review will:

- *evaluate the effects of the LTN (e.g. traffic, air quality, road safety, crime, and bus journey times)*
- *include consultation with local residents and stakeholders*
- *consider the Council's overall policies and plans*

As part of the review, your petition will be included.

I'd like to take this opportunity to clarify that the Council always considers the impact of roadworks on the LTN (and vice versa) and, when necessary, will suspend camera enforcement of LTN traffic filters. This has recently been the case for [Cadent Gas Major Roadworks](#), more details [here](#).

Thank you for taking the time to organise the petition.

5. Equality Monitoring

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

- Age – 30-39 27.6%; 40-49 29.8%.
- Sex – Female 51.8%; Male 48.2%.
- Marriage/Civil partnership – Married 41.9%; Single 25.5%.
- Trans – Transgender 0.6%.
- Ethnicity – White English/Welsh/Scottish/Northern Irish/British 50.4%.
- Sexual orientation – Heterosexual/Straight 74.1%; Prefer not to say 17.7%.
- Pregnancy – Currently pregnant 2.3%.