



Gloucester Road LTN filter

Consultation report

Appendix A to decision report

27/2/26

haringey.gov.uk

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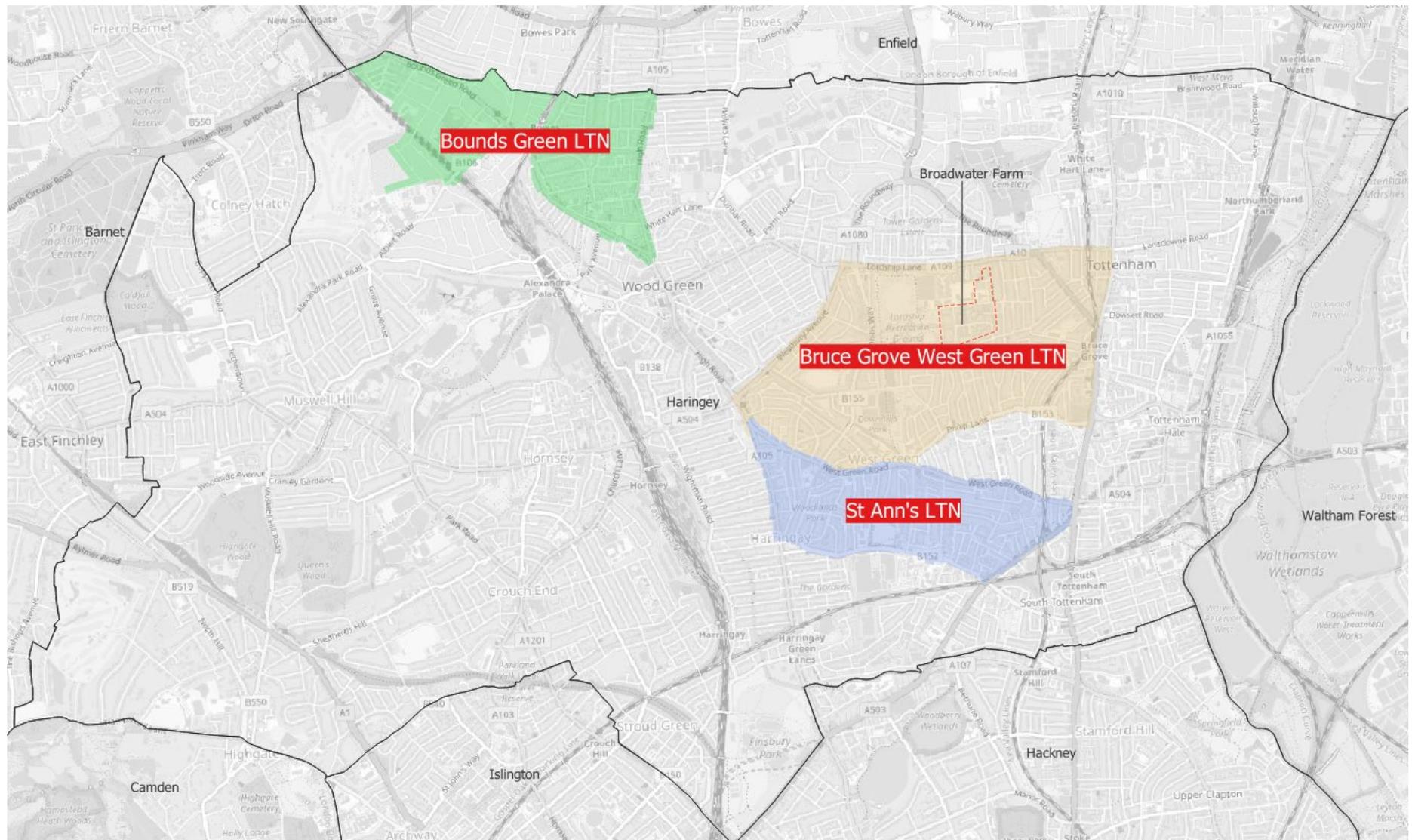
Background

1. This report sets out the outcome of a statutory consultation, carried out between 16 July and 10 September 2025, on a proposed amendment to an existing traffic order.
2. The draft amendment proposed that residents of Broadwater Farm would be eligible to apply for one permit allowing one vehicle registered to their address to drive through the existing Gloucester Road traffic filter.
3. The Gloucester Road traffic filter is one of 21 filters that were introduced as part of the Bruce Grove West Green (BGWG) Low Traffic Neighbourhood (LTN). The LTN was launched, on an experimental basis in November 2022, reviewed in 2023, and made permanent in 2025.
4. The consultation was carried out in accordance with the procedures set out in Part II of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In addition to the statutory requirements, the consultation was supported by supplementary communications to raise awareness and encourage participation.

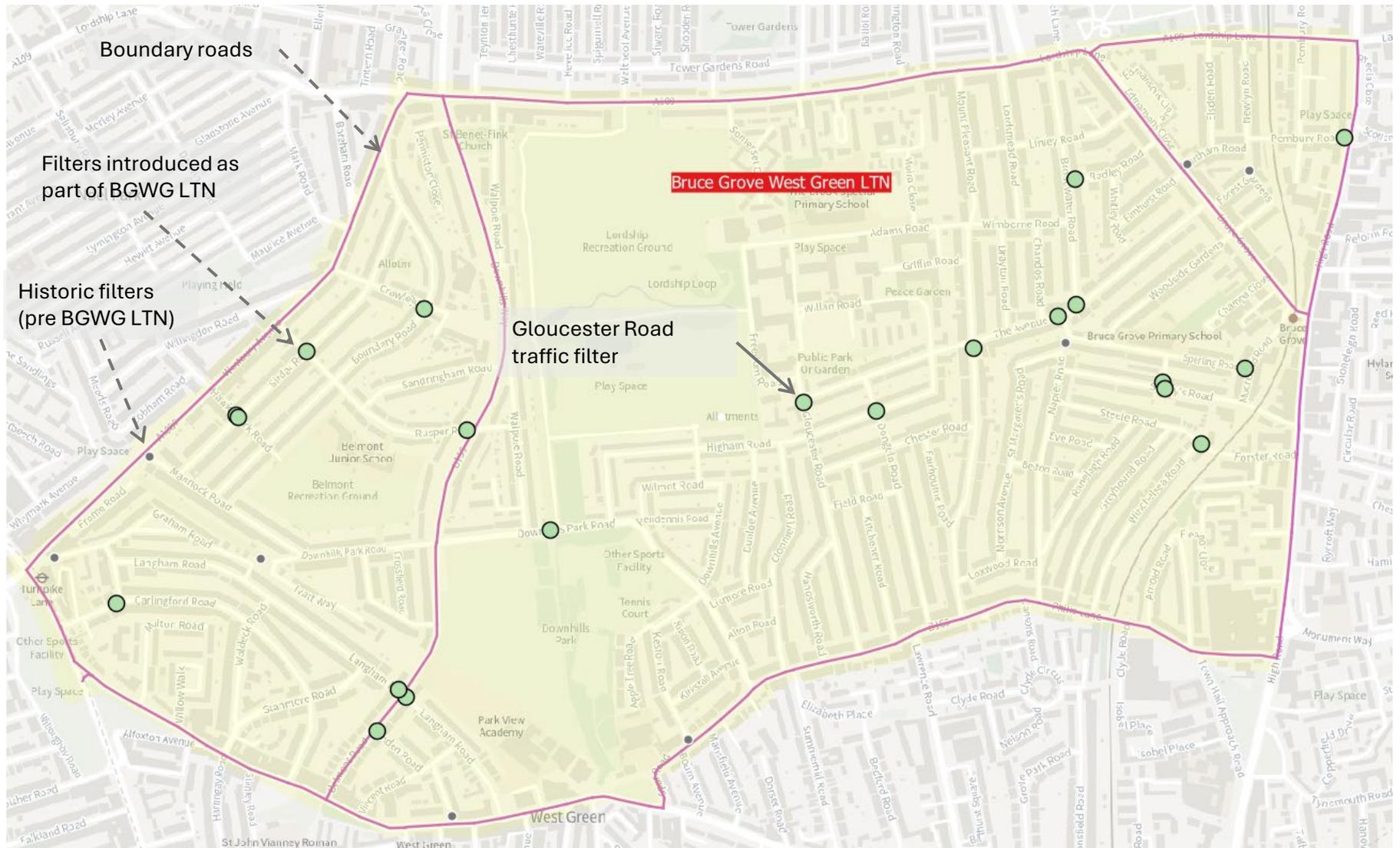
Report objectives

1. Summarise and analyse all responses received during the consultation, providing a clear and comprehensive overview of the feedback.
2. Present full details of any objections that were not withdrawn, ensuring that the authority can give them due consideration in line with statutory requirements.
3. Support the decision-making process by presenting the consultation findings and relevant considerations to inform whether or not to proceed with implementing the proposed traffic order.

Haringey LTNs



BGWG LTN boundary and traffic filters



Summary

	Consultation pack	Public notice	Web	Wider comms
Audience	Residents & businesses directly affected + surrounding roads	Anyone using the affected street	Everyone	Everyone
Purpose / materials	<p>Direct consultation with community affected.</p> <p>Hand delivered to approx. 3,800 properties:</p> <ul style="list-style-type: none"> Letter Plan Reponses sent online, email or post Alternative format and translation services Language page Email & phone contact points 	<p>Raise awareness of proposed traffic order with anyone who uses the street and may not live within consultation area</p> <p>Public notices installed on lamp columns across the consultation area</p>	<p>Consultation details and links available on</p> <ul style="list-style-type: none"> Existing LTN webpage updated Newly created Gloucester Road consultation web page Traffic Orders Consultation Portal (AppyWay) Broadwater Farm Consultation Hub (CommonPlace) 	<p>Direct emails: to key stakeholders, local community organisations and voluntary groups to encourage participation and amplify reach within different groups.</p> <p>Newsletters: Feature stories in Broadwater Farm Newsletter</p>
Example				

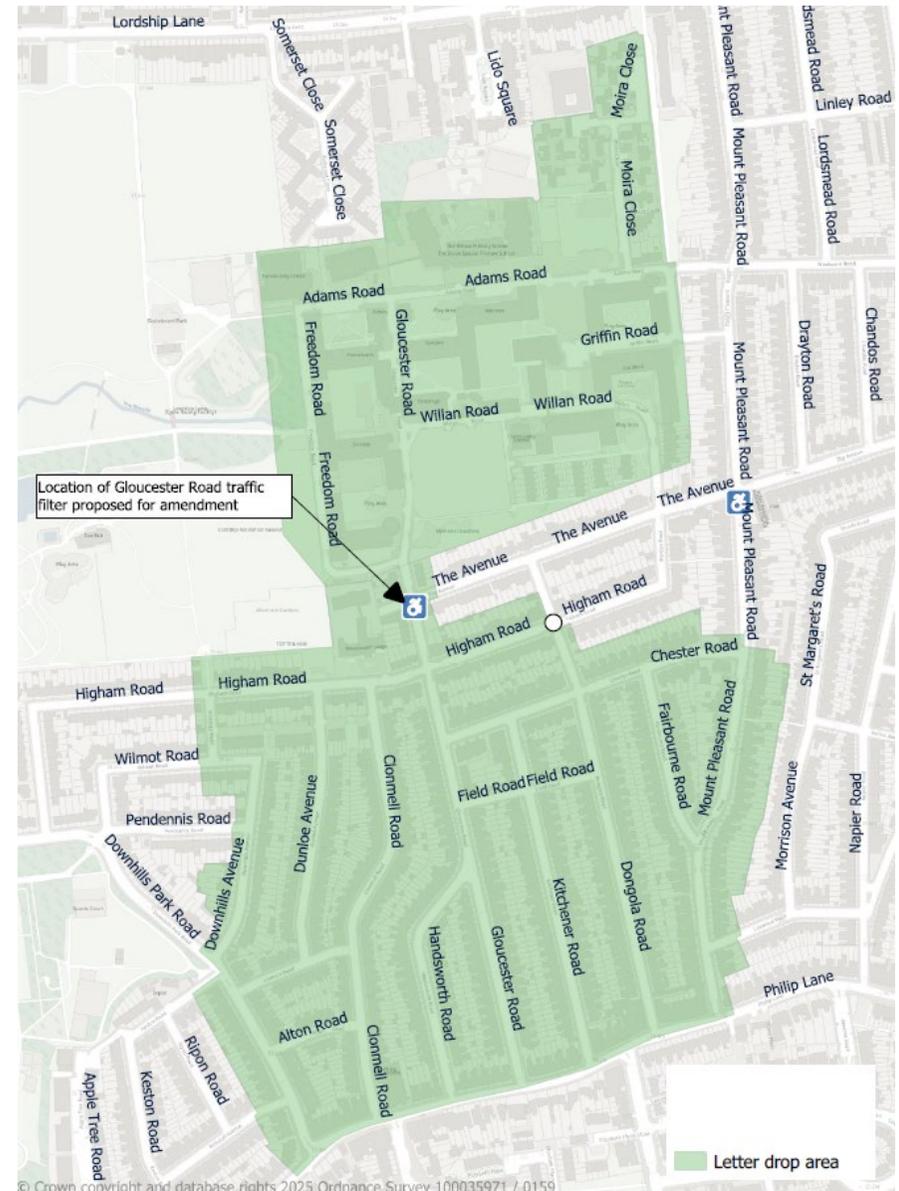
Consultation pack (copy in Appendix A1)

- Comprising of:
 - Letter explaining the proposal
 - Plan of the proposal
 - Details of how to object or make other representations to the proposed traffic order
- Hand delivered to a total of 3,800 properties in the vicinity of the project area
- Recipients encouraged to respond via the online traffic orders portal. Alternatively, they could email or post their response which was input or digitised by a council officer
- For those requiring assistance in responding, the dedicated LTN phone number was provided

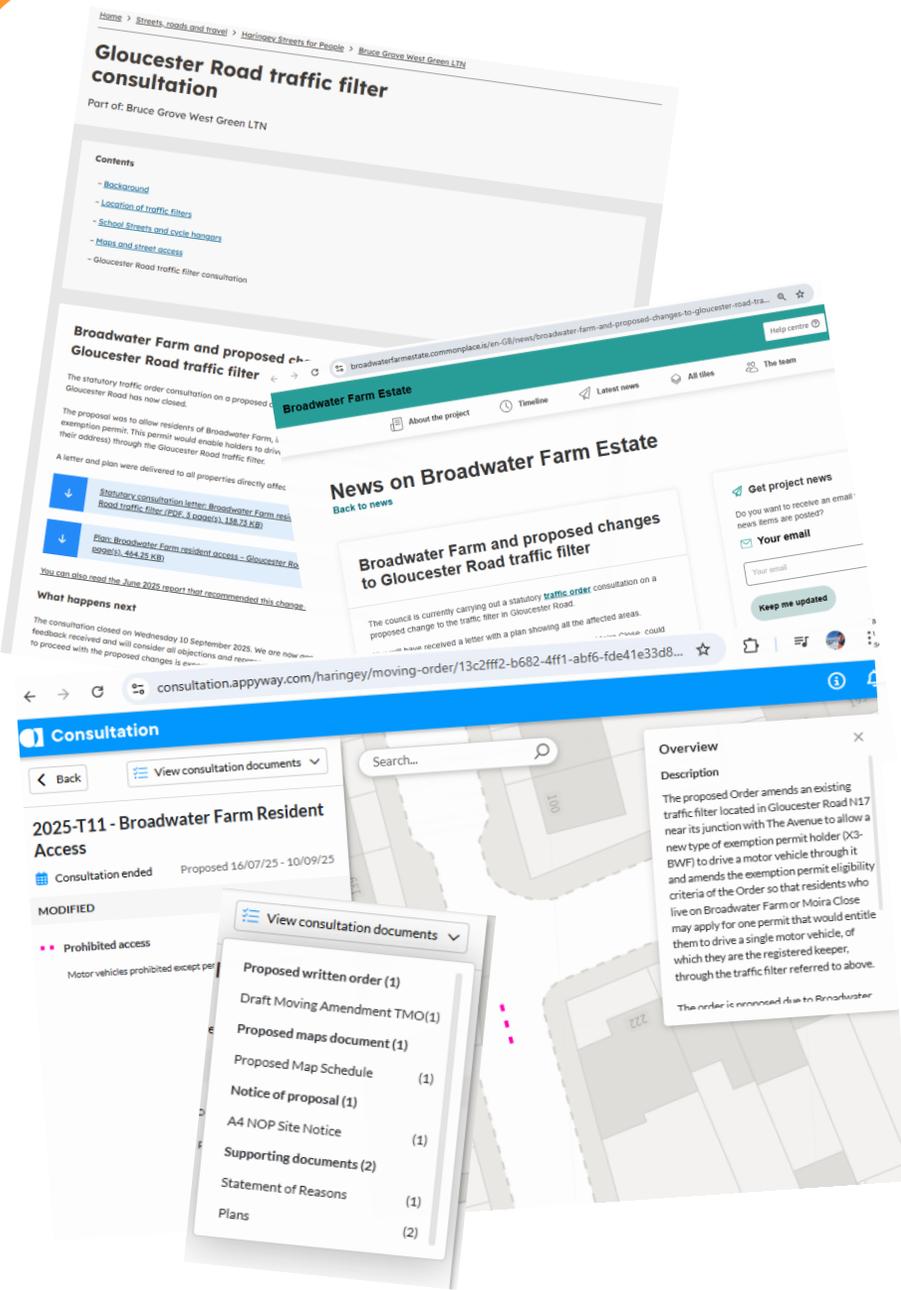
Alternative format and translations

Consultation pack provided

- a summary of the document in top 7 most spoken languages in this area
- details of how to request a copy in an alternative language or format (including audio)



Delivery area of consultation pack



Website

- Bruce Grove West Green LTN webpage was updated to reference the consultation
- A new 'Gloucester Road traffic filter consultation' webpage was created which included
 - summary of the proposal
 - copy of the letter and plans
 - link to the Cabinet decision leading to the consultation
 - how to have your say
 - what happens next
- Traffic orders portal (AppyWay) included full details of the notice of proposal, plans, proposed order and statement of reasons.
- News item was posted on the Broadwater Farm CommonPlace site

Key stakeholders

Characteristic	Group name
Age	Any schools directly affected are informed and consulted through the letterdrop
Disability	Disability Action Haringey Haringey Autism Haringey Learning Disabilities Partnership Haringey Wheelchair User Group JDA - deaf and hard of hearing Markfield Together for Inclusion Mind Haringey
Gender reassignment	Wise Thoughts
Haringey Council	Highways Network Management Transport Planning Waste Services / Veolia Schools & Learning Service
Other groups	All people all places Carers First Haringey Haringey Cycling Campaign Haringey Living Streets The Community Hub Broadwater Farm Construction Logistics Forum
Pregnancy/maternity	Gingerbread Haringey Haringey Families Any religious premises directly affected are informed and consulted through the letterdrop
Religion / belief	letterdrop
Sexual orientation	Haringey LGBT Forum Wise Thoughts
Statutory bodies	Arriva Buses Freight Transport Association London Ambulance Service London Fire Brigade London Travel Watch Metropolitan Police Road Haulage Association Transport for London

- During the consultation period, documents were sent to internal and external key stakeholders inviting their response
- Generally, there was little feedback to the proposals from key stakeholders, however where specific comments were made these are discussed in the decision report
- Emergency services had no objection to the proposals

List of external and internal stakeholders contacted

Headline summary

- **Total responses received:** 152
- **Channel**
 - 105 responses via traffic order portal (AppyWay)
 - 47 responses by email
- **View of the proposal**
 - **Support:** 57 responses (37%)
 - **Object:** 88 responses (58%)
 - **Neutral:** 7 responses (5%)
- **Petition:** One petition opposing the proposal was received containing 81 signatures
- **Emergency services:** One response from Metropolitan Police Service who acknowledged the emergency service exemption in the draft order and had no further comments

152

Responses

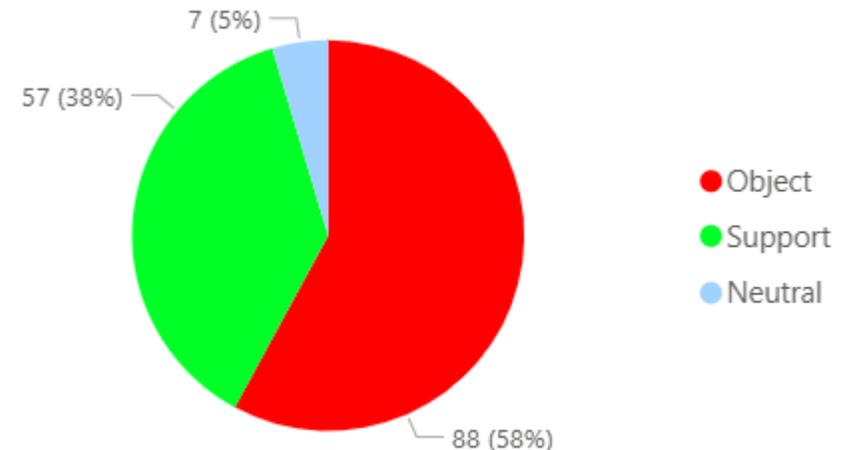
105

via Appy

47

via Email

View	Count	%
Object	88	58%
Support	57	38%
Neutral	7	5%
Total	152	100%

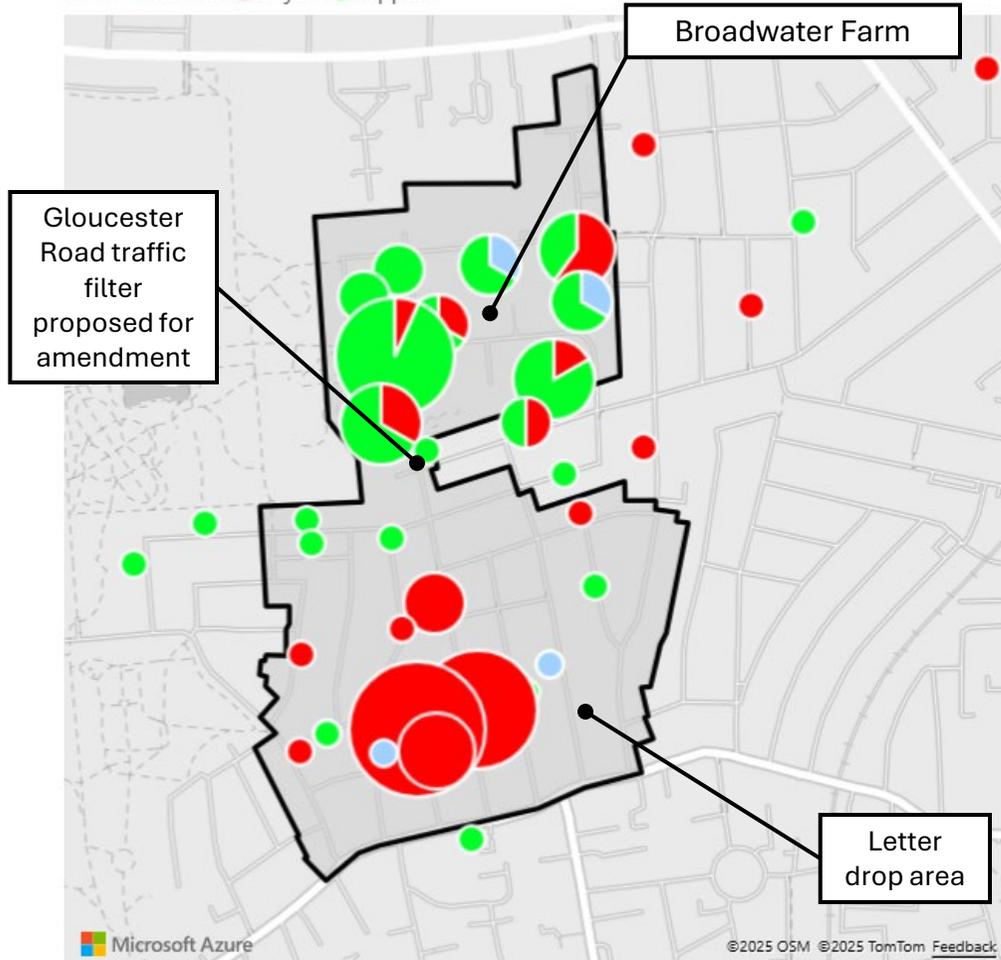


Spatial distribution

View of proposal by postcode (where supplied or determined)

Bubble size indicates number of responses from that postcode

View ● Neutral ● Object ● Support



- The map of responses, left, shows a clear geographic divide:
 - Northern area (Broadwater Farm and nearby): Predominantly supportive (green bubbles), with medium to large clusters.
 - Southern area (Gloucester Road, Handsworth Road, and adjacent streets): Dominated by objections (red bubbles), with larger bubble sizes indicating higher response volumes.
 - Neutral responses (blue bubbles) are scattered and minimal.
- This distribution broadly reflects the differing impacts of the proposal - those who would benefit from the exemption versus those who may experience increased traffic.

Close-up view of responses (where postcode supplied or determined n=131)

Note: map points identify the centre of a postcode and do not indicate or reveal individual address responses

Themes from supporters

Principal themes:

- The current arrangements of the LTN had led to
 - A feeling that Broadwater Farm had been inadvertently isolated
 - Isolation from essential services (GPs, schools, shops).
 - Taxi cancellations and long detours
 - Concerns about mobility, especially for carers, disabled residents, and families.
- Supporters cited that the proposal would help improve access to Philip Lane and surrounding services.

Examples of comments received . Full copy provided in Appendix A2

This is a good idea and given the technology exists I would ask you to consider expanding it to other residents at one entrance to the zone ie if we could use the downhill park Road exit we could all save at least a mile each time we want to go north. Which would reduce pressure on the Boundary Road /West Green Road junction.

I totally support this proposal. I have lived on Broadwater Farm estate since 1985 and I drive a car. Since the LTN was introduced, I now have to drive nearly two miles, in order to access Philip Lane, a distance of only a few hundred yards from the estate. This contributes to more pollution, more delays and increased fuel usage. Residents who are infirm and would be unable to walk to the Lawrence House doctors surgery, but who own a car, or have to rely on a cab, would benefit enormously from being able to drive through the Gloucester Road LTN filter

The Facts are The Residents off Broadwater Farm are constantly looking overlooked. Not only have we been restricted to driving in and out off our estates, parking is taken up by people outside the estates, weekly events in the community centre again, we are restricted on parking, but lets deal with the main issue first. Residents off the farm should have to have contended with LTN's on our estates in the first place. How on earth can one justify driving around full circle just to get out our own home or return to own homes at the same time you have so much works going on with redevelopments on Adams Road. How is helping anyone. Restrict none residents fair enough. But even the fact the Emergency Services have s mission getting through, you have to wonder if the council are not taken the Residence for a Joke. Utter nonsense complete disregard for our human right off where we live. We need full access to Phillp lane, full access to Bruce Grove. Extra 20-30mins added on to a Journey which should just take 5 to 7 mins

Themes from objectors

Principal themes:

- Concerns about increased traffic, pollution, and road danger and loss of LTN benefits (quiet and safe streets, reduced emissions), particularly in roads to the south of the Gloucester Road traffic filter
- Perceived unfairness of exemptions for one group of residents only
- Criticism of consultation process and lack of transparency.

Examples of comments received . Full copy provided in Appendix A2

Granting exemptions would favour convenience for a small number of people over the safety and wellbeing of the wider community. The council should therefore retain the Gloucester Road filter with no exceptions.

If you want to achieve a more sustainable borough by 2035, this is absolutely the wrong way to go about this. Turning Gloucester and Handsworth Roads into thoroughfares will not provide meaningful support to the Broadwater Farm redevelopment and will make Haringey less green in both the short and the long term. Encouraging the residents of Broadwater Farm to drive more is contrary to the council's stated aims and therefore not in the council's interests. Please do not degrade the day-to-day lives of the people of Gloucester and Handsworth roads while attempting to enact this ill-considered proposal

Since the introduction of the LTN filters, residents on Handsworth and Gloucester Road have enjoyed quieter, safer, cleaner streets. My childrens' asthma has improved, I am less disturbed in the middle of the night by passing cars, and I feel safer walking around my neighbourhood because of the reduction in traffic. Exempting Broadwater Farm residents from the LTN filter will undo this benefit. The whole purpose of the LTNs, as stated on Haringey's website, is to encourage more active and sustainable travel. The proposed amendment will instead encourage local residents to continue relying on cars for short journeys.

Allowing access to Broadwater Farm via Handsworth and Gloucester Road will turn two quiet, solely residential streets into a rat run. This is likely to get worse as development on the estate proceeds and population density in the area intensifies. I worry for my children's safety when playing in the street or walking to school.



Lordship Orchard

Manston

Haringey Council

Appendix A1 Consultation documents

Statutory consultation

Broadwater Farm resident access – Gloucester Road traffic filter

Dear resident or stakeholder,

We are writing to inform you about a consultation currently taking place on a proposal to amend the traffic filter on Gloucester Road. The change would enable residents of Broadwater Farm including Moira Close to apply for an exemption permit allowing them to drive one vehicle, of which they are the registered keeper, through this filter.

Background

In December 2024, the council approved that the trial Bruce Grove West Green Low Traffic Neighbourhood (LTN) would be made permanent. As part of that decision, it was also agreed that the council would look at ways to improve motor vehicle access for those who live on Broadwater Farm.

In June 2025, a report was approved by Cabinet that set out recommendations for the proposals outlined in this letter. The report also provided reasons for decision, alternative options, rationale for the proposal, potential traffic impacts and the way we would consult and take decisions. See the 'more information' section of this letter for further details.

Proposal

It is proposed that residents of Broadwater Farm, including Moira Close, could apply for one exemption permit that would allow holders to drive one motor vehicle (to which they are the registered keeper) through the Gloucester Road traffic filter.

This proposal would make it easier for Broadwater Farm residents to drive to and from Philip Lane and beyond. The proposal recognises the estate's unique circumstances, such as its geographic position and limited access to public transport, whilst maintaining the integrity of the LTN which prevents general through-traffic.

A plan showing the proposed change to the traffic filter is enclosed with this letter.

Have your say

In accordance with national regulations, the council must consult upon proposed traffic orders prior to implementation.

A copy of the proposed plan is enclosed with this letter. The proposed Orders and associated documents can be viewed at <https://consultation.appyway.com/haringey> and click on the 'proposals in consultation' tab and search for reference 2025-T11.

Alternatively, an appointment can be made by emailing traffic.orders@haringey.gov.uk to inspect these documents during normal office hours.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection, quoting reference 2025-T11:

- online: consultation.appyway.com/haringey
- email: traffic.orders@haringey.gov.uk
- post: Parking Team, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR

Due to summer holidays, the consultation will run for an extended period and will close on Wednesday 10 September 2025.

If you need assistance in responding call 020 8489 4787.

What happens next?

The council will review the feedback from the consultation and make a final decision on the proposal. It is expected that this decision will be taken in November 2025.

If the proposal is approved, we expect to implement the changes in January 2026 and will write to Broadwater Farm and Moira Close residents explaining how to apply for an exemption.

More information

Read the June 2025 report that recommended this change: www.haringey.gov.uk/Cabinet17june2025

For more information about BGWG LTN: www.haringey.gov.uk/bruce-grove-west-green-ltn

Read about, or apply for, our existing LTN exemptions: www.haringey.gov.uk/ltm-exemptions

Yours faithfully,

Streetspace Team

Alternative formats and translations

If you would like the document translated or in an alternative format (including audio) please contact us with your name, address and the title of the document you need assistance with.

Email: LTN@haringey.gov.uk or

Write to: Freepost Plus RTKX-AJJC-ULRY, Frontline Consultation, London Borough of Haringey, River Park House, 225 High Road, London N22 8HQ

Turkish	Bu mektup, Gloucester Road'daki trafik firtresini deęiřtirme teklifleri hakkında bir iřtiřareye nasıl yanıt verileceęiyle ilgili ayrıntıları saęlar, böylece Broadwater iftlięi sakinleri trafik firtresinden geebilir. Bu mektubun tercüme edilmesini istiyorsanız, lütfen yukarıdaki e-posta adresini kullanarak bizimle iletiřime gein veya yukarıdaki Ücretsiz Posta adresini kullanarak bize yazın (pul gerekmez).
Spanish	Esta carta detalla cómo responder a una consulta sobre las propuestas para cambiar un filtro de tráfico en Gloucester Road, de modo que los residentes de Broadwater Farm puedan circular a través de él. Si desea traducir esta carta, póngase en contacto con nosotros a través de la dirección de correo electrónico indicada anteriormente o escríbanos (sin franqueo) a la dirección de franqueo pagado indicada anteriormente.
Polish	W tym liście podano szczegóły dotyczące sposobu odpowiedzi na konsultacje dotyczące propozycji zmiany filtra ruchu drogowego w Gloucester Road, aby mieszkańcy Broadwater Farm mogli przejeźdźać przez filtr ruchu drogowego. Jeřli chcesz przetłumaczyć ten list, skontaktuj się z nami, korzystając z podanego powyżej adresu e-mail lub napisz do nas (bez konieczności znaczka) na podany powyżej adres Freepost.
Bulgarian	Това писмо предоставя подробности за това как да отговорите на консултация относно предложения за промяна на филтър за трафик на Gloucester Road, така че жителите на Broadwater Farm да могат да преминават през него. Ако желаете това писмо да бъде преведено, моля, свържете се с нас, използвайки имейл адреса по-горе, или ни пишете (не се изисква марка), използвайки адреса за безплатна поща по-горе.
Italian	Questa lettera fornisce dettagli su come rispondere a una consultazione pubblica sulle proposte di modifica di un filtro del traffico in Gloucester Road, in modo che i residenti di Broadwater Farm possano attraversarlo in auto. Se desiderate una traduzione di questa lettera, vi preghiamo di contattarci all'indirizzo email sopra indicato o di scriverci (non è necessario affrancare) all'indirizzo Freepost sopra indicato.
Romanian	Această scrisoare oferă detalii despre cum să răspundeți la o consultare privind propunerile de modificare a unui filtru de trafic pe Gloucester Road, astfel încât locuitorii din Broadwater Farm să poată trece cu mașina prin filtrul de trafic. Dacă doriți ca această scrisoare să fie tradusă, vă rugăm să ne contactați folosind adresa de e-mail de mai sus sau să ne scrieți (nu este necesar timbru) folosind adresa Freepost de mai sus.
Portuguese	Esta carta fornece detalhes sobre como responder a uma consulta sobre propostas para alterar um filtro de trânsito na Gloucester Road, para que os residentes de Broadwater Farm possam conduzir sem passar pelo filtro. Se desejar traduzir esta carta, por favor contacte-nos através do endereço de e-mail acima ou escreva-nos (não é necessário selo) utilizando o endereço Freepost acima.



- General Notes:
1. All dimension are in metres, unless otherwise noted.
 2. Do not scale off plan.
 3. This drawing is to be read in conjunction with all other relevant drawings and specifications.
 4. Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
 5. All works shall be carried out in accordance with LB Haringey statutory authority and health & safety requirements and regulations.



Amend the 2 x sign posts with mount motor vehicle prohibited signs to TSRGD Diag 619 750mm with camera enforcement plate, 'except local buses' plate and 'except permit holders' plate with identifier X3A-BWF, facing oncoming traffic.

Except buses and permit holders
X3A - BWF

Existing planter retained



222

139

100

GLoucester ROAD

THE AVENUE

137

NOTE: Advance information signs will be changed to reflect the proposals.

Haringey
LONDON

5th Floor, Alexandra House, 10 Station Road, Wood Green, London N22 7TR
Tel: 020 8489 0000 Fax: 020 8489 1251
Director of Environment & Neighbourhoods: Barry Francis

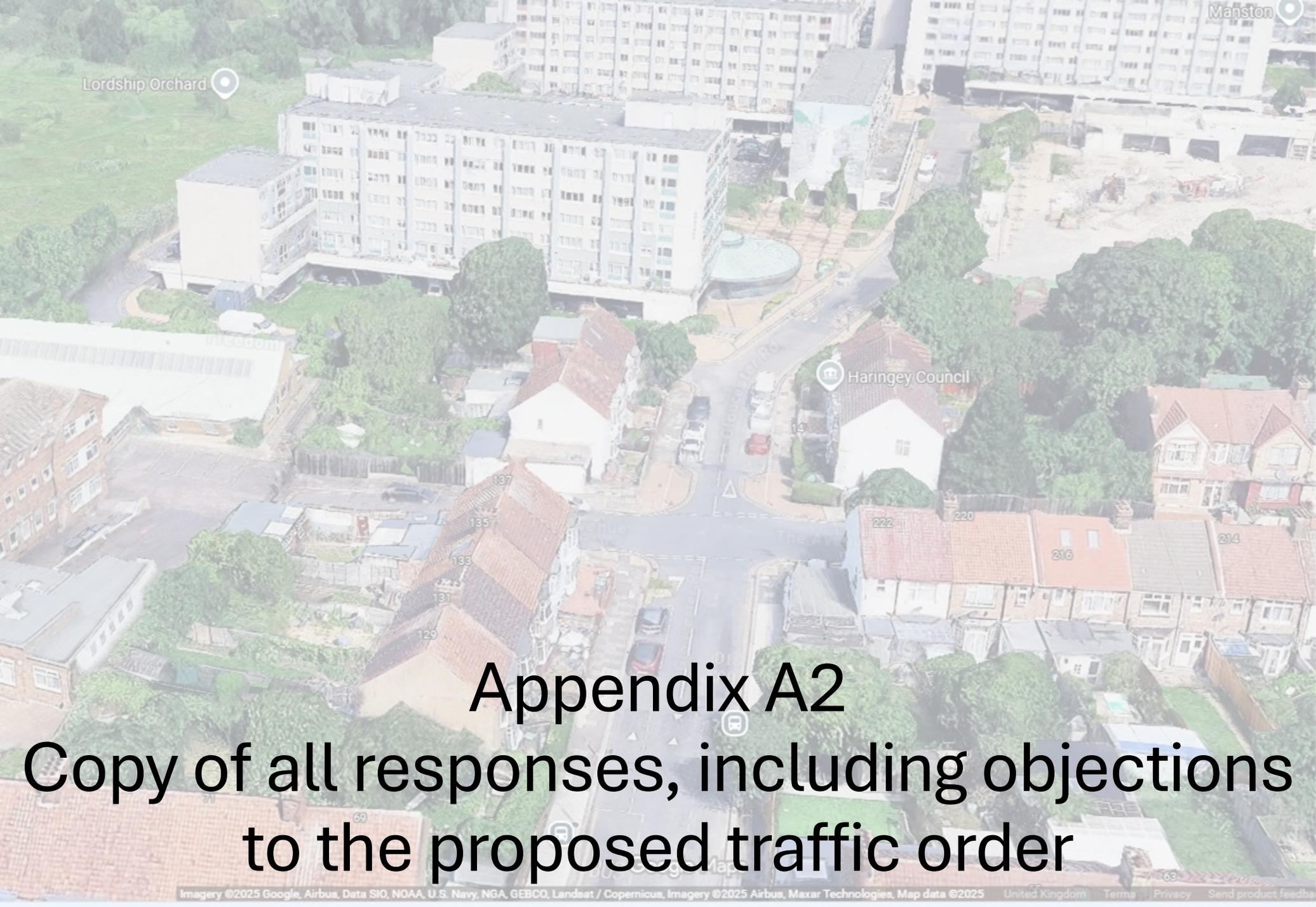
Project: **QS & N**

Title: **BWF - GLOUCESTER ROAD / THE AVENUE FILTER**

Drawn: Check: Appr: Date: Scale at A3:
YK TW MAY 2025 NTS

Status: **CONCEPT PLAN**

Drawing No: **QS&N-BWF-0100** Revision:



Lordship Orchard

Manston

Haringey Council

Appendix A2

Copy of all responses, including objections to the proposed traffic order

View	ID	Feedback Text
Object	A_004	Residents of the Broadwater Farm Estate have been left isolated and cut off from shops. More importantly the elderly and ill residents access to their GPs surgery has been made more arduous. Mini cabs are refusing to provide their services as they have to drive the long way around in congested traffic taking longer for the same fare. Further, the unnecessary congestion caused by the LTN is causing more pollution as journey times increase and engines are running for a longer time.
Object	A_010	We are against this proposal as is already causing so much traffic around broadwater farm Bruce grove and surrounding areas.
Object	A_012	This proposal will lead to bottleneck traffic on Handsworth road onto Gloucester Road to access the estate. It would not only defeat the whole purpose of the LTNs that the council and locals fought so hard for, but it also introduces the issues we had previously but to a significantly larger extent because the remaining area LTNs continue to apply and so all traffic would be directed from handsworth road. If the council wants to u-turn than the only acceptable way would be for all area LTNS to be relaxed for permit holders such that residents on handsworth road do not end up bearing the full burden of the traffic. As a reminder, we had huge issues with speeding on this road being used as rat running, making it very dangerous for locals. It was also very busy and noisy and environmentally unfriendly. The estates being built will house hundreds of households and these cannot possibly access the estate from just a single road. It's massively unfair and burdensome on the few residents on this road.
Object	A_013	There used to be loads of cars speeding through Handsworth Road on their way to Broadwater farm, making it very dangerous for our children. After the LTN implementation it has felt to much safer and also much less pollution. As I understand it the residents of Broadwater Farm currently do have access. I think it would be a shame to make a small residential road the main access point for this. Either if this is making Gloucester Road a 2-way road, or using Handsworth Road for access, I'm opposed to it.
Object	A_014	It has been so peaceful and safe since the LTN was introduced. The traffic was dangerous before - cars used to race down our road . The LTN should stay as it is please.

Object	A_019	<p>I strongly object to the proposals. I expect it to dramatically increase traffic on Gloucester Rd and Handsworth Rd (as this will be the only route of northbound access from Phillip Lane). As a parent of young children (3 and 5), my first concern is safety. But it will also worsen air and noise pollution for all residents. Opening up Handsworth and/or Gloucester would mean a greater volume of cars, but in particular more cars travelling at higher speeds. Drivers who are cutting through to/from main roads will inevitably drive faster than drivers who are coming to park on their own residential street (as is currently the case). Air and noise pollution rise exponentially as speed increases. The risk of death or serious injury for a pedestrian rises even more dramatically as speed increases from low levels; especially for children. I have mixed views about the LTNs in general. There are pros and cons. The LTNs seem to have increased congestion on West Green Road and Philip Lane. But since the LTN was introduced, we have definitely seen a reduction in traffic on Handsworth and Gloucester roads. Particularly of vehicles going at higher speeds (see above). The LTN has made these roads more pleasant to live on. What is being proposed is, for residents of Handsworth and Gloucester, the worst of both worlds. We will still face exactly the same disruption and congestion when driving ourselves (and won't be able to use the cut-through). But we will now face much more traffic on our own roads. I don't really understand the rationale for the change. Yes, the LTNs make it harder for the residents of Broadwater to access Phillip Lane. But the LTNs make it more difficult for virtually all residents of the area to get around by car. That's an inevitable feature of the LTNs (or even part of the point, some would argue). Why are the benefits of the LTNs (less traffic on their own road) being reversed for one group of residents so that another group don't have to face the costs?</p>
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Object	A_020	<p>I strongly object to this proposal on the following grounds:</p> <p>1) It would lead to a significant, and unwelcome, increase in through traffic moving North on Mount Pleasant Road and then West on Chester Road by drivers seeking to access Broadwater Farm from Philip Lane. I don't think it has been sufficiently appreciated in the past just how much the high level of traffic on this route, previous to the installation of the LTN, was local rat-running to Broadwater Farm, and this proposal threatens to return us to that situation.</p> <p>2) The proposal also represents a breach in the principles on which the LTN was set up. Making an exemption for residents of Broadwater Farm could well lead residents in adjacent streets to demand an exemption on the same grounds of increasing access etc. In other words this could stimulate a further campaign to weaken the LTN's provisions, indeed re-open the acrimonious debate more widely..</p> <p>3) Statements to the effect that access to public transport for Broadwater Farm residents is significantly poorer than elsewhere in the area are unconvincing. The W4 bus goes through the Farm, and there are plentiful buses along Lordship Lane, This is no worse than large parts of the surrounding area. If supposedly poor public transport is being used as an argument for increased car use, surely the appropriate official response should be to look to improve the public transport!</p>
Object	A_021	<p>This is such a terrible idea. It just occurred to me that should this go ahead it would mean all the 400+ residents in Broadwater Farm that has a car will be driving through Handsworth Road, as this will be the only route in from Phillip Lane. Surely this is crazy. If you need to open up this filter you should also open up some others to spread the traffic around a bit... and then you might as well scrap the whole LTN, which would be such a shame. All this because some drivers don't want to detour.</p>
Object	A_024	<p>I have previously informed the council of the detriment that the LTN zones cause the residents who live in the areas where they are in use, including disadvantages to me personally. I absolutely object this proposal as if the council sees the reasoning behind removing restrictions to the residents in this area, they see the reasoning behind removing ALL restrictions. The LTNs are a money making scheme, which cause increased condensed pollution, more traffic and isolation for many people to whom using public transport is not viable or preferable i.e. parents and the less mobile!</p>

Object	A_025	<p>As a long time resident of Handsworth Road I strongly object to the proposed amendment of the existing traffic filter located in Gloucester Road N17 near its junction with The Avenue. While I understand the reasons for the proposal it would result in a massive increase in traffic on Gloucester AND Handsworth Roads. The one way system in the area and the more recent LTN have greatly reduced traffic on these roads where previously vehicles use them as a "rat run" for access to Broadwater Farm estate, driving at speed. This proposal would result in increased pollution, and noise, and lessen road safety on these roads, and would negate the effects of the recently introduced LTN. All residents suffer from reduced access to parts of the LTN not just Broadwater Farm residents.</p> <p>I understand there is also a proposal to make Gloucester Road two way and I would strongly object to this also. It would only result in problems with drivers getting stuck because, with parked cars either side, the road is too narrow for two way traffic.</p>
Object	A_031	<p>I object to this proposal on the grounds of unfairness. I have never agreed with the implementation of LTNs, they have caused nothing but trouble and divisiveness in this area. Whilst I agree with some exemptions, I do not see why BWF residents should be exempted. There are many residents in this area that are totally inconvenienced by the traffic filters and having to drive 'all round the houses' to get to square one. We have had to put up with the inconvenience, despite protests and alternative suggestions. Why should the BWF residents be treated any differently to the rest of us and be exempted? I therefore object to this proposal.</p>
Object	A_034	<p>This goes against the spirit of the LTN, and makes exceptions for a particular group of residents based on their address. At the same time it excludes residents who don't live on the estate will experience the same issues. The whole point of LTNs in general, and the way they are specifically designed and implemented, is to discourage car use. This exception seems designed specifically to increase use for a small group. It would be much more consistent and egalitarian to open up the filter to all Bruce Gove Residents - both North and South of the Avenue - as they live a similar distance from public transport. There is nothing about Broadwater Farm that makes it further from public transport than any of the surrounding homes. This will just create more traffic, and benefit a very select group, thus opening up the challenge that other groups across Bruce Grove should be given similar privileges.</p>
Object	A_035	<p>More LTNs less cars. There's a climate emergency and pollution is harmful</p>

Object	A_036	Dear Haringey Council, I live on Gloucester Road and I'm writing to object to the proposal to allow Broadwater Farm permits through the Gloucester Road filter. No other street inside the Bruce Grove / West Green LTN is being asked to take extra through-traffic. Putting the entire increase onto Gloucester Road is not equitable and is likely to mean more pollution, more noise, reduced safety, and a possible impact on property values, which cuts against the LTN's aims. Best wishes,
Object	A_037	There's children that play out in the street and it will make the street so dangerous. It's also a quiet neighbourhood. Opening 1 road alone will make this quiet neighbourhood very congested and busy. It's not fair to divert all traffic to this 1 street.
Object	A_044	Allowing people access through the LTN filter at this point would mean an increase in traffic which defeats the purpose of the LTN. The LTN filters are often ignored as it is so this would mean even more people driving through. I think it would also confuse people again leading to an increase in traffic. I'm not sure why residents of Broadwater should be given an exemption and special allowances above other members of the community.
Object	A_046	<p>I thought the entire point of the LTN was to prevent people from using the old routes (including Clonmell Road) as rat runs. While I have my doubts about many LTN restrictions, this one has actually helped bring an end to the atrocious traffic situation caused by vehicles from Broadwater Farm using the roads adjoining Philip Lane to access that road. Is this a low traffic neighbourhood or isn't it? Why can't the residents of Clonmell and Gloucester Roads etc get easier access to Downhills Way and Lordship Lane if Broadwater Farm is getting the same luxury for Philip Lane? Why do you say they have 'limited access' to public transport when the W4 bus route runs right through the estate, it's adjacent to Lordship Lane (with its many other bus routes) and also close to Bruce Grove station.</p> <p>You spent all this time and money convincing us that the LTN would bring peace to our rat run roads - which is the one thing that's actually been positive about it. And now you're thinking of reversing that decision??! Is there any end to the hopeless incompetence blighting this council. Why can't you just make a decision, stick to it and stop endlessly disrupting our neighbourhoods with your hopeless attempts at 'planning'.</p>

Object	A_047	As a resident living within a Low Traffic Neighbourhood (LTN), I find that the scheme has brought significant disruption to my daily life. Road closures and altered traffic flows have increased congestion on nearby main roads, making even short journeys longer and more stressful. Emergency services, deliveries, and visiting friends often face delays or confusion navigating the new restrictions. The added noise and pollution from displaced traffic on surrounding streets has diminished the quiet and accessibility I once enjoyed. Beyond the practical inconveniences, the sense of isolation caused by reduced connectivity has made me feel cut off from the wider community, replacing the ease of movement I valued with frustration and uncertainty.
Object	A_048	Diverting additional vehicles onto it will significantly increase noise, pollution, and congestion. The proposal undermines the very aims of the LTN scheme. While I appreciate the intention to reduce through-traffic in some areas, shifting the problem to another residential street is not a solution. It simply displaces danger and disturbance from one group of residents to another. I look forward to a clear response addressing these concerns and confirming that the safety and wellbeing of all residents—not just those in selected areas—remain a priority in Haringey's transport planning.
Object	A_049	I am upset that despite the LTN being made permanent in December only a few months later despite extensive consultation the scheme is already under attack. All residents who have a car are able to drive to a main road from their home. It is unclear why only some of those residents are seen as needing extra access. The reduction in traffic has been a blessing particularly to the majority of residents who do not drive yet it seems we are constantly being asked to give way to those who drive. Driving to Philip lane from these addresses would take just as long as walking. It is less than 10 minutes from the furthest point with no parking in any case. Those with disabilities are already allowed and I have no objection to that. However why should all that traffic go through our two roads. Before the LTN there was frequent loud speeding traffic late at night which has reduced considerably since the LTN. Each small part that is taken away has the effect of eating away at the effectiveness of the whole scheme. I am mystified why the desires of car drivers to use rat runs through residential streets is given such high priority and seems like preferential treatment. The council's own report agreed in December 24 describes in splendid detail why this whole scheme creates a better environment for us all I hope the selfish preferences of some drivers who can easily access Philip lane by driving there already should not be allowed to undermine the very welcome benefits all enjoy from the LTN in Bruce grove. Thank you

Object	A_050	<p>Since the introduction of the LTN filters, residents on Handsworth and Gloucester Road have enjoyed quieter, safer, cleaner streets. My asthma has improved, I am less often woken in the night by passing cars, and I feel safer walking around my neighbourhood because of the reduction in traffic. Exempting Broadwater Farm residents from the LTN filter will undo this benefit, as well as creating an exception that is at odds with the spirit of the LTN scheme and is likely to encourage other residents to demand the same treatment. The whole purpose of the LTNs, as stated on Haringey Council's website, is to encourage more active and sustainable travel. The proposed amendment will instead encourage local residents to continue relying on cars for short journeys. Allowing access to Broadwater Farm via Handsworth and Gloucester Road will turn two quiet, residential streets into a rat run. This is likely to get worse as development on the estate proceeds and population density in the area intensifies. I urge the council to instead lobby TfL for improved public transport connectivity for Broadwater Farm, which is currently only served by one bus route (not helped by the closure of key infrastructure, such as the GP surgery, on the estate). Improving sustainable travel options will provide a clear incentive towards cleaner, quieter and safer transport around the local area. As a resident of Handsworth Road who will be impacted by this proposal, I am also disappointed not to have received any direct communication about these plans, despite the claim that letters and plans have been sent to affected residents. In short, I object to the proposals on the basis of the impact they will have on the environment, noise levels, safety, and fairness.</p>
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Object	A_051	<p>I am writing to object in the strongest terms to the proposal to open traffic filters at the top of Gloucester Road, N17, to residents of Broadwater Farm. Since the introduction of the LTN filters, residents on Handsworth and Gloucester Road have enjoyed quieter, safer, cleaner streets. My childrens' asthma has improved, I am less disturbed in the middle of the night by passing cars, and I feel safer walking around my neighbourhood because of the reduction in traffic. Exempting Broadwater Farm residents from the LTN filter will undo this benefit. The whole purpose of the LTNs, as stated on Haringey's website, is to encourage more active and sustainable travel. The proposed amendment will instead encourage local residents to continue relying on cars for short journeys. Allowing access to Broadwater Farm via Handsworth and Gloucester Road will turn two quiet, solely residential streets into a rat run. This is likely to get worse as development on the estate proceeds and population density in the area intensifies. I worry for my children's safety when playing in the street or walking to school. As a resident of Handsworth Road who will be impacted by this proposal, I am also disappointed not to have received any direct communication about these plans, despite the claim that letters and plans have been sent to affected residents. In short, I wholeheartedly object to the proposals on the basis of the impact they will have on the environment, noise levels, and safety.</p>
Object	A_053	Please do not reroute any traffic. The best thing you can do for the public it take all LTN's away.
Object	A_056	The traffic filter has made the area so much nicer for residents, both directly and those of us in streets nearby. Please don't let it be watered down or ruined by increased exemptions. Already some people ignore the rules and not enough is being done to prosecute rule-breakers who represent a danger to our children and those less able.

Object	A_061	<p>I am writing in response to the proposed Order concerning the Gloucester Road N17 traffic filter and the new exemption permits. As a long-standing resident of the estate, I have been driving here for over a decade without any issues relating to parking or the use of local roads. The existing arrangements have functioned adequately and have not posed any problems for residents like myself, who depend on reliable access by car. My main concern with this proposal is the potential introduction of additional costs in the form of permits. Many families on the estate are already experiencing serious financial strain due to the rising cost of living. Introducing yet another expense through mandatory permits—particularly when no real issue has been demonstrated with the current arrangements—would place further and unnecessary pressure on residents. The justification provided refers to Broadwater Farm’s “unique situation” and factors such as transport accessibility, density, car ownership, and demand. However, in practice, these conditions have not prevented residents from managing their day-to-day needs under the present system. In addition, the measure risks complicating a situation that has worked smoothly for years, while penalising local communities who are already stretched financially. A fairer and more balanced approach would be to maintain current access arrangements without imposing new charges or restrictions, ensuring that families are not burdened unnecessarily. For these reasons, I do not support the proposed amendment to the Order in its current form.</p>
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Object	A_062	<p>Hello, I'd like to express my disapproval of the council's proposal to remove the traffic filter on Gloucester Road for Broadwater Farm residents.</p> <p>I have been a resident in Gloucester Road for fifteen+ years. I have a registered chronic asthma condition (feel free to check medical records using my NHS number REDACTED) - and in the first years since the move to the area I suffered from numerous attacks. The introduction of the current pollution reduction scheme was a game changer for myself as I have had no attacks.</p> <p>If the council were to allow access via Gloucester Road it would mean that I would be unwell again, leading to an increased number of sick days. I would have no choice but to inform my employer - The Daily Telegraph - of the council' decision</p> <p>Thank you.</p>
Object	A_063	<p>There is no mention of Handsworth road in the consultation which will be grossly affected . Your consultation is flawed as usual trying to hide what and who will be actually worse off by this proposal. Haringey Council gave the go-ahead for the work in Broadwater Farm without any consultation to residents and now they want us to back up their failure to properly Project Manage that scheme. Once again Haringey Council has failed its long suffering residents. Handsworth Road will become a rat run something your LTN was put in place to avoid , your idea your failure your incompetence.</p>
Object	A_064	<p>There is no mention of the effect this scheme will have on Handsworth Road which it of course will. Haringey Council gave the go-ahead to the Broadwater Farm development without due consideration to affected residents nearby. Handsworth Road will be become a rat run something your LTN was supposed to avoid .Now it seems because of your failure to properly Project manage we the long suffering residents of Haringey once again have to face the consequences of an ill thought out proposal.</p>
Object	A_066	<p>I feel that the consulation is flawed and the council are supporting the residence and developers of Broadwater Farm. The only people to benifit from the proposal are the residence of Broadwater Farm. It is totally unfair that the residence of Handsworth Road and Gloucester Road shoud have to suffer. Keep the LTN in place.</p>
Object	A_067	<p>The proposed alteration to the LTN policy with regard to Handsworth Road and Gloucester Road is unfair and unjust to the residents of these roads. The policy also highlights the incompetence of the council to not have considered the ramifications of the implementation of the unwanted LTN and it shows the lack of foresite for the development of the area and the people of the community</p>

Object	A_068	Another money scheme
Object	A_069	For the sake of my mental health and the majority of people on the Broadwater farm estate and surrounding pls do not make driving more complicated than it already is in haringey
Object	A_070	The current restriction has caused so many inconveniences and stress.... this new proposal will cause even more havoc. It is very time consuming getting into Broadwater farm from Philip lane if you live there, that is just one example. I do not support this at all.
Object	A_074	I strongly oppose the proposed opening of the Gloucester Road traffic filter to allow exemptions for Broadwater Farm and Moira Close residents. The filter forms a critical part of the Bruce Grove West Green Low Traffic Neighbourhood (LTN), which was implemented to reduce through-traffic, improve pedestrian and cyclist safety, and enhance air quality across the surrounding streets. Granting exemptions would directly undermine these objectives. Even a limited increase in vehicle movements—potentially several hundred per day—would elevate safety risks, particularly for children walking to nearby schools, and increase noise and air pollution on residential streets that have benefited from reduced traffic. Furthermore, allowing exemptions risks creating a precedent, encouraging other groups to request similar exceptions and thereby weakening the overall effectiveness and fairness of the LTN. It is also important to highlight that Gloucester Road itself has seen an increasing number of young families with small children moving into the area in recent years. These families rely on safe, calm streets for walking, cycling, and outdoor play. Reintroducing higher volumes of traffic would disproportionately endanger the youngest and most vulnerable residents, reversing the progress made since the filter was installed and undermining the road's suitability as a safe residential environment. Broadwater Farm residents already have viable alternative access via main roads such as Lordship Lane and West Green Road. The proposed exemption is therefore not essential but rather prioritises convenience for a small group at the expense of the wider community's safety, health, and quality of life. Granting this change would compromise the environmental and public safety benefits that the LTN was designed to deliver, and I urge the council to maintain the filter without exemptions.
Object	A_076	There is already enough traffic on Gloucester Road. We don't need any more noise, pollution or risks to residents. How does this proposal fit in with the council's much hyped Streets for People initiative???
Object	A_077	This change runs completely counter to the aims of the LTN and continues a trend of undermining them. I have seen arguments that it mitigates an issue accessing health services, but broadwater farms is next to a large, modern health centre.

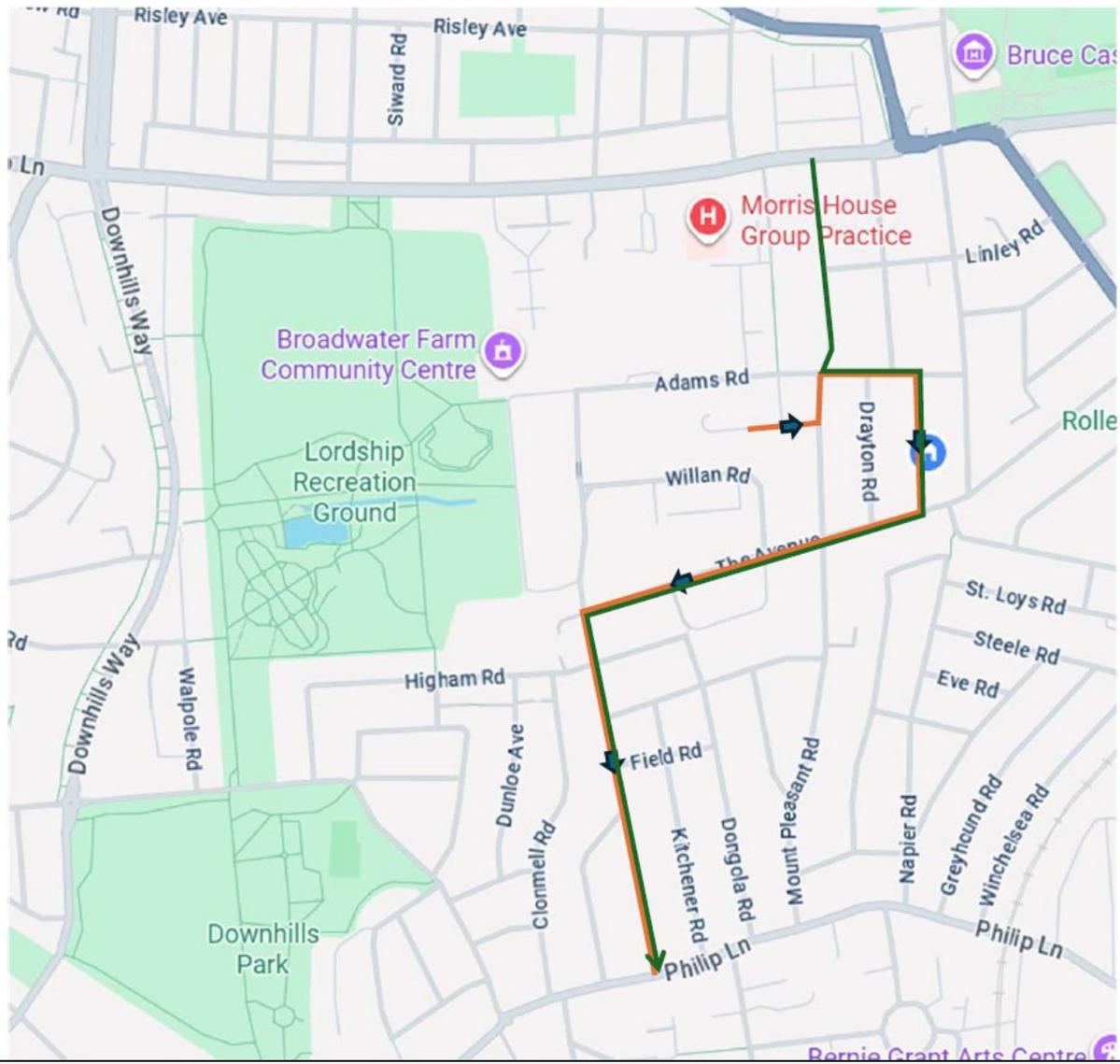
Object	A_079	<p>Subject: Objection to Proposal 2025-T11 – Gloucester Road Filter Change I am writing to formally object to traffic proposal 2025-T11, which would remove the traffic filter on Gloucester Road exclusively for Broadwater Farm residents. While I support inclusive planning and access for all communities, this specific proposal is unfair, unsafe, and environmentally damaging for residents of Handsworth and Gloucester Roads, and surrounding areas. I detail the overriding issues below:</p> <p>AIR POLLUTION Opening up Gloucester Road to through traffic from Broadwater Farm will significantly increase vehicle numbers – the Council itself estimates 400+ additional cars per day, not even accounting for the extra 300 homes under construction. That will bring increased emissions to a currently quiet residential area. As someone who has young children, I am extremely concerned about the impact on respiratory health and air quality - it also completely undermines the aims of the LTN.</p> <p>NOISE & DISRUPTION The current quiet environment is a key reason many residents chose to live here, we also have a high number of elderly residents and young families. As a homeworker and parent, I rely on the low-noise surroundings. Opening this filter will create constant traffic noise, especially during peak hours, impacting both mental and physical wellbeing.</p> <p>ROAD SAFETY Before the filter was introduced, dangerous driving and hit-and-run damage to parked cars were regular occurrences, especially at the sharp bends where visibility is poor. Reintroducing traffic without addressing these safety issues puts pedestrians, cyclists, and children at risk – especially with more vehicles trying to bypass LTNs.</p> <p>UNFAIRNESS & INEQUALITY This proposal creates a two-tier system: Residents of Broadwater Farm would gain privileged driving access; Residents of Gloucester and Handsworth Roads—who would absorb all the negative impacts—would remain restricted; Other potential access points are not being reopened, placing all burden on just two streets. This is simply not fair, nor is it in line with equitable public planning.</p> <p>MISSED OPPORTUNITY DURING LTN PLANNING The Council had ample opportunity to consider these access issues, traffic distribution, and fairness concerns during the original design and consultation for the LTN. That would have been the appropriate time to consult with affected communities, model projected impacts, and design a balanced access strategy. This reactive change—after the fact—appears rushed, poorly thought through, and likely to undermine trust in the LTN process.</p> <p>BROADWATER FARM IS NOT ALONE IN EXPERIENCING INCONVENIENCE It is important to recognise that Broadwater Farm residents are not the only ones who have faced inconvenience or hardship due to the LTN scheme. Many people living on Gloucester Road, Handsworth Road, and neighbouring streets have also had to endure longer journey times, loss of direct access, and other disruptions. To single out one group for a special exemption, while leaving others to bear the resulting traffic burden, is not only unfair but sets a divisive precedent. All communities deserve equal consideration and Broadwater Farm is not the only area of deprivation in the LTN area. I hope the council considers this seriously and retracts this proposal.</p> <p>Yours Sincerely,</p>
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Object	A_080	<p>I am writing to formally object to Proposal 2025-T11, which would remove the traffic filter on Gloucester Road exclusively for residents of Broadwater Farm. While I fully support inclusive urban planning and accessibility for all communities, this particular proposal raises serious concerns. It is fundamentally unfair, compromises safety, and poses environmental risks to residents of Gloucester Road, Handsworth Road, and surrounding streets. Below are the key issues I believe must be reconsidered:</p> <p>AIR POLLUTION The Council's own estimates suggest over 400 additional vehicles per day would use Gloucester Road if this filter is removed — and that doesn't yet factor in the 300+ new homes currently under development. This increase would bring significantly higher emissions to a quiet residential street, directly impacting air quality. For families with young children and others concerned about respiratory health, this is a major issue and runs counter to the original goals of the Low Traffic Neighbourhood (LTN).</p> <p>NOISE AND DISRUPTION Many people live on Gloucester and Handsworth Roads specifically because of the relative peace and quiet. We have a large number of young families and elderly residents who rely on the calm environment. As someone who works from home, I can say firsthand that noise levels significantly affect mental wellbeing and productivity. This proposal would introduce constant through traffic and noise, particularly at peak times.</p> <p>ROAD SAFETY Prior to the installation of the filter, dangerous driving and collisions with parked cars were common — especially around blind bends. If traffic is reintroduced without addressing these long-standing safety concerns, pedestrians, cyclists, and children will once again be put at risk.</p> <p>UNFAIRNESS AND INEQUALITY The proposal unfairly privileges one group of residents while placing the full burden on another. Broadwater Farm residents would gain direct driving access; Residents of Gloucester and Handsworth Roads would absorb the noise, pollution, and safety risks; No alternative routes are being reopened to share the load. This creates a two-tier system, which is not in line with principles of fair and inclusive public planning.</p> <p>MISSED OPPORTUNITIES DURING LTN DESIGN These concerns could — and should — have been addressed during the original LTN consultation. The council had ample opportunity to engage with all affected communities and model traffic flow and access equitably. Instead, this reactive, piecemeal amendment feels rushed and risks undermining trust in the entire LTN process.</p> <p>NOT JUST BROADWATER FARM While I understand that Broadwater Farm residents have experienced difficulties with the LTN, they are not alone. Residents across Gloucester Road, Handsworth Road, and nearby areas have also faced inconvenience — including longer journey times and reduced access. Creating an exemption for one estate, without acknowledging the broader impacts, sets a divisive precedent and undermines the principle of shared compromise. I strongly urge the council to reconsider this proposal in light of its broader consequences and to engage with all affected communities in a truly equitable and transparent manner.</p>
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Object	A_090	<p>this is ridiculous. We are not kids where only one person should be allowed to take this route. All adults should be able to take this route. They need to get rid of this. LTN in total it is disturbing our lifestyle adding more longer distance to our journey and causing an issue of lateness at Work or Lateness back home not enough time to ourselves not enough sleep not enough time to socialise not enough time to cook or care for relatives because the journey takes too long just to get to where Originally would've taken five minutes is taking extra 35 minutes instead. Please get rid of the LTN in total it is a total distraction to our lives It caused more depression stress anxiety, loneliness because of this, I hardly get any visitors coming over because of the struggle to get to me and to leave.</p>
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Object	A_095	<p>To whom it may concern, I'm a proud lifelong Haringey resident and many of my fondest formative and recent memories centre around the borough. It is with sadness that I noticed the proposal to remove the traffic filter on Gloucester Road (2025-T11). I am writing to you to register my strongly-held objection to this idea on various grounds, which I'll briefly outline. I moved to Handsworth road because of the calm and friendly oasis it provided, near enough to Central London to cycle to work but a place where I could come home and forget about the bustle and roar of the city. Haringey council introduced their LTN (low traffic neighbourhood) scheme in order to provide exactly this to Haringey's hard-working residents. The dream of suburban living, and a reduction in the amount of traffic in the borough. Having recently lived on Westbury Avenue, I know very well what it's like to suffer from the constant noise, smells, pollution, disturbance and lost sleep of a thoroughfare, and it would be a very great shame for the same thing to happen to Gloucester Road and the adjoining Handsworth Road. The council introduced the Bruce Grove/West Green LTN specifically with the intention to 'reduce or remove... motor traffic from residential areas' and 'reduce the number of short trips made by vehicles which could be walked or cycled'. (reference: https://www.minutes.haringey.gov.uk/ieListDocuments.aspx?CId=118&MID=9827) In short, the LTN was instated to discourage people from using cars in Haringey. At present '41% of Broadwater Farm households on average' own cars (reference: https://www.minutes.haringey.gov.uk/ieListDocuments.aspx?MId=11157), which is below the borough average. So why would you make a U-turn (excuse the pun), and start to encourage more driving to and from the Farm? I imagine the Broadwater Farm redevelopment is the reason for this proposal, but encouraging increased car usage goes directly against the Haringey 2035 Vision, which states that "Reducing our energy use, minimising our carbon footprint, and choosing greener transport options are all vital steps to achieving a green and sustainable borough". If you want to achieve a more sustainable borough by 2035, this is absolutely the wrong way to go about this. Turning Gloucester and Handsworth Roads into thoroughfares will not provide meaningful support to the Broadwater Farm redevelopment, and will make Haringey less green in both the short and the long term. Encouraging the residents of Broadwater Farm to drive more is contrary to the council's stated aims and therefore not in the council's interests. Please do not degrade the day-to-day lives of the people of Gloucester and Handsworth roads while attempting to enact this ill-considered proposal. Best wishes,</p>
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Object	A_097	<p>The proposed LTN exemption for Broadwater Farm residents (BFR) has consequences on our street (Chandos Road). I have included a diagram which indicates two routes, one from the estate (orange), and one from Lordship Lane (green), where BFR may choose to travel on our road as opposed to the expected western route along Adams Road to Gloucester Road LTN exemption point. The first route indicated in orange is of major concern to us. This shows how BFR, particularly those living on the east of the estate with cars parked off Griffin Road, are very likely when travelling south and utilising the Gloucester Road exemption, to egress via Griffin Road onto Wimbone and then Chandos to reach the Gloucester Road exemption point. This would likely peak at morning and afternoon coinciding with the school drop off and pick up at the Willow primary school and Broadwater Childrens Centre where it gets extremely congested on Adams Road, and motorists travelling south will no doubt elect to avoid this by taking the orange route I have indicated. This would be compounded during the construction period of the new development on Adams Road as construction vehicles make Adams Road less attractive to motorists, and when completed the development would likely place additional strain on this egress point by new residents who own cars (if not prevented from obtaining parking permits) and the new shop location in the new development which will no doubt encourage vehicle drop offs and pick ups by the new store. I have also identified a green line which denotes vehicles with exemptions travelling south from Lordship Lane to Philip Lane, who are likely to choose to take the route identified by the green line rather than deal with Adams Road which as I said is already handling a lot of vehicle trips especially at peak times. Whilst we don't think it will return to the pre LTN days of constant through traffic on our road which, as the only southbound road in this area north of the avenue, was unbearable. However our road continues to be the only southbound road north of the Avenue and as explained the changes are very likely to result in more through traffic on our road again which is extremely disappointing. We have only found out about these changes through word of mouth. From reviewing the Councils environment committee papers it is clear the focus of expected impact has been south west of the estate on roads like Gloucester, Dongola and indeed this has been the focus of the letter drop area. By the looks of it, there has been zero consideration of the impact upon Roads including Chandos Road and the Avenue, which as I said are likely to bear some of this southbound traffic from BFR with the Gloucester Road exemption. The Councils Highways team need to give this matter proper consideration. There must be a way to avoid this unintended consequence which will see the return of through traffic to our road.</p>
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Object	A_098	<p>I am against any exemptions to the Gloucester Road traffic filter for residents of Broadwater Farm and Moira Close. This filter is a key element of the Bruce Grove West Green Low Traffic Neighbourhood (LTN), which aims to reduce through-traffic, enhance safety for pedestrians and cyclists, and improve air quality. Allowing exemptions would directly compromise these objectives. Even a small rise in traffic—potentially hundreds of extra vehicles each day—would increase safety risks, particularly for children walking to local schools, and raise noise and pollution levels on streets that have benefited from reduced traffic. Approving exemptions could also create a precedent, prompting further requests from other areas and diminishing the overall effectiveness of the LTN. Gloucester Road is now home to many young families who rely on quiet streets for walking, cycling, and outdoor play. Reintroducing higher traffic would put the most vulnerable residents at risk and undo the improvements achieved since the filter’s installation. Broadwater Farm residents already have viable alternatives via main roads such as Lordship Lane and West Green Road. Granting exemptions would favour convenience for a small number of people over the safety and wellbeing of the wider community. The council should therefore retain the Gloucester Road filter with no exceptions.</p>
Object	A_099	<p>I strongly object to the proposed changes which will substantially increase traffic and pollution on Handsworth Road. It's a quiet residential street and this proposal will do a great violence to the quality of life there. The changes will turn the street into a major thoroughfare for the residents of Broadwater Farm, completely changing the character of the road, and the safety of residents of Handsworth. There are many elderly people on Handsworth, including people like myself with existing chronic cardiac health issues - these will be exacerbated by the changes of road usage. The safety of the street for young people, families with kids etc will also be adversely affected. The changes are unreasonable, place a disproportionate impact on Handsworth residents in favour of developers of Broadwater Farm. The consultation process hasn't been done properly either. Speaking to other residents on Handsworth I think there's very strong feeling against these proposals and there'd be a strong possibility of a legal challenge if the Council proceeds with the changes as proposed.</p>

Object	A_102	<p>The proposal to remove only the LTN filter at Gloucester Road leading to the estate will create a bottleneck of traffic and restrict residents of Handsworth Road who would not be allowed to use the new filter.</p> <p>Why should residents of the estate take precedence over those on Handsworth and Gloucester Roads?</p> <p>If Broadwater Farm estate lacks access to public transport why was this not factored in when originally implementing the LTNs?</p> <p>Broadwater Farm is closer to Bruce Grove Station than Handsworth and Gloucester Roads.</p> <p>The estimation of 400 vehicles a day is poorly measured and does not take into account construction vehicles redeveloping the estate. 400 vehicles a day is far too many to be forced into such roads and is only likely to increase to significantly more than the estimation.</p>
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Object	A_103	<p>I object to the proposed modification for four reasons:1. Safety. Me, my partner and two young children live right in the part of Gloucester Road that will now have two-way traffic and just above the dangerous corner on Handsworth Road. I have macular degeneration which affects my peripheral vision as well as overall vision. My kids will no longer be able to safely play and ride their balance bikes around the area. We moved here after the introduction of the LTN and would never have done so if we knew it was going to become basically obsolete in the area around our house.2. Pollution. My two young children, one of whom has congenital hydrocephalus, will suffer from the extra pollution. The change will affect our section of Gloucester Road significantly more than any other potentially affected area, because of the traffic systems. Your meeting minutes and reports suggest the pollution impact won't be significant, but you offer no evidence for this and it flies in the face of everyhting the council otherwise says about LTNs i.e. they massively reduce pollution in residential areas. Gloucester Road is a popular and logical route for many toddlers, pupils and parents travelling to the Broadwater nursery and Willow school on foot. Their journeys every single day will be made much less safe and more polluted. 3. Fairness. The proposal disproportionately affects the 15-20 properties in our section of Gloucester Road, which will see hundreds of extra vehicles per day. There are other ways to expand car access for Broadwater Farm vehicle owners that do not unfairly impact our section of this street rather than the thousands of other properties in the LTN. Those vehicle owners already have access in/out of the LTN via two other routes.4. Principles. The proposal will increase traffic within the LTN, breaking promises to residents and making it even harder to meet Haringey's ambitious sustainability goals. The council should be investing in safer cycling routes and better W4 and other bus provision.I expect full and evidence-based answers to the points above as part of this consultation process, and before any final decisions are made.</p>
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<p>Object</p>	<p>A_104</p>	<p>I'm writing to record my strong objection to the proposed changes to the existing traffic filter in Gloucester Road and an introduction of an LTN exemption for the residents of Broadwater Farm.- On any given day there are open parking spots everywhere on Gloucester and Handsworth Rd. Why? Because majority of us residents choose not to drive. We walk, cycle, and use public transport. These two streets – Gloucester and Handsworth – could be poster streets for the council's environmental and LTN policy, rather than effectively being stripped of their LTN status with this change you plan to enact.- Gloucester Rd is a well-established 2-way cycle route and is actively used as such by adults and children. It is also a major pedestrian route connecting Philip Lane with Higham Rd, W4 bus stop at the top of Gloucester RD, the two area parks, and Broadwater Farm. On any given day and at any time of day you can see parents with children on foot; parents, grandparents and siblings pushing prams; carers walking slowly with the elderly residents; children and people of all ages on bikes and scooters.- These two roads are home to a number of disabled residents, as evidenced by the high number of disabled parking bays. - Several of our neighbours live with consequence of strokes and other live-changing events and rely on carers who walk with them slowly to services and to nearby parks. All of them would be hugely impacted if there was more traffic on these roads, which would make it less safe for people on foot.The undemocratic and non-transparent ways in which this process has played out so far – no public consultation prior to the Cabinet approving the proposed changes; no clear and thorough presentation of the overall plan in the distributed fliers; the final decision to be made by a single council member – have made us residents of Gloucester and Handsworth Rd extremely untrusting in respect of the council's motivations driving these changes. - In the report presented at the above referenced Cabinet meeting, you note that only 40% of BWF residents own a car. This means that 60% walk, cycle, and use public transport. As the most direct route connecting BWF to Philip Lane, Gloucester Rd is precisely the route that residents of BWF who walk, cycle, and travel on public transport use to get to Philip Lane. Why is the council choosing to put the needs and experiences of the 40% of BWF residents who drive, above the needs and experience of the 60% of BWF residents who walk, cycle, and use public transport? This could not clash more with the green strategy of the council you so vocally promote, which claims as its aims discouraging vehicle use and promoting walking, cycling, and public transport.- The report also says that the council expects this proposed change to result in 400 additional vehicles per day driving down the affected residential streets, with Gloucester Rd taking the worst toll, as the only street with a direct throughfare between BWF and Phillip Lane. Does the figure of 400 additional vehicles per day pertain to the current situation – the current number of vehicles of current BWF residents, or does it also take into account the projected number of cars after BWF development project has been completed and a large number of new residents have moved into the development? Has the council conducted a study of the number of vehicles expected after the BWF development project is completed? Where can those figures be found?- The report says that one of the main reasons for implementing the change to the Gloucester Rd traffic filter and introducing the BWF residents exemption is the difficulty some BWF residents have reaching Lawrence House surgery on Phillip Lane. The report however does not point to any documented evidence showing this to be the case. Has the council conducted a consultation about the BWF residents' journey to Lawrence House? Where can its results be found?- Lawrence House surgery has conducted their own consultation in connection with the move of Broadwater Farm surgery to Lawrence House, the results of which are available on their website. The majority of respondents who are residents of BWF registered with Lawrence House reported that they walk or use public transports to reach the surgery. 73.25% of respondents have reported their journey to Lawrence House Surgery as 'easy' or 'very easy'. The majority of them said that the journey takes them less than 10 min. Of the respondents who are not currently registered with Lawrence House surgery but will be after the BWF surgery moves there, 63.95% they said would walk or use public transport. These figures do not appear to support the narrative presented at the Cabinet meeting about the reason for the proposed change being the difficulty that the BWF residents' have when journeying to Lawrence House.- Since only 40% of BWF residents own a car, and only a small percentage of BWF residents who</p>
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		<p>responded to the Lawrence House surgery consultation said that they have difficulty traveling to the surgery, it seems that the change the council want to enact would benefit only a small number of current BWF residents who drive, to the detriment of all the residents of Gloucester Rd, Handsworth Rd, and other parallel streets, as well as to the detriment of the majority of BWF residents who walk or cycle to and from Philip Lane.- The report includes a clause that says further traffic changes will have to be made as a result of this plan. What are these further changes? Where have been documented? Why have they not been presented and explained in the fliers distributed to the residents of the streets in Bruce Grove West Green LTN so that all the residents who will be impacted by these changes could have a clear understanding of the extent of these planned changes and their full potential impact on our quality of life? - Are there plans or discussions under way to change either Gloucester or Handsworth Rd into a 2-way street? Are there plans or discussions under way about rerouting the bus line W4, or about establishing a new bus line that would connect Broadwater Farm via Higham Rd with Philip Lane?- There is a feeling amongst us residents that the way this change to the LTN has been presented in the fliers we received was misleading as it didn't clearly show which streets would be impacted by the change and how. The drawing depicting the Gloucester Rd traffic filter at The Avenue makes it seem like its impact would be localised to that intersection, with no further plans or subsequent steps mentioned, which means that many residents might have dismissed the flier as not being relevant to them, and have therefore not responded to this after-the-fact consultation. The Bruce Grove West Green LTN has been an incredibly successful LTN, and the residents of Gloucester and Handsworth Rd have passionately supported the council's LTN initiative. These streets are quiet havens, safe and well-trodden pedestrian and cyclist routes connecting Philip Lane and the streets south of Higham Rd with BWF, W4 bus stop, and the neighbourhood parks. I strongly urge you not to go through with compromising the benefits of the LTN that these roads have enjoyed since the scheme has been introduced. Making changes to this successful LTN zone would be an awful move which would drastically impact the lives of residents of Gloucester and Handsworth Rd especially – as Gloucester Rd is the only road with a direct throughfare between Philip Lane and BWF. Increased traffic along this road would result in increased pollution, unsafe conditions for pedestrians and cyclists, increased noise and excessive amounts of traffic on a street that is currently friendly for people of all ages and abilities. These proposed changes would make a mockery of the council's green agenda and of the hard fought-for LTN scheme. I hope you will reverse your decision and choose the "do nothing" option.</p>
Object	E_002	<p>Ref 2025-T11 OBJECTION I object to proposed order</p>

Object	E_004	<p>Dear Sir/Madam, I am writing to strongly object to the proposal to exempt Broadwater Farm Estate residents from the Gloucester Road Low Traffic Neighbourhood (LTN) filter. LTNs exist to reduce traffic, discourage unnecessary car journeys, improve air quality, and create safe, liveable streets. Allowing exemptions for any particular group significantly undermines those aims and risks unravelling the progress that has been made in this area. Haringey Must Prioritise Active Travel Haringey is already drastically lagging behind other London boroughs in its support for active travel and road danger reduction. This is where the council's focus should be not on weakening the very few measures that have been implemented to reduce car dominance. I cycle daily with my five-year-old son to school, riding two abreast on local roads including Gloucester Road. Since the introduction of the filter, this has finally become a safer, calmer route. The proposed exemption threatens to reverse that progress. This isn't just about the number of vehicles it's about the type of driving that returns: speeding, aggressive overtakes, and the intimidation that made active travel unviable for many before. Enforcement Is Already Failing Even with current restrictions, I regularly see cars driving through the Gloucester Road filter with number plates deliberately obscured a clear attempt to evade detection. Yet enforcement appears minimal. Instead of rolling back the scheme, the Council should be strengthening it through better monitoring, penalties, and communication. Exemptions Undermine Equity and Impact Granting Broadwater Farm residents an exemption would be unfair and inconsistent. Other nearby residents face the same restrictions and have adapted. This move sets a damaging precedent that invites further demands for carve-outs weakening the LTN for everyone. The Council Must Show Leadership We need bold, long-term leadership from Haringey not compromises that risk undoing progress. The Council must prioritise cleaner, safer streets, and support families like mine who are trying to make healthy, sustainable travel choices. If This Goes Ahead It Must Be Temporary and Measured Properly If the Council insists on proceeding, it must make the exemption strictly temporary, with a defined review period. Crucially, any assessment must go beyond vehicle counts. It must involve on-the-ground reporting that captures the lived experience of road danger including the return of intimidating and aggressive driving behaviours.</p>
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Object	E_005	<p>Gloucester Road filter consultationCategories:RioDear Sir/Madam, I am writing to strongly object to the proposal to exempt Broadwater Farm Estate residents from the Gloucester Road Low Traffic Neighbourhood (LTN) filter. LTNs exist to reduce traffic, discourage unnecessary car journeys, improve air quality, and create safe, liveable streets. Allowing exemptions for any particular group significantly undermines those aims and risks unravelling the progress that has been made in this area. Haringey Must Prioritise Active Travel Haringey is already drastically lagging behind other London boroughs in its support for active travel and road danger reduction. This is where the council's focus should be not on weakening the very few measures that have been implemented to reduce car dominance. I cycle daily with my five-year-old son to school, riding two abreast on local roads including Gloucester Road. Since the introduction of the filter, this has finally become a safer, calmer route. The proposed exemption threatens to reverse that progress. This isn't just about the number of vehicles it's about the type of driving that returns: speeding, aggressive overtakes, and the intimidation that made active travel unviable for many before.</p> <p>Enforcement Is Already Failing Even with current restrictions, I regularly see cars driving through the Gloucester Road filter with number plates deliberately obscured a clear attempt to evade detection. Yet enforcement appears minimal. Instead of rolling back the scheme, the Council should be strengthening it through better monitoring, penalties, and communication. Exemptions Undermine Equity and Impact Granting Broadwater Farm residents an exemption would be unfair and inconsistent. Other nearby residents face the same restrictions and have adapted. This move sets a damaging precedent that invites further demands for carve-outs weakening the LTN for everyone. The Council Must Show Leadership We need bold, long-term leadership from Haringey not compromises that risk undoing progress. The Council must prioritise cleaner, safer streets, and support families like mine who are trying to make healthy, sustainable travel choices. If This Goes Ahead It Must Be Temporary and Measured Properly If the Council insists on proceeding, it must make the exemption strictly temporary, with a defined review period. Crucially, any assessment must go beyond vehicle counts. It must involve on-the-ground reporting that captures the lived experience of road danger including the return of intimidating and aggressive driving behaviours.</p>
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Object	E_006	<p>Dear Harinegy Council Traffic, I would like to state firstly, why is it that Broadwater Farm residents would have access to Gloucester Road? and residents living on Gloucester Road does not, or would not have access through Broadwater Farm, Moira Close traffic filter. I request that if you are going to put forth this request for Broadwater Farm residents the same access should be applied for residents living on Gloucester Road. Residents living on Gloucester Road need to gain access through Broadwater Farm to Lordship Lane, and also Bruce Grove. I await your response. Kind regards</p>
Object	E_008	<p>Bruce Grove LTN Gloucester road filter I wish to object to proposals I have heard of to allow Broadwater Farm residents exemption from the Gloucester road filter.</p> <p>On a regular basis cars with their number plates taped over access the roads to the south of the estate, crossing the Gloucester road filter, though quite where these cars originated from is unclear.</p> <p>I live next to Gloucester road in Kitchener rd and am severely impacted by noise (music blaring at all hours of day and night) from cars coming through the filter then turning into Chester then Kitchener road.</p> <p>With the LTN this has reduced this dramatically, and I have seen a big increase in people, especially families with children, cycling in this area this summer. Encouraging active and safe travel is a priority for me. Encouraging more motor vehicles onto the roads is a backwards move .</p> <p>Best wishes,</p>

Object	E_010	<p>Hello As a resident of Handsworth Road, I strongly object to the proposed amendments to the traffic filter on Gloucester Rd. I expect it to dramatically increase traffic on Gloucester Rd and Handsworth Rd (as this will be the only route of northbound access from Phillip Lane). As a parent of young children (3 and 5), my first concern is safety. But it will also worsen air and noise pollution for all residents. Opening up Handsworth and/or Gloucester would mean a greater volume of cars, but in particular more cars travelling at higher speeds. Drivers who are cutting through to/from main roads will inevitably drive faster than drivers who are coming to park on their own residential street (as is currently the case). Air and noise pollution rise exponentially as speed increases. The risk of death or serious injury for a pedestrian rises even more dramatically as speed increases from low levels; especially for children. I have mixed views about the LTNs in general. There are pros and cons. The LTNs seem to have increased congestion on West Green Road and Philip Lane. But since the LTN was introduced, we have definitely seen a reduction in traffic on Handsworth and Gloucester roads. Particularly of vehicles going at higher speeds (see above). The LTN has made these roads more pleasant to live on. What is being proposed is, for residents of Handsworth and Gloucester, the worst of both worlds. We will still face exactly the same disruption and congestion when driving ourselves (and won't be able to use the cut-through). But we will now face much more traffic on our own roads " as ours is the only LTN being opened. I don't really understand the rationale for the change. Yes, the LTNs make it harder for the residents of Broadwater to access Phillip Lane. But the LTNs make it more difficult for virtually all residents of the area to get around by car. That's an inevitable feature of the LTNs (or even part of the point, some would argue). Why are the benefits of the LTNs (less traffic on their own road) being reversed for one group of residents so that another group don't have to face the costs? After the LTNs have been implemented against a lot of opposition, the policy is now being weakened by a decision taken unilaterally by the council without any consultation of residents. This seems to create a very bad precedent " any group that complains loudly enough can get an LTN removed. Surely the whole policy will begin to disintegrate. Many thanks</p>
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Object	E_011	<p>OBJECTION TO STATUTORY CONSULTATION BROADWATER FARM ACCE VIA GLOUCESTER ROADAs an affected resident of Handsworth road, I very strongly object to the proposal set out in the statutory consultation on broadwater farm resident access - Gloucester Road traffic filter. Please note my reasons below and I'd like to draw the attention of Mike Hakata in particular on issues with councillors' lack of due process on the issue: 1. Firstly, the links to the online orders and online documents to be viewed set out in the letter to residents do not work. The link to make a representation online also does not work. In addition, the letter does not provide clarity of what the actual proposal is and neither how it impacts residents of both Gloucester Road or Handsworth road. For example, will those roads become two way traffic; why is there no mention or consideration of Handsworth road, how do you define a resident (is it per households or per person living on the estate?), what is the impact assessment on which residents are meant to make a decision? Etc. Taking these together I strongly challenge the consultation and demand this is made void until the impacted community is given correct and unequivocal information. 2. Secondly, I understand the proposals relaxes the LTN only for Gloucester Road, and not the neighbouring LTNs. The reason this LTN was implemented in the first place was due to safety associated with speeding and heavy traffic running through from Philip lane, and in addition, the pollution and noise issues. Given the LTN relaxation will only apply to this single spot, those issues on Handsworth road are going to be made significantly worse than before the LTNs were introduced because this will become the main rat run for hundreds of new households on the estate. This is going to be a significant cost on affected residents. 3. The short rationale in the letter is inconsistent with, and contradicts, the vision the council has for "streets for people" for safer and cleaner streets, and our environmental objectives. Indeed the estate has been there for decades and it was well known what impact and ambitions LTNs will have on the estate when a decision was taken to install them after years' long trails and battles to instal LTNs. Opening up one defeats the whole objectives of LTNs, it is going to set a terrible precedent for a downward spiral and erosion of LTNs and massively questions the credibility of the current councillors. 4. Evidence found that LTNs for Bruce Grove and West Green LTN, traffic levels fell 51% on internal roads and rose 3% on surrounding roads, while there were decreases in NO2 air pollution recorded on both internal (4.5%) and boundary roads (2.3%) relative to external recording sites. Reversing this positive impact at the scale of hundreds of people on the estate is going to be a massive negative consequence in a very concentrated area of just two roads hugely costing these residents. As a parent of young kids, I know they will be significantly worse off. 5. Finally related to point 1 above. A statutory consultation on such an important issue that has caused so much controversy in the area must follow due process. LTNs have</p>
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Object	E_012	<p>2025-T11 observation I oppose this as it will generate more traffic in Gloucester Road and Philip Lane which is already congested. Retain the existing arrangement, as consulted and agreed previously.</p> <p>Please confirm receipt of this email.</p>
Object	E_013	<p>2025-T11 Dear Haringey Council, I live on 68 Gloucester Road, N17 6DH. I'm writing to object to the proposal to allow Broadwater Farm permits through the Gloucester Road filter. No other street inside the Bruce Grove / West Green LTN is being asked to take extra through-traffic. Putting the entire increase onto Gloucester Road is not equitable and is likely to mean more pollution, more noise, reduced safety, and a possible impact on property values, which cuts against the LTN's aims. Best wishes,</p>
Object	E_015	<p>To whom it may concern I do not want this change to my road you took away the 2way street in my Neighbour and that made sense to me against my wishes you put LTN's in which cause myself and other Residents a nightmare moving around Tottenham but now you want to change it again so the people from Broadwater farm can get around easy you should have thought about that when you first did it i don't want more traffic going thru my road thank you</p>

Object	E_016	<p>Good afternoon, I am writing to object in the strongest terms to the proposal to open traffic filters at the top of Gloucester Road, N17, to residents of Broadwater Farm. Since the introduction of the LTN filters, residents on Handsworth and Gloucester Road have enjoyed quieter, safer, cleaner streets. My asthma has improved, I am less often woken in the night by passing cars, and I feel safer walking around my neighbourhood because of the reduction in traffic. Exempting Broadwater Farm residents from the LTN filter will undo this benefit, as well as creating an exception that is at odds with the spirit of the LTN scheme and is likely to encourage other residents to demand the same treatment. The whole purpose of the LTNs, as stated on Haringey Council's website, is to encourage more active and sustainable travel. The proposed amendment will instead encourage local residents to continue relying on cars for short journeys. Allowing access to Broadwater Farm via Handsworth and Gloucester Road will turn two quiet, residential streets into a rat run. This is likely to get worse as development on the estate proceeds and population density in the area intensifies. I urge the council to instead lobby TfL for improved public transport connectivity for Broadwater Farm, which is currently only served by one bus route (not helped by the closure of key infrastructure, such as the GP surgery, on the estate). Improving sustainable travel options will provide a clear incentive towards cleaner, quieter and safer transport around the local area. As a resident of Handsworth Road who will be impacted by this proposal, I am also disappointed not to have received any direct communication about these plans, despite the claim that letters and plans have been sent to affected residents. In short, I object to the proposals on the basis of the impact they will have on the environment, noise levels, safety, and fairness. I look forward to hearing how these concerns will be addressed. Kind regards</p>
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Object	E_017	<p>Dear Sir/Madam, I am writing to you with regards to your proposal to remove the traffic filter on Gloucester Road for Broadwater Farm Residents. Ever since the LTNs around our area have been introduced, I have been very unhappy with them. Whilst it has reduced traffic in the smaller roads including our one), it has made journeys much longer and also increased traffic on the main roads, leading to congestion and increased pollution. With your proposal you are taking the only benefit the LTNs have had away from the residents of Gloucester Road and Handsworth Road. You are proposing to open up access to Broadwater Farm Residents which is said to increase the traffic to about 400 cars per day (which doesn't include residents from the 300 new homes that are being build which would make the figure much higher). This is far too much traffic for small roads like Gloucester Road and Handsworth Road. This will create a lot of pollution and noise! I think this is being very unfair. You are giving Broadwater Farm residents more rights than other people in the area. They will be able to use our Road, but we would not be able to drive through the filters. Also, why is the burden not being shared by other roads? Why are our roads being singled out? The proposed change will make it extremely unpleasant for anyone to live in Handsworth Road or Gloucester Road. I strongly object the current proposal. I look forward to hearing your response. Thank you very much. Kind Regards</p>
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Object	E_018	<p>I wish to object strongly to the plans for Handsworth zrd to be turned into a major through road for access to Broadwater farm. This would completely change the road. I am the full time carer for a disabled person and the changes would severely affect ...</p> <p>The noise and pollution would be bad enough but as someone with poor balance and paralysis on one side, crossing the road would be extremely distressing.</p> <p>To make it the sole way into the farm would turn it into a constant stream of traffic.</p>
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Object	E_019	<p>Proposed changes to Gloucester Rd traffic filter. Ref 2025-T11I strongly object to both the proposed changes to the LTN filter on Gloucester Road and the manner in which a council decision was taken on this i.e. without consulting the residents of the affected roads (Handsworth and Gloucester). I live on Handsworth Rd which is currently a quiet residential street. I am horrified at the potential impact on our road of the Gloucester Rd filter (only) being opened to allow access to Broadwater Farm for the residents there. The impact of this decision would be to turn our quiet and narrow roads into major thoroughfares with massively increased noise, air pollution and danger from the increased traffic. This could only become even worse when the new homes on the estate are completed. Already I understand the council is predicting an additional 400 cars / day on our road, even before the new homes are constructed. I am heavily impacted by poor health which has prevented me from taking up regular work these past years. I am sensitive to air pollution which worsens my condition hence I am very concerned about the impact this proposal would have on me. Also, due to my health I am often at home and the work I can do is online from home - increased noise levels will make that even harder. I warmly welcomed the council's programme of LTNs as it improved life on the street. I need a car to get about - before the LTN was introduced people used to speed up our narrow road and I witnessed (or heard) a number of accidents as a result, especially on the bend in the road which has restricted visibility. My own car was driven into, as was my upstairs neighbour's. I understand that a council decision was taken to progress with this scheme with no consultation of the residents of the affected roads. This seems manifestly wrong. Please consider my strong objection to the opening of the Gloucester Rd LTN filter on the grounds of greatly reducing the quality of life of vulnerable and disabled residents such as myself. Yours truly, Hazel Griffiths 47a Handsworth Rd London N17 6DB</p>
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Object	E_020	<p>To whom this may concern, I am writing in response to the council's plans to remove the traffic filter on Gloucester Road for Broadwater Farm residents (2025-T11). I live on and am concerned that the huge increase in traffic (estimated to increase to 400 vehicles per day, plus the extra cars from the 300 new homes) will have a detrimental effect on not only the health but also the safety of residents on my street. My housemate and I suffer from asthma and are particularly concerned about the effect on our health, as well as the effect of the noise on our other housemate's ability to work from home. Other streets are not being made to share this burden, meaning that the pollution, noise and traffic on Gloucester Road will be disproportionately high compared to surrounding streets. I urge you to reconsider this decision, either by removing the traffic filter on other roads as well or maintaining the LTN on Gloucester Road. Best wishes,</p>
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Object	E_021	<p>Dear Council,</p> <p>I am writing as a local resident to express my strong opposition to the council's plans to remove the traffic filter on Gloucester Road for the sake of Broadwater Farm residents. This change would allow vehicles to access the estate directly, which raises significant concerns for our community.</p> <p>One major issue is the impact on air quality. We have been informed that approximately 400 vehicles could be introduced to our street each day, leading to increased air pollution and potential dangers for local pets and children who live and play here. This scenario is unacceptable.</p> <p>Additionally, the removal of the traffic filter would disrupt the safe and quiet environment that residents on Gloucester Road currently enjoy. It is important that we consider the well-being of those who call this area home.</p> <p>I urge you not to proceed with this access plan.</p> <p>Kind regards,</p>
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Object	E_022	<p>Dear Haringey Council The plans for Broadwater Farm Access Via Roads Gloucester Road, Handsworth Road will cause a major impact on my life. Firstly, it is unfair to have Broadwater Farm residents access on Gloucester Road, and residents living on Gloucester Road, Handsworth Road would not be able to access through and around to get access directly to Broadwater Farm. Broadwater Farm, Handsworth Road, Gloucester Road are all neighbouring roads which we should all have access to each other's road. Such a proposal if it was to go ahead would cause major traffic on both Handsworth and Gloucester Road which would no longer be a peaceful and quiet road which will cause a ripple effect by where the pollution WILL increase. I thought Haringey Council are trying to reduce the pollution? To have a major traffic population on two roads which was not the case before (Gloucester Road, Handsworth Road) will DEFINITELY cause high pollution that is not rocket science. Again, I object, and refuse for Broadwater Farm residents to gain access onto Handsworth, Gloucester Road. Kind regards</p>
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Object	E_023	<p>Hello, I'd like to express my disapproval of the council's proposal to remove the traffic filter on Gloucester Road for Broadwater Farm residents. I have been a resident in Gloucester Road for fifteen+ years. I have a registered chronic asthma condition (feel free to check medical records using my NHS number ZZZZZZZ) - and in the first years since the move to the area I suffered from numerous attacks. The introduction of the current pollution reduction scheme was a game changer for myself as I have had no attacks.</p> <p>If the council were to allow access via Gloucester Road it would mean that I would be unwell again, leading to an increased number of sick days. I would have no choice but to inform my employer - REDACTED - of the council' decision</p> <p>Thank you.</p>
Object	E_024	<p>Hello, I am a resident at ZZ Gloucester Road and I write to express my protest against your planned action to expand access via Gloucester Road. This action contradicts your own pledge to maintain healthy and safe environment for local residents, specifically, the air quality. If granted this action would also be a violation of fairness, that is, fair access to public roads and spaces. This action may set an unwanted precedent with other parts of the borough requesting similar exemptions. There is considerable concern about how unfair distribution of access will affect the social cohesion of the borough. thanks for your consideration</p>

Object	E_025	<p>Broadwater Farm Access Via Gloucester Road, South Tottenham To whom this may concern,</p> <p>I am writing in response to the council's plans to remove the traffic filter on Gloucester Road for Broadwater Farm residents (2025-T11).</p> <p>I live on Gloucester Road and am concerned that the huge increase in traffic (estimated to increase to 400 vehicles per day, plus the extra cars from the 300 new homes) will have a detrimental effect on not only the health but also the safety of residents on my street. My housemate and I suffer from asthma and are particularly concerned about the effect on our health, as well as the effect of the noise on our other housemate's ability to work from home. Other streets are not being made to share this burden, meaning that the pollution, noise and traffic on Gloucester Road will be disproportionately high compared to surrounding streets.</p> <p>I urge you to reconsider this decision, either by removing the traffic filter on other roads as well or maintaining the LTN on Gloucester Road.</p> <p>Best wishes,</p>
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Object	E_026	<p>Road Appeal - 2025-T11To whomever it may concern, We recently found out that our road, Gloucester Road N17 6DH will be affected by the council's decision to change it to a 2 way road to remove the traffic filter and allow Broadwater farm access. We are completely devastated given this will increase the number of cars to 400 a day, this will have such a huge impact for me and my family who live on this road and we are extremely upset. Firstly, we have 2 very young children, 4 months and 4 years old who both benefit from the quite road we are on at the moment, we specifically bought this house because it is quiet so is perfect for them growing up here. The increased number of cars will increase the danger for them and we would be so worried. Secondly, the additional air pollution from more cars will greatly impact them and us, I do not want them growing up on a busy road with lots of pollution. This is massively detrimental to all of us. Thirdly, the additional noise will impact both myself and my partner who work from home but as I am on maternity leave right now will impact my baby for her naps during the day. Mostly of all, this seem extremely unfair, why is it that our road has to take all of the traffic - we are being punished to allow other residents more access. This will decrease the value of our home that we purposely bought for being on a quiet 1-way road. We really are so upset and angry at this decision and would like to formally appeal it. We won't stop until this is reversed. I look forward to hearing back from you with how this will be dealt with. All the best,</p>
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Object	E_027	<p>Good afternoon, I'm writing to express my concern about the proposed traffic filter changes to Gloucester Road N17. As a resident of ZZZ Handsworth Road, this change would have a drastic effect on the street where I live and my life at home. First of all, it would be granting traffic privileges to residents of Broadwater Farm that other residents do not have. Secondly, it would steeply increase air pollution in the area. The council has done good work to combat this in recent years, so this would seem like a significant backwards step that would harm the quality of life and safety of local residents. The prospect of Handsworth Road becoming a busier thoroughfare is a concerning one. I live at the point in the road where it curves, and am often aware that cars coming down the road cannot see pedestrians crossing a little farther on from that bend in the road. With an increase in traffic, there would doubtless be more accidents at this point in the road. This is currently a quiet, residential street with many families with young children who spend time outside. The changes would put those children at increased risk as well as change the fabric of life on the street, with it being less safe for its younger residents to play outside. Finally, my partner and I are home workers, and the increased noise pollution the changes would bring would have significant impact on our ability to work effectively, given that the only workspace in our flat has single-glazed windows looking out on Handsworth Road. This seems like a short-sighted plan that would have a negative impact on most local residents, all in favour of car owners. At a time when the council should be encouraging alternative modes of transport and not polluting, private motor vehicles, I hope you will reconsider. All best,</p>
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Object	E_028	<p>Hello Writing to explain my objection to the proposed changes to the Gloucester Rd LTN filter change 2025-T11, allowing some residents to register a car for an exemption. The proposed change will have a wholly negative impact on the surrounding roads to the south and in our case, Downhills Avenue. Our road is narrow, has a lack of speed calming and high speed driving, which has recently resulted in a car crashing at speed at the corner of Wilmot Rd. Obviously this will put pressure on all connecting roads, but will have a significant impact on Gloucester, Handsworth, and they are the natural route north if heading westward along Philip Lane. Downhills Avenue and Downhills Park Rd will experience a rise in traffic as the natural route from the opposite direction. Pollution: this will increase, to the detriment of the locals health. Air pollution is deadly, and approximately 4,000 people die from air pollution from motor vehicles a year. Road safety: As a family who rely on sustainable transport and public transport systems, I'm concerned that the increase in traffic will make our journeys unsafe. Our road already acts as one of the main through-roads from Philip Lane to the roads behind (Higham rd etc). As we have a lack of traffic calming measures, this will increase. We routinely experience traffic in excess of 40mph, which is a potential threat to life. Noise: as a family with small children we are opposed to the noise the extra traffic will have to our road. Our children are already routinely woken by noise and nuisance driving. Increase traffic will exacerbate this. Bias: Allowing some residents to pass through LTNs is biased, unfair, in opposition to Vision Zero and the intention of the Low Traffic Neighbourhoods. The impact of the LTN will be reduced, and shorter journeys will increase. There is a growing population at Broadwater Farm with 300 more homes already approved for construction, this will obviously increase the number of cars using the Gloucester Rd filter.</p>
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Object	E_029	<p>N176DB Dear Sir/Madam, I am writing to object to the proposal to remove the traffic filter on Gloucester Road. This change would:</p> <ul style="list-style-type: none">· Add around 400 extra vehicles a day (likely more once new Broadwater Farm homes are built), turning our quiet residential roads into through-routes.· Increase air pollution and noise, which will particularly affect vulnerable residents, shift workers, and families.· Create safety risks, especially for children and pedestrians, as traffic builds up around blind bends.· Place an unfair burden on Handsworth and Gloucester Road residents, while other areas remain protected by filters. <p>This proposal is unsafe, unfair, and damaging to our community. I strongly urge the Council to keep the existing filter in place. Yours faithfully,</p>
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Object	E_030	<p>2025-T11 - Removal of Gloucester Road filter</p> <p>To who it may concern, We live at ZZZZZZ N17 6DA and would like to object to the removal of the traffic filter for residents of Broadwater Farm for the following reasons: Residents of Broadwater Farm have access to Lordship Lane, which residents of Gloucester Road and Handsworth do not. I agree that it is inconvenient for people living in the North half of the LTN to access Phillip Lane, but it is the same for people who live in the South side of the LTN to access Lordship Lane. If I want to drive North I have to drive South onto Philip Lane and all the way round the High Road or Downhills way in order to get onto the A10. On a bad day this can take 30 minutes. LTNs are inconvenient for everyone and that is partly the point of them "to encourage people to walk or cycle and not use their cars for short journeys. I like the LTN and think it should stay as it is. It is unfair that some residents should be able to circumvent these restrictions and others don't. The only positive outcomes from lifting the restrictions will be for the residents of Broadwater Farm and the negative impact will only be for residents of Handsworth and Gloucester Road. It will essentially become a short cut between Lordship and Philip Lane for anyone lucky enough to have that permit. If filters are being opened for some residents why can't it be shared by opening other filters, or opened for everyone? My Husband suffers from severe asthma and we are very concerned that the impact increase in traffic each day (400+ vehicles each day) will have on his health because of the increase in pollution. I also work from home several days of the week. An increase in traffic will disturb me while I am trying to concentrate. We are also concerned about the effect opening the filter will have on road safety. We live on the corner of Handsworth and Gloucester Road which is a blind corner. Cars come round the corner quite quickly and there have been several times where we have almost been hit by a car flying round the corner whilst either crossing the road or on our bikes. My daughter walks to school, and I worry about the roads becoming much more busy and dangerous. Before the filters were introduced there were a lot of hit and runs on parked vehicles on the corner where I live and I am worried this will start again if the traffic becomes heavier. If my car is hit on the corner will the council provide compensation? The proposed action will have a detrimental effect on the quality of life of my family and the other residents of Handsworth and Gloucester Roads and I urge the Council to rethink this proposal. Sincerely</p>
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Object	E_031	<p>I am writing to object to the above plan for access to Broadwater farm via Handsworth Road and Gloucester Road.</p> <p>This would make Handsworth Road a rat run, causing noise and pollution on the road. It's unfair and unjust to use our road to give sole access to the estate, when we won't be able to use the Gloucester Road filter. Why can't other roads be used as access instead or at least as well? Insetad, multiple roads should be opened up for this purpose.</p>
Object	E_032	<p>ref: 2025-T11To whom it may concern, It was worrying to hear that there is a proposal to open up my road (Gloucester Road) for filter traffic from the Broadwater Farm extension. From my understanding, only Handsworth and Gloucester Road will be opened up. This is very impactful in terms of traffic on our small road. When we bought the house a few years ago, one of the pros for us was that it was a quiet road. With many pet owners, families with children and cyclists, let alone noise from traffic, this was a must. This would greatly impact the lives of the residents on these streets and I would implore you to look at other possibilities. Broadwater farm has been there for a long time and has various exits onto larger roads. Further to this, in the mornings and evenings, Phillip lane can already get very busy with queues of cars so the extra traffic suggested backing up on our road would affect our air quality and noise pollution. We have already had various hit and run collisions, including to our bike shed outside my house and the increased traffic from the estate would increase this creating a more dangerous environment for the families and pets living on our street. Lastly, myself and my partner, as well as the family living in the flat above us mostly work from home so the impact on our peace would be affected. I do hope that some other alternative can be found.</p>

Object	E_033	<p>Hello I am concerned about the proposed changes to traffic on Gloucester Road. This is a long straight road and already cars often drive down it too fast when they get the opportunity. We had a car crash into our bike hangar (outside no. 36) and damage the bikes inside just last year - the police were useless even though we gave them photo evidence of the person with the car and licence plate. We ended up paying for the repairs to the bikes ourselves at considerable cost. Allowing traffic to come up/down Gloucester Road from Broadwater Farm will cause significant issues. The whole point of the LTNs is to reduce traffic and dissuade people from using their cars when this would be the absolute opposite. It seems to be completely counter to the ideals and strategy of traffic management of both Haringey Council and the Mayor of London. Please reconsider this change. It will cause significant harm to residents from noise, pollution and the increased risk of cars travelling at speed. This is not a good idea! Yours sincerely,</p>
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Object	E_034	<p>Dear Councillors and Traffic Orders Team, I am writing as a resident of Handsworth Road to strongly object to Haringey Council's proposal to remove the traffic filter on Gloucester Road in order to provide access to the Broadwater Farm estate. This plan unfairly impacts our street and raises several serious concerns:</p> <ol style="list-style-type: none">1. Increased Traffic Volumes The Council's own assessment states that removing the filter will increase traffic on Handsworth and Gloucester Roads by around 400 additional vehicles per day. This number will inevitably rise considerably further once the 300 new homes currently being built are occupied, yet no consideration has been given to this fact.2. Air Pollution Higher traffic volumes will lead to higher air pollution levels. This affects us all, but is especially dangerous for vulnerable residents with health issues such as asthma, and for children and the elderly who are more susceptible to respiratory issues.4. Safety Concerns The proposed change will transform our roads from quiet, residential streets into busy cut-throughs. Past experience has shown that increased through-traffic leads to a higher risk of accidents, particularly with parked cars and reduced visibility. The safety of children walking to and from school will be jeopardised. Handsworth Road also has a sharp turn in it, which with cars parked either side, poses much more danger than if an alternative straight road was used as visibility can be minimised when coming around that corner. There is also the safety of people using the bus stops at the top of Gloucester Road and on Phillip Lane at the other end of Handsworth Road. This bus stop takes lots of residents from many neighbouring roads to school and work and additional vehicles at the end of this road poses additional risk to pedestrians who I often see running for the bus or walking to cross the road from behind it.5. Fairness and Equality This plan gives residents of Broadwater Farm more rights than those living on neighbouring streets. While they would benefit from new access, it is our community that will bear the burden
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Object	E_035	<p>Topic: 2025-T11Dear Sir/Madam, I am writing to object to the proposal to remove the traffic filter on Gloucester Road. This change would: Add around 400 extra vehicles a day (likely more once new Broadwater Farm homes are built), turning our quiet residential roads into through-routes. Increase air pollution and noise, which will particularly affect vulnerable residents, shift workers, and families. Create safety risks, especially for children and pedestrians, as traffic builds up around blind bends. Place an unfair burden on Handsworth and Gloucester Road residents, while other areas remain protected by filters. This proposal is unsafe, unfair, and damaging to our community. I strongly urge the Council to keep the existing filter in place. Yours faithfully,</p>
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Object	E_036	<p>Dear Councillors & Officers, I am writing to object to your proposal to create a BWF exemption for the LTN filter on The Avenue/Gloucester Road for the following reasons: 1. Blue badge holders & people with individual circumstance exemptions are already permitted to drive through that filter so you should not be incentivising able-bodied car owners to make short journeys by car. Drivers in this area are a minority group. They make up 41% of BWF while the majority of people, 59% do not own cars. As far as I can tell from your public statements, you are not proposing to make the lives of non-car owners easier and healthier, bearing in mind car owners anywhere are already the more privileged.</p> <p>2. LTNs work by disincentivising residents within the LTN from making short journeys by car as well as by removing through traffic from residential roads which cannot cope with high volumes of traffic. If you create this exemption, it undermines the LTN and reinforces the idea that residents within an LTN are favoured. Comments from Cllr Mike Hakata & Cllr Seema Chandwani in Haringey Community Press suggest they have been unaware of the established principles underpinning the LTNs. Mike Hakata is quoted as saying you want to “balance both equity & access demand with the ability to keep the purpose of the LTN intact”- where is the equity for people who do not have access to a car who make up the majority of BWF residents, as well as everyone else in the area who will be subjected to increased levels of traffic? Seema Chandwani is quoted as saying “residents on this specific estate have been almost inadvertently cut off by this LTN because they can’t get to South Tottenham, where medical provision is”- this is factually incorrect. Non-drivers (the majority) can go the most direct route to south Tottenham, able-bodied drivers can get to south Tottenham but need to use main roads. Please can you provide evidence to back up the statement that medical provision is in south Tottenham? There is an enormous health centre on Lordship Lane, a stone’s throw from BWF, as well as a major hospital to the north of the LTN.</p> <p>3. It took years of effort by residents to get this LTN implemented, and it was watered down by Haringey council every step of the way. First by making every filter bar one, camera enforced, then opening up some filters and now this. Camera enforced filters are open to abuse. Every time I leave my home (several times a day) I see drivers covering their numberplates so they can drive through the LTN. This is illegal & I am yet to see any evidence that this is being dealt with.</p> <p>4. Why would this proposed change be funded from the General Fund Capital Program, Walking and Cycling Action Plan LTN delivery? Encouraging a minority of able-bodied drivers to make extra trips by car does nothing to encourage walking and cycling and if anything is going to make both walking and cycling less safe. You could incentivise cycling for BWF residents, for example by adding many more cycle hangars, providing cycle proficiency training & subsidising bike ownership.</p> <p>5. Your report states that BWF has some of the lowest PTAL (public transport accessibility level) scores within an LTN. According to the map used to show this, so do sections of Higham Road, Walpole Road & Downhills Park Road. Why shouldn’t low-income, able-bodied drivers on those roads expect the same</p>
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Object	E_037	<p>As a long time resident of Gloucester Road, I have witnessed several successful schemes that have reduced traffic flow positively, in and around the area. Prior to Bruce Grove/West Green and St Anns LTNs being introduced, traffic volume had been greatly reduced, after the introduction of several traffic calming schemes that, through consultation and "tinkering", were welcomed by residents. No one, especially the 'planners' behind these 3 LTNs, would deny they have made resident's car journeys through adjoining neighbourhoods, and direct access to boundary roads impossible. It is not surprising then, that Broadwater Farm residents feel that being made to drive miles out of their way, in order access Philip Lane, and in doing so cause more congestion and more pollution, goes against everything the LTNs were, apparently meant to achieve. Handsworth and Gloucester Road residents feel exactly the same, about being made to drive miles out of their way, in order to access Lordship Lane, and the negative impact that has on the local environment. The proposal to open Gloucester and Handsworth Roads to the Estate's residents, seems to confound the stated intention of the LTNs, which was to deliberately make car travel more difficult. It will also direct and increase traffic - exclusively from residents of The Farm, part of a neighbouring LTN - onto a residential street in another, Bruce Grove LTN, whose residents don't share the easy access to The Farm or the same access to Lordship Lane that the Estate's residents do. Is that fair? Even without any proper information about modifications to the signage, the current contra flow, and one way systems, already in existence, this proposal appears to be a quick fix, for some, aimed at appeasing one part of our Tottenham community, at the expense of another. Feels like a cynical pitch for votes, by a council that knows it's in trouble come May '26.</p>
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Object	E_038	<p>Dear Haringey Council, I am writing to strongly oppose the decision to remove the traffic filter on Gloucester Road for Broadwater Farm while keeping all other traffic filters around the estate closed. This decision means that residents of Broadwater Farm will only be able to access or leave via Handsworth and Gloucester Road, while residents of Gloucester Road will continue to face restrictions on through access. This creates an unreasonable and disproportionate burden on Gloucester Road residents. The council has not given proper consideration to:</p> <ul style="list-style-type: none">• The additional traffic and congestion that will now be channelled onto Gloucester Road.• The lack of connectivity for local residents, who continue to face limited access compared to neighbouring areas.• The failure to review neighbouring LTNs and consider opening them up to fairly distribute traffic across the wider area.• The impact of upcoming developments, including the 300 new homes planned nearby, which will inevitably add further strain to our road network. <p>As a resident, I feel that this approach undermines the stated aims of LTNs: to improve air quality, reduce traffic, and create safer, more liveable neighbourhoods. Instead, it appears that the scheme is shifting traffic pressures unfairly onto a small number of roads, rather than addressing them strategically across the borough. I urge the council to reconsider this decision and take a fairer, more holistic approach to traffic management. At a minimum, there must be a review of neighbouring LTNs to ensure the traffic burden is shared, rather than concentrated on specific roads like Gloucester Road. I ask for confirmation that my objection will be formally noted and that residents will be meaningfully consulted on any future changes. Yours Sincerely,</p>
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Object	E_039	<p>Dear Sir/Madam, I am writing to formally and strongly object to the proposed removal of the traffic filter on Gloucester Road (reference 2025-T11), which would allow Broadwater Farm estate residents to drive onto and off the estate via Handsworth and Gloucester Roads. This plan unfairly penalises residents of Gloucester and Handsworth Roads while leaving neighbouring streets unaffected. 1. Increased Traffic and Air Pollution Opening up Gloucester Road to through-traffic will significantly increase vehicle flow – the council’s own estimate is around 400 additional vehicles per day, not including the impact of the 300 new homes being built. This will inevitably worsen local air quality. Many residents, including vulnerable children and elderly people, could suffer health consequences, particularly those with existing respiratory conditions such as asthma. All other traffic filters around Broadwater Farm will remain in place, protecting those neighbourhoods from the impact of increased traffic. Only Gloucester and Handsworth Roads are being singled out to absorb the extra volume. This is grossly unjust. Residents of our streets will face the pollution, congestion, and danger, while surrounding areas remain shielded. The council is giving one group of residents' special privileges at the direct expense of another. 2. Noise Pollution Handsworth and Gloucester Roads are quiet residential streets. The extra volume of traffic will cause significant noise, affecting shift workers, home workers, and families. Daytime and evening noise levels will increase, reducing residents’ quality of life. The council’s own estimate suggests around 400 extra vehicles per day will use our roads as a result of this change. This figure does not even include traffic from the 300 new homes being built nearby, which will inevitably make the situation far worse. No other neighbourhood is being asked to shoulder this level of disruption. 3. Road Safety and Danger to Residents More cars using these roads will increase the risk of accidents, especially near blind bends and areas with poor visibility. Before the filter was introduced, there were frequent hit-and-runs of parked cars. Removing the filter could reintroduce these risks and put children and pedestrians at greater danger. Many of us on Gloucester Road have lived here for decades – in my case, over 35 years. To now be singled out and forced to bear the burden of increased traffic and danger is not only unfair, it feels like a betrayal of the residents who have invested so much into this neighbourhood for so long.</p>
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Object	E_040	<p>I am writing concerning Haringey Council's plans for Broadwater Farm access to Gloucester Road and Handsworth Road.</p> <p>I object to these plans because I live on Gloucester Road and we will have much more traffic.</p> <p>Haringey Council need to rethink these proposals.</p> <p>Regards,</p>
Object	E_041	<p>2025-T111 strongly oppose to the plans for the Broadwater farm residents to access the whole of Gloucester and Handsworth Roads. An extra 400 cars a day using our roads will cause pollution, danger and noise. Gloucester Road will become what Mount Pleasant Road used to be, a commuting route. I am worried about the noise: I work from home doing many night shifts and the noise during the day will affect my sleep/health. I am worried about the dangers so many cars will cause : before the introduction of LTN and the Gloucester Road traffic filter, my car was damaged 3 times within a few months whilst parked in the stretch of Gloucester Road between Higham Road and Chester Road due to cars speeding there. It will also be dangerous to the many bikes and electric scooters who currently feel safe using Gloucester Road between Philip Lane and the Farm. It would be unfair for Broadwater Farm residents to have a fast and direct access to Philip Lane using our streets while we are banned to use theirs to access the Lordship Lane area. Other streets could very well share the burden so I really hope that the Council will not implement this change without looking at fairer options. Regards</p>

Object	E_042	<p>Letter of objections to the opening of Handsworth and Gloucester Roads to enable access to Broadwater Farm Dear Sirs I am a long standing resident of Handsworth Road and would like to state my strongest objections to the Council's plans to remove the traffic filter on Gloucester Road to enable residents of Broadwater Farm to drive onto and off the estate via Handsworth and Gloucester Roads. The Council has not taken into consideration the effects on the environment of an increase of approximately 400 vehicles per day, excluding estimated extra vehicles from the 300 new homes being built, which would make that number much higher. The pollution to the air from the increased fumes from those vehicles, the noise these extra vehicles will make, together with the increased danger to the residents (children) of speeding cars up and down a road, which is not that wide - cars are parked on both sides of an already narrow road. I can just imagine the chaos which is being created and taking a small quiet residential road into a very, very busy main road. Our peace and tranquility will be disturbed. The Council has the option to open other surrounding roads and it would only be fair if the LTNs could be removed to enable free access to Broadwater Farm from the surrounding roads instead of putting all the burden on Gloucester and Handsworth Roads. In my view, the concerns of the residents on these two roads should be paramount as we are the ones whose lives will be affected. The plans on paper looks perfectly o.k., however, those making these proposals do not live on these roads and the disruption does not affect them. Please give this letter your careful consideration as to the wellbeing of the residents. Yours faithfully</p>
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Object	E_043	<p>2025-T111 wanted to share my views on the proposed exemption to the LTN for residents of Broadwater Farm. I live on the avenue (n17 6jj), am a non-driver and ZZZZZ attends The Willow School. I would like to propose that this exemption is not introduced in isolation: the estate has 2 schools, a nursery and a children's centre at its heart. The school is one of very few who don't have a school street and the pavements and crossings have been disrupted during the building works. There has never been a consistent footpath to walk through the estate. Much of this route passes directly through the entrances/exits to the car parks underneath Croydon, Debden and Hornchurch. The pavement/road is not marked and there are many close passes where children don't recognise when the pavement becomes road. It is already quite unsafe for children to walk, scoot and cycle to school due to the cars – also many children walk alone without an adult. Most children need to cross a minimum of 5-6 roads on a 5 minute walk through the estate. They also play in the playground straight after school and footballs often go into the roads and car parks, which is scary when children run after them. There is currently building works right next to the school which involve multiple huge vehicles which are often on the roads at the same time as drop off/pick up. There are more building works scheduled on the estate and this will last multiple years. Introducing more cars to the streets at this time will only make it more unsafe for the children. I would appreciate if there could be restrictions in the number of cars during school drop off/let out times particularly during the building works when so many pedestrian routes are already disrupted. I would expect that a school street (like most of the schools in Haringey have) would achieve this. However, if a school street is impossible, I would ask that other protections are put in place to keep the children safe on the roads. Thanks for your consideration. As you can imagine, this is a controversial topic and I'd like this to be kept anonymous.</p>
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Object	E_044	<p>Objection to proposed changes in road access/2025-T11Dear Sir/Madam, I'm writing to express my strong objection to the proposals of opening the filter on Gloucester Road for Broadwater Farm Residents only. As a resident of Handsworth Road, living here for less than a year with my husband and 5 year old daughter this would be a hugely unwelcome and unfair change. Not only will it increase pollution on our road which is our primary concern for our young daughter, it will also vastly increase noise which is problematic for my husband who is up very early every morning for his work as a plumber in hospitals. In addition, what is currently a very quiet and generally safe street for us will become a lot less so. I understand there is no plan to share this with other roads and that it is only the Gloucester Road filter that you plan to remove and this seems arbitrary and unfair. Please could you let me know what considerations you have taken of Handsworth Road and Gloucester Road residents views to suggest this change? I look forward to hearing from you. Yours,</p>
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Object	E_045	<p>2025-T11Dear Sir/Madam, I am writing to object to the proposal to remove the traffic filter on Gloucester Road. This change would: Add around 400 extra vehicles a day (likely more once new Broadwater Farm homes are built), turning our quiet residential roads into through-routes. Increase air pollution and noise, which will particularly affect vulnerable residents, shift workers, and families. Create safety risks, especially for children and pedestrians, as traffic builds up around blind bends. Place an unfair burden on Handsworth and Gloucester Road residents, while other areas remain protected by filters. This proposal is unsafe, unfair, and damaging to our community. I strongly urge the Council to keep the existing filter in place. Yours faithfully,</p>
Object	E_046	<p>Appended letter: Commences: I'm writing to record my strong objection to the decision presented at the Haringey Council Cabinet meeting on 17 June 2025 (minutes at: https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=82503) under the Agenda item 'Broadwater Farm Resident Access' pertaining to the changes to the existing traffic filter in Gloucester Road and an introduction of an LTN exemption for the residents of Broadwater Farm and for the construction vehicles serving the BWF development project.</p>

Object	E_047	<p>Hi there</p> <p>I am a resident of N17 6RY. I am writing to object to the proposal to allow residents in the Bruce Grove LTN to apply for an exemption from the Gloucester Road traffic filter</p> <p>Kind regards</p> <p>Sent from my iPhone</p>
Support	A_001	I think you should consider access to Downhills Way as well
Support	A_002	I support this. This will enable me to drive down Gloucester Road. The only thing I am not in support of it one car only per house it should be the entire residence that are on the tenancy agreement. We are all paying rent for our property. We have children we are carers all need access
Support	A_003	<p>What about Higham Road and all other close by roads? We cannot get north without spending an additional 15 minutes going round West Green/belmont roads or via Phillip lane/high rd/bruce grove.</p> <p>I am a solo parent. No family in England. I have to pick my child up sometimes from school at the willow and have to go all the way around. It's unfair.</p>
Support	A_006	<p>I highly support this proposal as I always thought it was truly awful that the residents of Broadwater Farm were effectively trapped with only one way out northwards.</p> <p>After the history of this estate in the 1980s / 90s it is important to give residents a better way of life and not literally pen them in.</p> <p>Please open the road!</p>
Support	A_007	Yes, the people of Broadwater farm should have access on Gloucester road and so should everyone else. LTN's are a scourge and make life very difficult for people like me to get about (aged nearly 80) not to mention the people who work, live or travel on the LTN boundary roads who lead even more unhealthy lives than they did before.
Support	A_009	Owing to the one-way system in this area, lots of through traffic into Broadwater farm appears to come up Kitchener Road, so if this alleviates that, then I fully support this,
Support	A_015	I agree and think that allowing people from broadwater farm have access to the Gloucester road LTN is a good idea, the LTN has resulted in lots of families having to travel out of their way to get home due to the current LTN
Support	A_016	(blank)
Support	A_017	(blank)

Support	A_018	(blank)
Support	A_022	I fully support Haringey residents living on Broadwater Farm with cars registered in their names to have better access to Philip Lane. I would also like the council to consider stopping the discrimination on Higham Road which is divided in two in relation to access to Lordship Lane. Currently those of us who live on the western side of Higham Road are blocked from accessing Lordship Lane via The Avenue and Mount Pleasant Road yet those who live on the eastern end have that access. This is unfair. I understand the need to control access for people coming from out of borough but Haringey residents should not be penalised. Please look into this. Many thanks.
Support	A_023	As a resident of a nearby road, I have no objection to this and support the need for residents to drive into the estate by the shortest routes.
Support	A_026	I am based on the Broadwater farm I don't drive however I use taxis to go to work when I have a very early shift when I request a taxi they cancel the job because they cannot come from highams road onto Gloucester Road because of the camera how am I supposed to go to work it makes me late and frustrated having a camera there
Support	A_027	Access to the road will save time traffic for broad water farm residents.
Support	A_028	I support access being given to residents of Broadwater Farm from Gloucester Road. The current system causes me to take a very circuitous route on most journeys causing longer journey times. Also because I'm spending longer on the roads this can't be helping the environment

Support	A_029	<p>Subject: Request for LTN Exemption as a Long-Term Resident and Parent To whom it may concern, I am writing to formally request an exemption from the Low Traffic Neighbourhood (LTN) restrictions, as a resident of Haringey for over a decade plus . While I understand and support the intention behind LTNs—particularly around schools for the safety and well-being of children—the current implementation has made daily travel extremely challenging for residents like myself. As a mother, I often face stressful and time-consuming journeys when taking my children to school. The diversions caused by the LTNs, compounded by ongoing roadworks and temporary traffic lights, frequently lead to severe congestion—especially along the High Road, with traffic sometimes backed up as far as Stamford Hill. I believe it would be fair and reasonable for long-term residents to be granted exemptions, particularly on roads that do not directly serve schools. Roads with schools could remain monitored for safety, while others could be made accessible to local residents to ease the burden of unnecessary detours and delays. I hope the council will take into consideration the real-life impact of these restrictions on families and residents, and consider introducing a resident exemption policy. Thank you for your time and understanding. Kind regards, ZZZ</p>
Support	A_030	At least 2 cars should be allowed
Support	A_032	I understand the reasons for this change but I think it should be adopted on a trial basis. Gloucester Road is an important route for pedestrian access to Lordship Recreation Ground. I am concerned this change will make the route more dangerous to pedestrians. There should be a trial before any change is made permanent.

Support	A_038	I fully support giving all adult residents in Broad Water Farm free resident permits to drive through Gloucester Road. We need access to Phillip Lane. Important services were cut off from us for far too long. We have our GP, school, dentist, work, leisure centre. And church on the other side of that camera. Thank you.
Support	A_039	We need free permits to drive through Gloucester Road. We had to stop my swimming lessons since LTN because it takes too long to go around. Give us access to be able to have access to shops, schools, churches.
Support	A_040	We need free permits to drive through Gloucester Road. We had to stop my swimming lessons since LTN because it takes too long to go around. Give us access to be able to have access to shops, schools, churches.
Support	A_041	We need free permits to drive through Gloucester Road. We need to be able to drive to work, have access to Phillip Lane where our GP we have been cut of from so many services. Treating us like slaves and animals. We are Parishioners at St John Vianney Church we've not been able to go as it takes too long to and from driving all the way round. Give us access to be able to have access to shops, schools, churches shops etc. Thank you.
Support	A_042	Thank you, I fully support this consultation. Since the introduction of the Low Traffic Neighbourhood (LTN), my work has been severely impacted. The changes have created significant congestion on surrounding roads, making it extremely difficult for me to reach clients I could previously access within minutes. This has drastically reduced my ability to take on work and fulfil appointments efficiently. An LTN permit would allow me to continue serving my clients, maintain my income, to support my family and provide the service my work depends on. Thank you. REDACTED BUSINESS NAME
Support	A_043	I fully support the proposal to give residents free permit to access the Gloucester Road LTN. We have players all around the area who drive, have busy lives, family work, volunteer etc. We need access to be able to reach services around. We are a new Women and girls Football Club. For safety reasons many drive. LTN cameras add extra unnecessary time wasting and barriers to access services such as our weekly women and girls football training in Lordship Rec. Thank you.
Support	A_045	I would like a permit because the LTN causes significant disruption to my journey to work and I feel as a resident in the estate, I should be able to have ease of access to my home.
Support	A_052	i would like this to happen as i can't find any parking as a resident that lives here also i have disability and i can't park close to my house as because of this
Support	A_054	We need access to and from our home.
Support	A_055	(blank)

Support	A_057	<p>This is a sensible measure but would dispute it's unique to broadwater farm.</p> <p>All residents of LTNs should be able to get similar permits to pass through the filters within the overall LTN in which they live. I believe this would reduce traffic on the boundary roads without increasing it significantly within the LTNs. For instance, living on Vincent Road when arriving from the North, because I cannot turn left onto Belmont road and then right onto Vincent Road, I have to contribute to the misery of some of the biggest losers from the LTN design : the residents of the boundary road Belmont Road.</p> <p>This effects and similar are clearly counterproductive to the aims of the LTN. It's brilliant that through traffic has been put onto the main roads where it should be by this scheme. But residents taking the shortest path from the main roads to their homes are not through traffic. Please make this scheme work!</p> <p>Also, where the heck is the proposed red route for West Green Road and the junction improvements ???!? There was a consultation A FULL YEAR AGO and there has been NO UPDATE SINCE. The council is proving highly ineffective at dealing with the unintended consequences of the LTNs even when they recognise them, as in this case. Why the delay?</p>
Support	A_058	We should be able to drive
Support	A_059	<p>The Facts are The Residents off Broadwater Farm are constantly looking overlooked. Not only have we been restricted to driving in and out off our estates, parking is taken up by people outside the estates, weekly events in the community centre again, we are restricted on parking, but lets deal with the main issue first. Residents off the farm should have to have contended with LTN's on our estates in the first place. How on earth can one justify driving around full circle just to get out our own home or return to own homes at the same time you have so much works going on with redevelopments on Adams Road. How is helping anyone. Restrict none residents fair enough. But even the fact the Emergency Services have s mission getting through, you have to wonder if the council are not taken the Residence for a Joke. Utter nonsense complete disregard for our human right off where we live. We need full access to Phillp lane, full access to Bruce Grove. Extra 20-30mins added on to a Journey which should just take 5 to 7 mins</p>
Support	A_065	My support regarding Statutory Consultation. Broadwater Farm resident access - Gloucester Road traffic filter (Highways and Parking - Ann Cunningham, Head of Highways and Parking, 16 July 2025).
Support	A_071	We need access to local resources and amenities. The GP practice, leisure centre and also access to families who live towards West Green road.

Support	A_072	<p>I support the changes proposed. The path to Philip Lane should never have been closed off for residents. It has made accessibility extremely difficult with there being only 1 point of entry and exit. I'm a carer under an agency and I couldn't get exemptions for my role which meant I had to give up a lot of caretaking responsibilities simply because I couldn't attend to them in time. I support the idea of amending the filter, but if you wish to make it a permit, I hope this will not be something we have to pay for in order to get access. I would like to raise additional points as well. 1. Why now, and why change this one specifically? 2. What's the point of a permit? Why not open it up completely? I may be wrong so feel free to correct me. The point of an LTN is to reduce car traffic in residential areas, making them safer and cleaner. There aren't many shops or Poi that may attract outsiders besides the usual community centre and Lordship Rec. I suppose it could prevent opportunistic criminals from entering from Philip Lane, but that's not much of a solution if they can enter from Lordship Lane. My point is, won't it be the residents who are mostly using these roads anyway? And if that is the case, why not just open it up? 3. I do believe something needs to be done about safety, but does the implementation of LTN provide this? If so how? I've noticed an increase in vandalism to cars on the estate and I believe this needs to be addressed. I've seen, spoken to other residents, and have had my own car vandalised [brick thrown at windshield]. Unsurprisingly, there's no cameras in place. Thank you for your time.</p>
Support	A_073	<p>Why restrict this to just one car? Haringey Council must consider this incessant obsession to control and restrict every aspect of resident life has detrimental impacts on the mental health of residents. This should be extended to registered vehicles of BWF residents in case of an emergency.</p>

Support	A_075	Having access through Gloucester Road personally makes a huge impact for me as I live in the block at the end of the road. Currently, I have to go around through Bruce Grove which adds to the journey and is unfair that I cant go home directly on my own Road. This has a financial impact and costs valuable time being stuck in traffic specially on event days at the tottenham stadium with large crowds. I hope that the proposal is accepted and it is recognised that the residents of BWF suffer most from this decision. Having the exemption means that people who live here can go home and get on with their lives. Additionally, I would like the council to consider access for residents through the other filters near broadwater farm. Please do not make our lives difficult. Thank you.
Support	A_078	This is a good idea and given the technology exists I would ask you to consider expanding it to other residents at one entrance to the zone ie if we could use the downhill park Road exit we could all save at least a mile each time we want to go north. Which would reduce pressure on the Boundary Road /West Green Road junction.
Support	A_081	Permits need to be per household Drivers not per household.
Support	A_082	I totally support this proposal. I have lived on Broadwater Farm estate since 1985 and I drive a car. Since the LTN was introduced, I now have to drive nearly two miles, in order to access Philip Lane, a distance of only a few hundred yards from the estate. This contributes to more pollution, more delays and increased fuel usage. Residents who are infirm and would be unable to walk to the Lawrence House doctors surgery, but who own a car, or have to rely on a cab, would benefit enormously from being able to drive through the Gloucester Road LTN filter.
Support	A_083	Since the LTN in Gloucester Road has come into effect, it has made my life hell. I don't think it's a fair system at all. In 2022, I had a foot and leg operation making me immobile, and it takes forever to just get out of this area. It feels like we are stuck. My surgeon is in Harley Street and the first 4 months after operation we're just horrible. The amount of uber drivers that'll cancel on me because of the LTN signs. I had to get a neighbour to get a Zipcar to drop me off. I will have to get the other foot operated, but I'm very anxious because I had to take so much time off work just to make the appointments, which I was always late for. I think it makes sense to give residents in this zone access to pass through Gloucester Road.

Support	A_084	The traffic and congestion on the estate has got worst. The road where the school and play centre is on has become busy and the road safety is a concern. I would like access so that I am able to go to my doctors and dentist without having to go all the way round the area. Uber drivers do not visit the estate and some times cancel last minute which causes frustration.
Support	A_085	I live at Croydon on Gloucester Road and the closer of Gloucester Road has had a devastating impact.on my family and myself. I fully and whole heartedly support the new improved restrictions allowing Broadwater farm residents access through Gloucester Road.
Support	A_086	Since the LTN on Gloucester Road certain roads on the estate are busier and is causing a road safety concern. The LTN affects Uber drivers because they have to go all the way round to access the estate. The LTN has doubles my journey to and from work. This also affects access to my medical professionals. This has also affected me ordering uber taxis as I have to walk out of the estate to get collected as most times driver will cancel.
Support	A_087	I would prefer if the LTN's are removed to be honest. It's frustrating. A 5 minute journey has turned into 30 minutes. It doesn't also consider people who have multiple jobs and need to get to one job to another. With multiple jobs, time means money! People juggling more than one job often already face physical and mental fatigue. Also this proposal should allow more than one member of a household to register for the exemption. It's already a hard job being a mum and basically doing all of the housework, house admin and nursery pickup, now if this is only for one member then it just adds another strain on mothers. Mothers already bear disproportionate burdens. if only one member of a household is granted a driving exemption in an LTN, it can exacerbate gender inequalities and create a frustrating situation, especially for mothers. Only allowing one exemption per household, may unintentionally reinforce traditional gender roles. Fathers may be prioritised due to him driving to work compared to the mother who will most likely be carrying out household duties

Support	A_088	<p>I would prefer if the LTN's are removed to be honest. It's frustrating. A 5 minute journey has turned into 30 minutes. It doesn't also consider people who have multiple jobs and need to get to one job to another. With multiple jobs, time means money! People juggling more than one job often already face physical and mental fatigue. Also this proposal should allow more than one member of a household to register for the exemption. It's already a hard job being a mum and basically doing all of the housework, house admin and nursery pickup, now if this is only for one member then it just adds another strain on mothers.</p> <p>Mothers already bear disproportionate burdens.</p> <p>if only one member of a household is granted a driving exemption in an LTN, it can exacerbate gender inequalities and create a frustrating situation, especially for mothers.</p> <p>Only allowing one exemption per household, may unintentionally reinforce traditional gender roles. Fathers may be prioritised due to him driving to work compared to the mother who will most likely be carrying out household duties</p>
Support	A_091	LTN
Support	A_092	<p>I don't agree with the LTNs honestly in my opinion i believe that they create more of a problem and cause more traffic which causes cars to sit in traffic with engines running for longer eventually causing more pollution than if the LTNs weren't in place. I agree with this petition proposal to allow residents through this LTN as this would make it easier to travel and cause less problems for residents and easier for everyday life.</p> <p>The LTNs affect me on my Journey to and from places making the time longer and causing me having to go around the LTNs in order to get to where i'm going. This causes stress as this adds extra time to my journeys whenever i want to leave my house.</p>
Support	A_093	<p>I am asking to at least to be given a permit to access the filter on the junction of Gloucester Road and Avenue because it has had such a negative impact on my daily life. Since the LTN was introduced, my commute has become far more difficult and time-consuming, leaving me stressed, exhausted and with less time for my family and responsibilities. What used to be simple journeys are now long detours, adding unnecessary pressure to my day. It feels deeply unfair that I can no longer access my own area as I once could and the changes have made me feel cut off and restricted in my own community. I strongly believe that my situation and that of the many neighbours and friends and the impact on mine and their wellbeing, deserves to be taken into account.</p>

Support	A_094	I really want to ask for me and my family and neighbours be given a permit, because it has made my life so much harder. Since it was put in place, getting to school, seeing friends, or even just travelling anywhere takes so much longer and feels really stressful and frustrating because it stops me from feeling as independent as I should at my age and it makes me feel cut off from places and people that are important to me. I already have enough challenges as a young woman trying to balance work and everything else and this has just added more pressure to my daily life. It feels unfair that something meant to improve things for the community is actually making mine so much harder.
Support	A_096	I can get to my GP, library with ease and my medication can be delivered with ease. This cut off has been extremely stressful and unproductive
Support	A_100	It effects us since it's been blocked
Support	A_101	How do you expect us to acess??
Support	A_105	Honestly I think traffic filter should be removed all together. It is isolating elderly residents as accessing and parking within the estate has become more difficult to the point some have said some people just dont bother visiting. It makes simple trips longer Haringey residents leading to more pollution .I think it is ruining community based on conversations I have had . I also think residents who dont drive should be able to assign there access rights to a designated driver who does drive them such as family who support elder family

Support

E_001

To whom it may concern, I am writing with regard to proposed access changes to the Gloucester Road traffic filter. I approve of these changes, which will mitigate a lot of the negative effects of the LTN system for some local residents. However I am requesting that the council consider extending this scheme to other groups of local residents negatively affected by the placement of this traffic filter. I am a resident of Higham Road, just to the south of the filter and would happily participate in an exemption scheme were one available. The LTNs generally and this traffic filter in particular has a significant negative impact on movement in the immediate vicinity of my home, necessitating lengthy and heavily congested journeys to reach North Tottenham and beyond, and cutting through local community links, including vehicle access to my son's school Willow when necessary. To permit one section of local residents exemptions denied to other local residents would deepen the divisions within the already impacted community relations in regard to the LTN scheme and traffic filter, and appear on the face of things to be fundamentally unfair. Residents should expect equal treatment from the council in matters of policy. I am glad that the council is considering mitigating some of the negative effects of the LTN scheme, and politely request that the council not provide privileged treatment to one part of the community over another, but permit all residents enhanced freedom of movement in their community. Yours faithfully,

Support	E_003	Ref 2025-T11To whom it may concern, I am writing re the consultation process re the Gloucester Road Traffic filter ref 2025-T11. I support this change, but it should be extended to all those who live in the area as we have exactly the same reasons as those living in the Estate which I back onto ie geographical location and limited access to public transport.Why should we continue to have to access Philip Lane by driving around the A10, causing further pollution if this is being changed for these residents? I look forward to hearing your justification for this distinction.
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Support	E_007	<p>Gloucester Road and the Avenue LTN removal. Good afternoon,</p> <p>Writing in relation to the proposed removal of LTN restrictions for BF residents on Gloucester Road and The Avenue junction. I am a residents on Chandos Road. Aware there are some reservations about this proposal from residents I have spoken to. However, in my opinion it sounds like a reasonable proposal. We're not talking about increasing cut through traffic - just adding a needed additional route in a south direction for residents in the estate. Currently the roads of mount pleasant, lordsmead and broadwater in particular accommodate all of the access and egress traffic so why not allow some of that to be alleviated through an alternative southern route especially if residents need to travel in that direction?</p> <p>Would appreciate confirmation of receipt that comments have been sent to the correct place.</p> <p>Thanks you</p>
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Support	E_014	<p>I am writing to contribute to the Gloucester Road traffic filter consultation. However, my enquiry extends beyond that, with other specific points I hope you can assist with. I live opposite the junction of Broadwater Road to Wimborne Road on the exit route from The Bruce Grove LTN. Residents here are experiencing frequent traffic congestion outside our homes as very large HGV, (which are assumed to be mainly coming from the construction sites within Broadwater Farm - (BWF)), have difficulty turning the corner. They have caused damage to trees and vehicles. But we are certainly not keen on even more of the parking spaces being removed as they are already limited. Traffic from the entire LTZ, including the whole of BWF, exits along this route. It will likely get heavier as the next phases of construction get underway. And when they are finished, the number of households, and therefore vehicles, may increase. Broadwater Road is part of a Cycle Super Highway, with cyclists allowed to travel against the flow of traffic, in some danger. In addition it is a bus route, with W4s passing every 15 minutes. Therefore, I support the proposal to allow BWF residents to exit through the Gloucester Road filter. However, it would ease congestion if the construction vehicles were also allowed to use that route (when needed). So that's the comment I'd like to feed into the consultation. In addition to this, I hope that more can be done to reduce the volume of traffic exiting this LTN on a permanent basis. When the next phases of construction commence, I believe it may be necessary for articulated vehicles to access the site (I understand this is impossible at the moment). And, when the construction is completed, I am assuming there will be many more households than currently. Please could you explain: 1. how many households there are currently, and proposed post-redevelopment, within the BWF estate; 2. what consideration was given to the large vehicles accessing construction sites as the development scales up (will the whole project be delivered without the use of Articulated Vehicles?); 3. How decisions are made/ revised on the number of households which can feasibly be included in a single LTZ? There is scope to create another exit route from Broadwater Farm along the walkway which runs to the rear of houses on Moira close and Mount Pleasant Road, above the culverted Moselle River. As it runs behind properties, it would be less disruptive to residents than having traffic running in the front. It is narrow but with parking prohibited it could be possible to have a two-way access road here. Since it would only lead to and from BWF, I don't think it would encourage rat running. (And the</p>
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Neutral	A_005	The filter needs to be removed along with the LTN. It divides the community and degrades the residents quality of life. These LTNs and filters are unwanted in this area. The residents clearly voted against them and there was 10,000 signature petition requesting their removal. EV drivers are trapped inside their LTN which greatly restricts access to public charging points and prevented from home charging across the pavement even with a guarded cable. These traffic control measures are an abusive misuse of local government.
Neutral	A_008	Good Afternoon,Please can you clarify if the new permit will exclude disabled badge holders who did not reside on the broad water farm estate from accessing the LTN?Kind regards ZZ Clonmell Road
Neutral	A_011	<p>My concern is the traffic using Dongola Rd!!</p> <p>As long as the traffic doesn't increase on this road . If the new proposal is approved. Where will the extra cars be sent ? When using the new road layout.</p> <p>Dongola Rd , seems to get the raw deal with these road layouts so called NTLs . Dongola Rd is still used as a cut through with Cars speeding along this road . The speed humps do not reduce the speed at all , the cars just speed over them ... So dangerous for children and bike users .. Please consider these points .</p>
Neutral	A_033	We have been living here for more than 15 years, And they have put cameras everywhere on the roads. Making it unable to access my home without an issue. During school hours, there is a lot of traffic occurring on the main road we have. This issue has been making our lives difficult . I would like them to help with this issue.
Neutral	A_060	"I have three children and grew up in this area, so it means a lot to me. I'm hopeful that with these new changes, our community will become safer, with better security and a stronger sense of safety. More than anything, I want this to be a place where families can thrive and children can grow up feeling secure and supported."

Neutral	A_089	<p>I would prefer if the LTN's are removed to be honest. It's frustrating. A 5 minute journey has turned into 30 minutes. It doesn't also consider people who have multiple jobs and need to get to one job to another. With multiple jobs, time means money! People juggling more than one job often already face physical and mental fatigue. Also this proposal should allow more than one member of a household to register for the exemption. It's already a hard job being a mum and basically doing all of the housework, house admin and nursery pickup, now if this is only for one member then it just adds another strain on mothers.</p> <p>Mothers already bear disproportionate burdens.</p> <p>if only one member of a household is granted a driving exemption in an LTN, it can exacerbate gender inequalities and create a frustrating situation, especially for mothers.</p> <p>Only allowing one exemption per household, may unintentionally reinforce traditional gender roles. Fathers may be prioritised due to him driving to work compared to the mother who will most likely be carrying out household duties</p>
Neutral	E_009	<p>Thank you for undertaking consultation on your proposals. I note the emergency service exemption in the draft order. As such the MPS have no comments to make. Kind regards Traffic Management Officer Roads and Transport Policing Command Road Safety Engineering Unit Palestra House, 197 Blackfriars Road, London,</p>

Z
Z Handsworth Road London
N17 6DB

Mike Hakata, Haringey Council, Cabinet Member for Climate Action, Environment, and Transport

Haringey Council FOI team

cc: Matt White, Tottenham Central Ward Councillor and Chair of Overview and Scrutiny Committee

10 September 2025

Dear Mike Hakata,
dear FOI team (FOI request at the bottom of the letter),

I'm writing to record my strong objection to the decision presented at the Haringey Council Cabinet meeting on 17 June 2025 (minutes at: <https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=82503>) under the Agenda item 'Broadwater Farm Resident Access' pertaining to the changes to the existing traffic filter in Gloucester Road and an introduction of an LTN exemption for the residents of Broadwater Farm and for the construction vehicles serving the BWF development project.

As a resident of Handsworth Road who has been a passionate advocate for the council's LTN scheme, I would like to invite you to visit our neighbourhood and to speak with the residents of Gloucester Road and Handsworth Road about these proposed changes. We haven't had a chance to share our opinions, as you have – unusually – chosen to make your decision prior to conducting a statutory consultation.

It seems to me that this proposal must have been done by looking at a map rather than by giving proper attention and consideration to the situation on the ground. Had you visited the area or spoken with the residents – those of us who will be most affected by your proposed changes – you would know that:

- On any given day there are open parking spots everywhere on Gloucester Road and Handsworth Road. Why? Because majority of us residents choose not to drive. We walk, cycle, and use public transport. These two streets – Gloucester Road and Handsworth Road – could be poster streets for the council's environmental and LTN policy, rather than effectively being stripped of their LTN status with this change you plan to enact.
- Gloucester Road is a well-established 2-way cycle route and is actively used as such by adults and children. It is also a major pedestrian route connecting Philip Lane with Higham Road, W4 bus stop at the top of Gloucester Road, the two area parks, and Broadwater Farm. On any given day and at any time of day you can see parents with children on foot; parents, grandparents and siblings pushing prams; carers walking slowly with the elderly residents; children and people of all ages on bikes and scooters.
- These two roads are home to a number of disabled residents, as evidenced by the high number of disabled parking bays.
- Several of our neighbours live with consequence of strokes and other life-changing events and rely on carers who walk with them slowly to services and to nearby parks. All of them would be hugely impacted if there was more traffic on these roads, which would make it less safe for people on foot.

The undemocratic and non-transparent ways in which this process has played out so far – no public consultation prior to the Cabinet approving the proposed changes; no clear and thorough presentation of the overall plan in the distributed fliers; the final decision to be made by a single council member – have made us residents of Gloucester and Handsworth Roads extremely untrusting in respect of the council's motivations driving these changes. As our councillor Matt White can attest – since he's in our local Whatsapp group as a former resident of Handsworth Road – many of us feel that there are numerous points and questions that need to be addressed:

- In the report presented at the above referenced Cabinet meeting, you note that only 40% of BWF residents own a car. This means that 60% walk, cycle, and use public transport. As the most direct route connecting Broadwater Farm to Philip Lane, Gloucester Road is precisely the route that residents of Broadwater Farm who walk, cycle, and travel on public transport use to get to Philip Lane. Why is the council choosing to put the needs and experiences of the 40% of BWF residents who drive, above the needs and experience of the 60% of BWF residents who walk, cycle, and use public transport? This could not clash more with the green strategy of the council you so vocally promote, which claims as its aims discouraging vehicle use and promoting walking, cycling, and public transport.
- The report also says that the council expects this proposed change to result in 400 additional vehicles per day driving down the affected residential streets, with Gloucester Road taking the worst toll, as the only street with a direct throughfare between BWF and Phillip Lane. Does the figure of 400 additional vehicles per day pertain to the current situation – the current number of vehicles of current Broadwater Farm residents, or does it also take into account the projected number of cars after Broadwater Farm development project has been completed and a large number of new residents have moved into the development? Has the council conducted a study of the number of vehicles expected after the BWF development project is completed? Where can those figures be found?
- The report says that one of the main reasons for implementing the change to the Gloucester Road traffic filter and introducing the BWF residents exemption is the difficulty some BWF residents have reaching Lawrence House surgery on Phillip Lane. The report however does not point to any documented evidence showing this to be the case. Has the council conducted a consultation about the BWF residents' journey to Lawrence House? Where can its results be found?
- Lawrence House surgery has conducted their own consultation in connection with the move of Broadwater Farm surgery to Lawrence House, the results of which are available on their website. The majority of respondents who are residents of BWF registered with Lawrence House reported that they walk or use public transports to reach the surgery. 73.25% of respondents have reported their journey to Lawrence House Surgery as 'easy' or 'very easy'. The majority of them said that the journey takes them less than 10 min. The few who have expressed concern about their journey to Lawrence House have complained about the length of time it takes them to walk from the W4 bus stop on Gloucester Road. The council's plan does not solve those concerns as opening Gloucester Road to traffic from BWF would in no way cut the walking time from the W4 bus stop. Of the respondents who are not currently registered with Lawrence House surgery but will be after the BWF surgery moves there, 63.95% they said would walk or use public transport. These figures do not appear to support the narrative presented at the Cabinet meeting about the reason for the proposed change being the difficulty that the BWF residents' have when journeying to Lawrence House.
- Since only 40% of BWF residents own a car, and only a small percentage of BWF residents who responded to the Lawrence House surgery consultation said that they have difficulty traveling to the surgery, it seems that the change the council want to enact would benefit only a small number of current BWF residents who drive, to the detriment of all the residents of Gloucester Road, Handsworth Road, and other parallel streets, as well as to the detriment of the majority of BWF residents who walk or cycle to and from Philip Lane.
- The report includes a clause that says further traffic changes will have to be made as a result of this plan. What are these further changes? Where have these been documented? Why have they not been presented and explained in the fliers distributed to the residents of the streets in Bruce Grove West Green LTN so that all the residents who will be impacted by these changes could have a clear understanding of the extent of these planned changes and their full potential impact on our quality of life?
- Are there plans or discussions under way to change either Gloucester Road or Handsworth Road into a 2-way street? Are there plans or discussions under way about rerouting the bus line W4, or about establishing a new bus line that would connect Broadwater Farm via Higham Road with Philip Lane?
- There is a feeling amongst us residents that the way this change to the LTN has been presented in the fliers we received was misleading as it didn't clearly show which streets would be impacted by the change and how. The drawing depicting the Gloucester Road traffic filter at The Avenue makes it seem like its impact would be localised to that intersection, with no further plans or subsequent steps mentioned, which means that many residents might have dismissed the flier as not being relevant to them, and have therefore not responded to this after-the-fact consultation.

The Bruce Grove West Green LTN has been an incredibly successful LTN, and the residents of Gloucester and Handsworth Roads have passionately supported the council's LTN initiative. These streets are quiet havens, safe and well-trodden pedestrian and cyclist routes connecting Philip Lane and the streets south of Higham Road with Broadwater Farm, W4 bus stop, and the neighbourhood green spaces.

I strongly urge you not to go through with compromising the benefits of the LTN that these roads have enjoyed since the scheme has been introduced. Making changes to this successful LTN zone would be an awful move which would drastically impact the lives of residents of Gloucester Road and Handsworth Road especially – as Gloucester Road is the only road with a direct throughfare between Philip Lane and BWF. Increased traffic along this road would result in increased pollution, unsafe conditions for pedestrians and cyclists, increased noise levels and excessive amounts of traffic on a street that is currently friendly for people of all ages and abilities.

These proposed changes would make a mockery of the council's green agenda and of the hard fought-for LTN scheme. I hope you will reverse your decision and choose the "do nothing" option.

FREEDOM OF INFORMATION ACT REQUEST

In connection with the points and questions raised above, and in accordance with the Freedom of Information Act, I would like to request the following:

- all correspondence within the council as well as between councillors and external parties discussing the decision not to hold the statutory public consultation prior to the decision on this matter being made;
- all plans, and correspondence concerning these plans, for further changes to the roads and the flow of traffic planned in this LTN following the changes to the Gloucester Road traffic filer, particularly those plans that affect Gloucester Road and Handsworth Road;
- all correspondence documenting why the 'do nothing' option was discounted;
- all correspondence and minutes of the meetings with the developers of the Broadwater Farm regeneration programme and their representatives discussing vehicle access from BWF to Phillip Lane;
- projected numbers of additional vehicles per day between Broadwater Farm and Phillip Lane after the development of Broadwater Farm is completed;
- projected figures regarding the construction and delivery vehicles employed in the BWF regeneration programme that would also be receiving the LTN exemption and their impact on the noise and pollution levels on Gloucester Road, Handsworth Road, and other parallel streets. Please include the figures and the specialist advice received to deem this impact "acceptable" (as per clause 6.16 in the BWF Resident Access Report);
- all correspondence within the council as well as between councillors and external parties discussing the possibility of rerouting the W4 bus down Gloucester Road to Phillip Lane, plus any other planned or considered changes to the bus lines connecting BWF to Phillip Lane;
- in relation to the clause 6.24 of the BWF Resident Access Report, which states that "the proposal may potentially impact certain residents' human rights – such as Article 1 of the First Protocol (the right to peaceful enjoyment of possessions), Article 8 (the right to respect for private and family life, home, and correspondence)" – please provide details as to who these "certain residents" are that this line refers to.

I look forward to receiving your reply with the requested documents within 20 days of the date of this letter, as mandated by the FOIA compliance requirements.

Thank you.

Kind regards,

Z

PETITION:

HARINGEY COUNCIL: HALT THE PLAN TO OPEN BROADWATER FARM ACCESS VIA GLOUCESTER AND HANDSWORTH ROADS

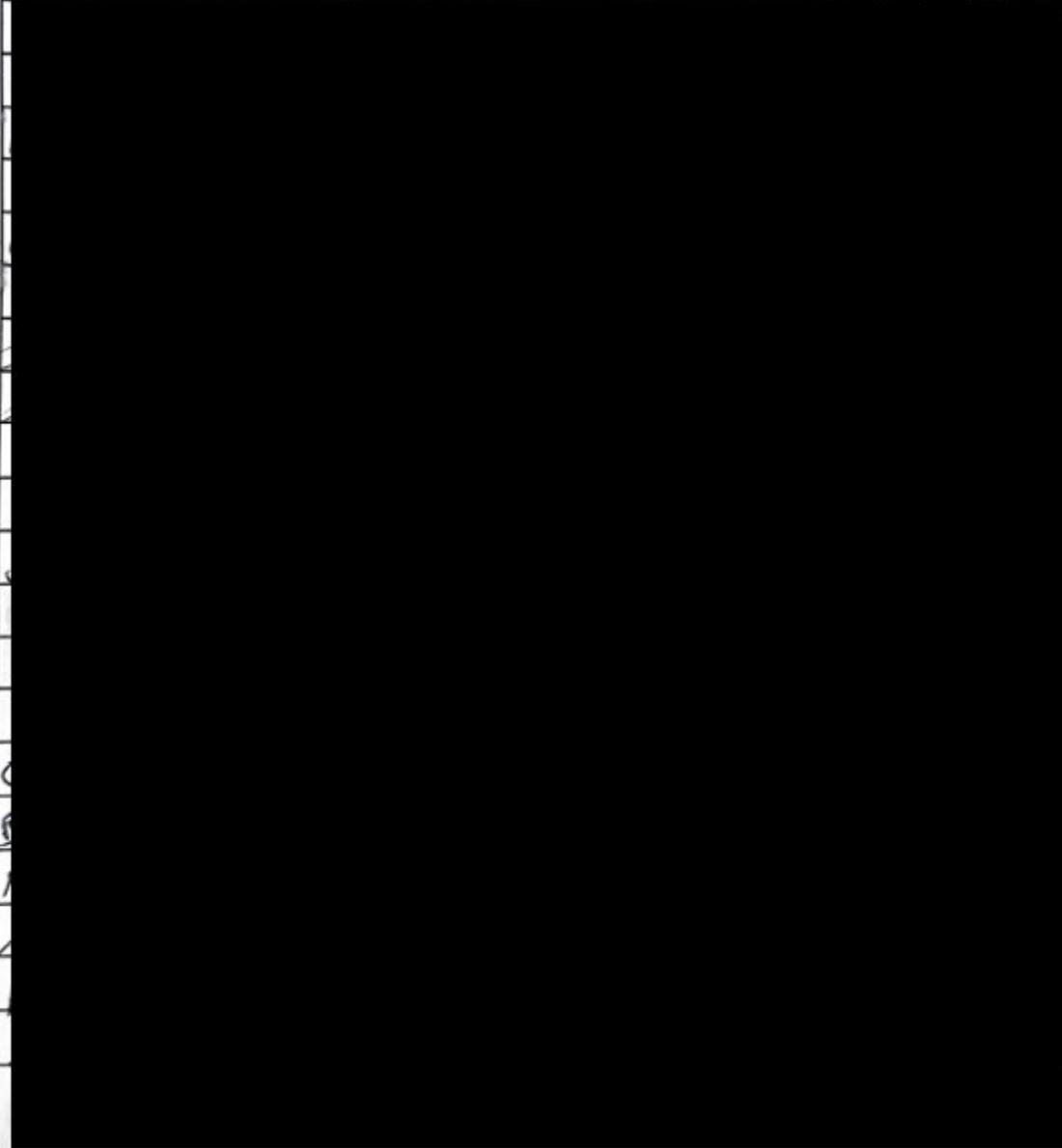
The council wants to allow residents of Broadwater Farm (but not us) to drive through the existing traffic filter at the top of Gloucester Road.

THIS WILL ADD AT LEAST 400 CARS / DAY TO OUR ROADS!!

Please help stop this from happening

I strongly oppose the proposed changes to the Gloucester Road traffic filter:

YOUR NAME (in capitals)	YOUR SIGNATURE	YOUR ADDRESS
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Handwritten text in the left margin, including the letters 'A', 'B', 'C', 'D', 'E', 'F', 'G', 'H', 'I', 'J', 'K', 'L', 'M', 'N', 'O', 'P', 'Q', 'R', 'S', 'T', 'U', 'V', 'W', 'X', 'Y', 'Z' and some illegible characters.

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