



# Bounds Green Low Traffic Neighbourhood

Public Consultation: Summary of Results

November 2021



Document details	
<b>Title:</b>	Haringey Bounds Green LTN: Public Consultation Report
<b>Version:</b>	1.0
<b>Date:</b>	November 2021
<b>Client:</b>	LB Haringey
<b>Circulation Status:</b>	Public

Compiled by Sustrans for LB Haringey, November 2021.

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Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

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# Executive Summary

0.1 This report details the process and results of the public consultation on the proposed trial Low Traffic Neighbourhood (LTN), along with a number of accompanying proposals, in the Bounds Green area of Haringey.

0.2 The consultation was accompanied by a range of public engagement activities which were supported by Sustrans.

0.3 In total 1,511 people responded to the consultation – 1,388 via the online portal and 123 via paper surveys

0.4 The majority of respondents were from residents in the Bounds Green LTN area in Haringey, or the adjacent area in Enfield (which included the Bowes LTN area). Most respondents not in the consultation area lived in Haringey or Enfield.

0.5 While the survey was filled in by a range of respondents, responses are not representative of the population of the area. Consultation results should be understood within this context. Groups that are underrepresented in the survey include: those without access to a private car; those identifying as Black/Black British and Asian/British Asian; men; and younger people (under 34). The number of people who said they had a disability and/or a long term illness is roughly in line with national averages.

0.6 Respondents used a sliding scale from 1 to 5 to respond to questions, with 1 being negative and 5 being positive. When asked how they felt about LB Haringey proposing to reduced motor vehicle traffic in the Bounds Green LTN: 48% selected “1 – Negative”, and 7% selected “2”. 5%

selected “3”. 4% selected “4” and 34% selected “5 – Positive”. 2% said they did not know or were undecided.

0.7 Respondents were also asked about the changes being proposed in the three consultation areas. There were similar patterns of response to these, with between 57%-60% selecting “1-Negative” and between 26%-29% selecting “5-Positive”. Those selecting “2”, “3”, “4”, or “I don’t know” were each under 6% respectively.

0.8 There was much more positivity for the proposed crossings, bike hangars and School Streets.

0.9 The main reasons people gave for negativity around the proposed changes included:

- Concerns around the impact on congestion and traffic volumes on main roads in the area
- Concerns around increased car journey times
- Linked to both these points, people raised concerns around the impact on air quality in the area and concerns around the equity of the LTN for those living on main roads
- Other less common reasons people gave included concerns around access to houses and/or local amenities, the impact of increased traffic on road safety, personal security on quieter roads, and accessibility of emergency services
- A number of comments also made explicit reference to the adjacent Bowes LTN in Enfield

# Executive Summary

0.11 Comments also highlighted some of the expected benefits of the proposals, including making it easier to walk and cycle, improved safety, and environmental benefits.

0.12 As well as feeding back on very specific aspects of the scheme, the most common suggestions for changes to the scheme included timed closures and/or resident exemption using ANPR, further improvements to walking and cycling provisions in the area, and further traffic calming measures (e.g. speed humps and speed cameras). There were also a number of requests for in depth monitoring of the scheme.

0.13 Responses were broken down by different groups to provide additional insight and understanding of how people feel about the proposals.

0.14 There was similar sentiment from residents in both the Bounds Green LTN area in Haringey and the Enfield LTN area, although those in Enfield were slightly more negative. Residents from Haringey but outside the LTN area were more positive about the changes than those within.

0.15 Residents living on boundary roads around the Bounds Green and Enfield LTN area had a similar sentiment towards the changes to those living within the LTN area.

0.16 Respondents with access to a private car were more negative than those without access to a private car.

0.17 Those who currently travel around the area by car were more negative about the changes than overall. Those who travel around the area by cycle were the most positive group when broken down by travel mode.

0.18 Respondents with a physical or mental health condition/illness were more negative about the proposals than those without.

0.19 Disabled respondents and carers in the area gave similar reasons for being negative about the schemes to overall responses. However, many of them linked their concerns to their disability – e.g. longer journeys to health services, the ability of carers to meet appointments, being unable to walk or cycle places due to a disability/health issue.

0.20 For specific schemes, generally older people were less positive about the proposed changes than younger people.

0.21 Women were less positive about the proposed changes than men.

# 1.0 Introduction

1.1 Between 16<sup>th</sup> August and 17<sup>th</sup> September 2021 the London Borough of Haringey Council (LB Haringey) carried out a public consultation on a proposed trial Low Traffic Neighbourhood (LTN), along with a number of accompanying proposals, in the Bounds Green area. Throughout this report we define the Bounds Green LTN area as the combined areas of Area A, B & C as shown in Map 1, with areas in Haringey and Enfield differentiated as “Haringey LTN” and “Enfield LTN”.

1.2 This report provides details on how the consultation was undertaken, as well as a summary of the consultation responses and LB Haringey Officer responses to these.

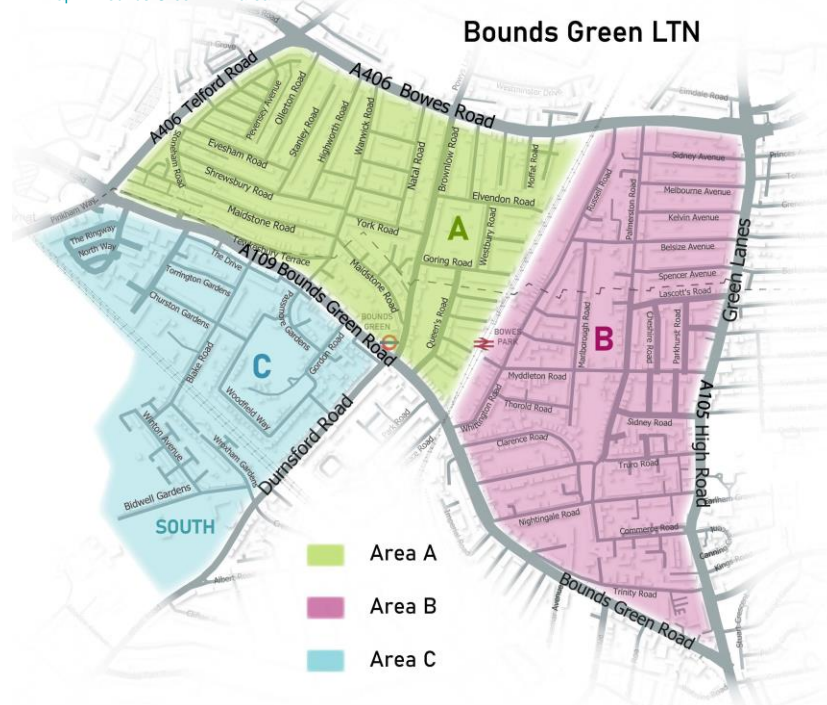
1.3 The measures consulted on were:

- The creation of three LTN areas, with a mix of physical and emergency access modal filters (trial)
- Two School Streets (trial)
- Two new zebra crossings
- Six new cycle hangars

1.4 While the full Bounds Green LTN area includes parts of Enfield, these measures are separate to the existing Bowes LTN within this area. The Bowes LTN has been implemented and consulted on by LB Enfield. While measures are designed to work with the Enfield scheme, this consultation focuses on changes made within LB Haringey.

1.5 In total 1,511 people responded to the consultation – 1,388 via the online portal and 123 via paper surveys. There were also 57 emails received with feedback on the scheme.

Map 1: Bounds Green LTN area



# 2.0 Engagement

## 2.0 Engagement

2.1 LB Haringey (working with consultants Sustrans) delivered a comprehensive engagement package both before and during the consultation on Bounds Green LTN. The aim of this engagement was to inform residents, businesses and other stakeholders about the proposed LTN and to invite their comments and feedback on design proposals.

2.2 Engagement methods included letters and mail-outs, on-street posters, lamp post wraps and engagement boards, online workshops, on-street pop-ups, door to door business engagement, councillor briefings and targeted stakeholder engagement. These tools were designed to reach as wide an audience as possible, and particular efforts were made to reach user groups that tend to be excluded from consultations. Translation in several languages was offered for the public consultation material.

2.3 The engagement happened in three phases:

- **Phase 1 - Early Engagement (February- March 2021)**
- **Phase 2 - Community Design Workshops (April - June 2021)\***
- **Phase 3 – Public Consultation (August - September 2021)**

\*There was a pause in engagement activities during the pre-election period of the May 2021 London Mayoral elections



## Phase 1 - Early Engagement (February- March 2021)

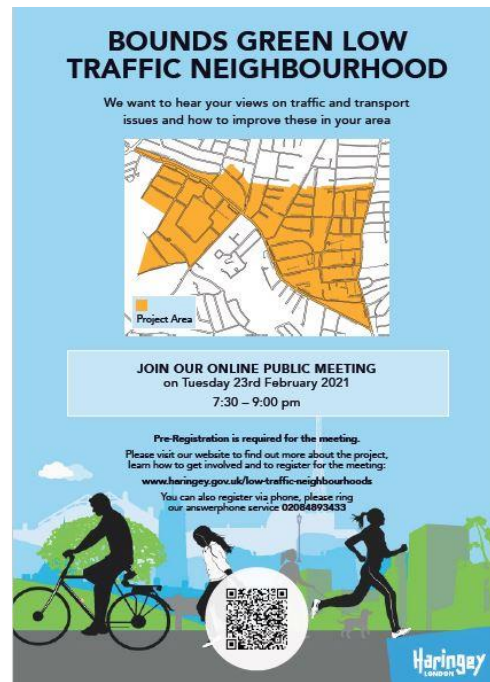
2.4 During Phase 1, we wanted to gather the views of residents and businesses on their local area. We launched an online Commonplace map for the Bounds Green LTN. This tool encouraged residents to suggest issues and opportunities in the area, and to propose improvements and interventions they would like to see in their neighbourhood.

2.5 We ran an online Q&A meeting. This was attended by around 120 people. Participants were able to ask questions about Haringey's proposed LTN programme and walking and cycling action plan.

2.6 We sent a letter to all addresses in the area, and put up on street lamppost posters. This informed residents and other stakeholders of the online Commonplace tool, and the online Q&A meeting.

2.7 We also held targeted meetings with schools, emergency services and disability groups.

Figure 2.1 Bounds Green Public Meeting Poster



## Phase 2 - Community Design Workshops (May - June 2021)

2.8 We produced design options for the Bounds Green LTN based on the results of the online Commonplace map. We then invited feedback on our proposed design options in a series of online workshops. During this phase we delivered:

- Resident design workshops x 2 (attended by approximately 150 residents)
- Stakeholder design workshop (local stakeholders specifically invited, including representatives from schools and emergency services)
- Ward councillor workshop
- Workshop with disability groups

2.9 In the workshops we presented two design options per LTN area, and invited participants to comment on the proposals and raise any issues or suggestions about the design.

2.10 Letters were sent to all addresses in the area, and we put up lamppost posters around the neighbourhood.

2.11 We also launched a survey for disabled people and carers in the project area.

Figure 2.2: Example letter to residents



### Phase 3 – Public Consultation (August - September 2021)

2.12 We ran a consultation for the Bounds Green LTN from 16th August 2021 to 17th September 2021. The consultation encouraged residents, businesses and other stakeholders to feedback on a proposed design for the LTN.

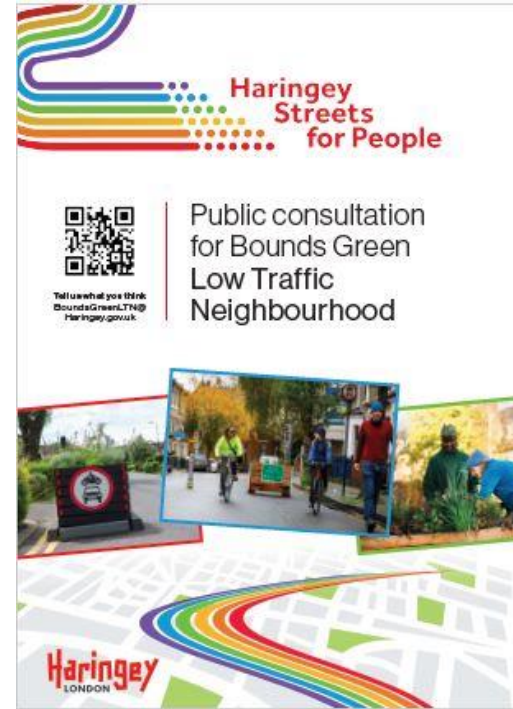
2.13 At the start of the consultation, all addresses within the area were sent a mail out. This contained:

- An information booklet - which explained the LTN proposals in detail
- A paper consultation survey - which could be used to respond to the consultation
- A translation sheet - which could be used to request translation of the consultation materials in a number of languages

2.14 The consultation could be responded to by:

- Completing an online survey
- Completing a paper survey and posting it to LB Haringey
- Completing a paper survey and returning it to a public library
- Emailing LB Haringey or contacting by telephone

Figure 2.3: Consultation information booklet



## Phase 3 - Consultation (August - September 2021)

2.15 Four on-street pop-ups were carried out in Bounds Green during the consultation, with engagement staff handing out leaflets about the project and encouraging local people to fill out the consultation. Using engaging displays with the designs and other key project information meant that we were able to explain the project and answer any questions people had on site, increasing understanding and promoting participation in the consultation. The on-street pop ups took place at:

- Myddleton Road
- Bounds Green Tube Station
- Trinity Primary Academy
- St Martin of Porres Primary School

2.16 Two sets of engagement boards were stationed in key locations in Bounds Green. The boards prominently displayed information about the LTN schemes, showing the design for the area and directing people to fill out the consultation. In addition 25 lamppost wraps and 100 posters were placed across the LTN area. These informed residents that the consultation was taking place and encouraged them to participate.

2.17 We also launched a survey for businesses in and adjacent to, the project area. The survey asked questions about deliveries, loading, parking and the travel habits of staff and customers. We carried out two full days of business surveying, delivering paper surveys to all businesses in the project area, and provided an opportunity for them to ask questions about the LTN.

Figure 2.4: On street engagement at Bounds Green Tube Station



# 3.0 Participants and Demographics

1,489 individuals and 22 groups/organisations responded

3.1 Participants were asked a series of questions that help us to understand who has responded to the consultation. These questions included their relationship to the area, where they live, and questions about demographics. The data from these questions should be used to contextualise the consultation data. Responses to the consultation are also broken down by some of these questions later in the report.

3.2 **Participants were asked who they are responding on behalf of.** Among those that answered the question, 99% said “myself as an individual” and 1% were responding on behalf of a group or organisation.

3.3 Organisations and groups that gave responses are listed below. Responses that represent key groups can be found in Appendix C:

- United Cabbies Group
- Le decore ltd
- Transport for London - Buses
- Bounds Green Living Streets
- Whittington Health
- Treewood Estate Agents
- Lucas Bros Barbers
- 9th Muswell Hill Scout Group
- GLH
- Warwick Road Action Group (WRAG)
- North London Scout District
- Better Streets for Enfield
- TARA Three Avenues Residents Association
- Haringey Living Streets
- Demetriou & English Ltd
- Healthy Streets Bounds Green
- Friends of Brownlow Road

Chart 3.1 Who are you responding on behalf of?



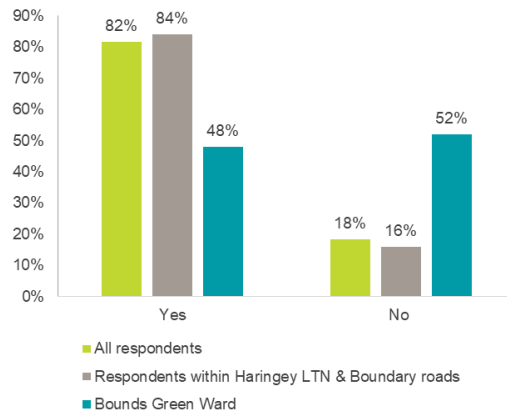
Who are you responding on behalf of?	# of responses	% of responses
Myself, as an individual	1489	99%
On behalf of a group or organisation	22*	1%
<b>Total</b>	<b>1511</b>	<b>100%</b>

\*16 responses were on behalf of recognised groups or organisations. Other responses were from non-recognised groups or on behalf of multiple people.

82% of respondents own or have access to a private car

3.4 Participants were asked if they owned or had access to a private car. Of those that answered the question, 82% said “Yes” and 18% said “No”. In comparison, 48% of households in Bounds Green Ward have a car/motor vehicle. This is the same proportion as Haringey overall\*.

Chart 3.2 Do you own or have access to a private car?



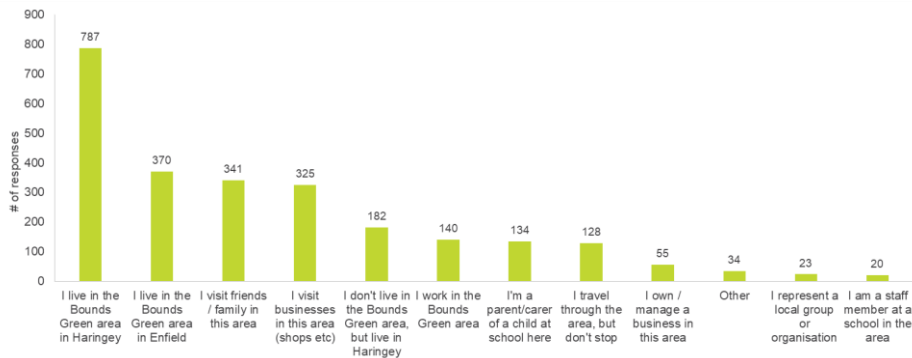
Do you own or have access to a private car?	# of all responses	% of all responses	% of responses within Haringey LTN & Boundary roads	% Bounds Green ward
Yes	1226	82%	84% (577 responses)	48%
No	276	18%	16% (110 responses)	52%
<b>Total</b>	<b>1502</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*Data from [https://www.haringey.gov.uk/sites/haringeygovuk/files/census11\\_bounds\\_green\\_ward\\_profile.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/census11_bounds_green_ward_profile.pdf) Note that Bounds Green Ward overlaps but is not equal to the Bounds Green LTN area.

Over half of the respondents said they live within the Bounds Green area in Haringey.

3.5 Participants were asked how they are connected to the Bounds Green area. For this question, the Bounds Green area was defined by the participants themselves. Participants could select more than one option. 52% of respondents said they live in the Bounds Green area in Haringey, while 24% said they live in the Bounds Green area in Enfield.

Chart 3.3 How are you connected to the Bounds Green area?



How are you connected to the Bounds Green area?	# of responses	% of responses*
I live in the Bounds Green area in Haringey	787	52%
I live in the Bounds Green area in Enfield	370	24%
I visit friends / family in this area	341	23%
I visit businesses in this area (shops etc)	325	22%
I don't live in the Bounds Green area, but live in Haringey	182	12%
I work in the Bounds Green area	140	9%
I'm a parent/carer of a child at school here	134	9%
I travel through the area, but don't stop	128	8%
I own / manage a business in this area	55	4%
Other**	34	2%
I represent a local group or organisation	23	2%
I am a staff member at a school in the area	20	1%

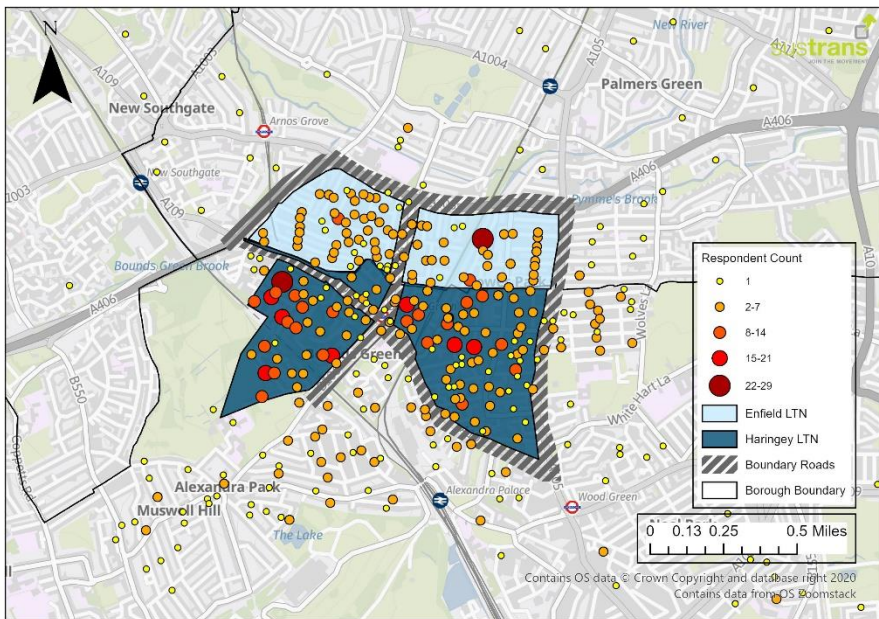
\* Participants could select more than one response

\*\*See Appendix for full list of "Other" responses

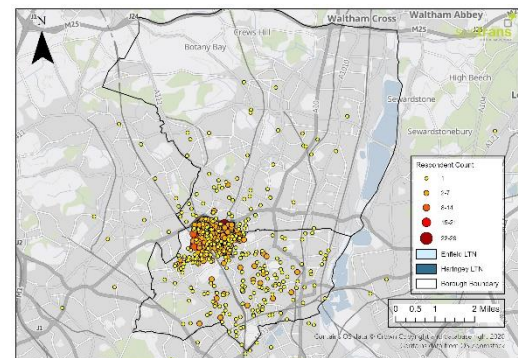


The majority of respondents were from the London Borough of Haringey.

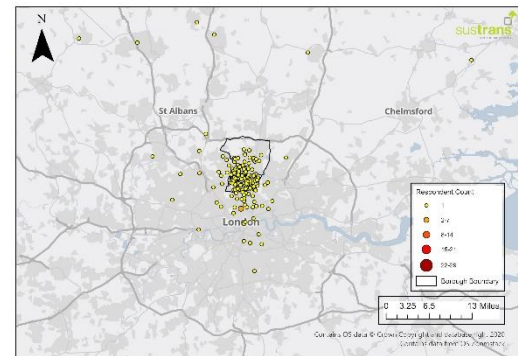
Map 3.1: Location of respondents: LTN area



Map 3.2: Location of respondents: Haringey & Enfield



Map 3.3: Location of respondents: London

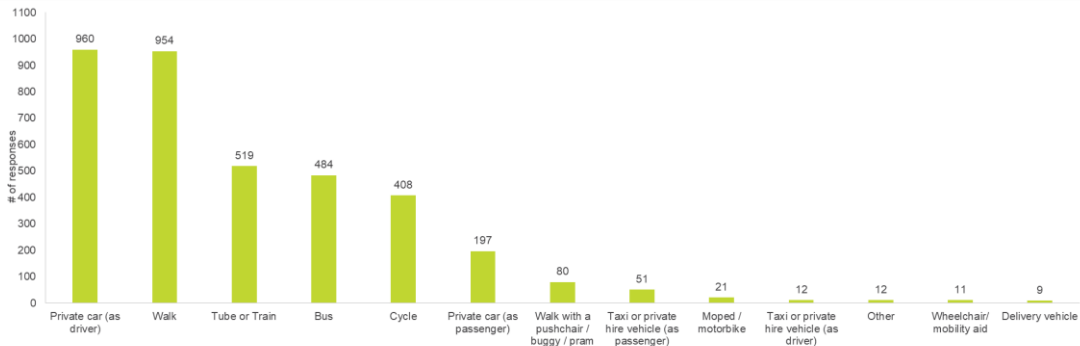


3.6 Respondents were also asked for their postcodes. From this we ascertained that **64%** live within the LTN area (42% in Haringey and 22% in Enfield), 5% live on boundary roads, 22% live outside the LTN area but within LB Haringey, 4% live outside the LTN area but within LB Enfield, and 5% live outside both LB Haringey and LB Enfield. 31 postcodes could not be analysed.

The most common forms of travel around Bounds Green was “Private Car” and “Walking”.

3.7 Participants were asked how they usually travel in and around the Bounds Green area. Participants could select up to three responses. 64% of respondents said “private car as driver”, 63% said “walk”, 34% said “tube or train”, 32% said “bus”, and 27% said “cycle”.

Chart 3.4 How do you usually travel in and around the Bounds Green area?



How do you usually travel in and around the Bounds Green area?	# of responses	% of responses**
Private car (as driver)	960	64%
Walk	954	63%
Tube or Train	519	34%
Bus	484	32%
Cycle	408	27%
Private car (as passenger)	197	13%
Walk with a pushchair / buggy / pram etc.	80	5%
Taxi or private hire vehicle (as passenger)	51	3%
Moped / motorbike	21	1%
Taxi or private hire vehicle (as driver)	12	1%
Other	12	1%
Wheelchair / mobility aid	11	1%
Delivery vehicle	9	1%

\*See Appendix for full list of “Other” responses

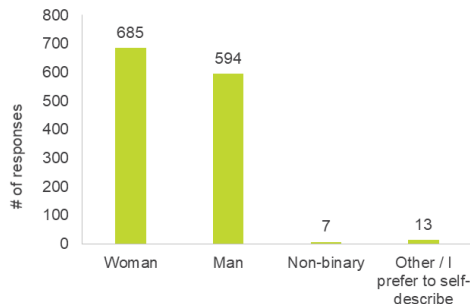
\*\*%s are calculated based on total responses to the survey

More women than men responded to the survey.  
The most common age groups selected were 35-44 and 45-54.

3.8 53% of respondents selected “woman”, while 46% selected “man”. 1% said they were “non-binary”, while 1% selected “Other / I prefer to self describe”. 97 respondents preferred not to state their gender.

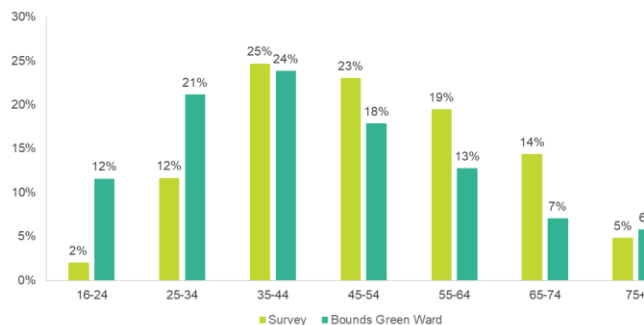
3.9 The most common age groups selected were 35-44 (25%) and 45-54 (23%). Comparing the age of survey respondents to the age of residents in Bounds Green Ward\* indicates the survey has an underrepresentation of respondents under the age of 34.

Chart 3.5 What best describes your gender?



What best describes your gender	# of responses	% of responses
Woman	685	53%
Man	594	46%
Non-binary	7	1%
Other / I prefer to self-describe	13	1%
<b>Total</b>	<b>1299</b>	<b>100%</b>
I prefer not to say	97	

Chart 3.6 What is your age?



What is your age?	# of responses	% of responses	% Bounds Green Ward*
16-24	26	2%	12%
25-34	150	12%	21%
35-44	318	25%	24%
45-54	297	23%	18%
55-64	251	19%	13%
65-74	185	14%	7%
75+	62	5%	6%
<b>Total</b>	<b>1289</b>	<b>100%</b>	<b>100%</b>
I prefer not to say	107		

\*Ward age data from <https://data.london.gov.uk/dataset/gla-population-projections-custom-age-tables> Percentages refer to population over 16 only. Note that Bounds Green Ward overlaps but is not equal to the Bounds Green LTN area.

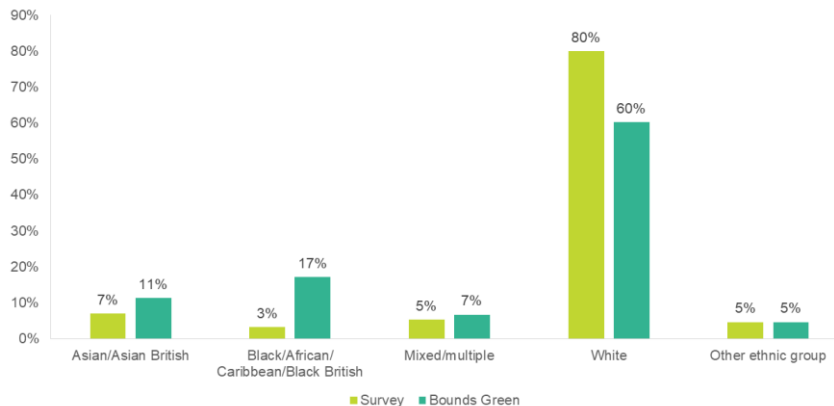
†1% in plot do not include respondents who selected "I prefer not to say"

80% of the respondents described their ethnicity as White.

3.10 Participants were asked how they would best describe their ethnicity. 80% of respondents selected "White", while 7% selected "Asian/Asian British". 5% said they were "Mixed/multiple", while 5% selected "Other ethnic group". 3% selected "Black/African/Caribbean/Black British." 178 people preferred not to say.

3.11 Comparing the ethnicity of survey respondents to the ethnicities of residents in both Bounds Green Ward\* indicates the survey has an underrepresentation of respondents from Black/African/Caribbean/Black British and Asian/Asian British backgrounds.

Chart 3.7 What best describes your ethnicity?



Ethnic Group	# of responses	% of responses	% Bounds Green Ward*
Asian/British Asian	84	7%	11%
Black/African/Caribbean/Black British	38	3%	17%
Mixed/multiple	63	5%	7%
White	964	80%	60%
Other ethnic group	56	5%	5%
<b>Total</b>	<b>1205</b>	<b>100%</b>	<b>100%</b>
I prefer not to say	178		

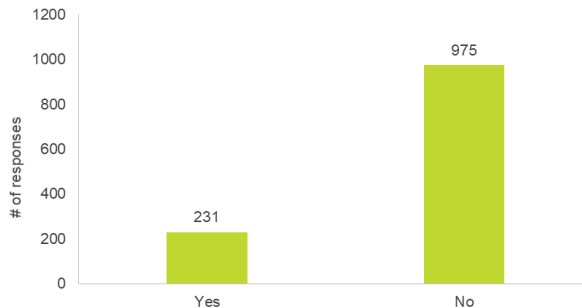
\*Ward ethnicity data from <https://www.citypopulation.de/en/uk/London/> Note that Bounds Green Ward overlaps but is not equal to the Bounds Green LTN area  
 \*\*% in plot do not include respondents who selected "I prefer not to say"

19% of the respondents said they have a physical or mental health condition/illness.

3.12 When asked whether they have any long term physical or mental health condition/illnesses, 19% of respondents selected “Yes” while 81% selected “No”. 166 respondents preferred not to say.

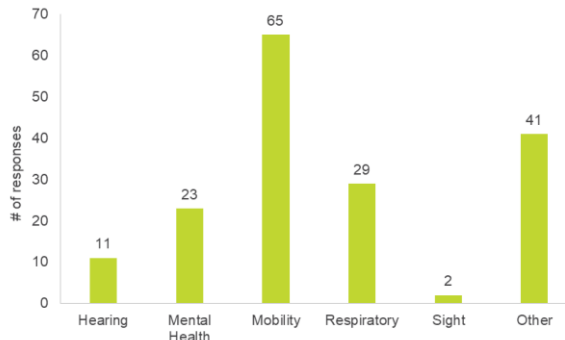
3.13 Respondents who answered “Yes” to the question above, were asked to give details on the condition. The most common condition/illness related to “Mobility” which 38% of the respondents selected\*. 17% of respondents who answered the question selected “Respiratory”, 13% selected “Mental Health”, 6% selected “Hearing”, 1% selected “Sight” and 24% selected “Other”. 23 respondents preferred not to say.

Chart 3.8 Do you have any long term physical or mental health conditions/illnesses?



Do you have any long term physical or mental health conditions/illnesses?	# of responses	% of responses
Yes	231	19%
No	975	81%
<b>Total</b>	<b>1206</b>	<b>100%</b>
I prefer not to say	166	

Chart 3.9 Please give details of your physical or mental health conditions/illnesses\*



Please give details [of long term physical or mental health conditions/illnesses]	# of responses (online survey)	% of responses (online survey responses)	# of responses (paper survey responses)	% of responses (online survey responses)
Hearing	11	6%	6	15%
Mental Health	23	13%	4	10%
Mobility	65	38%	20	51%
Respiratory	29	17%	6	15%
Sight	2	1%	1	3%
Other	41	24%	2	5%
<b>Total</b>	<b>171</b>	<b>100%</b>	<b>39</b>	<b>100%</b>
I prefer not to say	23		6	

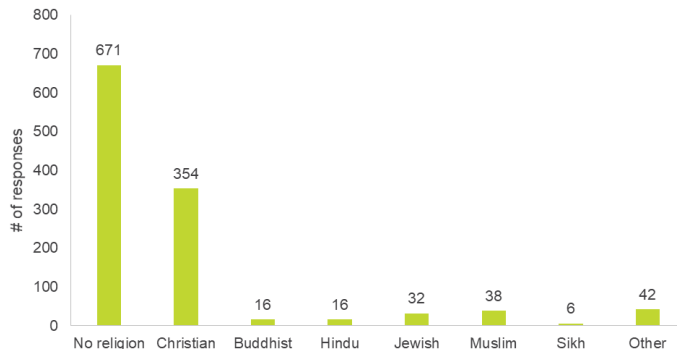
\*Only responses from online consultation are represented in the plot. For details on this and the paper survey responses please see Appendix A  
 \*\*\* in plot do not include respondents who selected "I prefer not to say"

89% of the respondents said English was their main language.

3.14 Respondents were asked their religion. The two most common responses were “No religion” (57% of respondents) and “Christian” (30% of responses). 13% selected other denominations. 207 respondents preferred not to say.

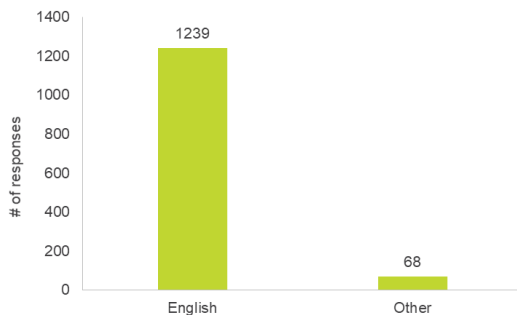
3.15 When asked about their main language, 95% of respondents said “English”, while 5% said “Other”. 91 respondents preferred not to say.

Chart 3.10 What is your religion?



What is your religion?	# of responses	% of responses*
No religion	671	57%
Christian	354	30%
Buddhist	16	1%
Hindu	16	1%
Jewish	32	3%
Muslim	38	3%
Sikh	6	1%
Other	42	4%
<b>Total</b>	<b>1175</b>	<b>100%</b>
I prefer not to say	207	

Chart 3.11 What is your main language?



What is your main language?	# of responses	% of responses*
English	1239	95%
Other	68	5%
<b>Total</b>	<b>1307</b>	<b>100%</b>
I prefer not to say	91	7%

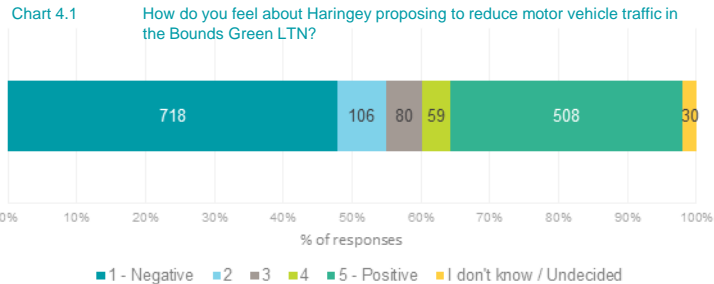
\*% in plot do not include respondents who selected “I prefer not to say”

# 4.0 Consultation results: Overall

Responses were polarised about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN. 82% of responses selected either “1-Negative” (48%) or “5-Positive” (34%)

4.1 Respondents were asked how they felt about Haringey proposing to reduced motor vehicle traffic in the Bounds Green LTN. Options were a sliding scale, with 1 being negative and 5 positive.

4.2 Of those that answered the question, 48% (718 responses) selected “1 – Negative”, and 7% (106 responses) selected “2”. 5% (80 responses) selected “3”, 4% (59 responses) selected “4” and 34% (508 responses) selected “5 – Positive”. 2% (30 responses) said they don't know.



How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN?	# of responses	% of responses
1 - Negative	718	48%
2	106	7%
3	80	5%
4	59	4%
5 - Positive	508	34%
I don't know / Undecided	30	2%
<b>Total</b>	<b>1501</b>	<b>100%</b>

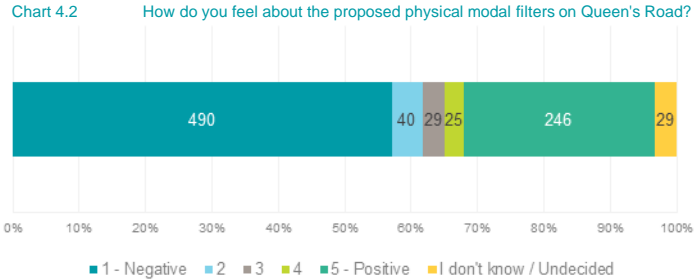


Response patterns were similar between Areas A and B, and within the specific proposed changes

Consultation results: Area A

4.3 For Area A, respondents were asked how they feel about the proposed physical modal filter on Queens Road\*.

4.4 Of people that responded to the question, 62% (530 respondents) felt negatively, 32% (271 respondents) felt positively and 29 respondents felt neither negative nor positive\*\*. 29 respondents said they did not know.



Queen's Road	# of responses
1 - Negative	490
2	40
3	29
4	25
5 - Positive	246
I don't know / Undecided	29
<b>Total</b>	<b>859</b>

\*Note that Area A only had one filter proposed, so an "overall" question was not asked for this area  
 \*\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

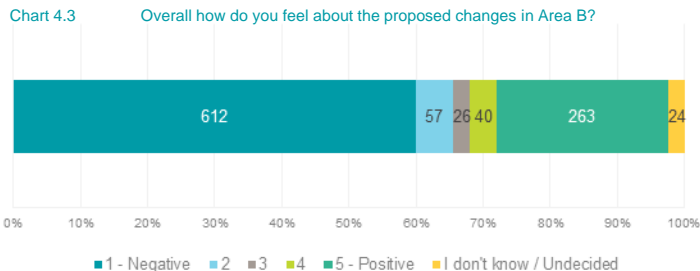
Response patterns were similar between Areas A and B, and within the specific proposed changes

Consultation results: Area B

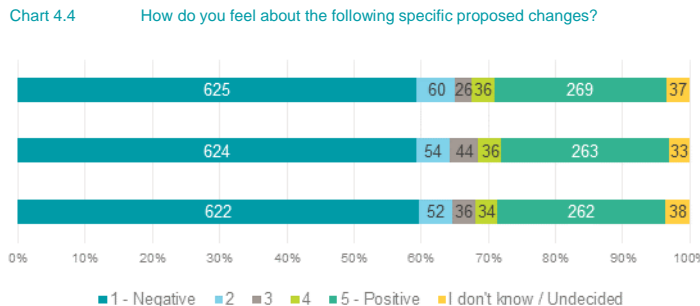
4.5 For Area B, respondents were asked how they feel about the proposed changes in Area B, as well as more specific proposed changes in the area.

4.6 For the proposed changes in Area B, 65% (669 respondents) felt negatively, 30% (303 respondents) felt positively and 26 respondents felt neither negative nor positive\*. 24 respondents said they did not know

4.7 Sentiments towards the three specific changes did not differ much



Area B	# of responses
1 - Negative	612
2	57
3	26
4	40
5 - Positive	263
I don't know / Undecided	24
<b>Total</b>	<b>1022</b>



	The emergency access modal filter on Nightingale Road and the physical modal filter on Truro Road (# of responses)	The emergency access modal filter on Whittington Road and physical modal filter on Marlborough Road plus reinstating the banned right turn out of Whittington Road into Bounds Green Road. (# of responses)	The emergency access modal filter on Palmerston Road (# of responses)
1 - Negative	625	624	622
2	60	54	52
3	26	44	36
4	36	36	34
5 - Positive	269	263	262
I don't know / Undecided	37	33	38
<b>Total</b>	<b>1053</b>	<b>1054</b>	<b>1044</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

## Consultation results

There were similar patterns of response within Area C – although there were fewer negative responses about the filter on Rhys Ave

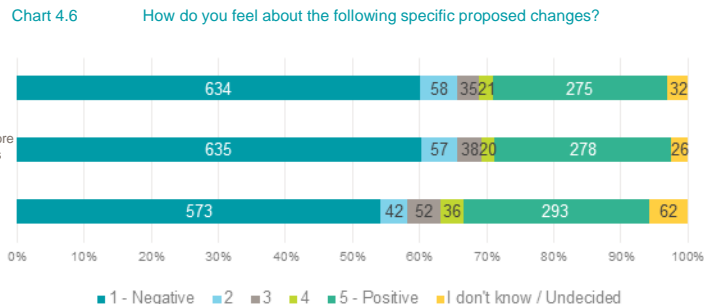
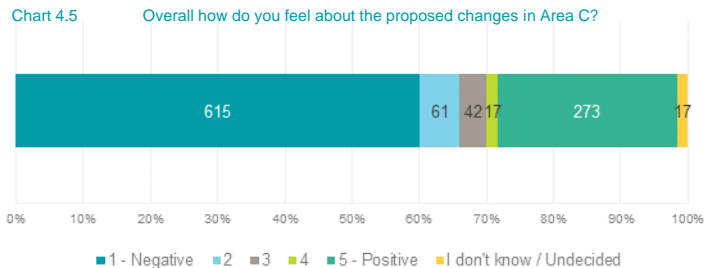
### Consultation results: Area C

4.8 For Area C, respondents were asked how they feel about the proposed changes in the area.

4.9 Of people that responded to the question, 66% (676 respondents) felt negatively, 29% (290 respondents) felt positively and 42 respondents felt neither negative nor positive\*. 17 respondents said they did not know.

4.10 Respondents were also asked how they feel about the 3 specific changes in Area C.

4.11 Overall, respondents were more negative than positive for all the changes. Sentiment towards the three specific changes did not differ much. However, the filter on Rhys Avenue had a slightly lower proportion of negative responses.



Area C	# of responses
1 - Negative	615
2	61
3	42
4	17
5 - Positive	273
I don't know / Undecided	17
<b>Total</b>	<b>1025</b>

	The emergency access diagonal modal filter on Blake Road (# of responses)	The physical modal filter on Passmore Gardens and the emergency access modal filter on Gordon Road (# of responses)	The physical modal filter on Rhys Avenue (# of responses)
1 - Negative	634	635	573
2	58	57	42
3	35	38	52
4	21	20	36
5 - Positive	275	278	293
I don't know / Undecided	32	26	62
<b>Total</b>	<b>1055</b>	<b>1054</b>	<b>1058</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Responses showed high positivity for the proposed crossings and School Streets

4.12 Respondents were asked how they feel about the proposal of two new zebra crossings. Overall, there were more positive than negative responses for both proposed changes\*.

4.13 Respondents were asked how they feel about the proposed School Streets. Overall, there were more positive than negative responses for both School Streets\*. The School Street for Trinity Primary Academy was viewed less negatively than the School street for St Martin of Porres Primary School.

Chart 4.7 Overall how do you feel about the proposed additional changes?

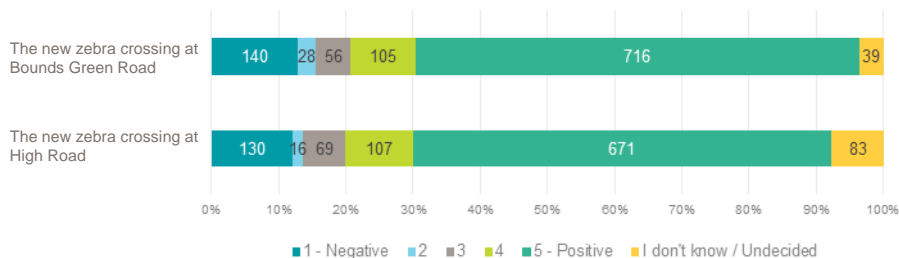
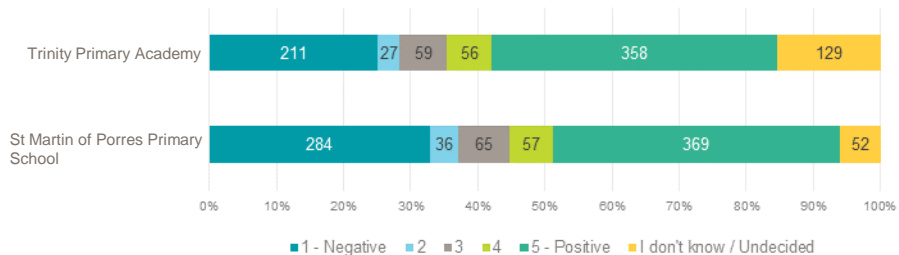


Chart 4.8 Overall how do you feel about the proposed School Streets?



	The new zebra crossing at Bounds Green Road (# of responses)	The new zebra crossing at High Road (# of responses)
1 - Negative	140	130
2	28	16
3	56	69
4	105	107
5 - Positive	716	671
I don't know / Undecided	39	83
<b>Total</b>	<b>1084</b>	<b>1076</b>

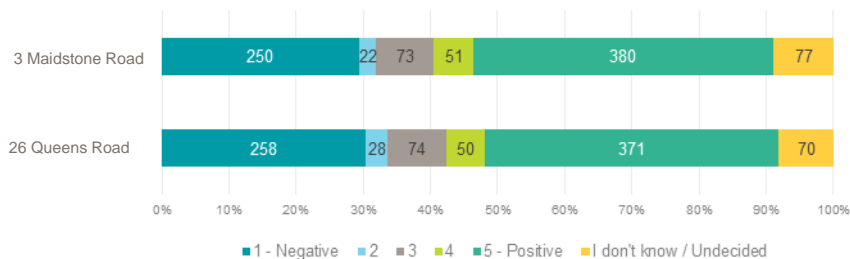
	Trinity Primary Academy (# of responses)	St Martin of Porres Primary School (# of responses)
1 - Negative	211	284
2	27	36
3	59	65
4	56	57
5 - Positive	358	369
I don't know / Undecided	129	52
<b>Total</b>	<b>840</b>	<b>863</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

There was high positivity for the proposed hangars in both Area A and Area B

4.14 Respondents were asked how they feel about two proposed new cycle hangars in Area A. Overall, there were more positive than negative responses about both proposed cycle hangars\*.

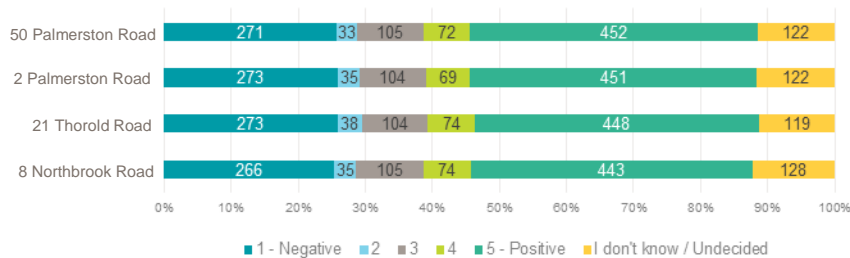
Chart 4.9 Overall how do you feel about the proposed cycle hangars (Area A)?



	3 Maidstone Road (# of responses)	26 Queens Road (# of responses)
1 - Negative	250	258
2	22	28
3	73	74
4	51	50
5 - Positive	380	371
I don't know / Undecided	77	70
<b>Total</b>	<b>853</b>	<b>851</b>

4.15 Respondents were asked how they feel about four proposed new cycle hangars in Area B. Overall, there were more positive than negative responses for all four proposed cycle hangars.

Chart 4.10 Overall how do you feel about the proposed cycle hangars (Area B)?



	50 Palmerston Road (# of responses)	2 Palmerston Road (# of responses)	21 Thorold Road (# of responses)	8 Northbrook Road (# of responses)
1 - Negative	271	273	273	266
2	33	35	38	35
3	105	104	104	105
4	72	69	74	74
5 - Positive	452	451	448	443
I don't know / Undecided	122	122	119	128
<b>Total</b>	<b>1055</b>	<b>1054</b>	<b>1056</b>	<b>1051</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

### Most commented open-text themes: 1,183 respondents left an open-text comment

#### Highlighting issues and concerns with the infrastructure/changes, 767 comments.

4.16 The most common theme raised in the open text comments related to concerns around **increased traffic on main roads** (324 comments), with a number of comments highlighting **Bounds Green Road, Durnsford Road, and Green Lanes** as being especially affected. This theme was closely linked to a number of other concerns. In particular comments highlighting **increased air pollution** (120 of 196 comments), and comments mentioning **longer car journey times** (89 of 232 comments) had also commented on this major theme. Consequently there was a strong theme around **equity**, in particular around the potentially detrimental impact of those living on the boundary roads and it impacting on less affluent households, as well as the impact on younger, older and disabled people. Others commented that the scheme divided communities, and many highlighted concerns for themselves or others who are unable to walk or cycle for specific trips.

4.17 Another frequently commented theme was respondents concerns that the changes have/will increase the **volume of traffic on sides roads** (88 comments). Many suggested the traffic volume on **Goring/Queens Road, Woodfield Way and Thorold Road** will increase due to the filters directing the traffic through fewer streets. Consequently, some respondents linked this to **safety concerns** as they highlighted that the streets are narrow, often with many parked cars, have small pavements, and do not have the capacity to take increased traffic volume and/or speeding vehicles.

4.18 Other comments raised concerns that the changes **block access to houses & amenities** (86 comments), making it difficult to travel around the area by car, and feelings of being locked into residential zones. In particular restricted **access to the Health Centre on Gordons Road, and shops on Myddleton Road** were highlighted as concerns for some respondents. Many respondents also raised concerns that people not living in the area, for example family/friends, taxis & delivery services would no longer have **access to the area** and/or offer a reduced service. This issue was particularly present for respondents with mobility issues who rely on taxis and/or carers. Some respondents also raised concerns on **access/lengthened response times for emergency vehicles** (34 comments).

4.19 A number of respondents raised health and safety concerns with regards to traffic (42 comments). Many of these comments mentioned that **increased traffic volume, speeding traffic and lack of safe infrastructure for pedestrians** makes them feel unsafe, especially when travelling around the area with children. A number of comments continued to highlight that the pavements in the area are not suitable to walk on, with many being too narrow and/or broken.

4.20 Other frequently commented concerns were the **effects on local business** and how the **congestion will affect bus times**. Some respondents commented on issues with specific changes; **concerns on traffic build up if reinstating the right hand turn on Whittington Road**, or safety concerns due to **vehicles having to turn in Rhys Avenue if it is closed** which has a number of elderly and disabled residents living on the street.

4.21 Some respondents used the open-text comments to highlight their **general disagreement with the scheme** (165 comments), some mentioned that they are **unsatisfied with the consultation** (27 comments), whilst others were **sceptical of the scheme** raising concerns that it was either a "money making" scheme or a waste of council money (38 comments). Many comments with a negative sentiment towards the scheme cited issues caused **by the LTN installed by Enfield** (85 comments), in particular increased congestion, journey times and pollution.

### Most commented open-text themes:

#### Suggesting improvements to the scheme, 339 comments.

4.22 A number of respondents commented on potential improvements to the scheme; the most commented suggestions were with regards to **changes to specific aspects of the scheme** (62 comments). Many respondents commented on changes to filters on their streets, often suggesting **timed closures**, **resident access** (44 comments), **requesting physical/camera filters**, or **removing the filters**. These comments were particularly prevalent for respondents commenting on the **Blake Road and Queens Road filters**. A number of comments suggested **slightly moving the Marlborough Road filter**, for example to the junction with Middleton Road, or to a location which does not remove parking bays, or suggested **different locations for the proposed bicycle hangars**.

4.23 Respondents commonly suggested **improving the walking and cycling infrastructure** (50 comments). This included **improving/widening pavements**, **more & safer pedestrian crossings**, **developing cycle infrastructure**, and **improved walking and cycling routes & connectivity**. Similarly, requests for **more, and cheaper/free cycle hangars** were also commented (26 comments).

4.24 Respondents less positive towards the scheme suggested that it **should not be implemented** (49 comments) whilst those more positive suggested that the **scheme should be expanded** (19 comments). Both respondents positive and negative to the scheme suggested a number of other traffic calming methods (42 comments), in addition to or instead of the proposed changes. Some suggestions included **speed bumps**, **speed cameras**, and **bus gates**. Many respondents that were unsure of the scheme suggested that **air quality/traffic volumes should be monitored** throughout the trial.

4.25 Other commonly suggested improvements to the area were **more greening/planters**, **public realm improvements**, installation of clear **signage** for modal filters, **more electric vehicle charging points**, **improving public transport**, **removing/repurposing parking and cycle/e-cycle hire**.

#### Highlighting the benefits of the scheme, 235 comments

4.26 A number of respondents commented on their **general support for the scheme** (208 comments), whilst other comments highlighted the benefits of the scheme, such as **improved safety** (20 comments), **more pleasant environment** (20 comments), and **making it easier to walk/cycle** in the area (32 comments).

## Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
<p><b>Concern about increased traffic on main roads.</b></p>	<p>324</p>	<p>The high level transport assessment (HLTA) undertaken to assess the potential impacts of the proposed Bounds Green LTN shows that some boundary roads are likely to see decreases and some roads likely to see increases in traffic (0-25%), with all the internal roads expected to see a reduction or neutral impact as a result of the scheme. This is on the assumption all traffic reassigns onto the nearest available alternative route, which are the boundary roads on the edge of the LTN area. Initially, there will be a period of adjustment of traffic routes selected by motorised vehicle users that can no longer rat-run through the Bounds Green LTN, resulting in a stabilisation of traffic movements and route selection. . Some changes in behaviour will also likely occur, such as some people not travelling or choosing to walk, cycle or use public transport, some taking a different route, some travelling at a different time.</p> <p>The ultimate goal of the Bounds Green LTN is to reduce traffic both within the LTN and on the boundary roads of the LTN. Data from trial LTNs implemented in boroughs such as Hackney, Lambeth and Islington has shown a mixed picture regarding traffic reduction. Traffic volumes within the LTNs reduced substantially. Although traffic on a few boundary roads increased, after a settling in period, traffic volumes on the majority of boundary roads has tended to remain static or in some cases decreased.</p> <p>If introduced, the LTN will be introduced as a trial and the council are committed to monitoring traffic volumes on roads within the LTN, on major boundary roads, and at crucial locations adjacent to the LTN. This monitoring will take place before and during the trial to assess the impact of the LTN on traffic volumes. The Council could, if necessary, and taking its network management duty into account, make changes to the trial while it is in force to address or mitigate issues arising that affects the highway network or local amenities.</p>
<p><b>Concern about increased journey times.</b></p>	<p>232</p>	<p>As above, evidence suggests that traffic volumes and congestion decrease across a neighbourhood when an LTN is introduced. Traffic volumes within the LTN reduce substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has remained static or in some cases decreased.</p> <p>Residents within the LTN may need to drive slightly further to reach some destinations, but one of the aims of LTNs is to encourage residents to drive shorter journeys less frequently and instead, for those than can, make short trips by walking and cycling more often.</p>
<p><b>Concern about increased air pollution on main roads.</b></p>	<p>196</p>	<p>The Council considers that the LTN and complementary measures offer significant opportunities to improve air quality. Haringey have produced a comprehensive air quality monitoring plan. If the LTN is implemented, 16 monitoring stations will collect air quality data on a monthly basis, before and after implementation. Air Quality monitoring stations will be located outside all the schools in the area,</p> <p>Evidence from Waltham Forest has shown air quality to improve on main roads after LTNs are introduced: <a href="http://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf">www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf</a></p>
<p><b>Concerns about the volume of traffic on side roads; Goring/Queens Road, Woodfield Way and Thorold Road</b></p>	<p>88</p>	<p>One of the primary objectives of an LTN is to reduce the volume of traffic on roads within the LTN. A wealth of evidence from LTNs implemented across London suggests that when LTNs are introduced the volume of traffic on roads within them is reduced.</p>



## Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
<b>Concerns about blocked access to houses/amenities, including access for taxis/deliveries. In particular the Health Centre on Gordon Road &amp; Shops on Myddleton Road.</b>	86	<p>All addresses within the LTN will be accessible by motor vehicles. However, drivers may need to access these addresses from a different direction than they do currently.</p> <p>Addresses located within school streets will be eligible for exemptions to the school street traffic restrictions</p>
<b>Concerns about the Enfield LTN (traffic &amp; congestion)</b>	84	<p>A primary consideration of the proposed design for the Bounds Green LTN is that it should complement LB Enfield's Bowes Park Quieter Neighbourhood. Haringey have worked closely with LB Enfield throughout the design and consultation process.</p>
<b>Concerns on the effect on emergency response times</b>	34	<p>All three emergency services have been fully consulted at each stage of the design process. We have worked with emergency services to ensure the LTN proposals have emergency access routes through the area, with a number of emergency access filters proposed to facilitate this. If the trial is introduced the Council will continue to work closely with the emergency services to ensure their access needs are being met.</p>
<b>Concerns about safety of pedestrians, especially children on roads with high traffic volume/speeding cars</b>	42	<p>Evidence suggests that traffic safety is substantially improved, and traffic speeds dramatically reduced after an LTN is introduced. One study has found that the number of roads injuries has halved in LTNs introduced in 2020. This reduction has also occurred to a lesser extent on boundary roads too:</p> <p><a href="https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries">findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries</a></p>
<b>Concerns on the lack of safe pedestrian infrastructure; i.e narrow/uneven pavements.</b>	43	<p>The Council is committed to enabling more walking and cycling in the borough including through improving pedestrian infrastructure. In November 2021 the Council launched consultation on a draft Walking and Cycling Action Plan which, in addition to a borough wide programme of LTNs, includes proposals for new and improved cycle routes, walking routes, crossings and additional cycle parking.</p>
<b>Concerns on equity; residents on boundary roads being adversely affected.</b>		<p>Evidence from other LTNs introduced in London suggests that in general, after a settling in period, traffic volumes on boundary roads do not increase and in some cases reduce.</p> <p>The Council has developed a comprehensive monitoring plan which will assess the impact of the proposed LTN on traffic levels and air pollution, both within the LTN and on its boundary roads and beyond. This will allow us to assess how traffic volumes and air quality are changing and respond during the trial if necessary.</p>

## Consultation results: General Issues & Council response

Issue Raised	Number of comments	Council Response
<b>Concerns about increased bus times</b>		<p>As above, evidence suggests that traffic volumes and congestion decrease across a neighbourhood when and LTN is introduced. Traffic volumes within the LTN reduce substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has remained static or in some cases decreased.</p> <p>If the LTN is implemented, the borough will work with TfL throughout implementation to monitor bus journey times and look to implement mitigation on main roads if bus journey times on these routes increase</p>
<b>Sceptical about the scheme (money making scheme/waste of money)</b>	38	The Council considers that the Bounds Green LTN and complementary measures will be a key driver towards a safer, cleaner, greener, fairer and happier borough. The LTN and complementary measures will be part funded via external funding the Council has secured from the Department for Transport and Transport for London.
<b>Use ANPR or similar to grant exemption for residents at filters</b>	44	The Council does not support using ANPR or similar to grant exemption for residents at filters. Such an arrangement would not deliver a true LTN. While their primary purpose is to eliminate through-traffic, LTNs are also a key tool to encourage residents in the LTN area to think differently about the journeys they make by car, particularly residents' shorter journeys by motor car which could otherwise be made by active travel methods. The combination of the elimination of through traffic and modal shift of residents delivers improved air quality, provide for cleaner, healthier, safer and more pleasant routes to schools and other destinations, enable streets to be reclaimed for play and community interaction and in so doing support increased physical activity and improve health and wellbeing. If introduced, all addresses in the LTN area will remain accessible for cars but it is the case that some residents and business visitors may have to drive further or use a different road to access their address.
<b>Consider timed closures (especially in Area C)</b>		The Council notes a petition was submitted in respect of Area C of the Bounds Green LTN advocating an alternative LTN comprising timed cameras closing the area to all through traffic, including residents, at school times and other peak periods only and only on weekdays. This option is not supported because the consequential change in behaviour could simply be a shift in commuting travel times (i.e. to off-peak), it will not reduce existing levels of non-local through traffic (i.e. off-peak rat-running) and it does not encourage a shift to walking, cycling and other sustainable modes of transport. Furthermore, there are spikes in traffic flows that occur outside of peak hours which, combined with the timed approach that applies to School Streets, would make general understanding of the hours of operation of any LTN extremely challenging. These factors would inhibit the introduction of any time-based LTN.
<b>Introduce further traffic calming measures</b>		The Council has developed a comprehensive monitoring plan which will assess traffic speed after implementation. This will inform whether further traffic calming is required in the area.
<b>Improve walking and cycling provisions in the area</b>		If the LTN is introduced, the LTN area will become cleaner, quiet and safer making it more attractive to walk and cycle through. The Council is committed to enabled more walking and cycling in the borough. In November 2021 the Council launched consultation on a draft Walking and Cycling Action Plan which, in addition to a borough wide programme of LTNs, includes proposals for new and improved cycle routes, walking routes, crossings and additional cycle parking. Separate proposals are about to be consulted to make cycling within the cycle lanes along Bounds Green Road much easier.

## Consultation results: Specific issues & Council response

4.27 The following issues were raised by a small number of respondents but refer to a specific issue or change.

Issue Raised	Comment/recommendation	Council Response
Location of Cycle Hangar on Thorold Road	A resident is in the process of applying for a disabled parking space in the location of this proposed hangar. The Council may want to review its location and move to a nearby space on this street.	Response noted. Cycle hangar on Thorold Road moved across the street.
Displaced traffic on Clarence Road between Truro Road and Nightingale Road	There were some concerns raised about the size of this section of road which is very narrow. It could see increases in traffic volumes due to the location of proposed filters. The Council may want to review filter locations and/or consider monitoring traffic levels on this section of road.	Clarence Road between Truro Rd and Nightingale Rd to remain two way but at both ends to be signed as No Motor Vehicle with an Except for access plate, retaining access for emergency services. This section of Clarence Road is too narrow to accommodate large vehicles once Truro Road and Nightingale Road filters are implemented. The proposed change protects the road from being used by motor vehicles simply as a through route whilst allowing access to residents who reside along it.
Access to Health Centre on Gordon Road	A number of concerns raised about maintaining access to the Health Centre on Gordon Road.	Motor vehicles access is retained from Durnsford Road. An alternative design was considered for Gordon Road, with residents retaining access from Bounds Green Road. It was decided that this design made the health centre less accessible, so a decision has been made to revert to the original design.
Move Marlborough Road filter	The filter on Marlborough Road could be moved closer to Myddleton Road and changed to emergency access filter	Marlborough Road filter moved to junction and changed to emergency access filter as a response to emergency services request, to support place function and to support refuse access
Lack of parking in safe areas for parents at Trinity Primary Academy	Some parents have raised concerns about there being no parking at all near the school. This raises an issue for parents who have to park, as they would have to cross busy roads on foot to access the school.	West side of Trinity Primary Academy School Street removed, east side retained. This will allow the west side to be accessed by motor vehicle for those who need to arrive by motor vehicle. West side may be introduced at a later date, subject to monitoring.
Zebra crossing on Bounds Green Road	Concerns about lack of space on Bounds Green Road to implement a Zebra crossing at this point.	Zebra crossing on Green lanes north of junction with Myddleton Road no longer proposed. Instead a signalised crossing for pedestrians to be considered in its place or at just north of junction with Sidney road. There is not sufficient space on the carriageway to accommodate a central island which is necessary for safety. Due to the presence of bus stops and or bus lanes which may impede on sightlines, a signalised crossing is more appropriate. The exact location to be determined following feasibility study and approval from TfL.

### Most commented open-text themes: 360 respondents left an open-text comment

#### Support for the School Street and highlighting benefits, 95 comments.

4.28 There were a number of comments which generally **supported the implementation of School Streets** (93 comments) within the LTN as well as an overall scheme at schools in the borough. Respondents cited benefits of the School Streets such as **an improvement to health and safety for children** (11 comments), **improvement in air quality** (9 comments), and **making it easier to walk or cycle to school** (4 comments). Some respondents offered their support for the School Street schemes but were not supportive of the wider LTN scheme.

#### Highlighting issues with the School Street, 170 comments

4.29 Overall, there was some **general disagreement with the School Street schemes** (61 comments). One of the main issues raised by respondents was an increase in traffic **outside of the School Street areas** (54 comments). Respondents were concerned that the restrictions push traffic to surrounding streets, and several comments linked this to a potential **decrease in air quality** (15 comments) as they said vehicles will have to travel longer journeys or be stuck in traffic.

4.30 Another common theme emerging from the comments was related to **access issues for residents** (22 comments). Respondents were concerned that the restrictions would make it harder for them to access their homes in the local area, and make it more difficult for visitors such as friends/family, delivery drivers, workers and taxis to access homes on the School Street and in the surrounding area. Respondents were also concerned about an increase in **traffic/parking issues for residents** (16 comments) as they anticipate parents will still drive to school but park on the adjacent streets. This was noted on streets such as **Churston Gardens and Torrington Gardens**, outside of **St. Martin of Porres Primary School**.

4.31 Another issue raised by respondents was that the restrictions will make it **harder to access the schools** (17 comments). This was particularly noted for **St. Martin of Porres Primary School** as respondents highlighted that the school is a faith school with a wide catchment area and therefore many parents drive their child to school. Some respondents said it will make it difficult for them as they often drive and then continue on to another destination, and the restrictions will increase their journey times. Additionally, several respondents highlighted that the changes would make it **difficult for children with disabilities to access the school** as they often rely on a car or taxi to get to school. Several comments also highlighted that the **hill on Blake Road** would make it difficult for some people to travel to the school without a car.

4.32 Another issue noted was that children will now have to **walk or cycle along busy roads** – such as Bounds Green Road – to get to school, adding safety concerns to children's' journey to school. Additionally, multiple comments suggested that a School Street was not needed at St. Martin of Porres Primary School as the filter at Blake Road would suffice in calming existing traffic.

### Suggestions for the School Street schemes, 138 comments.

Some respondents left comments regarding improvements to the School Street schemes. Many comments suggested **implementing School Streets at other local schools** (34 comments), most notably at Bounds Green School. Some respondents felt it unfair that certain schools were receiving a School Street, but not others. There were some comments that suggested all schools should receive a School Street.

Respondents also left comments suggesting that there should be additional **traffic calming measures in the area** (21 comments). Many of these comments suggested that these should be in place instead of a School Street, such as implementing more zebra crossings, speed bumps and more speed monitoring/limits. Other comments which were more supportive of the School Street wanted to see the surrounding roads – such as Bounds Green Road – slow down traffic as more children will be travelling to school down these routes once the scheme is implemented.

Various respondents would like to see **the design of the School Street changed** (19 comments). Some respondents wanted the School Street zone to expand to neighbouring streets, whilst other comments highlighted that the timings should be changed. Some proposed to extend the hours of closures, whilst others wanted to see the hours reduced.

There were also numerous comments which suggested **softer measures should be delivered to the school community** (19 comments). Some wanted behaviour change programmes instead of the School Streets, whereas others would like to see both occur simultaneously. Examples included campaigns to promote walking/cycling to school, school bus/school walking bus implementation, as well as school engagement and training programmes for students. Respondents also commented that they would like to see more **cycle infrastructure implemented** (10 comments), such as segregated cycle lanes.

Additionally, various comments highlighted the need for **clear and proper signage** indicating the School Street zones (12 comments). There were some comments which noted that the Haringey Council building was nearby, and that council employees should not be eligible for exemptions. There were multiple other comments which said that disabled children should still have access, as well as though who live far away from the school and cannot walk or cycle.

## Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
<p><b>Increase in traffic outside of the School Street areas</b></p>	<p>54</p>	<p>The Council has designed the school streets to minimise traffic disruption outside the designated school street area. Although some parents will still need to drive, one of the objectives of a school street is to encourage more families to walk or cycle school. This is likely to result in a reduction in school traffic.</p> <p>The school streets have also been designed to complement the LTN. As observed in other trial LTNs introduced in other London boroughs in 2020, there are likely to be significant traffic reductions across the area of the LTN.</p> <p>If introduced, we are planning to monitor the LTN and school street areas extensively for changes in traffic volume and air quality. As we are introducing these measures as a trial, the design can be changed if traffic volumes increase or air quality decreases.</p>
<p><b>Decrease in air quality in surrounding area</b></p>	<p>15</p>	<p>As observed in other trial LTNs introduced in other London boroughs in 2020, there are likely to be significant traffic reductions across the area of the LTN and improvements in air quality</p> <p>If introduced, the Council will closely monitor air quality. As the measures are proposed as a trial, the design can be changed if air quality decreases.</p>
<p><b>Access issues for residents</b></p>	<p>22</p>	<p>Residents who live within the school street area are eligible for exemption to the school street, and will be able to access their address during the school street operational hours.</p>
<p><b>Traffic/parking issues for residents</b></p>	<p>16</p>	<p>Implementation of the LTN is unlikely to have a significant effect on parking in the area. In some cases it may be necessary to relocate a small number of parking spaces in order to install a modal filter</p>
<p><b>Harder to access the schools (especially for those parents/children with a disability)</b></p>	<p>17</p>	<p>Having regard to feedback received from those with access and disability needs through Engagement Stage 3, careful consideration has been given to the case for the Council to provide certain exemptions to the proposed LTN. To ensure that the LTN advances equality as far as possible, the following will be eligible for an exemption to non-hard closure filters in the LTN experimental scheme:</p> <ul style="list-style-type: none"> <li>• Blue Badge holders living within the LTN or on the immediate boundary of it</li> <li>• Special Educational Needs and Disability (SEND) transport</li> <li>• Essential Haringey Council services catering for people with a disability</li> </ul> <p>The above exemptions will not apply to the trial School Streets within the Low Traffic Neighbourhood. For the trial School Streets, the Council's approved School Streets Exemptions Policy will be applied.</p>
<p><b>Children must now walk or cycle along busy roads</b></p>	<p>N/A</p>	<p>One of the objectives of school streets is to create an area around the school free of traffic, where it is much safer for children to walk and cycle. As we are proposing implementing the school street alongside an LTN, the roads immediately outside the school street, within the LTN are likely to be much safer</p>

# 5.0 Consultation results: Location

Respondents who live within Haringey were more positive towards the scheme than respondents living in Enfield

This section looks at the differences in responses from respondents living within, on boundary roads or outside of the LTNs. Data is based on postcode analysis.

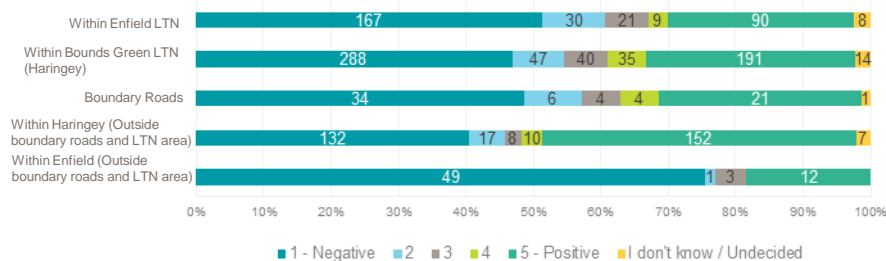
5.1 Respondents were asked to provide their postal address. For this analysis, respondents have been placed into 5 categories depending on their location. Within the Bounds Green LTN in Haringey, within the LTN area in Enfield, on the boundary roads of the LTN, within Haringey (but not inside the LTN or on boundary roads) or within Enfield (but not within the LTN)\*. We have not included respondents outside of Haringey or Enfield..

Reducing motor vehicle traffic in the Bounds Green LTN

5.2 Overall, responses from respondents who live within the LB of Haringey were more positive about the proposal to reduce motor vehicle traffic in the Bounds Green LTN than respondents living in the LB of Enfield.

5.3 Responses from those living on Boundary Roads were less positive than those living in the Haringey LTN area, however they were more positive than those living within Enfield – both in within and outside of the LTN area.

Chart 5.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X Location



	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	49	132	34	288	167
2	1	17	6	47	30
3	3	8	4	40	21
4	0	10	4	35	9
5 - Positive	12	152	21	191	90
I don't know / Undecided	0	7	1	14	8
<b>Total</b>	<b>65</b>	<b>326</b>	<b>70</b>	<b>615</b>	<b>325</b>

\*See Map on page 15 for breakdown of respondents' location  
 \*\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

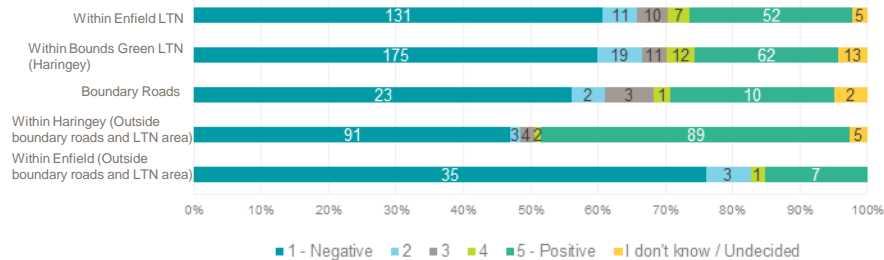


## Area A

5.4 Responses from those living within the LTN in Haringey and in Enfield, and on boundary roads were similar towards the proposed changes in Area A. All groups had more negative than positive responses\*. Respondents within Haringey but outside of the LTN and boundary roads were the most positive towards the proposed changes.

Chart 5.2

How do you feel about the proposed physical modal filters on Queen's Road? X Location

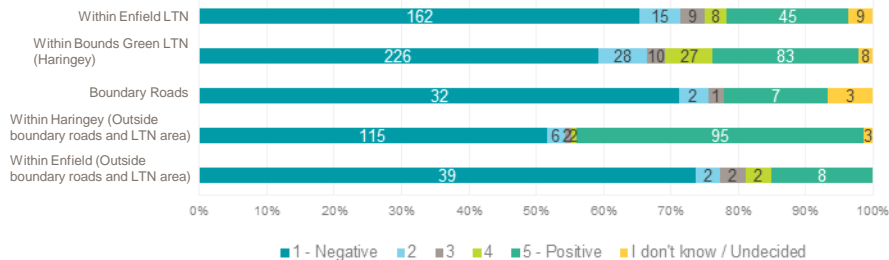


## Area B

5.5 Responses from those living on the boundary roads were most negative towards the proposed changes in Area B. Respondents living in Haringey outside of the LTN and boundary roads felt the most positive towards the changes. Respondents from all locations felt more negative towards the changes than positive.

Chart 5.3

How do you feel about the proposed changes in Area B? X Location



	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	35	91	23	175	131
2	3	3	2	19	11
3	0	4	3	11	10
4	1	2	1	12	7
5 - Positive	7	89	10	62	52
I don't know / Undecided	0	5	2	13	5
<b>Total</b>	<b>46</b>	<b>194</b>	<b>41</b>	<b>292</b>	<b>216</b>

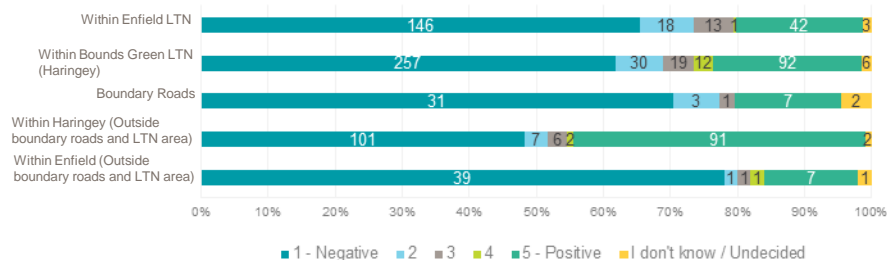
	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	39	115	32	226	162
2	2	6	2	28	15
3	2	2	1	10	9
4	2	2	0	27	8
5 - Positive	8	95	7	83	45
I don't know / Undecided	0	3	3	8	9
<b>Total</b>	<b>53</b>	<b>223</b>	<b>45</b>	<b>382</b>	<b>248</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

## Area C

5.6 Responses from respondents living on the boundary roads were most negative about the proposed changes to Area C. Respondents living in Haringey outside of the LTN and boundary roads were the most positive about the changes. Responses from all locations were more negative towards the changes than positive\*.

Chart 5.4 How do you feel about the proposed changes in Area C? X Location



	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	39	101	31	257	146
2	1	7	3	30	18
3	1	6	1	19	13
4	1	2	0	12	1
5 - Positive	7	91	7	92	42
I don't know / Undecided	1	2	2	6	3
<b>Total</b>	<b>50</b>	<b>209</b>	<b>44</b>	<b>416</b>	<b>223</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

**Trinity Primary Academy School Street**

5.7 There were more positive than negative responses towards the proposed School Street at Trinity Primary Academy from those living in all locations except from those within Enfield (outside the LTN area)\*.

5.8 A high number of respondents from within the Bounds Green LTN (Haringey) are undecided about the proposal.

**St. Martin of Porres Primary School Street**

5.9 There were more positive than negative responses towards the proposed School Street at St Martin of Porres Primary School than negative from those living with the LTN in both Haringey and Enfield, and those within Haringey (outside of the LTN and boundary roads). There were more negative responses than positive from respondents living on the boundary roads or within Enfield (outside of the LTN).

Chart 5.5 How do you feel about the proposed School Street at Trinity Primary Academy? X Location

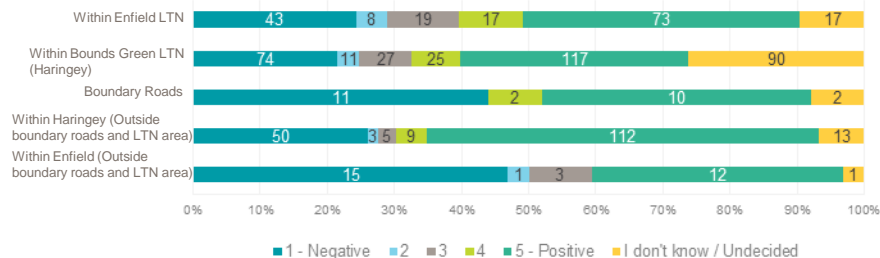
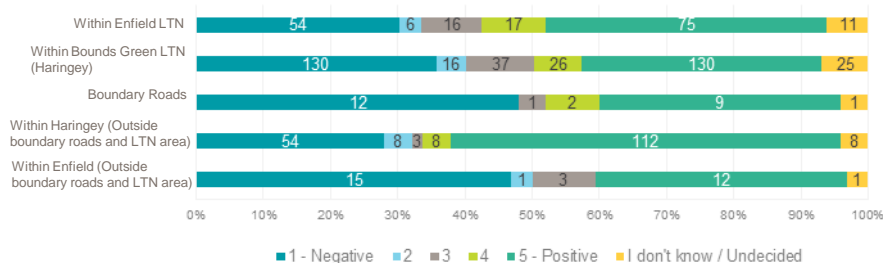


Chart 5.6 How do you feel about the proposed School Street at St Martin of Porres Primary School? X Location



	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	15	50	11	74	43
2	1	3	0	11	8
3	3	5	0	27	19
4	0	9	2	25	17
5 - Positive	12	112	10	117	73
I don't know / Undecided	1	13	2	90	17
<b>Total</b>	<b>32</b>	<b>192</b>	<b>25</b>	<b>344</b>	<b>177</b>

	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	15	54	12	130	54
2	1	8	0	16	6
3	3	3	1	37	16
4	0	8	2	26	17
5 - Positive	12	112	9	130	75
I don't know / Undecided	1	8	1	25	11
<b>Total</b>	<b>32</b>	<b>193</b>	<b>25</b>	<b>364</b>	<b>179</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

# 6.0 Consultation results: Car access

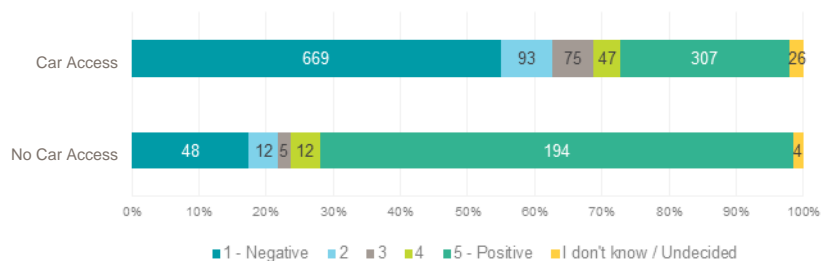
Respondents with no car access were more positive about the changes than those with car access.

**Reducing motor vehicle traffic in the Bounds Green LTN**

6.1 There were more positive than negative responses towards reducing motor vehicle traffic in the Bounds Green LTN from respondents without car access\*. There were more negative than positive responses towards reducing motor vehicle traffic in the Bounds Green LTN from respondents with car access

6.2 75% (206 responses) of responses from respondents without car access and 29% (354 responses) of those with car access felt positive about reducing motor traffic in the Bounds Green LTN. This compared to 22% (60 responses) of those without car access and 63% (762 responses) of those with car access feeling negative towards the proposal.

Chart 6.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X car ownership



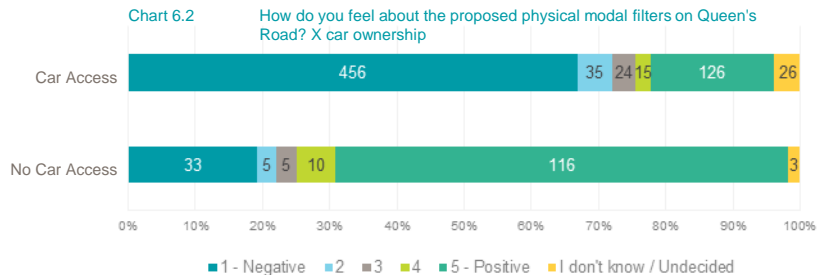
	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	48	669
2	12	93
3	5	75
4	12	47
5 - Positive	194	307
I don't know / Undecided	4	26
<b>Total</b>	<b>275</b>	<b>1217</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

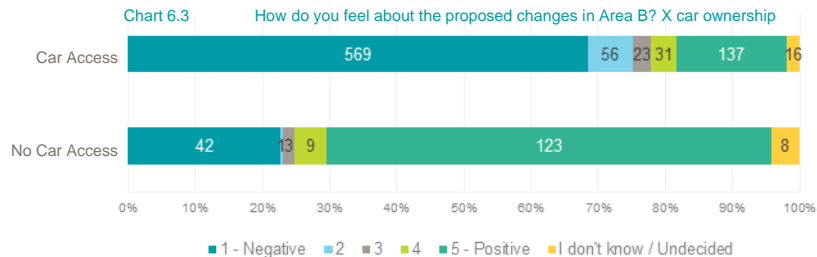
Respondents with no car access were more positive about the changes in Areas A, B & C than those with car access.

Areas A, B & C

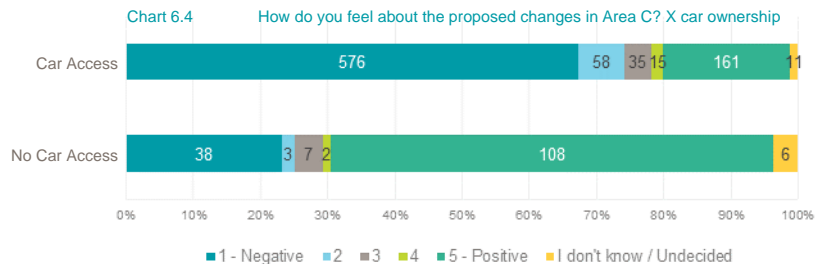
6.3 Responses from those without car access were much more positive towards the changes in Areas A, B & C compared to respondents with car access\*.



Queens Road	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	33	456
2	5	35
3	5	24
4	10	15
5 - Positive	116	126
I don't know / Undecided	3	26
<b>Total</b>	<b>172</b>	<b>682</b>



Area B	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	42	569
2	1	56
3	3	23
4	9	31
5 - Positive	123	137
I don't know / Undecided	8	16
<b>Total</b>	<b>186</b>	<b>832</b>



Area C	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	38	576
2	3	58
3	7	35
4	2	15
5 - Positive	108	161
I don't know / Undecided	6	11
<b>Total</b>	<b>164</b>	<b>856</b>

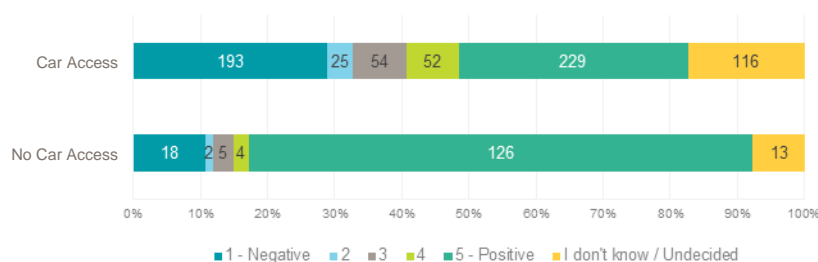
\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Respondents with no car access were much more positive about the School Streets than those with car access.

**Trinity Primary Academy School Street**

6.4 Both respondents with and without car access were more positive than negative towards the proposed School street at Trinity Primary Academy\*. Respondents without car access were more positive towards the proposal than respondents with car access.

Chart 6.5 How do you feel about the proposed School Street at Trinity Primary Academy?

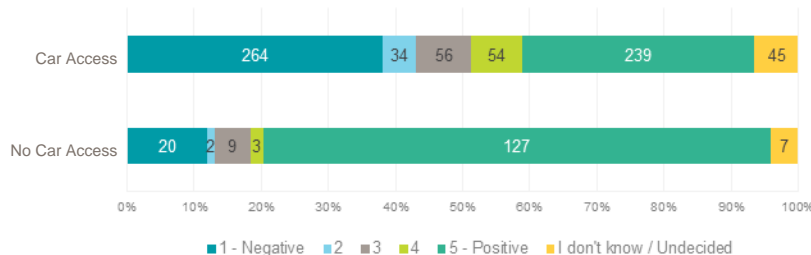


	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	18	193
2	2	25
3	5	54
4	4	52
5 - Positive	126	229
I don't know / Undecided	13	116
<b>Total</b>	<b>168</b>	<b>669</b>

**St. Martin of Porres Primary School Street**

6.5 Respondents without car access were more positive towards the School Street at St Martin of Porres Primary School than negative, whereas respondents with car access were more negative than positive.

Chart 6.6 How do you feel about the proposed School Street at St Martin of Porres Primary School?



	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	20	264
2	2	34
3	9	56
4	3	54
5 - Positive	127	239
I don't know / Undecided	7	45
<b>Total</b>	<b>168</b>	<b>692</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

# 7.0 Consultation results: Travel



There were more negative than positive responses from those who travel by private car. There were more positive than negative responses from those who cycle.

7.1 Respondents were asked how they most commonly travel around the area. The two most common travel modes – private car (as driver) & walking are reviewed in the text, as well as trends on the most positive and negative travel modes\*.

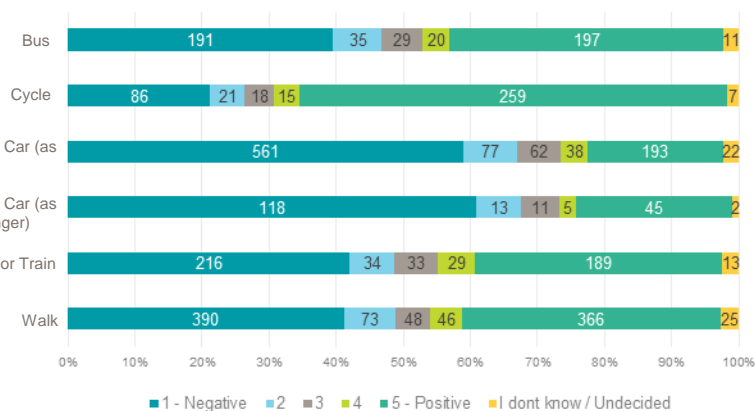
**Reducing motor vehicle traffic in the Bounds Green LTN**

7.2 Responses from respondents using the two most common travel modes (walking and private car) were more negative towards the proposal to reduce motor vehicle traffic in the Bounds Green LTN than positive. However, responses from those who walk had higher levels of positivity towards the proposal.

7.3 Of those who walk, 43% (412 responses) were positive towards the proposal compared with 49% (463 responses) who were negative. Of those who use a private car, 24% (231 responses) were positive about reducing motor traffic in the Bounds Green while 67% (638 responses) were negative. .

7.4 Respondents who cycle were most positive about the proposal, whereas respondents who drive a Taxi or private hire vehicle were the most negative.

Chart 7.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X Travel\*\*



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	191	35	29	20	197	11	483
Cycle	86	21	18	15	259	7	406
Delivery vehicle	8	0	1	0	0	0	9
Moped / motorbike	13	1	3	1	3	0	21
Private car (as driver)	561	77	62	38	193	22	953
Private car (as passenger)	118	13	11	5	45	2	194
Taxi or private hire vehicle (as driver)	11	0	0	0	1	0	12
Taxi or private hire vehicle (as passenger)	30	3	3	2	13	0	51
Tube or Train	216	34	33	29	189	13	514
Walk	390	73	48	46	366	25	948
Walk with a pushchair / buggy / pram etc.	21	17	6	4	29	3	80
Wheelchair/ mobility aid	4	1	0	0	6	0	11
Other	10	1	0	0	1	0	12

\*Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
 \*\* Only groups with 100+ responses are portrayed in the graph

There were more negative responses than positive responses from those who travel by private car and walking for the proposed changes in Area A

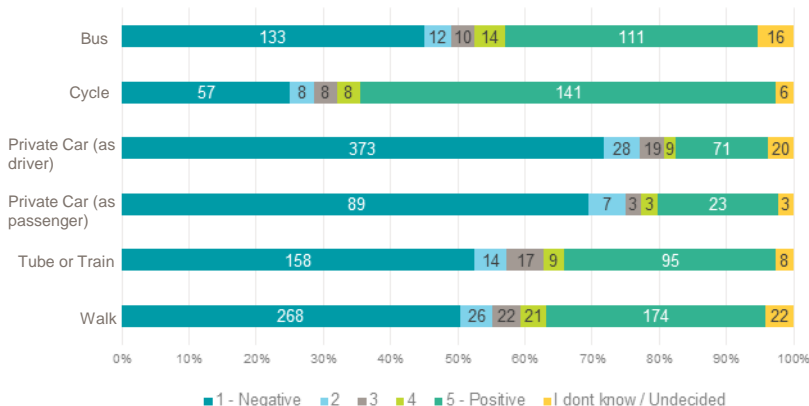
**Proposed changes in Area A**

7.5 Both respondents who walk and respondents who use a private car felt more negative towards the changes in Area A than positive\*. However people who walk had higher levels of positivity towards the proposal.

7.6 Of those who walk, 37% (195 responses) were positive towards the proposal compared with 55% (294 responses) who were negative. Of those who use a private car (as driver), 15% (80 responses) were positive about reducing motor traffic in the Bounds Green while 77% (401 responses) were negative. .

7.7 Respondents who cycle were most positive about the changes in Area A, whereas respondents who drive a Taxi or private hire vehicle and those who drive a delivery vehicle were the least positive.

Chart 7.2 How do you feel about the proposed physical modal filters on Queen's Road? X Travel\*\*



	1 - Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 - Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	133	12	10	14	111	16	296
Cycle	57	8	8	8	141	6	228
Delivery vehicle	7	0	0	0	0	0	7
Moped / motorbike	8	1	0	0	2	1	12
Private car (as driver)	373	28	19	9	71	20	520
Private car (as passenger)	89	7	3	3	23	3	128
Taxi or private hire vehicle (as driver)	7	0	0	0	0	0	7
Taxi or private hire vehicle (as passenger)	19	2	2	0	5	1	29
Tube or Train	158	14	17	9	95	8	301
Walk	268	26	22	21	174	22	533
Walk with a pushchair / buggy / pram etc.	21	1	2	2	10	1	37
Wheelchair/ mobility aid	2	0	0	0	3	0	5
Other	11	0	0	0	0	0	11

\* Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
 \*\* Only groups with 100+ responses are portrayed in the graph

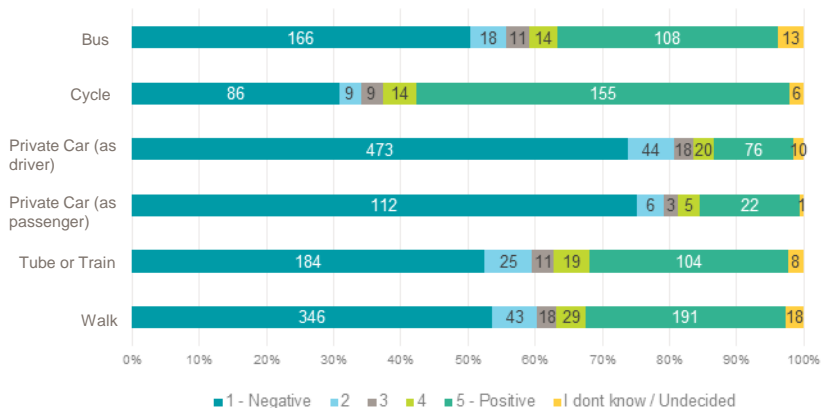
There were more negative responses than positive responses from those who travel by private car and walking for the proposed changes in Area B

**Proposed changes in Area B**

7.8 Both people who walk and use a private car felt more negative towards the changes in Area B than positive\*. However people who walk had higher levels of positivity towards the proposal. Of those who walk, 34% (220 responses) were positive towards the proposal compared with 60% (389 responses) who were negative. Of those who use a private car, 15% (96 responses) were positive about reducing motor traffic in the Bounds Green while 81% (517 responses) were negative.

7.9 Responses from those who cycle were most positive of the changes in Area B, whereas responses from those who drive a Taxi or private hire vehicle and those who drive a delivery vehicle were least positive.

Chart 7.3 How do you feel about the proposed changes in Area B? X Travel\*\*



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	166	18	11	14	108	13	330
Cycle	86	9	9	14	155	6	279
Delivery vehicle	7	0	0	0	0	0	7
Moped / motorbike	9	3	1	0	2	0	15
Private car (as driver)	473	44	18	20	76	10	641
Private car (as passenger)	112	6	3	5	22	1	149
Taxi or private hire vehicle (as driver)	7	0	0	0	0	0	7
Taxi or private hire vehicle (as passenger)	27	1	1	3	8	1	41
Tube or Train	184	25	11	19	104	8	351
Walk	346	43	18	29	191	18	645
Walk with a pushchair / buggy / pram etc.	28	7	1	5	17	0	58
Wheelchair/ mobility aid	2	0	0	0	2	1	5
Other	7	2	0	0	0	1	10

\* Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
 \*\* Only groups with 100+ responses are portrayed in the graph

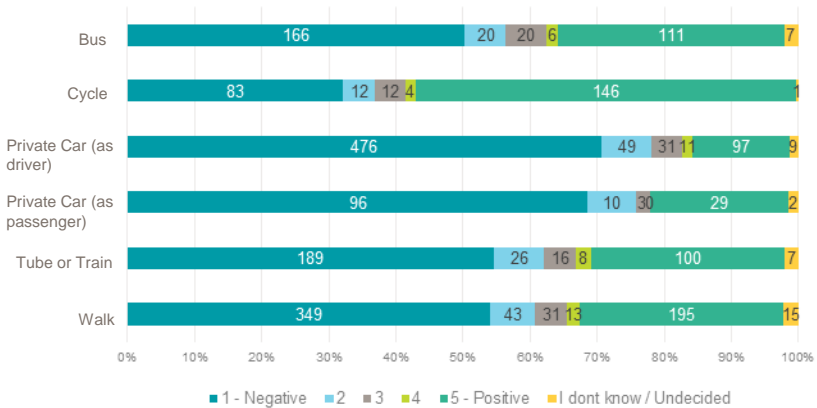
There were more negative responses than positive responses from those who travel by private car and walking for the proposed changes in Area C

Proposed changes in Area C

7.10 Both people who walk and use a private car were more negative towards the changes in Area C than positive\*. However people who walk had higher levels of positivity towards the proposal. Of those who walk, 32% (208 responses) were positive towards the proposal compared with 61% (392 responses) who were negative. Of those who use a private car (as driver), 16% (108 responses) were positive about reducing motor traffic in the Bounds Green while 78% (525 responses) were negative. .

7.11 Respondents who most commonly cycle were most supportive of the changes in Area C, whereas respondents who drive a Taxi, private hire vehicle or a delivery vehicle were least supportive.

Chart 7.4 How do you feel about the proposed changes in Area C? X Travel



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	166	20	20	6	111	7	330
Cycle	83	12	12	4	146	1	258
Delivery vehicle	7	0	0	0	0	0	7
Moped / motorbike	9	1	0	1	1	1	13
Private car (as driver)	476	49	31	11	97	9	673
Private car (as passenger)	96	10	3	0	29	2	140
Taxi or private hire vehicle (as driver)	8	0	0	0	0	0	8
Taxi or private hire vehicle (as passenger)	23	3	0	0	5	1	32
Tube or Train	189	26	16	8	100	7	346
Walk	349	43	31	13	195	15	646
Walk with a pushchair / buggy / pram etc.	21	3	4	1	13	1	43
Wheelchair/ mobility aid	1	0	0	0	4	1	6
Other	7	2	1	0	0	1	11

\* Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
 \*\* Only groups with 100+ responses are portrayed in the graph

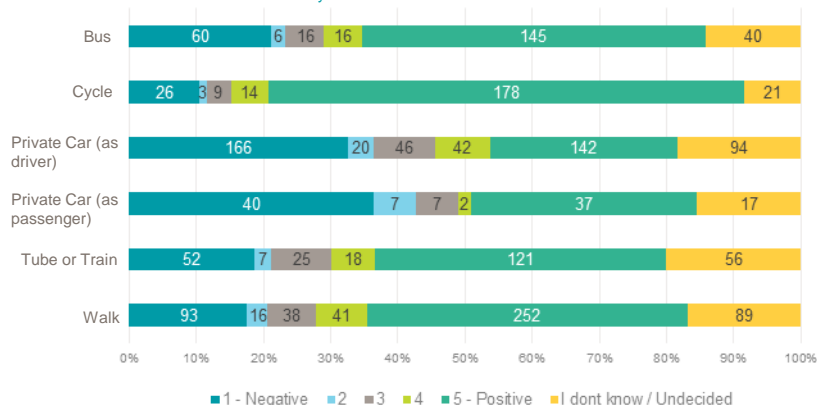
People who walk around the area were more positive towards the Trinity Primary Academy School Street whilst there were a similar number of positive and negative responses from people who drive a private car.

School Street at Trinity Primary Academy

7.12 Of those who walk, 55% (293 responses) felt positive towards the proposal compared with 21% (109 responses) who did not. Of those who use a private car, 36% (184 responses) of respondents felt positive and 36% felt negative about the changes (186 responses)\*.

7.13 Responses from those who travel by wheelchair/mobility aid were most positive about the School Street, whereas responses from those who drive a moped/motorbike were most negative.

Chart 7.5 How do you feel about the proposed School Street at Trinity Primary Academy? X Travel\*\*



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	60	6	16	16	145	40	283
Cycle	26	3	9	14	178	21	251
Delivery vehicle	1	0	0	1	1	1	4
Moped / motorbike	5	1	1	1	4	0	12
Private car (as driver)	166	20	46	42	142	94	510
Private car (as passenger)	40	7	7	2	37	17	110
Taxi or private hire vehicle (as driver)	2	0	3	2	0	1	8
Taxi or private hire vehicle (as passenger)	8	2	3	2	8	3	26
Tube or Train	52	7	25	18	121	56	279
Walk	93	16	38	41	252	89	529
Walk with a pushchair / buggy / pram etc.	6	0	4	3	27	2	42
Wheelchair/ mobility aid	0	0	0	0	4	1	5
Other	4	0	1	0	2	2	9

\* Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
 \*\* Only groups with 100+ responses are portrayed in the graph

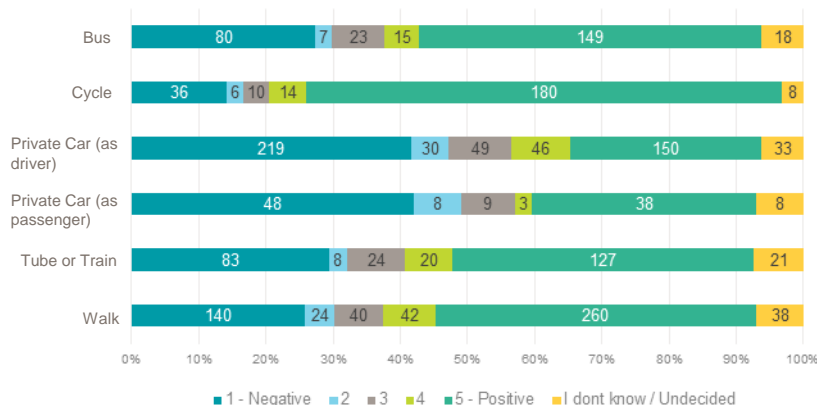
People who walk around the area were more positive towards the St Martin of Porres Primary School Street whilst people who drive were more negative.

**School Street at St Martin of Porres Primary School**

7.14 Of those who walk, 56% (302 responses) were positive towards the proposal compared with 30% (164 responses) who did not. Of those who use a private car, 37% (196 responses) of respondents felt positive and 47% (249 responses) felt negative about the proposal\*.

7.15 Responses from those who travel by wheelchair/mobility aid were most positive about the School Street, whereas responses from those who travel by other modes were least positive.

Chart 7.6 How do you feel about the proposed School Street at St Martin of Porres Primary School? X Travel\*\*



	1 - Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 - Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	80	7	23	15	149	18	292
Cycle	36	6	10	14	180	8	254
Delivery vehicle	2	0	1	1	1	0	5
Moped / motorbike	5	1	1	1	4	0	12
Private car (as driver)	219	30	49	46	150	33	527
Private car (as passenger)	48	8	9	3	38	8	114
Taxi or private hire vehicle (as driver)	2	0	3	2	0	1	8
Taxi or private hire vehicle (as passenger)	10	4	3	1	8	2	28
Tube or Train	83	8	24	20	127	21	283
Walk	140	24	40	42	260	38	544
Walk with a pushchair / buggy / pram etc.	7	0	4	3	26	2	42
Wheelchair/ mobility aid	0	0	0	0	5	0	5
Other	5	0	1	0	2	1	9

\* Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
 \*\* Only groups with 100+ responses are portrayed in the graph

# 8.0 Consultation results: Disability

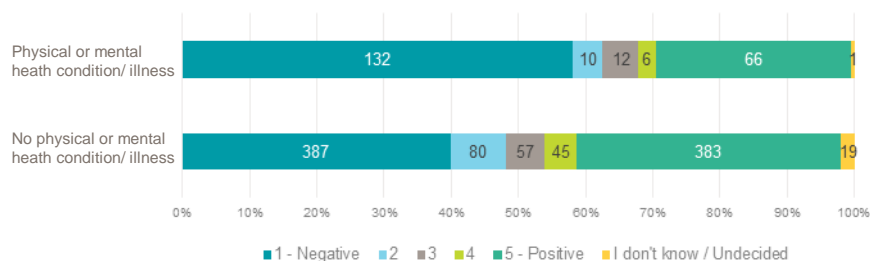
A lower proportion of respondents with a physical or mental health condition/illness were positive about LB Haringey proposing to reduce motor vehicle traffic in Bounds Green.

**Reducing motor vehicle traffic in the Bounds Green LTN**

8.1 Both respondents with and without a physical or mental health condition/illness were more negative than positive towards the proposal to reduce motor vehicle traffic in the Bounds Green LTN. Respondents without a physical or mental health condition/illness were more positive than respondents with a physical or mental health condition/illness\*.

8.2 32% (72 responses) of respondents with a physical or mental health condition /illness felt positive, whilst 63% (142 responses) felt negative towards the proposal. 44% (428 responses) of respondents without a physical or mental health condition/illness felt positively towards the proposal, compared to 48% (467 responses) who felt negative.

Chart 8.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X disability



	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
<b>1 - Negative</b>	132	387
<b>2</b>	10	80
<b>3</b>	12	57
<b>4</b>	6	45
<b>5 - Positive</b>	66	383
I don't know / Undecided	1	19
<b>Total</b>	<b>227</b>	<b>971</b>

\*Note that questions relating to disability utilised phrasing about "Physical or mental health condition or illness" in order to be comparable to census data  
 \*\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

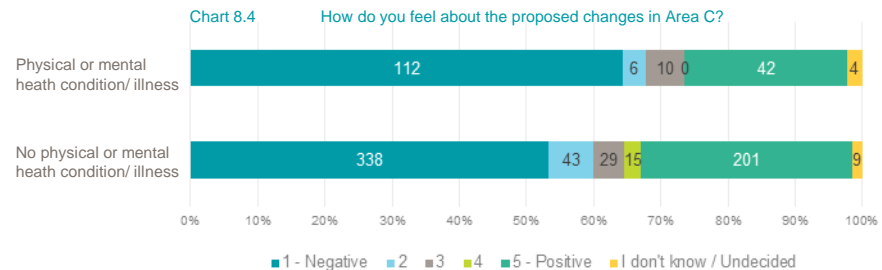
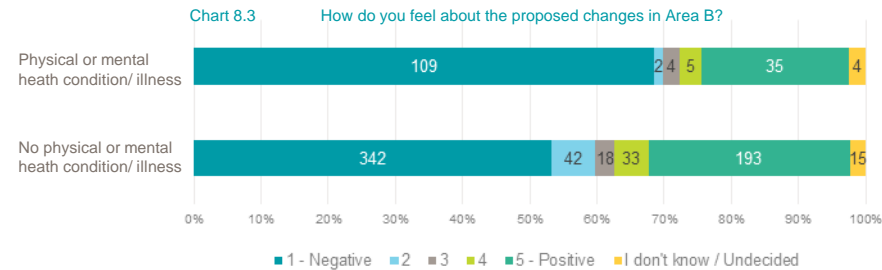
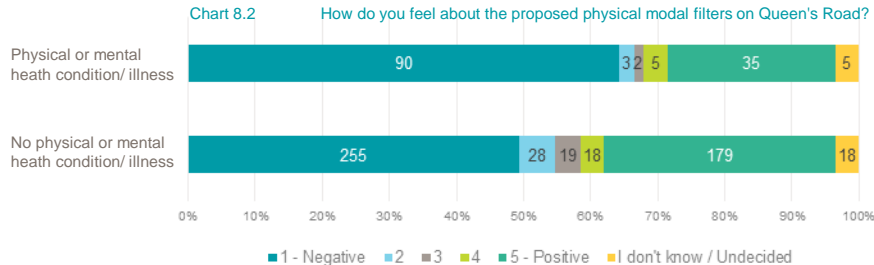


Responses followed a similar pattern across the three areas.

Area A, B & C

8.3 Responses from respondents both with and without a physical or mental health condition/illness were more negative towards the proposed changes to Area A, B & C than positive\*.

8.4 Respondents without a health condition were more positive towards the changes in Areas A, B & C than respondents with a physical or mental health condition/illness



	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
<b>Queen's Road</b>		
1 - Negative	90	255
2	3	28
3	2	19
4	5	18
5 - Positive	35	179
I don't know / Undecided	5	18
<b>Total</b>	<b>140</b>	<b>517</b>

	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
<b>Area B</b>		
1 - Negative	109	342
2	2	42
3	4	18
4	5	33
5 - Positive	35	193
I don't know / Undecided	4	15
<b>Total</b>	<b>159</b>	<b>643</b>

	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
<b>Area C</b>		
1 - Negative	112	338
2	6	43
3	10	29
4	0	15
5 - Positive	42	201
I don't know / Undecided	4	9
<b>Total</b>	<b>174</b>	<b>635</b>

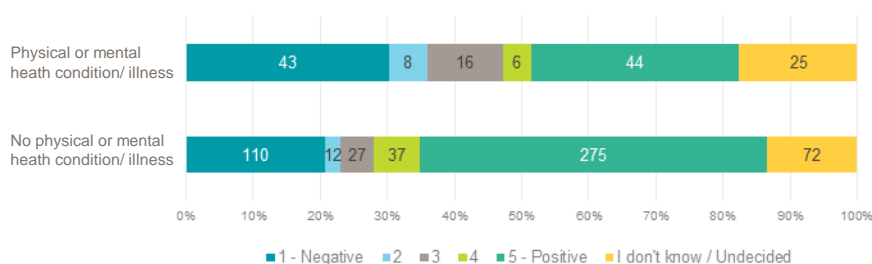
\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Respondents with a physical or mental health condition / illness were more negative than positive towards the St Martin School Streets but were more evenly split about Trinity Primary Academy

**Trinity Primary Academy School Street**

8.5 Respondents without a physical or mental health condition/illness were more positive towards the School Street at Trinity Primary Academy than negative\*. There were similar numbers of positive and negative responses from respondents with a physical or mental health condition/illness

Chart 8.5 How do you feel about the proposed School Street at Trinity Primary Academy?

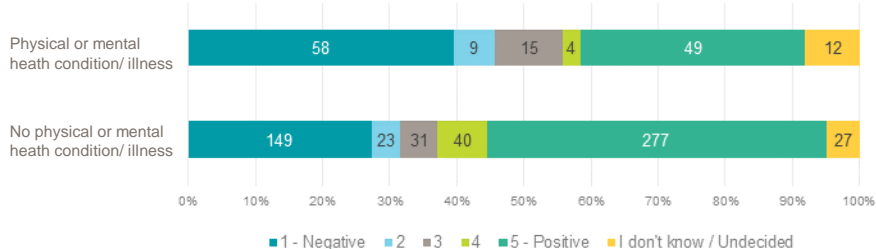


	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	43	110
2	8	12
3	16	27
4	6	37
5 - Positive	44	275
I don't know / Undecided	25	72
<b>Total</b>	<b>142</b>	<b>533</b>

**St. Martin of Porres Primary School Street**

8.6 Respondents without a physical or mental health condition/illness were more positive towards the School Street at St Martin of Porres Primary School than negative, whereas respondents with a physical or mental health condition/illness issue were more negative than positive.

Chart 8.6 How do you feel about the proposed School Street at St Martin of Porres Primary School?

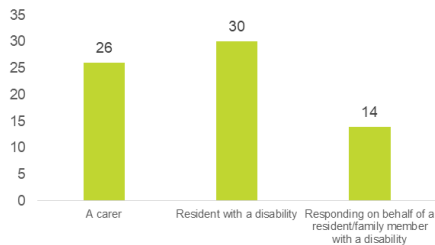


	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	58	149
2	9	23
3	15	31
4	4	40
5 - Positive	49	277
I don't know / Undecided	12	27
<b>Total</b>	<b>147</b>	<b>547</b>

\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

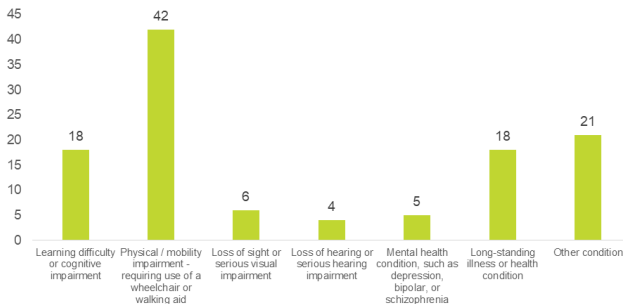
A survey for disabled residents and/or carers in the LTN area was developed to explore some of the specific needs and suggestions from these groups.  
70 responses were received from those in the Bounds Green area.

Chart 8.7 Are you responding to this survey as:



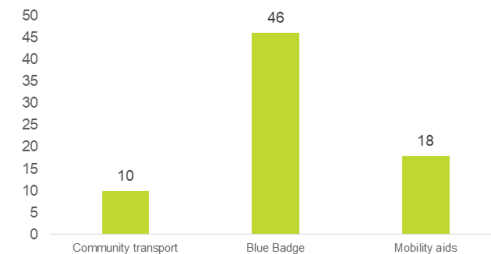
Are you responding to this survey as:	# of responses
A carer	26
Resident with a disability	30
Responding on behalf of a resident/family member with a disability	14
<b>Grand Total</b>	<b>70</b>

Chart 8.8 If you feel comfortable doing so, please tell us the general nature of the disability?



If you feel comfortable doing so, please tell us the general nature of the disability	# of responses	% of responses
Learning difficulty or cognitive impairment	18	26%
Physical / mobility impairment - requiring use of a wheelchair or walking aid	42	60%
Loss of sight or serious visual impairment	6	9%
Loss of hearing or serious hearing impairment	4	6%
Mental health condition, such as depression, bipolar, or schizophrenia	5	7%
Long-standing illness or health condition	18	26%
Other condition	21	30%

Chart 8.9 Facilities and services used - Blue badges / Community Transport / Mobility aids:



Facilities and services used	Count
Community transport	10
Blue Badge	46
Mobility aids	18

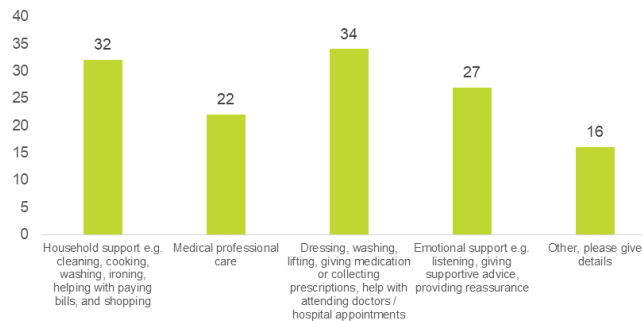
# Consultation results: Disability/Carers Survey

Are there any destinations in the LTN you regularly visit?	# of responses
Yes	63
No	4
<b>Grand Total</b>	<b>67</b>

Do you have a carer or receive care?	# of responses
Yes	35
No	31
<b>Grand Total</b>	<b>66</b>

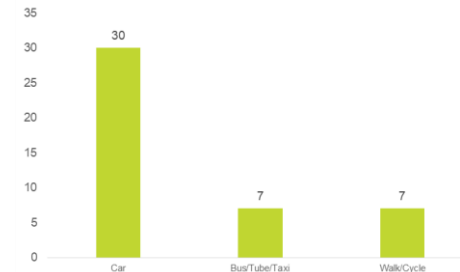
Does the carer (or medical professional) need to bring equipment?	# of responses
Yes	8
No	20
Sometimes	9
<b>Grand Total</b>	<b>37</b>

Chart 8.10 Nature of Care received:



Nature of Care received	# of responses	% of responses
Household support e.g. cleaning, cooking, washing, ironing, helping with paying bills, and shopping	32	46%
Medical professional care	22	31%
Dressing, washing, lifting, giving medication or collecting prescriptions, help with attending doctors / hospital appointments	34	49%
Emotional support e.g. listening, giving supportive advice, providing reassurance	27	39%
Other, please give details	16	23%

Chart 8.11 How does the Carer travel to your property?



How does the Carer travel to your property?	# of responses
Car	30
Bus/Tube/Taxi	7
Walk/Cycle	7

Of the 70 respondents, 57 left comments.

**The most common locations that people required access to included:**

- Doctors/health centre (particularly on Gordon Road), pharmacy and other medical services (16 comments)
- To give care to relatives (7 comments) – some of these were within the LTN area but 2 explicitly said they cared for people outside the area
- Public transport (5 comments) including bus stops and Bounds Green tube
- Local shops (4 comments)
- School/education (3 comments)

**The key issues raised about the LTN included:**

- Concerns about longer journey times (28 comments)
- Many of these also said that the LTN would block access to key places, such as homes or services (14 comments)
- There were also concerns that carers would no longer be able to access those they care for. These related to both professional carers and those caring for relatives/friends (14 comments)
- Often linked to an increase in journey times were concerns around the impact of LTNs on main roads (13 comments)
- A number of the above comments also stated that they were unable to walk, cycle or take public transport as an alternative to using their car (11 comments)
- Other key issues raised included linking the above issues with the existing filters installed by Enfield (8 comments) and concerns about air pollution (7 comments)

While many of the issues raised were similar to the main survey, many responses highlighted how the issue would specifically impact their disability (e.g. ability to access medical services, problems for care givers, increased journey time triggering anxiety, increased air pollution triggering asthma)

**There were also a number of comments highlighting the benefits of the LTN:**

- 6 of these comments left general support
- There were a number of comments that said that the LTNs would improve their mobility, opening up routes for them to walk, cycle or use a wheelchair (5 comments)

Many of the positive comments highlighted that the existing street landscape and traffic volumes had a negative impact on their mobility.

**Some comments made specific suggestions about what LB Haringey could do differently:**

- The most common of these was around improving the consultation (21 comments). These comments related to: ensuring that disabled voices are listened to; improving communications, including mail-outs that specifically target disabled people; include disabled people earlier in the consultation; and consider specific needs of disabled people in material (not just images; braille etc.)
- There were some specific comments about physical changes, including expand the schemes (4 comments), scrap the schemes (4 comments), improve walking, cycling or wheelchair routes in the area (3 comments), and reintroduce the banned right turn onto Bounds Green Road from Whittington Road (3 comments).

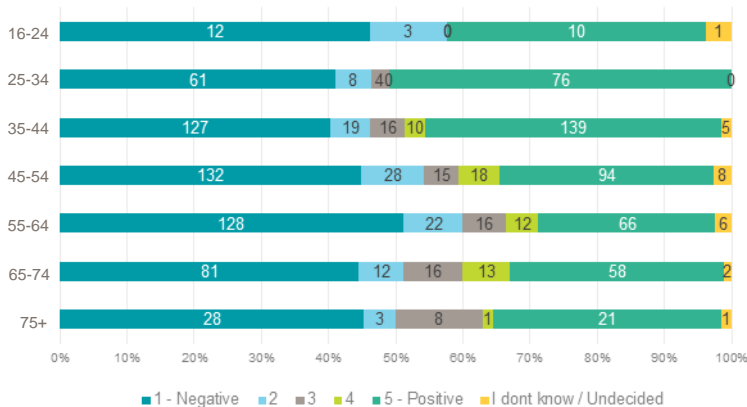
# 9.0 Consultation results: Demographics - Age

Those aged 25-34 were the most positive age group.  
Those aged 55-64 were the most negative age group

**Reducing motor vehicle traffic in the Bounds Green LTN**

9.1 Those aged 25-34 were the most positive age group with 51% (76 responses) feeling positive and 46% (69 responses) feeling negative towards the proposal\*. Those aged 55-64 were the most negative age group towards the proposal, with 31% (78 responses) feeling positive whilst 60% (150 responses) felt negatively.

Chart 9.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X Age



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	12	3	0	0	10	1	26
25-34	61	8	4	0	76	0	149
35-44	127	19	16	10	139	5	316
45-54	132	28	15	18	94	8	295
55-64	128	22	16	12	66	6	250
65-74	81	12	16	13	58	2	182
75+	28	3	8	1	21	1	62
I prefer not to say	76	7	1	2	15	5	106

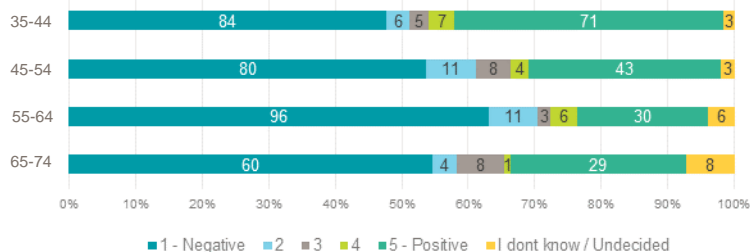
\*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

# Consultation results: Age

## Area A

9.2 All age groups apart from 25-34 year olds had more responses that were negative than positive towards the changes in Area A\*. Those aged 55-64 were the least positive about the changes..

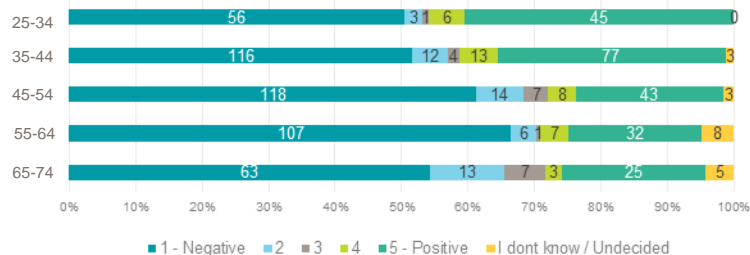
Chart 9.2 How do you feel about the proposed physical modal filters on Queen's Road? X Age\*\*



## Area B

9.3 All age groups had more responses that were negative than positive towards the changes in Area B. Those aged 25-34 had the highest proportion of respondents positive about the changes whilst those aged 55-64 had the lowest proportion.

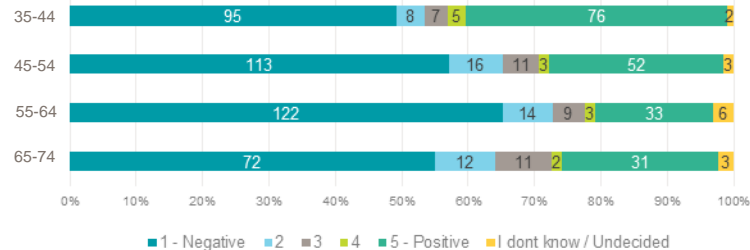
Chart 9.3 How do you feel about the proposed changes in Area B? X Age



## Area C

9.4 All age groups had more responses that were negative than positive towards the changes in Area C. Those aged 25-34 had the highest proportion of respondents positive about the changes whilst those aged 55-64 had the lowest proportion.

Chart 9.4 How do you feel about the proposed changes in Area C? X Age



\*Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
 \*\* Only groups with 100+ responses are portrayed in the graphs

	1 - Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 - Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	9	2	0	0	6	0	17
25-34	39	1	1	1	39	0	81
35-44	84	6	5	7	71	3	176
45-54	80	11	8	4	43	3	149
55-64	96	11	3	6	30	6	152
65-74	60	4	8	1	29	8	110
75+	19	2	1	5	8	4	39
I prefer not to say	58	3	2	1	5	2	71

	1 - Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 - Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	11	1	1	0	6	0	19
25-34	56	3	1	6	45	0	111
35-44	116	12	4	13	77	3	225
45-54	118	14	7	8	43	3	193
55-64	107	6	1	7	32	8	161
65-74	63	13	7	3	25	5	116
75+	25	1	1	2	10	4	43
I prefer not to say	63	5	2	0	9	1	80

	1 - Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 - Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	10	2	0	0	7	0	19
25-34	46	1	2	1	38	0	88
35-44	95	8	7	5	76	2	193
45-54	113	16	11	3	52	3	198
55-64	122	14	9	3	33	6	187
65-74	72	12	11	2	31	3	131
75+	28	1	1	2	16	1	49
I prefer not to say	68	3	1	0	7	1	80



All age groups aside from those aged 55-64 were more positive about the School Streets than negative.

9.5 There was generally more positivity for the Schools Streets than negativity in all age groups, except for those aged 55-64\*.

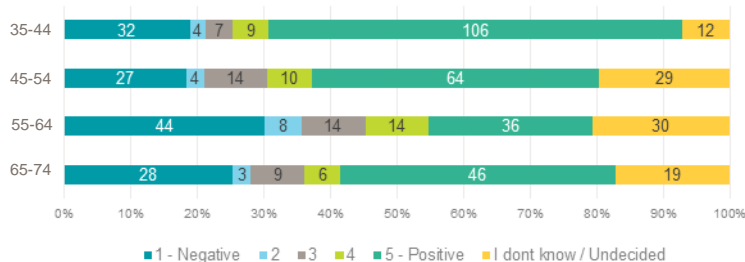
**Trinity Primary Academy School Street**

19.6 Those aged 35-44 were the most positive about the School Street whereas those aged 55-64 were the most negative.

**St. Martin of Porres Primary School Street**

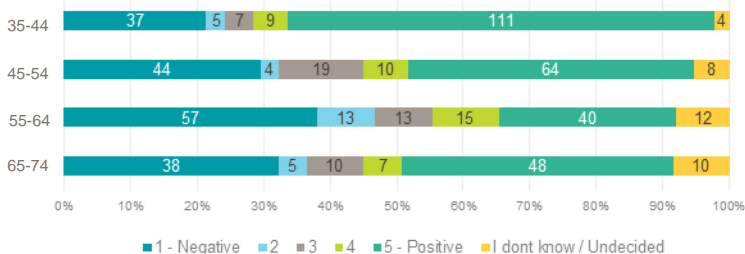
9.7 Those aged 35-44 were the most positive about the School Street whereas those aged 55-64 were the most negative.

Chart 9.5 How do you feel about the proposed School Street at Trinity Primary Academy? X Age\*\*



	1 - Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 - Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24		4	1	1	1	9	3
25-34	24	3	2	4	49	1	83
35-44	32	4	7	9	106	12	170
45-54	27	4	14	10	64	29	148
55-64	44	8	14	14	36	30	146
65-74	28	3	9	6	46	19	111
75+	5	1	2	4	19	9	40
I prefer not to say	25	1	6	5	13	12	62

Chart 9.6 How do you feel about the proposed School Street at St Martin of Porres Primary School? X Age



	1 - Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 - Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24		5	2	2	1	8	2
25-34	24	4	2	3	48	2	83
35-44	37	5	7	9	111	4	173
45-54	44	4	19	10	64	8	149
55-64	57	13	13	15	40	12	150
65-74	38	5	10	7	48	10	118
75+	12	1	3	4	20	4	44
I prefer not to say	35	0	5	5	13	4	62

\*Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
 \*\* Only groups with 100+ responses are portrayed in the graphs

# 10.0 Consultation results: Demographics - Gender

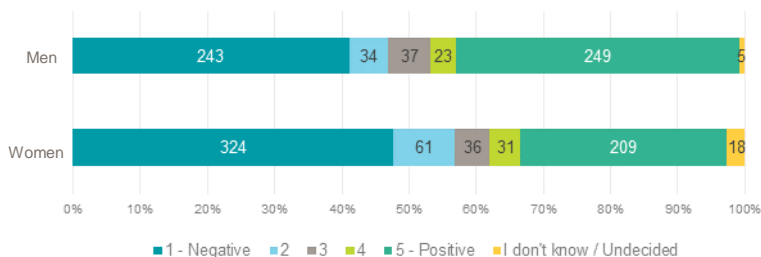
A higher proportion of men than women were positive about proposals to reduce motor vehicle traffic

**Reducing motor vehicle traffic in the Bounds Green LTN**

10.1 Overall, responses from both men and women were more negative towards the proposal to reduce motor traffic in the Bounds Green LTN than positive\*. However, men were more supportive of the proposal than women.

10.2 46% (272 responses) of men were positive about the proposal whilst 47% (277 responses) were negative. This compared to 36% (240 responses) of women who were positive whilst 57% (385 responses) were negative.

Chart 10.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X Gender



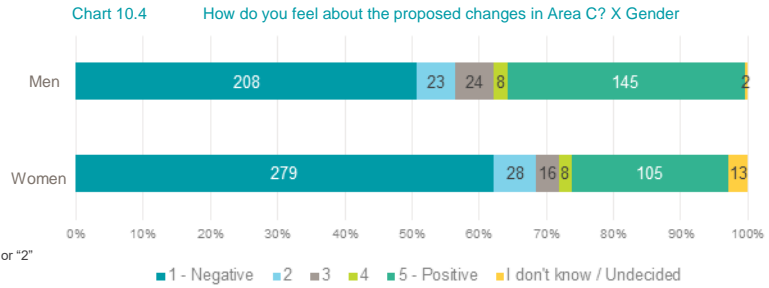
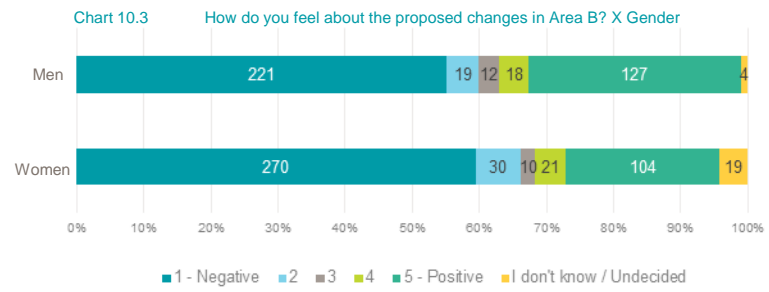
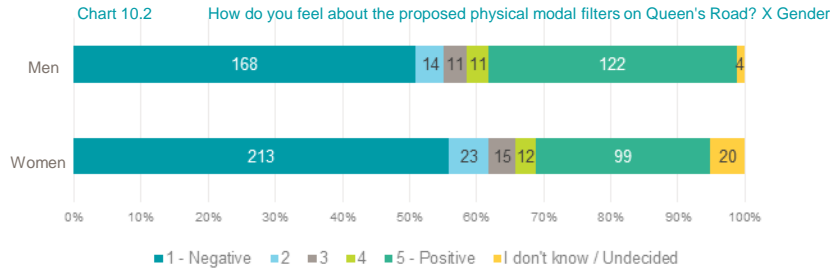
	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
<b>1 - Negative</b>	243	324	6	6	69
<b>2</b>	34	61	0	0	6
<b>3</b>	37	36	0	1	2
<b>4</b>	23	31	0	0	1
<b>5 - Positive</b>	249	209	1	5	16
<b>I don't know / Undecided</b>	5	18	0	1	3
<b>Total</b>	<b>591</b>	<b>679</b>	<b>7</b>	<b>13</b>	<b>97</b>

\*Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
 \*\* Only groups with 100+ responses are portrayed in the graphs

Both men and women were more negative than positive about the changes in areas A, B & C.

Area A, B & C

10.3 There were more negative than positive responses towards the proposed changes in Area A, B & C from both men and women\*. However, men were more positive about the proposals than women.



Queens Road	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	168	213	4	6	55
2	14	23	0	1	1
3	11	15	0	0	1
4	11	12	0	0	2
5 - Positive	122	99	1	3	5
I don't know / Undecided	4	20	0	0	1
<b>Total</b>	<b>330</b>	<b>382</b>	<b>5</b>	<b>10</b>	<b>65</b>

Area B	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	221	270	4	7	54
2	19	30	0	0	4
3	12	10	0	0	3
4	18	21	0	0	0
5 - Positive	127	104	1	3	10
I don't know / Undecided	4	19	0	0	1
<b>Total</b>	<b>401</b>	<b>454</b>	<b>5</b>	<b>10</b>	<b>72</b>

Area C	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	208	279	5	6	59
2	23	28	0	0	5
3	24	16	0	0	2
4	8	8	0	0	0
5 - Positive	145	105	1	2	6
I don't know / Undecided	2	13	0	0	1
<b>Total</b>	<b>410</b>	<b>449</b>	<b>6</b>	<b>8</b>	<b>73</b>

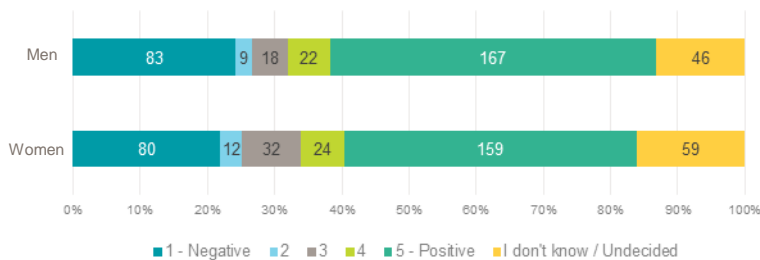
\*Positive refers to selecting "4" or "5" while negative refers to "1" or "2"  
\*\* Only groups with 100+ responses are portrayed in the graphs

Both men and women were more positive than negative about the School Streets.

**Trinity Primary Academy School Street**

10.4 Responses from both men and women were more positive than negative towards the Trinity Primary Academy School Street.

Chart 10.5 How do you feel about the proposed School Street at Trinity Primary Academy? X Gender

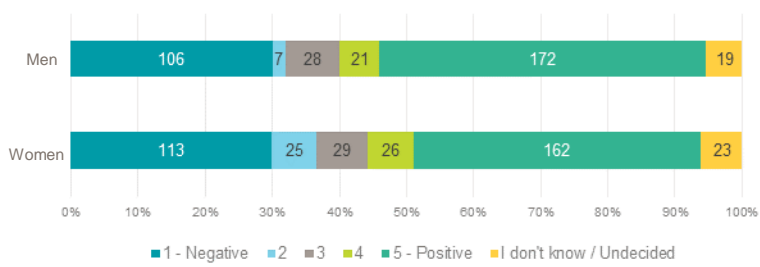


	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	83	80	4	3	19
2	9	12	0	0	4
3	18	32	0	0	7
4	22	24	0	1	6
5 - Positive	167	159	1	3	9
I don't know / Undecided	46	59	0	0	11
<b>Total</b>	<b>345</b>	<b>366</b>	<b>5</b>	<b>7</b>	<b>56</b>

**St. Martin of Porres Primary School Street**

10.5 Responses from both men and women were more positive than negative towards the St Martin of Porres Primary School Street.

Chart 10.6 How do you feel about the proposed School Street at St Martin of Porres Primary School? X Gender



	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	106	113	4	3	28
2	7	25	0	0	2
3	28	29	0	0	6
4	21	26	0	1	6
5 - Positive	172	162	1	3	11
I don't know / Undecided	19	23	0	0	3
<b>Total</b>	<b>353</b>	<b>378</b>	<b>5</b>	<b>7</b>	<b>56</b>

# 11.0 Appendix

11.1 Respondents were asked a series of questions about themselves followed by multiple Likert style questions to gain a better understanding of their sentiment towards proposed Low Traffic Neighbourhood (LTN) in Bounds Green. The questions were specifically designed to gauge sentiment, rather than support or opposition. Respondents were also given an opportunity to leave an open text comment about the scheme, as well as an open text comment about the proposed School Street, in order to gain a better understanding of their views.

11.2 As the survey is a self-selecting sample, as opposed to a representative sample of the public at large or targeted at a small sample of local people, it is not designed to be a referendum as to whether people support or object the proposed LTN.

11.3 Responses were monitored to ensure that individuals did not submit multiple responses. Where individuals had left more than one response, their most recent response was kept and previous responses were removed from the consultation.

11.4 Percentages were rounded to the nearest whole number. As such, in some instances percentages may not total 100%. Most percentages were calculated based on the number of responses to that question, except for where respondents were able to select more than one option. For these questions, the total number of respondents was used to calculate the %s.

11.5 Open text comments were all read and coded manually using a basic coding technique. Coding themes were established from an initial analysis of a sample of comments, with the themes emerging from the data. Codes were checked by at least one additional analyst to ensure consistency.

11.6 Demographic questions were structured to provide comparable data to UK Census and official statistics. Questions and answer options mirrored those asked in the 2021 Census, with the exception of gender, which focused more on gender identity rather than biological sex. As such, this had additional categories.

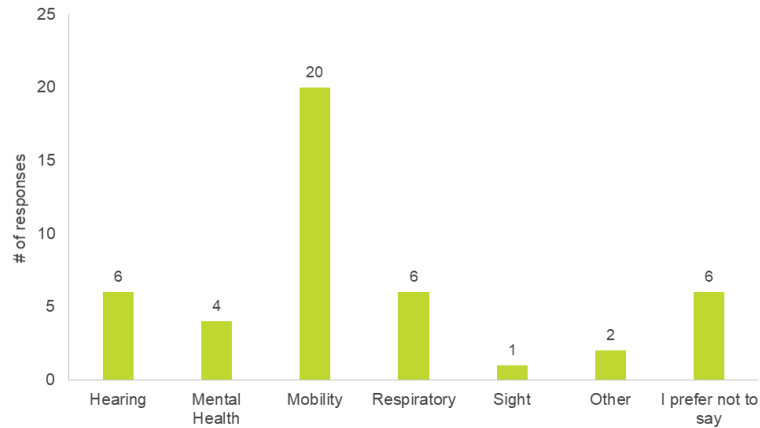
11.7 For most charts, only categories with >100 respondents were presented in the cross tabulation plots (with the exception for the plots regarding respondents' location).

11.8 We have determined 'negative' responses as those who responded '1 - Negative' or '2' to the survey question. 'Positive' responses were a combination of '5 – Positive' and '4'.

:

11.9 Respondents' providing responses via the survey online were limited to select one disability type, whereas those who completed a paper survey were able to select one or more. We have presented the online survey results earlier in the report. The plot for disability type can be found below

Chart 12.1 Please give details of your physical or mental health conditions/illnesses





11.10 Respondents' were asked to select how they are connected to the Bounds Green Area. The following responses were from respondents' who selected 'Other' and provided details about their connection to the area:

- I attend Further education
- Attend Children's after school activities, visit local parks
- I live just over the 'border' in Palmers Green N13.
- Moving to Bounds Green
- Various
- My and my elderly parents' GP surgery and Community Health Centre is in the BG LTN Area C
- I live immediately outside the area, I frequently use essential & medical services in the area
- I go to the lymphatic therapy lounge for treatment and there will be no parking
- I live off green lanes
- I regularly walk in the area for exercise
- I own this property in Bounds Green
- My son regularly attends the Bounds Green health centre for its Tavistock clinic
- I live right next to area. I regularly use essential medical services in it
- I care for elderly parents in the area
- I need to take my elderly father to the GP in Gordon Road by car
- I have an allotment in the Winton Avenue allotment site, and walk there regularly
- We are in the process of buying a house in the BG LTN
- Dr surgery and health centre visits. Tube stop visit
- I travel regularly to bounds Green tube station
- Motorcycle community response volunteer, attending to patients in distress in the area
- Go to my doctors surgery in the area
- I live on the border of this area
- Allotment holder
- Moving to area
- Allotment
- Allotment owner
- I have an allotment in the BG Area.
- Allotment holder at Golf Course Allotments, Winton Ave
- I am planning to move to Bounds Green in the next 1-2 years
- I use a sports club in the area
- GP surgery in Gordon Rd

11.11 57 emails were received that contained feedback on the scheme. General feedback raised similar issues, suggestions and reasons for support as the consultation survey. Some additional points have been incorporated into the feedback, but as respondents could both email and fill in the consultation, we have not included numbers for themes raised by email. Some emails from groups in the area have been included in Appendix C.

# Appendix B: Response to Emergency Services

## London Ambulance Service

Good Afternoon

I hope you are well; after reviewing the proposed LTN plans carefully and following the emergency services meeting 8th July please find the below comments from the ambulance service;

London Ambulance Service (LAS) is the busiest ambulance service in the country; our focus is on achieving the best outcomes for ill and injured patients and ensuring we reach them in response times set by the government.

On the implementation of LTN schemes it is important to highlight that we support measures to improve public health by reducing traffic and encouraging walking and cycling but we know that changes to road layouts, traffic management schemes, and road closures all have the potential to impede our response to the most critically-ill people. This is why we are asking that emergency vehicle access is properly considered in all LTN schemes, by looking at ways to implement traffic management changes that avoid introducing physical barriers, like the planters and lockable bollards, in preference for automatic number plate recognition cameras (ANPR) which enable unimpeded emergency access and egress.

On 5 July 2020, LAS Chief Operating Officer formally wrote to all London Boroughs and TFL, including Haringey, informing them of our concerns regarding hard closures and requesting that, where possible, hard closures should be avoided and camera enforced soft closures be implemented to all LTN's for unhindered emergency vehicle access and egress, due to the potential risk hard closures could have in delaying an ambulance response and therefore impacting patient safety.

The LAS does not carry any form of fire brigade or GERDA keys on our vehicles due to the way the ambulances are dispatched to calls with the nearest available ambulance being dispatched on next 999 call regardless of geographical location, therefore vehicles from outside Haringey will respond to calls within the borough. In addition there is no standardised lock used across London and even a delay of 2-3 minutes to stop, drop and unlock a bollard can delay an ambulance further reaching a 999 call and have the potential to impact on patient safety.

Bounds Green ALTN:

- Request for Queen's Road proposed hard closure to a camera enforced filter to facilitate better emergency egress from the scene of an incident with a patient who may require emergency admission into hospital, especially as the area is already restricted due to the railway line and one way system.

Bounds Green BLTN:

- Trinity Road – the filter that currently is in place, is this being replaced by the two proposed timed camera enforced closures?
- Marlborough Road proposed filter – due to the end road sufficient turn around space will need to be provided and enforced to prevent parking and delay egress from scene with patients. Noting the above regarding hard closures.
- Truro Road closure – although other routes have been provided the closure still creates increased diversions for crews responding to calls in area. Noting the above regarding hard closures.

Bounds Green CLTN:

- Passmore Gardens hard closure does create a diversion for crews. Note above regarding hard closures.

West Green Road/St Ann's Road LTN:

- The proposed through route design/system would assist in better emergency vehicle access and egress around the area. This permeability will allow better emergency access to residential and business properties in the area. It will also aid the ability for staff to reach Tottenham Ambulance station to start their shift, allows better access to St Ann's hospital, allows patient transport services to better access/egress the area and convey patients to and from North Middlesex from St Ann's Hospital.
- Retaining the rough routes on Black Boy Lane, Cornwall Road and Avenue Road is essential to aid emergency vehicle progression through the area.
- The design highlights a number of proposed modal filters but it is unclear from the map whether these are camera enforced or hard closures (noting the above regarding hard closures). Could I request an update with what the proposed closures will be hard or camera?
- Emergency vehicle access and egress would need to be facilitated through soft closures easily off these through routes to ensure a timely response to patients and easy egress to hospital. In particular filters F2, F3, F4 and F6 to prevent long diversions around closures. – note above regarding hard closures.
- The other design severely restricts the permeability of the area for emergency vehicles.

Bruce Grove A LTN:

- The volume of proposed hard closures is a huge concern and would create an extremely complex and difficult area for crews to navigate easily when responding to or egress from emergency calls. The area already has a very complex and difficult to navigate one system that creates diversions for crews, adding additional hard closures will further complicate matters. It also goes against the recommendations in the letter sent to Haringey Council from the LAS in July 2020 and TFL support for greater use of camera filters instead of hard closures.
- Filter 6 – ideally to be a camera to allow better southbound access to area from The Avenue.
- Filter 10 – How is access to Linley Road going to be facilitated without long complex diversions for emergency crews?
- Filter 11 restricts access to the Pembury Road estate leaving only north access and will result in crews having to contend with the congested Lordship Lane @ A10 junction.
- Filter 13-15 creates an extremely complex, restricted and difficult road network to navigate for emergency crews when under emergency conditions, especially when they are already under pressure to reach unwell or injured patients. Better permeability is needed to assist access and egress in to, around in out of this area. Noting above regarding hard closures.

Bruce Grove B LTN:

- Better access/egress off and onto Downhills Way through an additional camera filter(s) on Rusper Road and/or Sandringham Road. This would assist in preventing long diversions for crews.

General

Any traffic order (banned turns, modal filter, bus gate, school street etc) would require the appropriate exemptions to be included for ambulance, fire and police purpose.

Many Thanks

Darren O'Rourke  
Emergency Planning and Resilience Officer South East London and Surface Transport/  
NILO

## Appendix B: Response from emergency services Metropolitan Police; London Fire Brigade

I have liaised with the borough leadership team who have no objections to these proposals, but did enquire as to whether or not you have considered the cumulative impact of your LTN's sitting alongside those close by in Enfield.

I have also read Darren's detailed response, most of which we would echo, with the only difference being that we do not necessarily require quick egress from areas. As discussed in the meeting, we would like to see those proposed hard closures that can potentially cause problems be considered to being changed to camera enforced ones.

This is my only concern and I have no objections to your proposals.

Kind regards

**Luke HEMING**

**Traffic Management Officer for Enfield, Haringey, Hackney, Tower Hamlets, Camden and Islington**

**VISION ZERO – ROAD SAFETY ENGINEERING UNIT | METROPOLITAN POLICE**

Telephone 07929 857398| 07918 228470

Email [luke.heming@met.police.uk](mailto:luke.heming@met.police.uk)

Address CHADWELL HEATH TRAFFIC UNIT, 11 GROVE ROAD, CHADWELL HEATH, RM6 4AG

Classification: **OFFICIAL**

My name is Claiton Murray and I am the new Borough Commander for Haringey for the London Fire Brigade. After looking at your presentation regarding the implementation of hard closure barriers and having discussions with my colleagues, I do have concerns about accessibility for fire appliances as well as special appliances like our aerials. There seems to be no detail around the width restrictions that are being proposed. These details are important for the London Fire Brigade as is the layout (even if the width is appropriate, manoeuvring large appliances based on the layout may be problematic). If the layout or widths of the restrictions impede on the ability of our appliances to pass through, this could impact on our attendance times and may prevent larger appliances from attending incidents altogether. London Fire Brigade has target attendance times of 6 minutes for the first appliance to arrive at an incident and 8 minutes for the second appliance.

I have attached a guidance note that outlines some requirements that appliances need for access (this is a fire safety note but still relevant in parts for your proposals). I echo the thought process of our LAS and Police colleagues, that should restrictions need to be put in place, perhaps an approach that does not require a physical barrier would be advantageous.

Kind Regards,

**Claiton Murray**

Borough Commander Haringey

Tottenham Fire Station

49 St. Loys Road, London. N17 6UE

T 020 8555 1200 Extn 35685

M 07717 517306 P F122

E [claiton.murray@london-fire.gov.uk](mailto:claiton.murray@london-fire.gov.uk)

## Appendix C: Responses/comments from groups

### Transport for London – Buses

The measures need to safeguard bus journey time on the scheme perimeter. We want to work with the council to ensure bus journey time is monitored so that any delays/pinch point for buses are addressed before and after the scheme has been implemented.

### Bounds Green Living Streets

We are hugely in favour of Bounds Green Living Streets supports the Bounds Green LTN being proposed by Haringey Council. We believe LTNs address the problem of excess traffic on residential roads, while also providing more positive spaces to live and work. As a group of residents from across the area that has been working together for some time on creating healthy streets, we believe the Bounds Green LTN will achieve this. Traffic in Haringey has risen by 21% in the last 10 years; neighbourhood streets have seen faster rises in traffic and collisions than main roads as more drivers use sat navs. Thanks to the location of the Bounds Green LTNs' a huge amount of commuter traffic travels daily through these local, residential streets, adding to the large volume of local traffic. The LTN in Bounds Green will reduce these volumes, along with speeds, encouraging shorter car trips to be made by foot or cycle. In other words, traffic reduction is not just about reducing rat-running but encouraging local traffic reduction as well. Pollution along with carbon emissions that lead to climate change will be lowered thanks to this proposed LTN. Furthermore, the LTN will also increase active travel and deliver community spaces for us to enjoy. In other words, greener streets and streets for all. Plus safer streets: recent LTNs have cut road casualties by 50%. Reviews of LTNs in other boroughs after six months have shown relatively little change on most main roads despite some fears of the impact on surrounding streets locally. Traffic depends on how people choose to travel. LTNs make it attractive to walk and cycle short trips and the planned LTNs in Bounds Green will achieve that and much more.

We believe School Streets are an essential way of addressing the parking, traffic congestion, road safety and air quality issues immediately outside schools in Haringey. They will lead to safer, more pleasant environments immediately around the school itself. They will also encourage children, parents and teachers to travel to school by active modes of travel, something that will alleviate the air pollution and road safety issues caused by motor traffic. There is also the issue of childhood obesity in Haringey being one of the highest of any London borough, and School Streets are a step in the right direction in managing that. We look forward to

their implementation!

### Whittington Health

The wheelchair service for all of Haringey is based on Edwards Drive. Access is required for delivery and shipment of wheel chairs to Haringey residents, and clinics are run regularly. To deliver powered wheelchairs we need full access to Passmore & Gordon road to get chairs out in an emergency. Our Haringey Wheelchair user group is also against these particular changes.

### Warwick Road Action Group (WRAG)

The Warwick Road Action Group (founded 2012) was formed by local residents to campaign for low traffic measures in our Enfield/Haringey border area, in particular to counteract the use of Warwick and neighbouring roads as pressure valves for North Circular through traffic, which has risen steeply in recent years. I am its current coordinator. We have regularly engaged with Enfield Council, local councillors and other groups, and we support the BovesLTN, which we want to see made permanent either in the existing or variant design. We welcome Haringey's adoption of LTNs and look forward to a joined-up approach to the area, across the borough boundary. Comments: (1) Area A: we support a filter on Queen's Rd but it might become less relevant if/when a bus gate is installed on Brownlow Rd. (2) Area B: we support any variation that prevents through-traffic between Green Lanes/North Circular/Bounds Green Road, but defer to residents' views within that zone as to precise configuration. We anticipate that more residents might prefer access to be via Bounds Green Rd than is shown in the current plans, i.e. possible expansion of the blue zone and contraction of the green zone. (3) Area C: we support any variation that prevents through-traffic between Durnsford Rd and Bounds Green Rd, but defer to residents' views within that zone as to precise configuration. (4) In support of the principle that traffic should adhere to primary & perimeter roads where possible - rather than cutting through smaller, residential roads or congested Brownlow Rd -- and with high hopes for these schemes' success and public support, we urge Haringey Council to work with Enfield Council and TfL to look at restoring the right-turn connection between two A-roads: Bounds Green Road and the North Circular. This could become an important flexibility should the access point for the Boves LTN be made Bounds Green Rd rather than the North Circular in any future re-design, also for residents of the Haringey LTNs. (5) We support the concerns of our neighbours on Brownlow Rd, which straddles Enfield and Haringey, where traffic levels have for long been too high for the

physical nature of the road, notwithstanding its status as B-road. We therefore support Enfield's proposed bus gate, perhaps on a timed basis. The bus gate has obvious relevance in connection with Point 4 above. (6) We would like to see an additional stretch of protected cycle lane installed on both side of Bounds Green Road between Bounds Green Tube and the North Circular. The road is very wide and can surely support this. In connection with this, it would be desirable if the current pedestrian crossing (with railings) opposite Tewkesbury Green could be reconfigured as light-operated pedestrian AND cycle crossing. (6) Overall, we look forward to working constructively with both Enfield and Haringey councils to implement and refine the LTNs, to make roads safer, and to institute measures to promote and enable behavioural shift towards active travel.

### North London Scout District

From the point of view of Scout Park and our requirements to access the park with minibuses full of young people, often towing trailers, it would be better and safer to have the emergency access filter at the Woodfield Way/Durnsford Road access and allow full access to Gordon Road from Bounds Green Road, removing the need for complex turns with large vehicles in Woodfield Way. Otherwise we support the proposals to reduce traffic in Bounds Green and make the streets safer for young people.

### Better Streets for Enfield

1. Although this is TfL's responsibility we would like to see much longer hours for the bus lane going north on Green Lanes towards the north circular, and for more reinforcement. Starting at 4pm means that it does not catch children travelling home from school. It also means it is more likely that cars will be left in the lane at 4pm. Buses must be faster, and seen as faster, than cars. There may also be scope for the bus lane to stretch a little further north. Increasing speed also means increasing capacity. A 24/7 bus lane would make a real difference.
2. At present there is no bus gate on Brownlow Road in the plans, although we acknowledge this could be installed at the Enfield end of the road. We would like this to be revisited in the near future and see an explicit commitment to it from Haringey for a minimum of 7am to 7pm. Again this can support buses as far faster than cars. We would expect this to mean a right turn onto the north circular from Bounds Green Road.
3. We would like to see the shopping area of Myddleton Road to be pedestrianised from 9am to 8pm

### Haringey Living Streets

Haringey Living Streets strongly support the scheme proposed for Bounds Green. In response to continued rises in traffic levels across the borough, especially on residential side roads, the council's plans to deliver LTN schemes across the borough are much needed. Alongside the implementation of this LTN, we call on the council to ensure that improvements and funding are also used on main road improvements at the same time.

### TARA Three Avenues Residents Association

TARA welcomes this opportunity to contact Haringey yet again on the lack of consultation with the local community especially TARA. This time it's with a different aspect of consultation process. The consultation for the Bowes Primary Area Quieter Neighbourhood project was run from 28 September 2020 to 2 May 2021 which had huge knock on affects the rest of Bounds Green and Wood green Residents especially all the communities that adjoin the Bounds Green Road, particularly since these changes. Haringey has started the consultation to end on 17.09.21. Thank goodness Haringey have not implemented anything yet! To enable TARA be representative as stakeholders in our community, we are officially recognized by Haringey Council and therefore included in local consultations which mean liaising with local ward councillors regarding key local issues; however Enfield did not contact us on these implemented changes. Nor have we been approached as a stakeholder by Haringey's current consultations. So please register Jason Beazley as chair of TARA, as our contact for both Haringey and Enfield concerning these matters. For your information which I hope you will share with Enfield TARA is 'Three Avenues Residents Association; Established 13 years ago. Covering Braemar, Cornwall & Northcott Avenues: Eastern and Imperial Roads: Volunteer management of Nightingale gardens: Management of the roadside green space along Bounds Green Road. All of these border or are on Bounds Green Road. Both councils recognise that both projects are very closely linked. We are told that this means that conversations have occurred to discuss how each authority's plans may impact residents in the other, and vice versa. However stakeholder and residents have not been, I feel, been included in these. Our Key points are: Communication and consultation: • No consultation in the Enfield project prior to its implementation, with us certainly and we feel

residents. However, Haringey seeks a consultation period over the school holidays, this is unfair. The Enfield one had immediate effect on TARA with no consultation or information. • Who got the consultation leaflets in both boroughs we did not? On a straw poll we found that less than 50% of our members received hard copy of the consultation papers including our Chair. As a residents association, a stakeholder, we expect to be given this separately as an entity so we can respond as such. • If I lived in a Plan A streets or School Street, I would be aggrieved at the lack of access to my property for deliveries and tradesmen during the proposed times of operation. Although there are adequate signs on Plan A area we feel that Signage for the new school streets should show the dates when the restrictions apply and do not apply, as drivers cannot be expected to be familiar with school term dates. The current signs are inadequate, especially for the older drivers. Traffic Displacement transference to the major roads as shown in the 3 maps; . • Making access in or out of these traffic free areas via already very busy roads and in plans A& B directing access to the busiest road the A406. Displacement does not solve the pollution and traffic issues it moves it so all locals are affected. • In plan A the residents have been cut off from Haringey unless they endure tail to tail moving traffic to get out of their area. Their 2 primary schools are now on busy polluted roads hugely made worst by the LTN. • Bounds Green road now has three primary schools three churches all affected by limited access and increasing pollution. • In the residents area its good but displacement ruins the gain • Haringey's proposals aim to improve air quality, reduce traffic levels and enable safer walking and cycling in the area. Our point is that this has increased on the main roads and displacement to these roads has I feel greatly affect all the communities bordering them. Also not all people can walk and ride a bicycle. Displacement and greener transport does not help all. Other incentive need to be considered • There are seven cul-de-sacs off Bounds Green Road, Braemar, Cornwall and Northcott Avenues, Eastern Road, Imperial Road, Fireman's Flats and Corbett Grove. There is no other access to the cul-de-sacs for ambulances and fire-engines other than that off Bounds Green Road. Palace Gates sheltered housing scheme in Braemar Avenue (for elderly and vulnerable people) regularly has ambulances needing access. The council's leaflet states under "How this may impact you" Emergency access not affected, but a different route may be necessary. There simply is no other vehicle route to the cul-de-sacs other than Bounds Green Road. The displacements of

traffic to Bounds Green Road hinders access for emergency vehicles • The traffic slows down bus journeys and makes public transport a less attractive alternative to the car. • The consultation document suggests that after "settling in", the overall traffic impact on the surrounding main roads will not be significant. However the LB Enfield scheme has been "settling in" for over a year and the traffic impact is still very noticeable. Will Haringey undertake to reverse the proposals if there are traffic increases on the main roads? Where is the traffic data on the road users? It seems that having lived in Haringey all my life that we are in the middle of a through traffic area and it's how we deal with that and its pollution that is the key. At moment the Enfield implementation has meant that in the Plan A area cutting off the through traffic has meant that they are cut off from Haringey, its communities, school, churches and medical services etc. Just stopping these rat runs for through traffic is not enough, there are wider issues to be considered. We have noted that other councils have introduced unpopular LTNs which have been suspended (Harrow, Southfield Park) or where suspension is likely e.g. Ealing where almost all LTNs are to be scrapped. The complexities of these schemes and the unin-tended impact on surrounding streets has been unacceptable. The scheme has worsened the quality of life for less well-off residents who live on busy roads, and has benefited better-off residents who can afford to live in the pleasanter side-roads where traffic has been reduced. The "Equality Impact Assessment" document seems to us to ignore the most striking inequality, which is inequality of incomes. Why have neither of the councils come up with licenced access into these areas via the parking permit issue in Haringey and or the registration address of all of us in these areas. Then the cameras could only fine the rat runners. Our point is there may be other ways without cutting off communities as these schemes seem to do. The aim of these LTNs is to reduce pollution. The Council may consider that a better investment would be to spend the funds on incentives to encourage electric car use by the many individuals/ families who need to use a car and where other options are not possible. Jason Beazley Chair TARA

### Healthy Streets Bounds Green

Our HSBG group fully supports Enfield's Bowes LTN and the wider implementation of LTN measures in Haringey. We are a community-led campaign group with the ambition to reimagine the streets in the Bowes/Bounds Green area, to create a healthy, safe, and liveable environment. We're asking for a bus gate on Brownlow Road as part of a wider low traffic neighbourhood. With regard to the proposed Area B Filter 3 Emergency Access Filter on Whittington Rd South of junction with Myddleton Rd, we question whether the division between the two zones should be purely vertical. Has the council considered positioning this filter in the middle of Myddleton Rd, perhaps between Marlborough and Palmerston? The filter on Marlborough could be sited on Belsize Avenue between Whittington and Palmerston. This would also create two zones without through routes while giving residents / vehicles more flexibility in terms of circulation, particularly those in the South West corner of the current proposed scheme. With regard to the proposed Area C Filter 1 Emergency Access filter diagonal modal filter on Blake Rd we question the complexity of this proposal versus a simpler solution of siting the filter further up Blake Rd at the crown of the railway tunnel where an Emergency Access filter combined with some greening and amenity space (bike racks, storage hangers, planters, build-outs, trees). We would like to see better cycling and walking infrastructure to support the shift from cars to active travel (bike racks, Sheffield stands outside shops and local amenities, reimagining the space around Bounds Green tube as a 'plaza' and continuing the Bounds Green Rd cycle route to the North Circular junction. We recognise TfL's right turn ban from BGR onto North Circular as a constraint and hope in time it can be changed to allow the movement which we believe is necessary to alleviate pressure on Brownlow Rd and Green Lanes. The proposed Area C scheme, in combination with the Brownlow Rd bus gate would make it less convenient for those in the area of Torrington Rd to drive North due to restricted access to both A406 and Brownlow Rd/A406. This makes the reinstatement of the right turn onto A406 from BGR more important.

The school streets are highly important measures that should be rolled out Borough wide to create safe spaces for children in the vicinity of primary schools and even better when included in 'safe corridors' within wider LTN measures. It is important though, not to allow the times school street to be the 'be all and end all' of the LTN, the wider LTN measures are necessary to achieve active travel outcomes, positive health and safety outcomes, both for children at the school and residents.

### United Cabbies Group

The Disabled Persons Transport Advisory Committee (DPTAC) published its position on the accessibility of taxis in early August 2020, highlighting the importance of taxis for disabled people both in urban and rural communities. The DPTAC works with the Department for Transport (DfT) providing advice to the government on the transport needs of disabled people. According to DPTAC all activities are aligned with its vision statement, that "disabled people should have the same access to transport as everybody else, to be able to go where everyone else goes and to do so easily, confidently and without extra cost". In the new guidance released it reads: "Taxis and private hire vehicles (PHVs) are one of the most popular modes of transport for disabled people after the private motor car. Disabled people use taxis more than non-disabled people despite more of them living in relative poverty. Taxis provide a door-to-door service, with scope for individual assistance with the needs of a disabled passenger. Licensed taxis (hackney carriages) are recognised as a safe and quick way of making door-to-door journeys, and the 100 per cent accessible fleet is essential for disabled people at times when other public transport is scarce, does not result in a door-to-door journey or ceases to run at full capacity. Southwark, Hammersmith & Fulham, Kensington & Chelsea, Wandsworth and Greenwich all give unrestricted access to taxis (black cabs) in their schemes and we encourage Haringey to do the same.

We have a number of drivers who undertake regular school runs and when this is part of SEN transport it can be more challenging to negotiate the closures as the child needs to be dropped or collected from the school based on their needs. We have no issue with Schools Streets per se and our members recognise the necessity and in probably 95% of the time can work round these. As you will be aware, licensed taxis provide an essential form of home to school transport for many children and their families, including children with Special Educational Needs and Disability (SEND). Indeed, our members are often contracted by local authorities such as your own or parents to provide regular home to school/school to home travel because of our wheelchair accessible vehicle. It is important that this role is recognised in the implementation of these schemes, with plans in place to allow for appropriate taxi access. We would urge you to ensure that the role of publicly hired taxis is recognised in the Traffic Management Orders (TMOs) and essential access for taxis is maintained. The

TMOs should be clear and unambiguous in setting out the circumstances under which taxi access will be permitted, to ensure that taxi drivers are clear on what taxis can and cannot do and drivers do not encounter problems. This should also be made clear with appropriate signage and any enforcement measures in place must account for taxis requiring access. For example, where barriers are in place these should ideally be manned to ensure that essential access remains possible, with those manning them appropriately briefed.

### Friends of Brownlow Road

Friends of Brownlow Road are in general in favour of measures to reduce traffic through the Bounds Green area. However, the Haringey measures do not have any bearing on the question of how to reduce traffic along Brownlow Road, which is now the most polluted road in the area. A recent examination of local pollution figures has revealed that Brownlow Road exceeds even the North Circular Road in terms of NO2 levels. It would be very helpful to know that Haringey were taking account of this in their plans - Enfield Council are currently considering a Bus Gate, which would certainly have a bearing on the flow of traffic in the Haringey part of Bounds Green. Some kind of acknowledgement from Haringey Council that a Bus Gate is a likely part of the traffic plan for the area would be very encouraging. The Queens Road modal filter is in itself a good idea, helpful in terms of addressing the notorious Queens Road Rat Run. However, in the event of a Bus Gate being installed on Brownlow Road this modal filter would probably be unnecessary, as commuter traffic would no longer be directed along it by traffic routing applications. Also noted is the somewhat disingenuous claim (in the High Level Transport Assessment document) that the traffic has decreased along Brownlow. Hopefully this will not be used in order to dismiss or ignore the life-threatening levels of pollution which continue to blight the neighbourhood. Friends of Brownlow Road will always be in favour of measures to address traffic (we have supported the Bowes LTN, which delivered huge improvements in quality of life for Warwick Road residents without giving any advantage whatsoever to Brownlow Road residents). However, we do need local councils to take some action to improve our own quality of life in some way, and this plan proposes nothing at all to achieve that.

### Haringey Cycle Campaign

Haringey Council  
River Park House  
225 High Road,  
Wood Green N22 8HQ



17th September 2021

Dear Neil,

#### Low Traffic Neighbourhoods - Public Consultation

Thank you for giving HCC the opportunity to participate in the stakeholder and other consultation events, leading up to this consultation. The plan for 25 future LTNs across the Borough is very welcome and we agree it is very important the three LTNs currently consulted on are a success. Generally the current plans are very well presented, however we would urge the following be considered in future communications -

- 1) Emphasise that each LTN is part of an overall plan for 25 future LTNs across the Borough. The consultations refer to a "wider programme...in the Council's Draft Walking and Cycling Action Plan...", however being clearer on future LTNs would reduce the fear of long term traffic displacement.
- 2) Try to simplify language and presentation. For example while we agree the expression "modal filter" be used in preference to the inaccurate description "road closure", it would help if the illustration of a modal filter could be shown immediately below, as many people are not familiar with this sort of technical language.
- 3) Show existing pedestrian crossings, Toucan crossings and cycle contra-flows. This information should also be shown in all future design drawings.
- 4) For all schemes include measures:-

To improve walking and cycling permeability on the periphery of the LTN.  
To make local distributor roads cycle friendly.  
To improve pedestrian and cycle junction safety and usability at the cell periphery.

In the short term there will be an increase in motor traffic on local distributor roads, so in the absence of these measures, the potential of LTNs for modal shift will not be realised and the overall project could fail.

We give our specific comments on the LTN proposals in the following pages.

#### Bounds Green

We support the proposed LTN measures and school streets.

- 1) Myddleton Rd should be made 2-way for cycles to facilitate access to the local shops and the station.
- 2) The one-way streets at the North of area B (LB Enfield) should all revert to 2-way. If keeping them one way is essential to avoid a mini rat run, cycle contra-flow should be permitted. (NB The LTN "exit" arrow is pointing the wrong way at Melbourne Avenue). Cycles should be exempted from the existing right turn ban in to Kelvin Avenue.
- 3) TfL should change the lane designations at the Bounds Green Rd junction to the A406. The two left turn traffic lanes on the N bound approach are extremely dangerous, as cycles have to cross 2 lanes of traffic to go straight ahead. Many drivers in fact use the 2nd lane to go ahead, so on a bike you risk being overtaken by fast moving traffic on both sides. The Toucan crossings do not have cycle entries to shared use pavement and do not work.
- 4) There should be protected cycle lanes on Bounds Green Rd, with priority maintained at all junctions.
- 5) HCC would support a bus gate on Brownlow Rd (LB Enfield).
- 6) There should be a protected cycle route on Durnsford Rd, at least from the Library up to Bounds Green Station, possibly a 2-way track to replace parking on the N side of the road.

## Appendix D: Street level breakdown of results

This section looks at the differences in responses from respondents living on the roads within the Bounds Green LTN in LB Haringey. The data is based on address provided by respondents

### Area A

11.12 The following analysis looks at responses from residents living in Area A.

11.13 Responses from residents on the following roads were included in the analysis:

- Queens Road
- Fletton Road
- Herbert Road
- Richmond Road
- Eleanor Road
- Goring Road

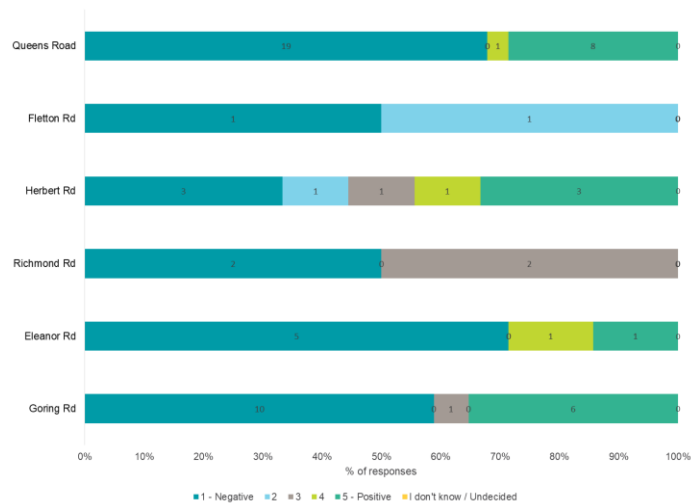
11.14 All roads have fewer than 30 responses

11.15 Open Text

- General anti-LTN comments & worries about increased traffic in the wider area
- Support for scheme
- **Specific Issues**

Worried about increased traffic on Goring & Queens Road because all residents will use one exit/entry. Comments that the roads are very narrow with many cars parked either side, causing further concerns about congestion and concerns about a space for vehicles & deliveries etc. to U-turn.

Chart 11.2 Overall, how do you feel about the proposed changes in Area A?



	Queens Road	Fletton Road	Herbert Road	Richmond Road	Eleanor Road	Goring Road
1 - Negative	19	1	3	2	5	10
2	0	1	1	0	0	0
3	0	0	1	2	0	1
4	1	0	1	0	1	0
5 - Positive	8	0	3	0	1	6
I don't know / Undecided	0	0	0	0	0	0



# Appendix D: Street level breakdown of results

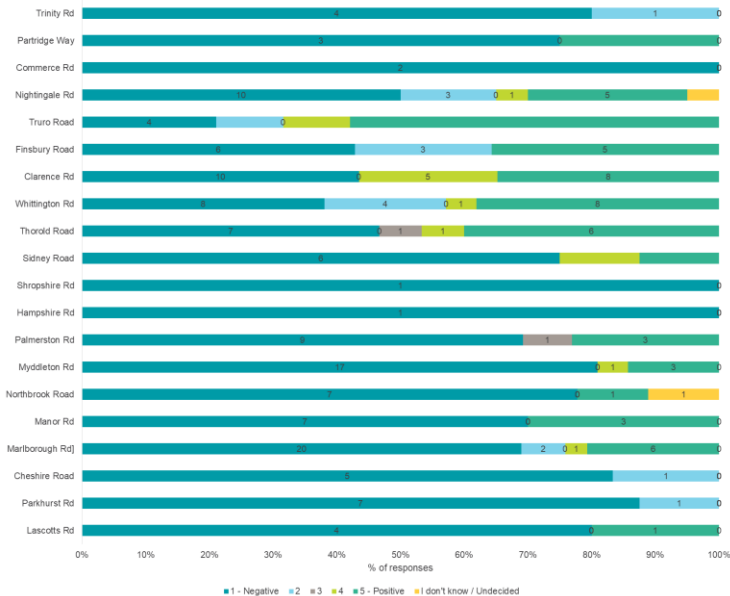
## Area B

11.17 The following analysis looks at responses from residents living in Area B.

11.18 Responses from residents on the following roads were included in the analysis:

- Trinity Road
- Partridge Way
- Commerce Road
- Nightingale Road
- Truro Road
- Finsbury Road
- Clarence Road
- Whittington Road
- Thorold Road
- Sidney Road
- Shropshire Road
- Hampshire Road
- Palmerston Road (Haringey)
- Myddleton Road
- Northbrook Road
- Manor Road
- Marlborough Road (Haringey)
- Cheshire Road
- Parkhurst Road
- Lascotts Road

Chart 11.3 Overall, how do you feel about the proposed changes in Area B?



11.19 All roads have fewer than 30 responses

	Trinity Rd	Partridge Way	Commerce Rd	Nightingale Rd	Truro Road	Finsbury Road	Clarence Rd	Whittington Rd	Thorold Road	Sidney Road	Shropshire Rd	Hampshire Rd	Palmerston Rd	Myddleton Rd	Northbrook Road	Manor Rd	Marlborough Rd	Cheshire Road	Parkhurst Rd	Lascotts Rd
1 - Negative	4	3	2	10	4	6	10	8	7	6	1	1	9	17	7	7	20	5	7	4
2	1	0	0	3	2	3	0	4	0	0	0	0	0	0	0	0	2	1	1	0
3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
4	0	0	0	1	2	0	5	1	1	1	0	0	0	1	0	0	1	0	0	0
5 - Positive	0	1	0	5	11	5	8	8	6	1	0	0	3	3	1	3	6	0	0	1
I don't know / Undecided	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

## Area B, Filters 1+2

11.20 The following analysis looks at responses from residents living in Area B, responding to the emergency access modal filter on Nightingale Road and the physical modal filter on Truro Road

11.21 Responses from residents on the following roads were included in the analysis:

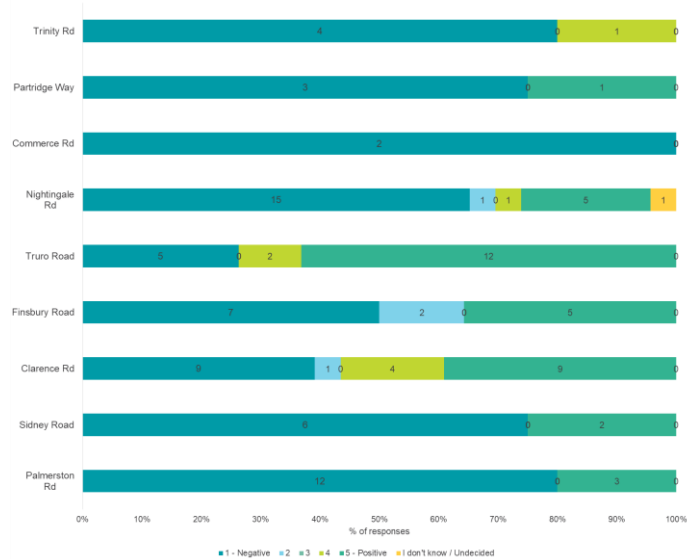
- Trinity Road
- Partridge Way
- Commerce Road
- Nightingale Road
- Truro Road
- Finsbury Road
- Clarence Road
- Sidney Road
- Palmerston Road (Haringey)

11.22 Open Text

- Concern about traffic displacement on main roads, which are already congested. In particular High Road & Bounds Green Road. Coupled with concerns of increasing air pollution and journey times.
- Support for scheme
- **Specific issues**

Concerns about the placement of filters along Truro & Nightingale Road. Clarence Road highlighted as a potential rat run and very narrow.

Chart 11.4 The emergency access modal filter on Nightingale Road (1) and the physical modal filter on Truro Road (2)



	Trinity Rd	Partridge Way	Commerce Rd	Nightingale Rd	Truro Road	Finsbury Road	Clarence Rd	Sidney Road	Palmerston Rd
1 - Negative	4	3	2	15	5	7	9	6	12
2	0	0	0	1	0	2	1	0	0
3	0	0	0	0	0	0	0	0	0
4	1	0	0	1	2	0	4	0	0
5 - Positive	0	1	0	5	12	5	9	2	3
I don't know / Undecided	0	0	0	1	0	0	0	0	0

## Appendix D: Street level breakdown of results

### Area B, Filters 3+4

11.23 The following analysis looks at responses from residents living in Area B, responding to the modal filter on Whittington Road and Marlborough Road.

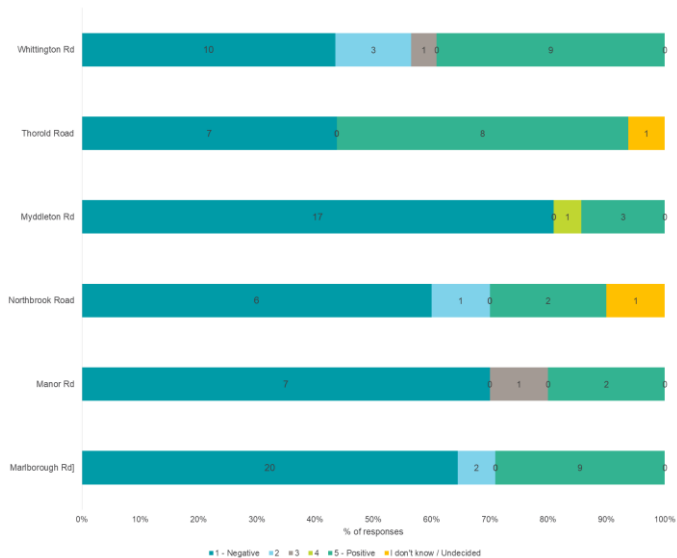
11.24 Responses from residents on the following roads were included in the analysis:

- Whittington Road
- Thorold Road
- Myddleton Road
- Northbrook Road
- Manor Road
- Marlborough Road (Haringey)

11.25 Open Text

- Concern about traffic displacement on main roads, in particular Bounds Green Road. Coupled with concerns of increasing air pollution and journey times.
  - Support for scheme
  - **Specific issues:**  
Concerns surrounding increased traffic volume on Thorold Road & U-turns there/Marlborough Rd. A number of respondents have concerns about feeling "locked in" to the area, with respondents living south of the reporting longer journeys to reach the High Road/Green Lanes whilst respondents north of the filter highlighted longer journeys when travelling to Bounds Green Rd.
- Another commonly raised issue by respondents were concerns for the businesses on Myddleton Road.

Chart 11.5 The emergency access modal filter on Whittington Road (3) and physical modal filter on Marlborough Road (4) plus reinstating the banned right turn out of Whittington Road into Bounds Green Road.



	Whittington Rd	Thorold Road	Myddleton Rd	Northbrook Road	Manor Rd	Marlborough Rd
1 - Negative	10	7	17	6	7	20
2	3	0	0	1	0	2
3	1	0	0	0	1	0
4	0	0	1	0	0	0
5 - Positive	9	8	3	2	2	9
I don't know / Undecided	0	1	0	1	0	0

## Area B, Filter 5

11.26 The following analysis looks at responses from residents living in Area B, responding to the modal filter on Palmerston Road

11.27 Responses from residents on the following roads were included in the analysis:

- Sidney Road
- Shropshire Road
- Hampshire Road
- Palmerston Road (Haringey)
- Myddleton Road
- Cheshire Road
- Parkhurst Road
- Lascotts Road

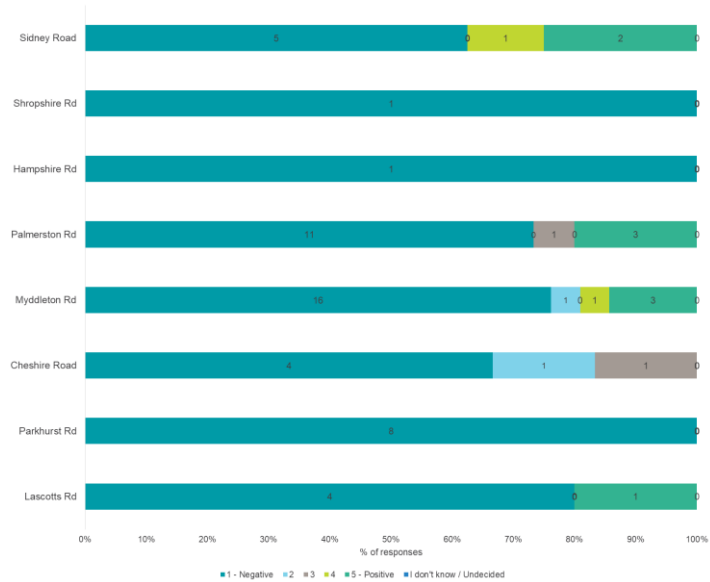
11.28 Open Text

- Concern about traffic displacement on main roads.

• **Specific issues:**

Concerns surrounding longer journey times to access Bounds Green Road, and concerns on the effect of businesses on Myddleton Road.

Chart 11.6 The emergency access modal filter on Palmerston Road (5)



	Sidney Road	Shropshire Rd	Hampshire Rd	Palmerston Rd	Myddleton Rd	Cheshire Road	Parkhurst Rd	Lascotts Rd
1 - Negative	5	1	1	11	16	4	8	4
2	0	0	0	0	1	1	0	0
3	0	0	0	1	0	1	0	0
4	1	0	0	0	1	0	0	0
5 - Positive	2	0	0	3	3	0	0	1
I don't know / Undecided	0	0	0	0	0	0	0	0

## Area C

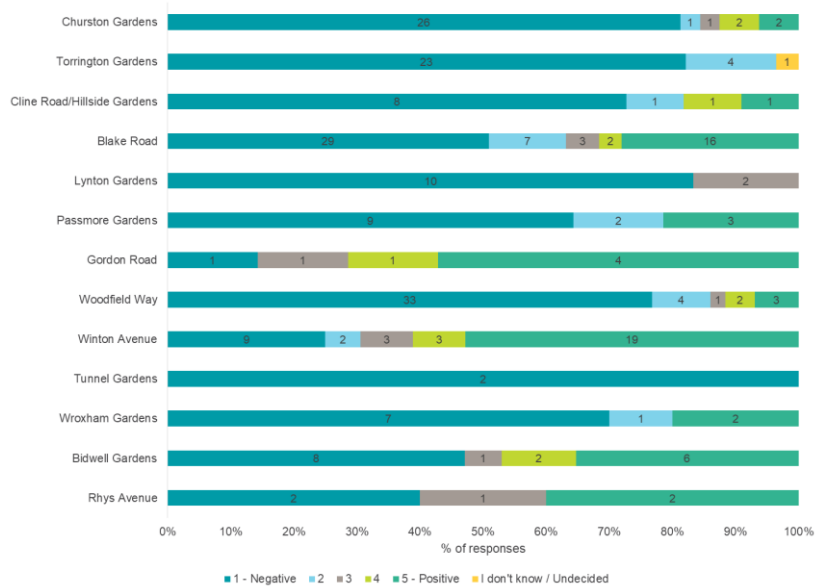
11.29 The following analysis looks at responses from residents living in Area C.

11.30 Responses from residents on the following roads were included in the analysis:

- **Churston Gardens**
- **Torrington Gardens**
- **Cline Road/Hillside Gardens**
- **Blake Road**
- **Lynton Gardens**
- **Passmore Gardens**
- **Gordon Road**
- **Woodfield Way**
- **Winton Avenue**
- **Tunnel Gardens**
- **Wroxham Gardens**
- **Bidwell Gardens**
- **Rhys Avenue**

11.31 Churston Gardens, Blake Road, Woodfield Way and Winton Avenue had more than 30 respondents.

Chart 11.7 Overall, how do you feel about the proposed changes in Area C?



	Churston Gardens	Torrington Gardens	Cline Road /Hillside Gardens	Blake Road	Lynton Gardens	Passmore Gardens	Gordon Road	Woodfield Way	Winton Avenue	Tunnel Gardens	Wroxham Gardens	Bidwell Gardens	Rhys Avenue
1 - Negative	26	23	8	29	10	9	1	33	9	2	7	8	2
2	1	4	1	7	0	2	0	4	2	0	1	0	0
3	1	0	0	3	2	0	1	1	3	0	0	1	1
4	2	0	1	2	0	0	1	2	3	0	0	2	0
5 - Positive	2	0	1	16	0	3	4	3	19	0	2	6	2
I don't know / Undecided	0	1	0	0	0	0	0	0	0	0	0	0	0

## Appendix D: Street level breakdown of results

### Area C, Filter 1

11.32 The following analysis looks at responses from residents living in Area C, responding to the modal filter on Blake Road.

11.33 Responses from residents on the following roads were included in the analysis:

- Churston Gardens
- Torrington Gardens
- Cline Road/Hillside Gardens
- Blake Road
- Lynton Gardens
- Passmore Gardens
- Gordon Road
- Woodfield Way
- Winton Avenue
- Tunnel Gardens
- Wroxham Gardens
- Bidwell Gardens

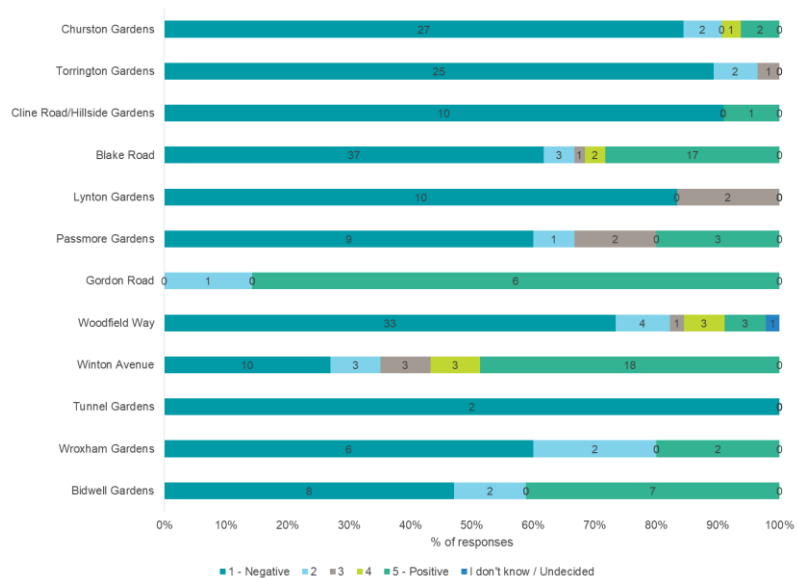
11.34 Churston Gardens, Blake Road, Woodfield Way and Winton Avenue had more than 30 respondents.

11.35 Open Text

- Concerns surrounding traffic displacement on main roads, in particular Durnsford Road coupled with longer journey times & air pollution.
- Support for scheme
- **Specific issues:**

A number of respondents raised concerns surrounding the increased difficulty to access the North Circular. Many concerns related to increased traffic volume on Woodfield Way, as it becomes a key entry/exit road. Respondents raised concerns that large vehicles/buses (in particular for St Martin of Porres Primary) will have difficulty accessing the area due to narrow roads/little space to U-turn. Other respondents highlighted that early morning and evening rat running is not addressed by the scheme. Respondents raised congestion/parking concerns on Winton Avenue and Woodfield Way during the School Street period.

Chart 11.8 The emergency access diagonal modal filter on Blake Road (1)



	Churston Gardens	Torrington Gardens	Cline Road /Hillside Gardens	Blake Road	Lynton Gardens	Passmore Gardens	Gordon Road	Woodfield Way	Winton Avenue	Tunnel Gardens	Wroxham Gardens	Bidwell Gardens
1 - Negative	27	25	10	37	10	9	0	33	10	2	6	8
2	2	2	0	3	0	1	1	4	3	0	2	2
3	0	1	0	1	2	2	0	1	3	0	0	0
4	1	0	0	2	0	0	0	3	3	0	0	0
5 - Positive	2	0	1	17	0	3	6	3	18	0	2	7
I don't know / Undecided	0	0	0	0	0	0	0	1	0	0	0	0

## Appendix D: Street level breakdown of results

### Area C, Filters 2+3

11.37 The following analysis looks at responses from residents living in Area C, responding to the modal filters on Passmore Gardens and Gordon Road.

11.38 Responses from residents on the following roads were included in the analysis:

- Lynton Gardens
- Passmore Gardens
- Gordon Road
- Woodfield Way

11.39 Woodfield Way had more than 30 respondents.

11.40 Open Text

- Concern about traffic displacement on main roads, in particular Durnsford Way.
- Support for scheme
- **Specific issues:**  
Many concerns surrounding increased traffic volume on Woodfield Way, as it becomes a key entry/exit road (access to school, GP etc.). Concerns about the junction with Dunsford Road and Woodfield way as heavily congested.

### Area C, Filter 4

11.41 The following analysis looks at responses from residents living in Area C, responding to the modal filter on Rhys Avenue.

11.42 Responses from residents on the following roads were included in the analysis:

- Rhys Avenue

11.43 There were fewer than 30 responses

11.44 Open Text

- **Specific issues:**  
Concerns about lack of space for U-turns.

Chart 11.9 The physical modal filter on Passmore Gardens (2) and the emergency access modal filter on Gordon Road (3)

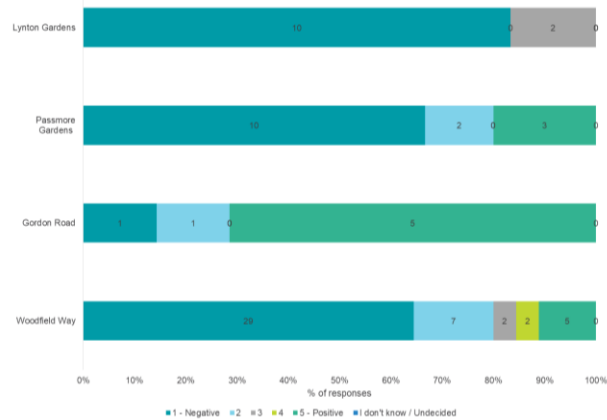
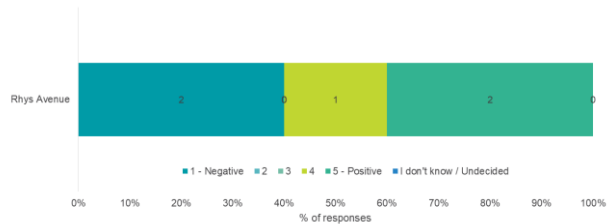


Chart 12.10 The physical modal filter on Rhys Avenue (4)



	Lynton Gardens	Passmore Gardens	Gordon Road	Woodfield Way
1 - Negative	10	10	1	29
2	0	2	1	7
3	2	0	0	2
4	0	0	0	2
5 - Positive	0	3	5	5
I don't know / Undecided	0	0	0	0

	Rhys Avenue
1 - Negative	2
2	0
3	0
4	1
5 - Positive	2
I don't know / Undecided	0