



St Ann's Low Traffic Neighbourhood Consultation Report

Prepared for Haringey Council

November 2021

Contents

- Executive Summary.....3
- Introduction4
- Engagement.....8
 - Community Design12
 - Public Consultation19
 - Disabled People and Carers Survey42
- Response to Feedback46
- Appendices49

Executive Summary

- This report summarises the engagement work that was undertaken on proposals for a Low Traffic Neighbourhood (LTN) in the St Ann's area of the London Borough of Haringey (LB Haringey).
- The report primarily focuses on the outcomes of the public consultation process that ran between August and September 2021. During that process, 1,078 people responded to a questionnaire about two LTN proposals for the St Ann's area.
- To summarise, the main difference between the two options pertains to the proposed location of modal filters. Modal filters are points in the road which prevent motor vehicles passing through, but allow walking, cycling and wheeling.
- In Option A, modal filters are proposed to prevent all through traffic passing through the St Ann's area. In Option B, there are no filters proposed for Black Boy Lane, Cornwall Road and Avenue Road, allowing traffic to pass through the area on these roads. Access to all addresses in the area is maintained under both options.
- The analysis has found the majority of respondents to the questionnaire strongly favoured the implementation of Option A over Option B. This applied across almost all different demographic groups within the St Ann's area.
- However, the analysis of the Disabled People and Carers Survey data found there were concerns among this group of residents about the proposed impact of the implementation of an LTN.
- Likewise, a similar concern was expressed among owners of businesses who participated within the process. Business owners and managers expressed concerns about the impact an LTN may have on their day to day business operation.
- The data presented in this report is designed to inform the decision that will be taken by LB Haringey Cabinet prior to the potential implementation of a LTN within the St Ann's area.
- The consultation process undertaken by LB Haringey has gone well beyond the statutory requirement. If a LTN is implemented in St Ann's, it will go in as a trial under an Experimental Traffic Order and there will be additional opportunities for the community to feedback through the statutory consultation process.



INTRODUCTION

1.0. Introduction

1.1. This report outlines the results of the consultation that took place on proposals to introduce a Low Traffic Neighbourhood (LTN) in the St Ann's area of the London Borough of Haringey.

1.2. The area is bounded by Green Lanes in the west, Seven Sisters Road/A10 to the east, West Green Road to the north, and St Ann's Road to the south. The St Ann's area is demonstrated in Figure 1. Together, these constitute the boundary roads that are referenced later in the report.

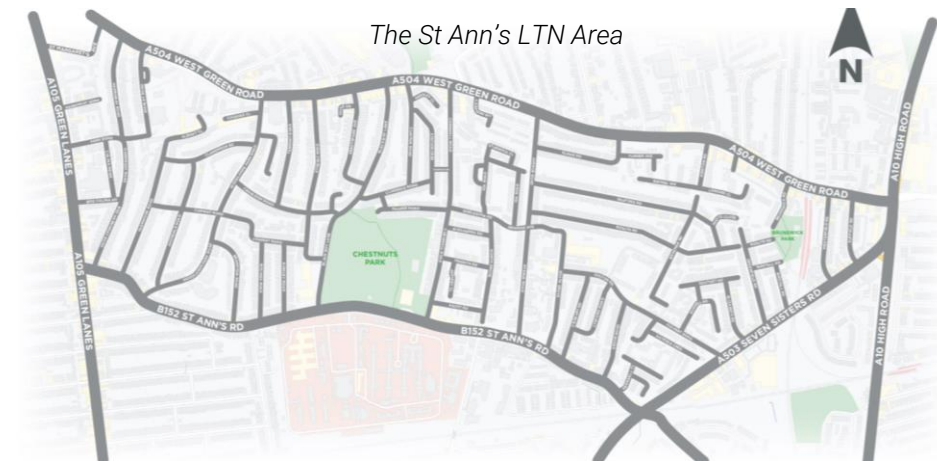
1.3. As part of the consultation process, Haringey undertook a non-statutory consultation which consisted of digital and non-digital events, community design workshops, bespoke accessible surveys and perceptions surveys. Alongside the proposals, two options were outlined and feedback was invited from all consultees.

1.4. The consultation for the proposed St Ann's LTN was split into three stages. The first stage constituted early engagement that was launched in February 2021. A public meeting was held on 2 March 2021, and feedback was garnered through a Commonplace Map, which allowed participants to provide their views and suggestions for an LTN in St Ann's. The results of that process can be found by following this link: <https://tinyurl.com/StAnnsAnalysis>

1.5. The second stage of engagement commenced in May 2021 and consisted of two community design workshops and meetings with stakeholder groups, including with parents and teachers at local schools in July 2021. A bespoke survey for Disabled People and Carers was also launched at this time, which ran until 3rd September 2021. A short summary of this engagement, which supported the development of the options that were consulted on, is included in this report.

1.6. The third stage of engagement constituted the public consultation which ran from Monday 23 August to Friday 17 September 2021, which provides the primary focus for this engagement report. This report summarises the qualitative and quantitative data derived from the consultation survey, and it also reports on the rates of participation and the demographics of those who have provided their feedback. Further, it includes and summarises the Disabled People and Carers Survey, correspondence received by email, and feedback generated through a business perception survey that was conducted within the area.

1.7. The objective of the third stage of engagement was to test two options for an LTN scheme in St Ann's and garner feedback on each. A series of interventions, such as the proposed School Streets, new zebra crossings, and cycle hangars were also tested in the survey.



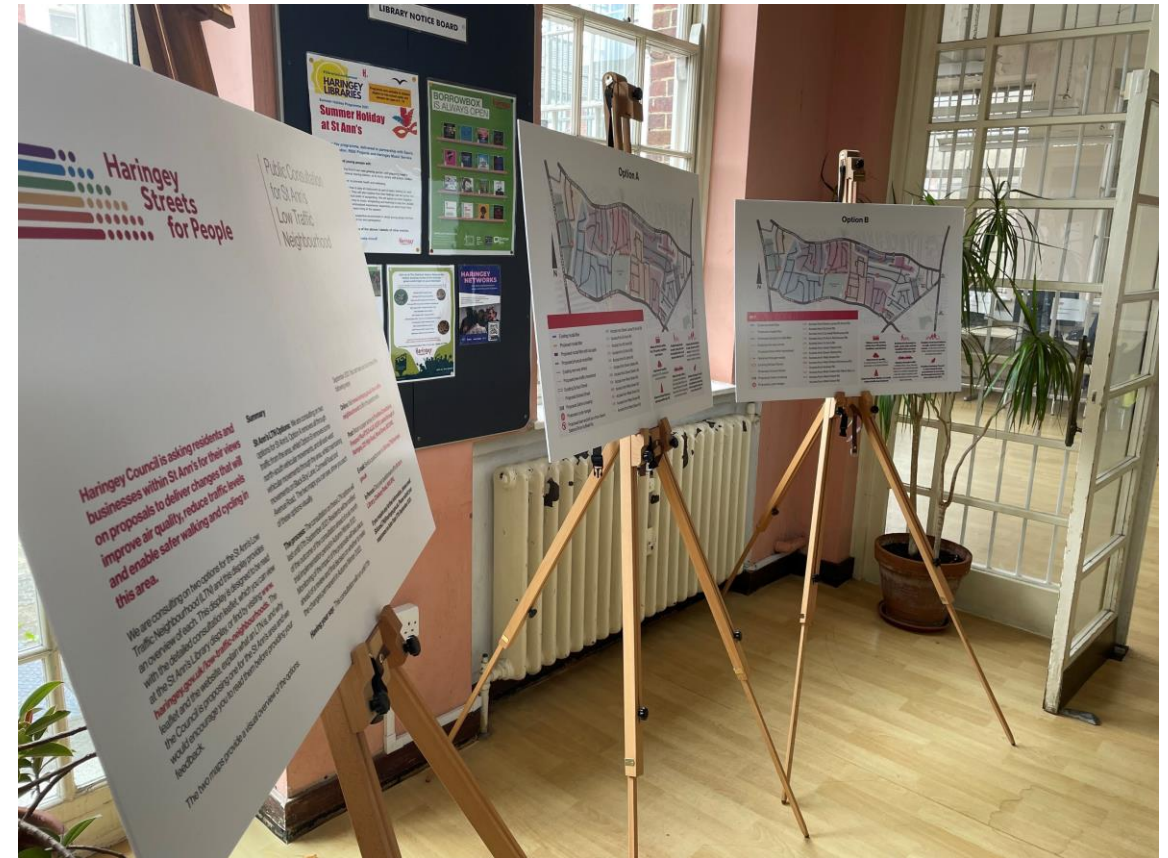
1.0. Introduction

1.8. During the third stage of engagement for St Ann's, the Council consulted on two options for a LTN in St Ann's, the maps for both options are provided on the next two pages. To summarise, the main difference between the two options pertains to the proposed location of modal filters. Modal filters are points in the road which prevent motor vehicles passing through, but allow walking, cycling and wheeling.

1.9. In Option A, modal filters are proposed to prevent all through traffic passing through the St Ann's area. In Option B, there are no filters proposed for Black Boy Lane, Cornwall Road and Avenue Road, allowing traffic to pass through the area on these roads. Access to all addresses in the area is maintained under both options.

1.10. During the public consultation, a survey for businesses in and adjacent to, the project area was carried out. The survey asked questions about deliveries, loading, parking and the travel habits of staff and customers. That report will be published alongside this report, and the two reports that have been produced for the proposed Bounds Green LTN and the proposed Bruce Grove and West Green Road LTN.

1.11. This Consultation Report will help inform the decision taken by the London Borough of Haringey as to whether a LTN scheme will be implemented and if so, which option will be implemented on a trial basis. This report will also underpin any changes that are made to the options, should the Council choose to implement one in the future. If a scheme is implemented, it will be done so under an Experimental Traffic Order (ETO) which will provide further opportunities for residents, businesses, and stakeholder groups to have their say on the impact of that scheme.



ENGAGEMENT

2.0. Engagement

2.0.1 LB Haringey (working with consultants NRP and ECF) delivered a comprehensive engagement package both before and during the consultation on the St Ann's LTN. The aim of this engagement was to inform residents, businesses and other stakeholders about the proposed LTN and invited their comments and feedback on design proposals.

2.0.2. Engagement methods included letters and mail outs, on-street posters, lamppost 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 included particular efforts to reach user groups that tend to be excluded from consultations.

2.0.3. The engagement happened in three stages:

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



2.1. Stage 1: Public meetings (Feb – March 2021)

2.1.1. During stage 1, LB Haringey wanted to gather the views of residents and businesses on their local area. An online Commonplace map tool was launched for St Ann's. This tool encouraged residents to suggest issues and opportunities in the area, and propose improvements and interventions they would like to see in their neighbourhood.

2.1.2. LB Haringey ran an online Q&A meeting. This was attended by around 50 people. Participants were able to ask questions about Haringey's proposed LTN programme and Walking and Cycling Action Plan.

2.1.3. Letters were sent to all addresses in the area, and lamppost wraps were installed across the local area. This informed residents and other stakeholders of the online Commonplace tool, and the online Q&A meeting

2.1.4. Targeted meetings were held with local schools, emergency services and disability groups.

2.1.5. The report on this process can be found here: <https://tinyurl.com/StAnnsAnalysis>. This report does not go into this in detail.

2.2. Stage 2: Community Design Consultation (April – June 2021)

2.2.1. Following the first stage of feedback, in which people submitted feedback through Commonplace, design options for the St Ann's LTN were developed. Further feedback was then invited in two community design workshops.

2.2.2. The following activity was undertaken between April – June 2021:

- Two meetings with schools to brief on LTN proposals in St Ann's, Bruce Grove and Bounds Green. These took place on 28 April 2021 and 30 April 2021.
- A meeting with ward councillors held on 10 May 2021.
- A meeting with organisations representing those with disabilities on 19 May 2021.
- Two public workshop sessions held on 24 May 2021 and 25 May 2021
- A meeting was held with the St Ann's Healthy Streets group on 27 May 2021.
- A meeting with several stakeholder groups in St Ann's held on 15 June 2021.

2.2.3. In the workshops two design options were presented for the St Ann's LTN, and participants were invited to comment on the proposals and raise any issues or suggestions about the design.

2.2.4. Letters were sent to all addresses in the area, and lamppost posters around the neighbourhood to advertise the workshop process.

2.2.5. A bespoke survey for disabled people and carers in the project area was also launched at this stage.

2.3. Stage 3: Public Consultation (August – September 2021)

2.3.1. A public consultation on two options for the St Ann's LTN was run between 16th August 2021 through to 17th September 2021. The consultation encouraged residents, businesses and other stakeholders to feedback on the two proposed design options for the St Ann's LTN.

2.3.2. 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

2.3.3. 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
- Completing a paper survey and returning it at a drop-in session
- Emailing LB Haringey

2.3.4. In order to drive participation in the process, six pop-up sessions were held across the St Ann's area, at the following times and locations:

- Saturday 4th September, 10am – 2pm, Chestnuts Park
- Wednesday 8th September, 2.30pm – 4pm, St Ann's Primary School
- Thursday 9th September, 2.30pm – 4pm, Chestnuts Primary School
- Friday 10th September, 2.30pm – 4pm, West Green Road Primary School
- Saturday 11th September, 10am – 2pm, St Ann's Library
- Monday 12th September, 2.30pm – 4pm, Seven Sisters Primary School

2.3.5. A set of engagement boards were stationed in the St Ann's Library throughout the duration of the public consultation. These displayed information about the project and provided information about how residents could offer their feedback.

2.3.6. In addition, 25 lamppost wraps and 100 posters were placed across the LTN area, with QR codes to direct them to the project website, to encourage them to participate.

2.3.7. A survey for businesses in and adjacent to, the project area was launched as well. The survey asked questions about deliveries, loading, parking and the travel habits of staff and customers. Business surveying was carried out across six different days, involving the delivery of paper surveys to all businesses in the project area, and provided an opportunity for them to ask questions about the LTN proposals.

COMMUNITY DESIGN (APRIL – JUNE 2021)

3.0. Participant Demographics

3.0.1. This section of the report covers the demographics of those who participated in the community design process between April – June 2021.

3.0.2. Demographic data was only collected on the 102 individuals who registered to participate in the workshop sessions, held on Zoom, on 24 May and 25 May 2021. Some participants who registered did so for their household, therefore, one registration may have had multiple demographics associated with it.

Gender

3.0.3. The following breaks down the gender identification of those who registered to attend the session:

- Female – 39 (38%)
- Male – 47 (46%)
- Other (not specified) – 1 (1%)
- Prefer not to say / no answer - 15 (15%)

3.0.4. There were a slightly higher number of men who registered to attend the session, with a sizeable minority of individuals choosing not to answer the question.

Age

3.0.5. There were a wide range of age groups represented at the session. The majority of attendees, 53 (52%), were under the age of 50, with the vast majority of those, 40 (39%) identifying as between the age of 30-44. Only 7% identified themselves as over 60.

3.0.6. This corresponds with the St Ann's ward profile demographic which indicates the largest proportion of residents fall between the age of 20-44 (49.9%). Only 8.7% of the ward are over the age of 65.

Disability

3.0.7. Individuals were asked to identify whether they had a disability, or a long-term illness. The following answers were provided:

- Prefer not to say or no answer – 27 (26%)
- I do not have a disability / No disabilities – 67 (66%)
- Deaf / British Sign Language User – 1
- Deafness or partial loss of hearing – 1
- Long term illness (undefined) – 1
- Long term illness | Physical disability – 1
- Mental ill health – 3 (3%)
- Other (I am a carer) – 1

3.0.8. Only 7% of individuals who registered to participate identified as having a disability or a long-term illness. However, when this is adjusted to remove the 27 people who did not give an answer, the figure rises to 11%. This compares to overall data showing 17.9% of residents across St Ann's ward identify as having a disability or a long-term illness.

3.0. Consultee Demographics

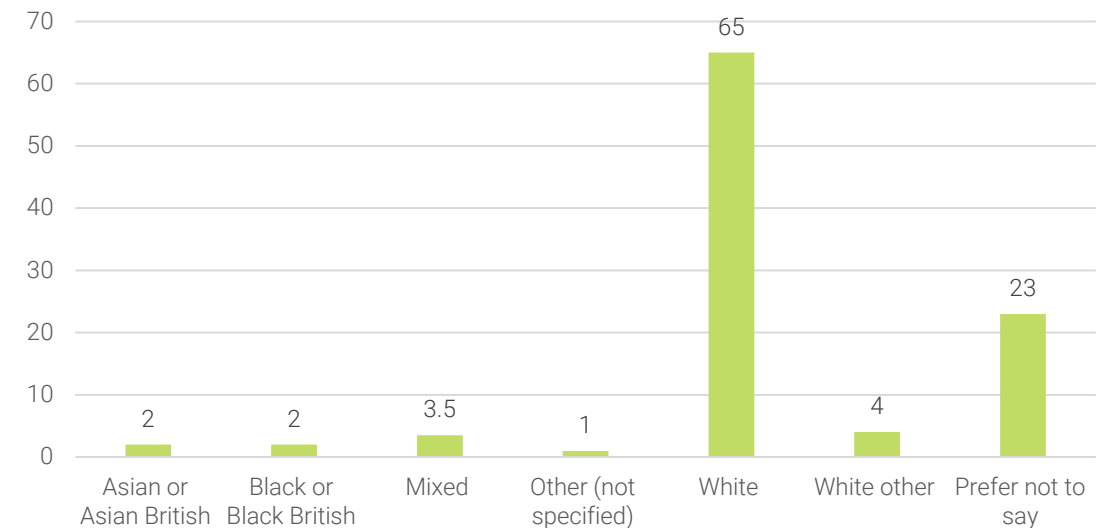
Ethnicity

3.0.9. 23 (23%) of attendees did not provide an answer to the question about their ethnic identity. Several different ethnic groups were represented in the process:

- Prefer not to say / no answer – 23 (23%)
- Asian or Asian British – 2
- Black or Black British – 2
- Mixed – 5 (5%)
- Other (no specified) – 1
- White – 65 (64%)
 - British – 53
 - Irish – 3
 - Any other white background (unspecified) – 9
- White Other – 4 (4%)

3.0.10. When accounting for individuals who did not answer, 13% of individuals described themselves as Asian, Asian British, Black, Black British, Mixed, or other background. When compared to the ward profile for St Ann's, there was an over-representation of White British individuals participating in the process, and an under-representation of the White Other group, which is the largest in the ward.

Ethnicity of registrants for the community design workshops



3.1. Stakeholder Sessions

3.1.0. On 19 May 2021, a specific session was held for groups representing those with disabilities in Haringey. The session was attended by Disability Action Haringey and Wheels for Wellbeing and covered three LTN areas. This report is only concerned with comments in relation to the St Ann's area, separate reports have been produced for the Bruce Grove and Bounds Green LTNs.

3.1.1. The project team presented on the proposal for a LTN in St Ann's, the following issues were raised by the groups:

- The lack of an inclusive access at the entrances to Brunswick Park was raised, with one representative feeling the current arrangements could violate the Equality Act 2010. Whilst Brunswick Park is outside the scope of the project, the feedback has been noted.
- Concerns were raised around vehicular movements being changed on Avenue Road resulting in those who need to access Goreston Road having to go via Cornwall Road.
- It was suggested Avenue Road should be made two-way for vehicles, although the practical implications of this were discussed.
- A general discussion was had about the need to generally improve the footways in the area to make sure they are accessible to wheelchair users and those with visual impairments.

3.1.2. The project team also held a meeting with the Healthy Streets St Ann's group on 27 May 2021. A presentation was delivered on the two options and a facilitated discussion was held on the merits of each.

3.1.3. The strong views expressed at the meeting were in favour of Option 1, with individuals present stating Option 2 did not address identified issues, such as speeding and anti-social driving along Black Boy Lane. One attendee argued the Council should also look at improving cycling provisions on the boundary roads whilst also bringing forward a LTN in St Ann's.

3.1.4. The final stakeholder group session took place on 15 June 2021 and was attended by the following groups:

- Haringey Living Streets
- Fountain Area Residents Association
- Ladder Community Safety Partnership
- Healthy Streets St Ann's (two representatives)
- Haringey Cycling Campaign
- TfL (though as a non-participating member, providing additional insight from TfL)

3.1. Stakeholder Sessions

3.1.5. A discussion was had regarding the utility of both options, with some groups expressing a preference for seeing the implementation of Option A. In addition, feedback was received on the following:

- There is a desire within the community to see the permanent introduction of School Streets outside St Ann's Primary School, West Green Primary School and Chestnuts Primary School.
- The proposed intervention on Harringay Road was raised, and the project team were asked to look at this again, as it was felt the proposal would not address cut throughs in this location.
- Some members of the group felt allowing southbound travel on Black Boy Lane (as proposed in Option 2) would undermine the purpose of an LTN.
- One group felt there should be more options explored in terms of the enforcement of the LTN and whether camera enforcement was the most appropriate for the area.

3.1.6. At each of these sessions, it was agreed the project team would continue an open dialogue with these organisations and invite representatives to attend future engagement or consultation events.

3.2. Workshops

3.2.1. Public workshops were held on Monday 24 May 2021 and Tuesday 25 May 2021 to provide residents with the opportunity to view the two different options for LTN in St Ann's. These sessions were advertised via mailshot and people could register to attend using Eventbrite.

3.2.2. In total, approximately 35 individuals attended the workshop session that took place on Monday 24 May 2021 and a further 28 attended the session that was held on Tuesday 25 May. Therefore, a total of 63 people attended against 102 people who registered to participate.

3.2.3. The sessions were held on Zoom due to COVID-19 restrictions, and attendees were broken up into virtual rooms with a facilitator and member from the technical team. In those breakout room sessions, participants reviewed the two options and provided their comments in a structured "Keep, Change, Add" format. This feedback was collected on Google Jamboard and all the feedback will be published on the LTN website. The themes are now summarised

Option Preference

3.2.4. Option 1 presented to the community, that included a modal filter with a bus gate on Black Boy Lane, was the most popular of the two among attendees. Existing problems with speeding, particularly adjacent to Chestnuts Primary School was raised as an issue this type of intervention could help to address.

3.2.5. However, there were a minority of attendees who voiced opposition to any type of intervention on Black Boy Lane. That sentiment was accompanied by general opposition to the installation of a LTN in the St Ann's area. Issues such as the ability of elderly and disabled people to access their properties were raised when this sentiment was expressed.

3.2. Workshops

3.2.6. Those expressing a preference for Option 1 argued it would address existing issues on Black Boy Lane and align with the objectives of a LTN project. By letting traffic travel southbound, as per Option 2, it was argued the existing issues on the road would not be addressed, and that other roads, such as Abbotsford Avenue, could act as a rat run.

3.2.7. A small minority of participants felt Option 2 could work for St Ann's as the first stage of the introduction of a LTN, believing Option 1 to be too strong an intervention in the first instance. The project team did not hear significant unqualified support for Option 2, and many felt a partial severance would make the current situation worse and encourage speeding.

School Streets

3.2.8. Comments on School Streets were largely positive, and some participants pushed to see the option for a "harder" intervention at Chestnuts Primary School brought forward as quickly as possible. It was felt the introduced scheme had been successful when the barrier was manned, but as it is not anymore. A more permanent solution was requested by some of the parents of children at the school, who were present. In addition, some present at the workshop sessions advocated for the widening of pavements outside the primary school to create a safer environment for students and parents.

3.2.9. There was a broad consensus at both sessions that reducing vehicular movement and traffic speeds outside schools, particularly at the start and the end of the school day, would be a positive measure. This included some individuals who had expressed negative sentiment towards the LTN project in its entirety.

Impact on Boundary Roads - St Ann's Road, Green Lanes and West Green Road

3.2.10. The impact of the proposals on St Ann's Road (and the subsequent knock-on effect on Green Lanes) was raised on several occasions. Concerns were raised that any LTN intervention could result in additional use of St Ann's Road with the potential for increased speeds and "anti-social" driving behaviours. Suggestions were made including the provision of a speed camera on St Ann's Road to ensure compliance with speed limits.

3.2.11. Similar comments were raised in relation to Green Lanes and West Green Road. A suggestion was received to ban parking on West Green Road, as it is well served by bus routes and is being made narrower by the presence of cars parked on the side of the road.

3.2.12. Linked to this, a small minority of residents asked about the impact of this scheme on the Harringay Ladder streets and asked when measures would come forward to reduce vehicle movements in this area. There was some concern that Wightman Road may bear the brunt of the displaced traffic and drivers may use some of the Harringay Ladder streets to access it.

3.2.13. A small minority of residents felt the removal of all north and south connections, as outlined in Option 1, would have a negative impact on Green Lanes, which already has severe traffic issues

3.2. Workshops

Harringay Road

3.2.14. Some participants asked what impact the scheme would have on Harringay Road. Participants who live on Harringay Road stated it was a very busy road already and the LTN interventions could exacerbate the situation. One participant asked whether a modal filter could be installed to prevent vehicles using it as a cut through.

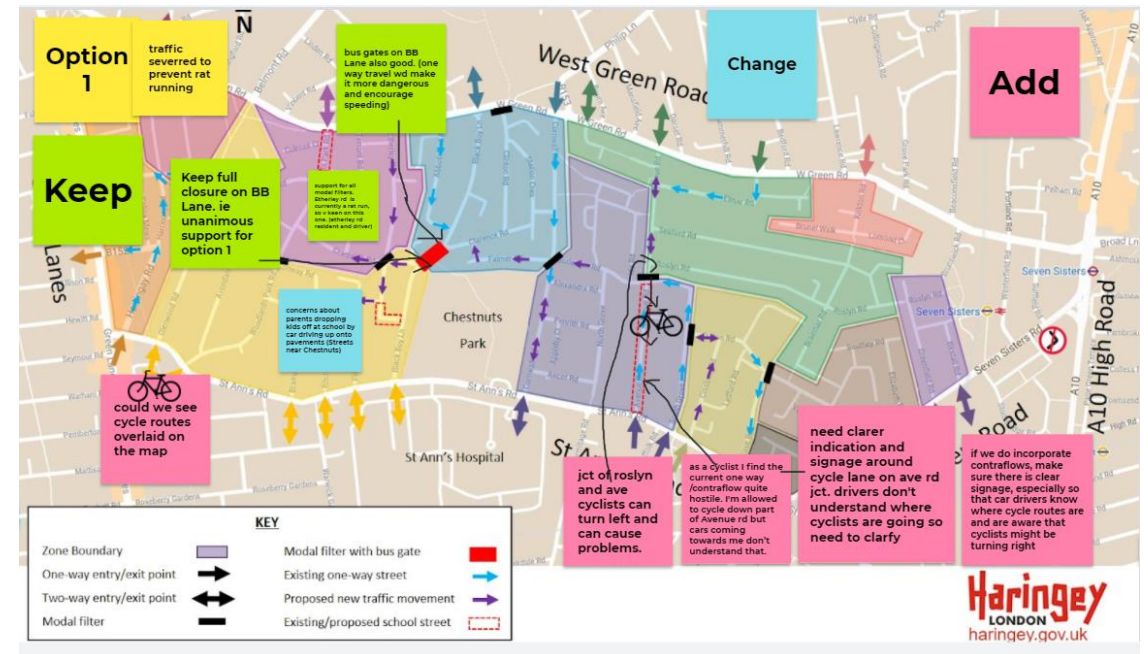
Additional issues

3.1.15. The following issues were also noted on Jamboard, or raised sporadically during the proceedings:

- A request for an exemption to allow Blue Badge holders to pass through the modal filters.
- Support for additional cycle hangars, specifically on Riches Road, as long waiting lists currently exist.
- A request was received to outline the Council's future thinking for integrating cycle routes across St Ann's and the neighbouring LTN areas (Bruce Grove and Bounds Green).
- A suggestion to open Chestnuts Park to cyclists through the existing north gates was received.
- An issue was raised at the area between the end of Rosslyn Road that led into Brunswick Park; motorbikes use the drop curb as an invitation to cut through the park to West Green Road. Participants argued this should be addressed to aid pedestrian safety.
- The widening of pavements across the LTN area was an idea that was suggested on several occasions.

- The installation of speed cameras on St Ann's Road was raised as a potential option to reduce speeds.

3.1.16. This feedback was shared with the design team, who iterated on the options, in advance of taking two options out to public consultation.



Google Jamboard from a workshop session .

3.1.17. Based on feedback from the workshops and engagement, Option 1 was refined and progressed to the consultation (as Option A). Given the lack of support for Option 2 an alternative option was developed for the consultation (Option B),

PUBLIC CONSULTATION (AUGUST – SEPTEMBER 2021)

4.0. Participant Demographics

4.0.1. This section of the report covers the demographics of those who participated in the questionnaire that ran through August – September 2021.

4.0.2. In total, 1,007 responses to the survey were submitted online and an additional 71 responses were submitted by post, or left at the St Ann's Library, totalling 1,078 responses received. 59 of the 1,078 responses came from participants located on one of the boundary roads.

4.0.3. 69% (747) of participants stated they lived in the St Ann's area. 59 live on one of the boundary roads outlined above. 26% (284) said they visit friends and family in the area, and 25% said they visit businesses in the area. 2% (25) said they owned a business in the area. It is worth noting a further 28 businesses responded to the business perception survey, meaning at least 53 businesses participated in the process in some form.

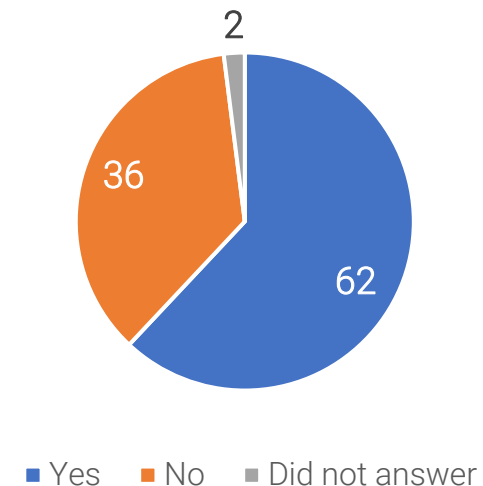
4.0.4. The following organisations submitted responses to the survey:

- United Cabbies Group
- Snap Inc
- G Myristis Ltd T/as Wearite Clothing Co
- Sonnik Ltd
- The Albion Knitting Company
- St Ann's CE Primary School
- Tottenham & Wood Green Friends of the Earth
- St Ann's Church
- Transport for London Buses
- Seven Sisters Primary School

- Summerhill Road Neighbourhood Watch
- Victoria, Kerswell, Culvert and Pagin RA
- Haringey Living Streets
- Ducketts Green Healthy Streets
- Better Streets for Enfield
- Friends of Chestnuts Park
- Cranleigh Garage

4.0.5. Participants were asked if they had access to a private car. 62% indicated they did, whereas 36% indicated they did not. 2% of participants did not provide an answer.

Do you have access to a private car?

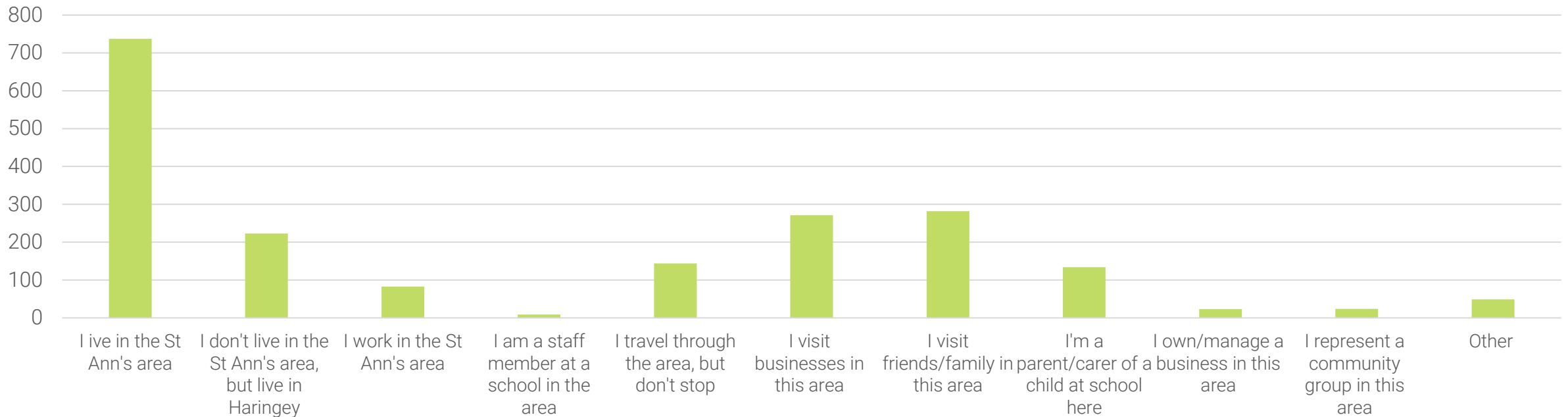


4.0. Participant Demographics

4.0.6. Participants were also asked how they were connected to the St Ann's area. 68% of participants indicated they lived in the St Ann's area. Some participants picked multiple connections.

4.0.7. A further 21% of participants indicated they do not live in the St Ann's area, but live elsewhere in the London Borough of Haringey.

Connection to the Area

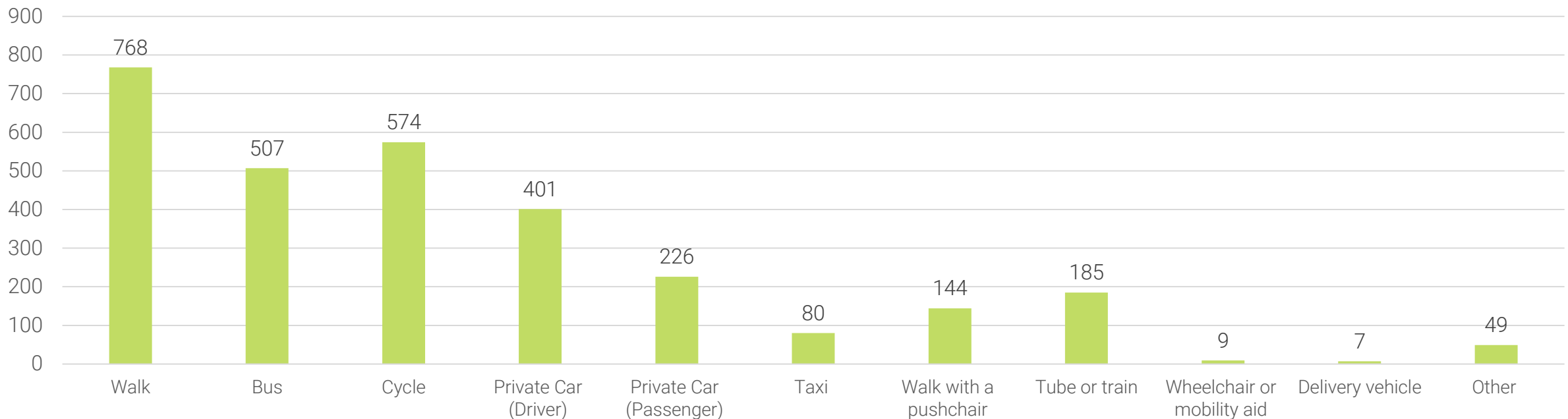


4.0. Participant Demographics

4.0.8. Participants were also asked how they usually travelled around the St Ann's area. Walking was the most popular responses, provided by 71% of participants. Cycling was the second most popular at 53%, followed by bus use at 47%.

4.0.9. A further 37% of participants indicated they drove a car, alongside 21% who said being a passenger in a car was how they usually travelled around the area.

How do you usually travel in and around the St Ann's area?



4.0. Participant Demographics

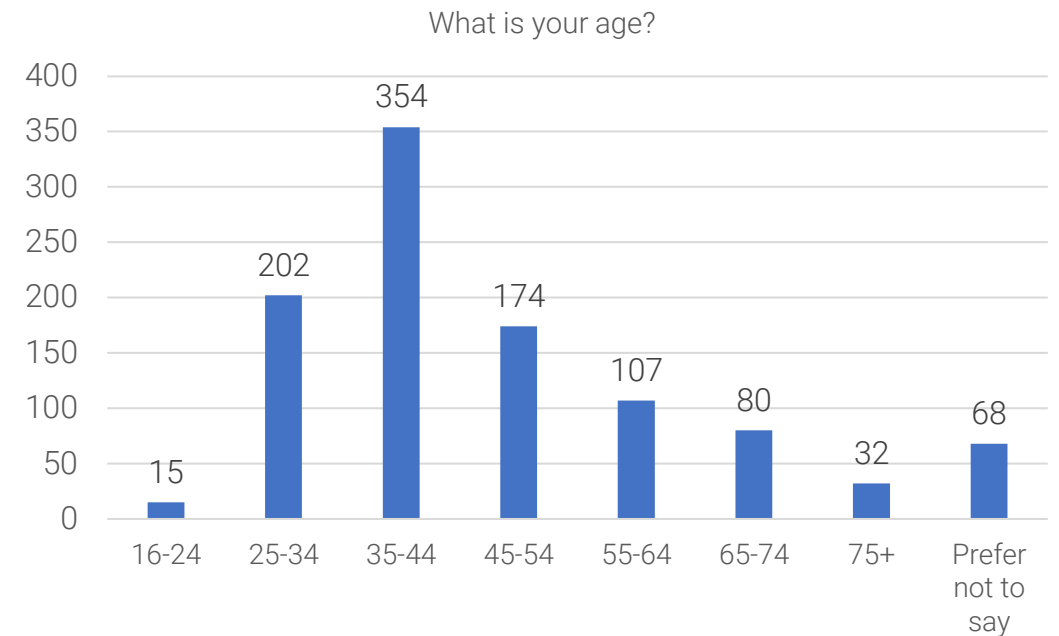
4.0.10. Participants were asked a series of demographic questions. Some individuals did not provide an answer, so not all figures add up to 1,078 in the tables provided.

4.1.11. When asked to identify their gender, 47% selected “woman”, whilst 44% selected “man”. 8% preferred not to say, and a small number identified as “non-binary” or “other”.

4.1.12. The most common age group of respondents, was 35-44, which was selected by 45% of people who answer the question. Overall, 55% of those who participated in the process were under the age of 45.

4.1.13. When the figures on age are compared to the wider ward demographics for St Ann's, there was a slight overrepresentation of those over the age of 65.

Gender	Total	Percentage
Man	458	44%
Woman	486	47%
Other	6	1%
Non binary	5	<1%
Prefer not to say	78	8%
Total	1033	100%



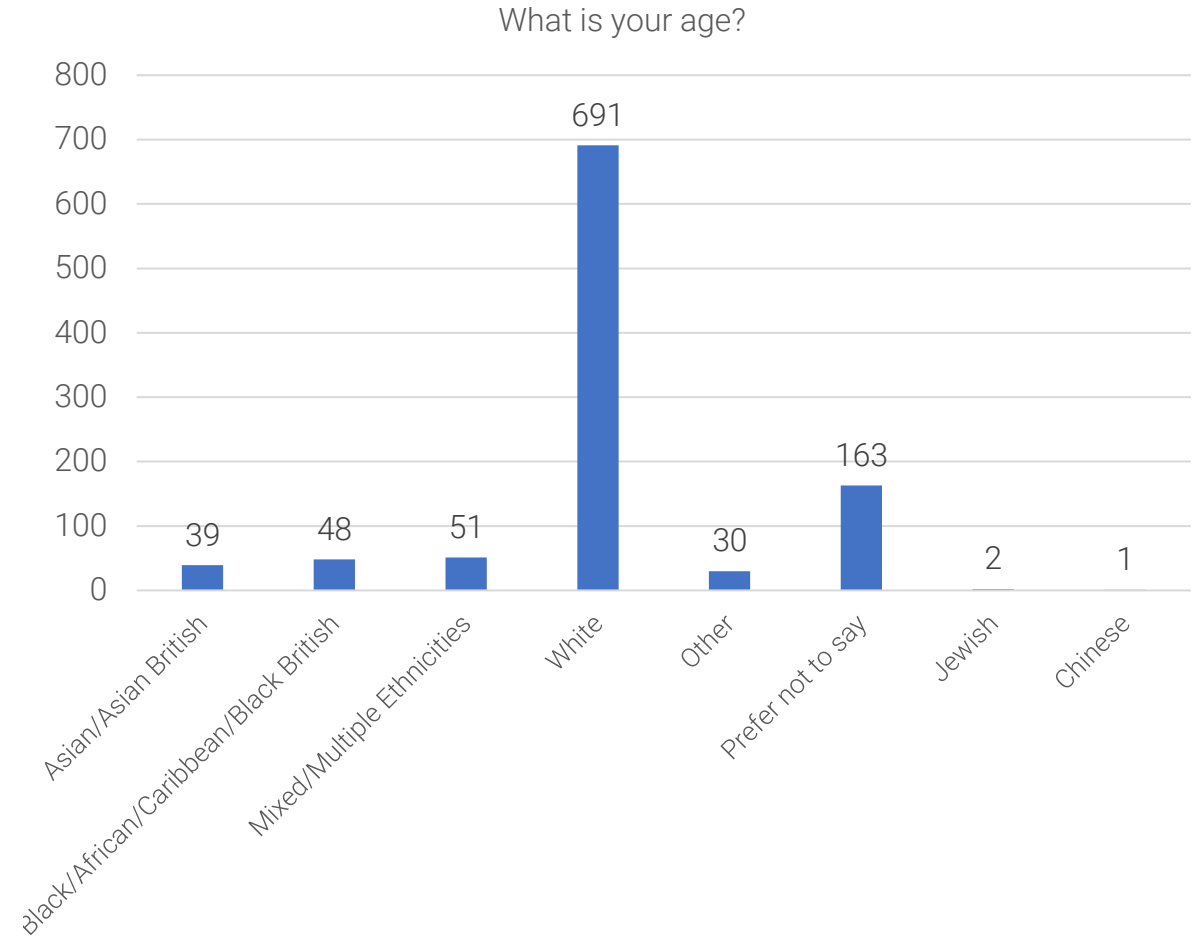
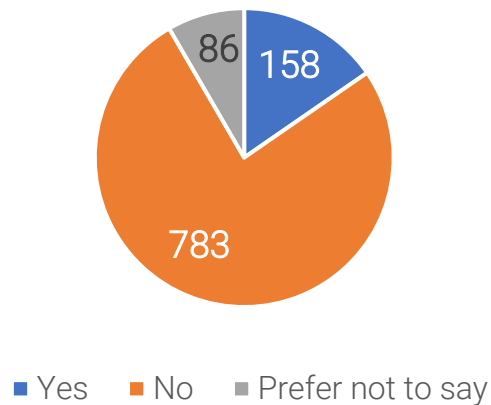
4.0. Participant Demographics

4.0.14. 67% of those who answered this question, identified as “white”, with “prefer not to say” constituting the second most popular answer.

4.0.15. There is an underrepresentation of Black/African/Caribbean/Black British individual when compared to the ward level data.

4.0.16. 15% of participants identifies as having a long term physical or mental health condition, which is broadly in line with what is outlined within the St Ann's ward profile. When asked to identify their condition, the majority (54%) preferred not to identify their condition.

Do you have any long term physical or mental health conditions?



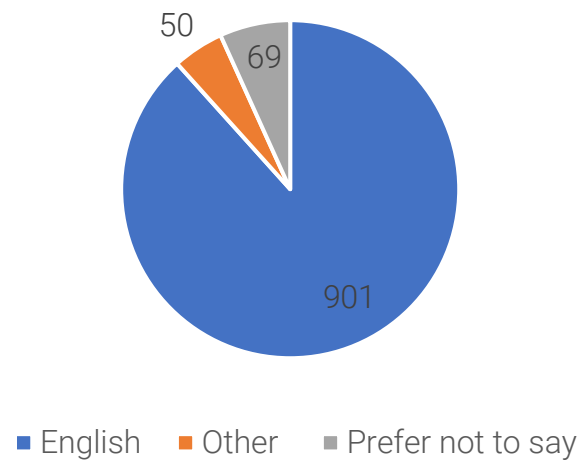
4.0. Participant Demographics

4.0.15. The majority of participants, 59%, identified as having “no religion”. A further 16% identified as Christians, and 15% preferred not to say when asked.

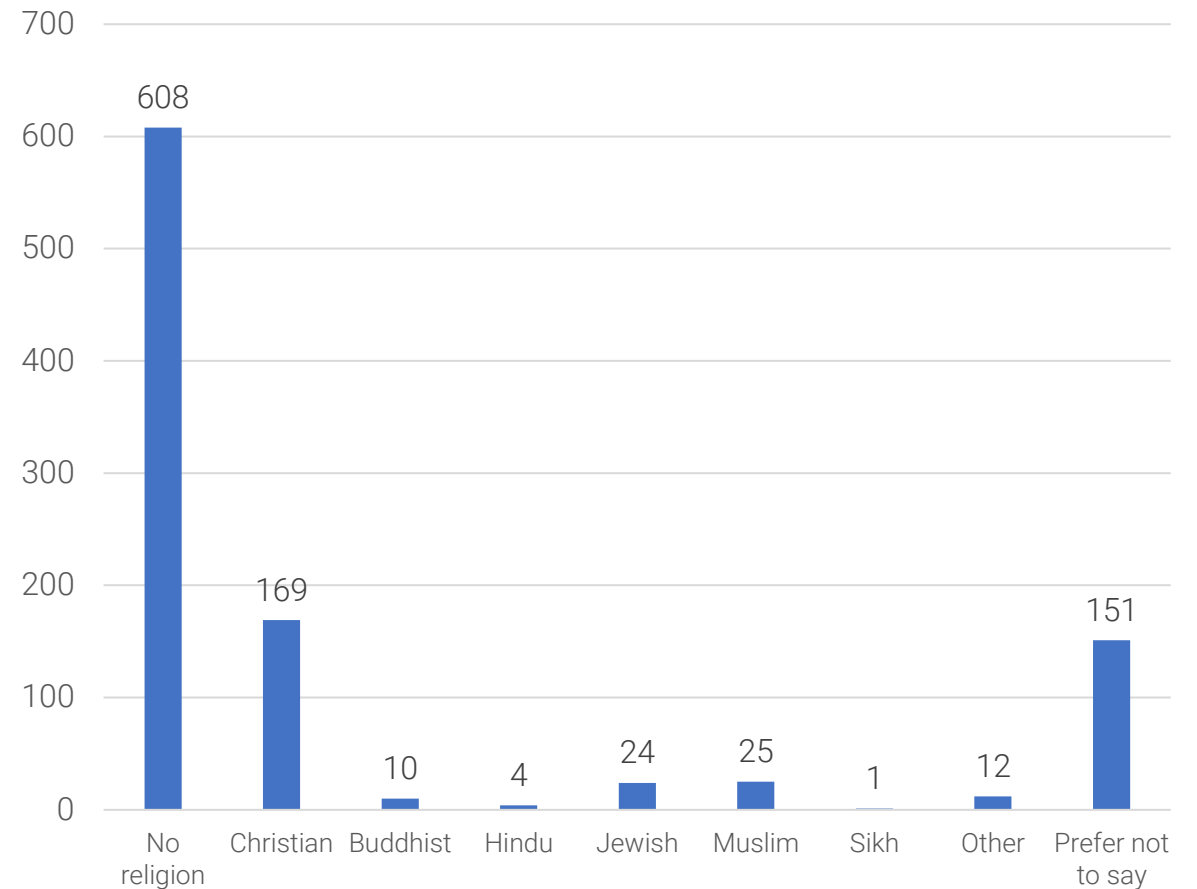
4.0.16. Based on ward profile data, there was an underrepresentation of individuals who identify as Christian or Muslim.

4.0.17. 88% of respondents stated English was their main language. Several different languages were spoken among the “other” group including Italian, Spanish, Russian, Finnish, Yiddish, French and German.

What is your main language?



What is your religion?



4.1. Consultation Results Quantitative Data

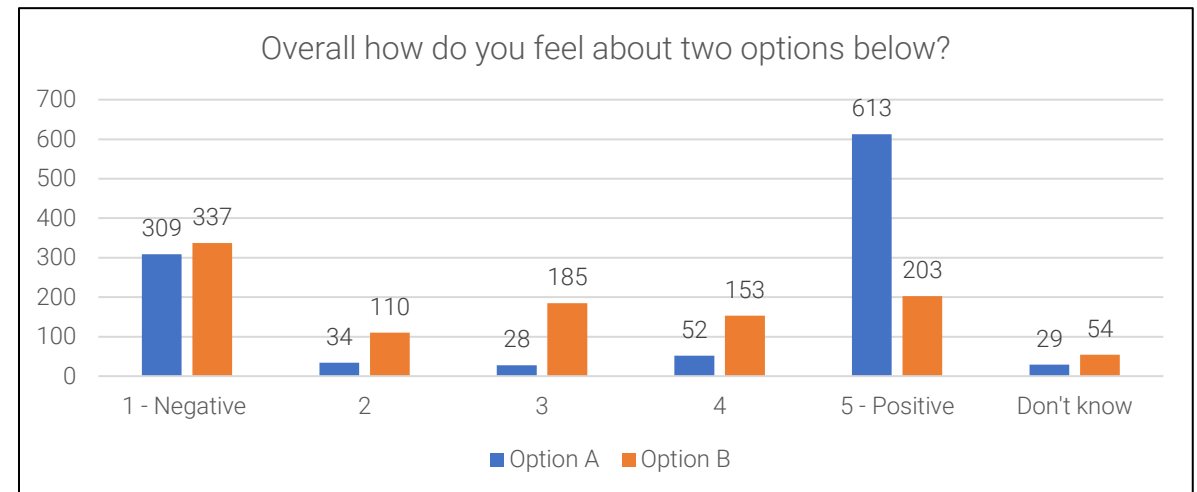
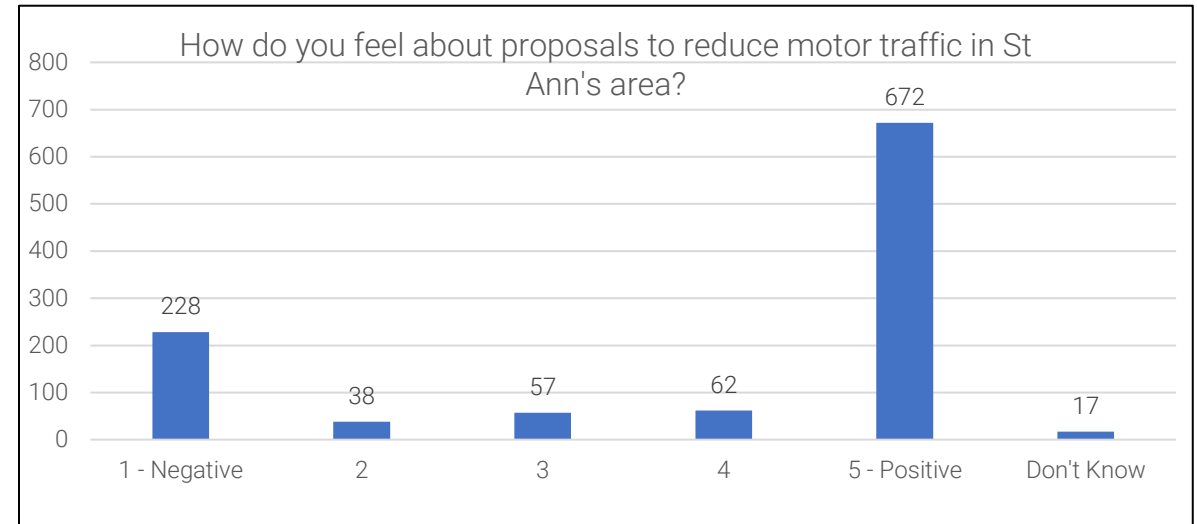
4.1.1. In the consultation survey, 14 quantitative questions were asked to test sentiment towards the two options (Option A and Option B) and the proposals associated with each. This was tested through a five-point Likert scale in which the higher scores indicated more positivity to the proposition. An "I don't know/undecided" option was also provided, and individuals did not have to answer the question if they did not wish to.

4.1.2. Three qualitative questions were also asked which provided participants with the opportunity to provide their feedback on the options, the proposals for cycle hangars and the School Streets proposals. This section analyses the responses received.

4.1.3. 63% of respondents picked the most positive option when answering question, "How do you feel about proposals to reduce motor in the St Ann's area?" 26% opting for the most negative option, indicating strong general support for proposals to reduce motor traffic in the area. On the boundary roads, there was slightly less support, with 53% picking the most positive option, and 31% opting for the most negative. However, more participants were positive than negative.

4.1.4. After this question, the survey also tested the sentiment towards each of the two options that were subject to consultation. The following question was asked: "How do you feel about the two options outlined above?"

4.1.5. Of the two options tested, Option A received a significantly more positive response than Option B. The average score for Option A, when "don't knows" are removed, is 3.5, and 58% of participants provided the most positive ranking when asked. The average score for Option B, is 2.6, and only 19% provided a score of five when asked. 32% gave Option B the most negative score possible.

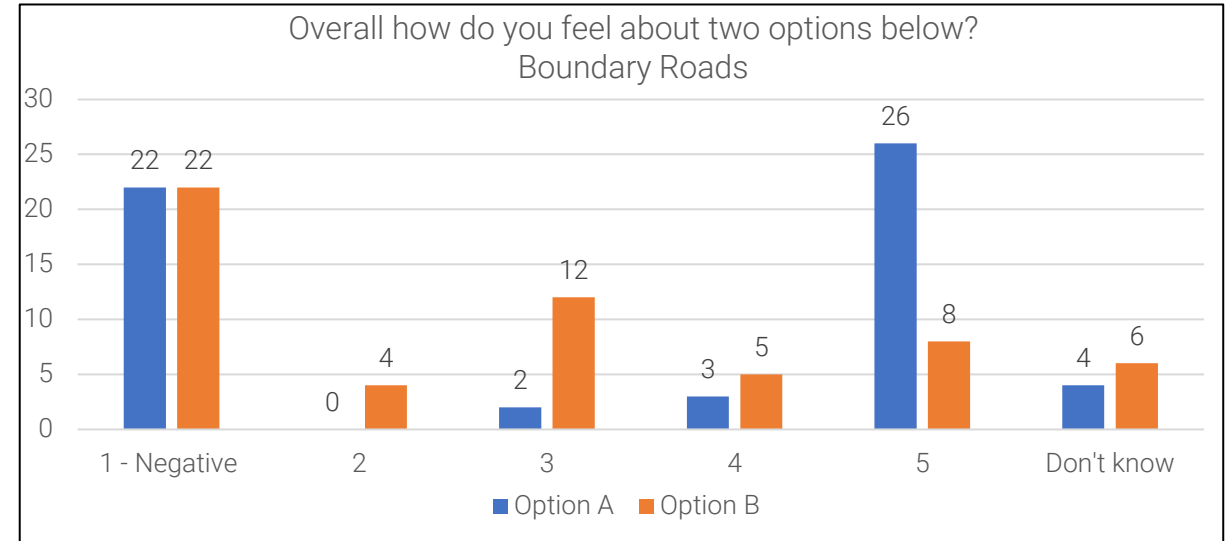


4.1. Consultation Results

4.1.6. The results from the boundary roads were slightly more mixed. The average score provided for Option A was slightly lower at 3, and 44% of individuals rated this a five when asked to respond on a scale in terms of their positivity.

4.1.7. More participants, 37% picked the most negative score, indicating there is a slightly more polarised view on this option, than in the wider LTN area. The reception was more negative for Option B on the boundary roads, with an average 2.2 score given, and only 14% of people provided the maximum score on the Likert scale.

4.1.8. The charts that follow provide a breakdown of the results for each of the options, based on the different demographic groups outlined above.

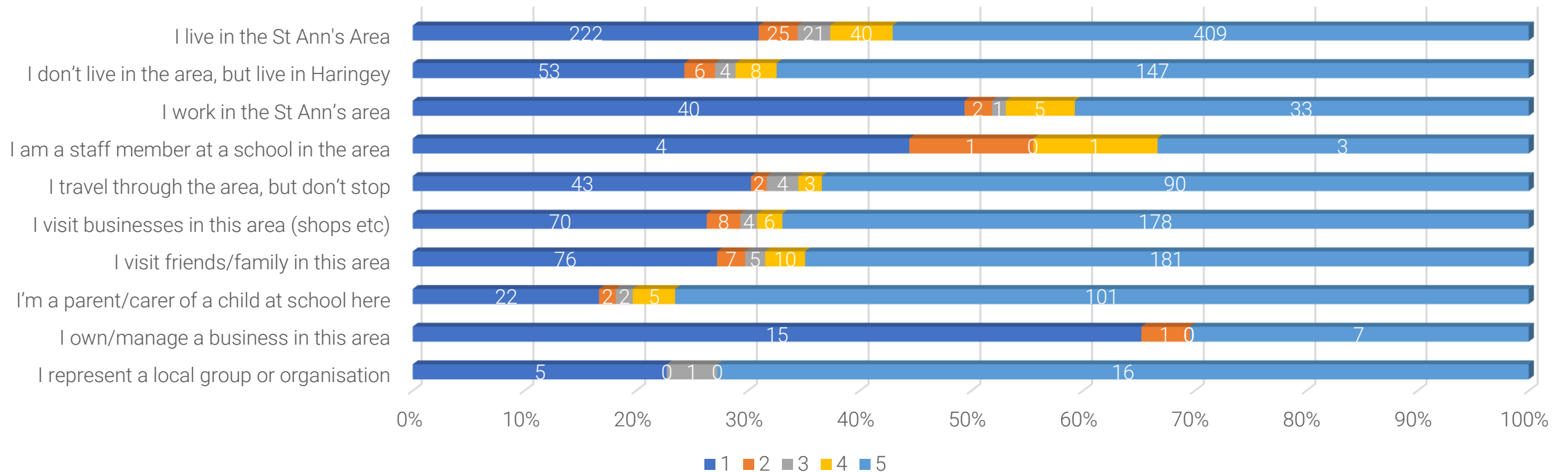


4.1. Consultation Results Relationship to the area

4.1.9. The most positive sentiment towards Option A was expressed among individuals who identified as a parent or carer of a child at a school in the area.

4.1.10. The most negative sentiment was among individuals who own or manage a business in the St Ann's area, followed closely by those who work in the St Ann's area.

Overall how do you feel about two options below? Option A:



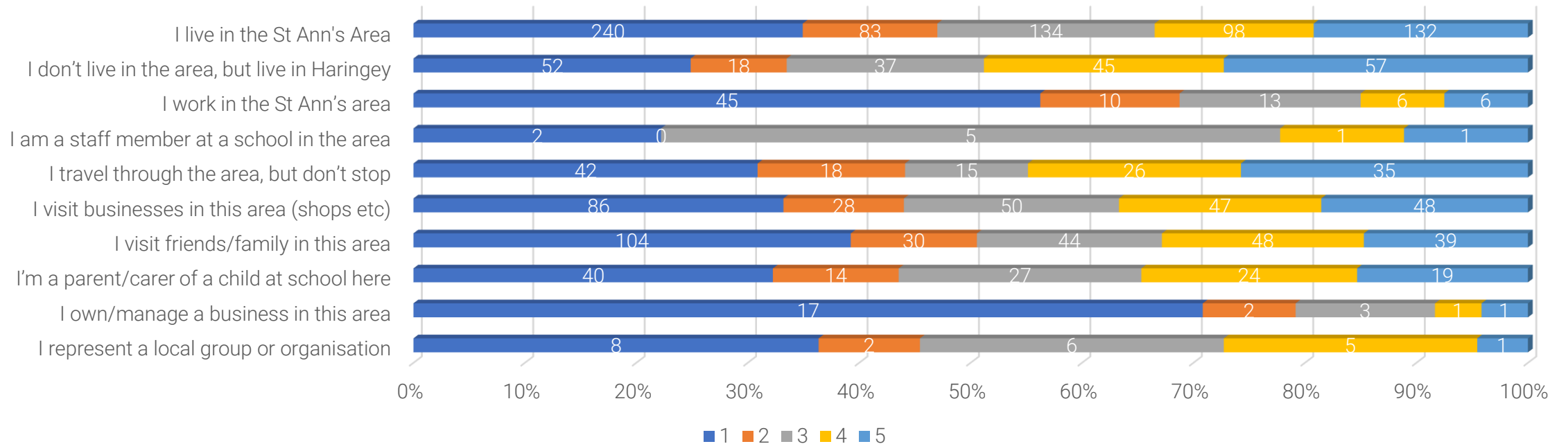
4.1. Consultation Results Relationship to the area

4.1.11. Across each group, there was more negative sentiment expressed towards Option B than Option A.

4.1.12. The most positive sentiment came from those who don't live in the area, but live in Haringey, closely followed by those who travel through the area.

4.1.13. The most negativity came from those who own/manage a business in the area.

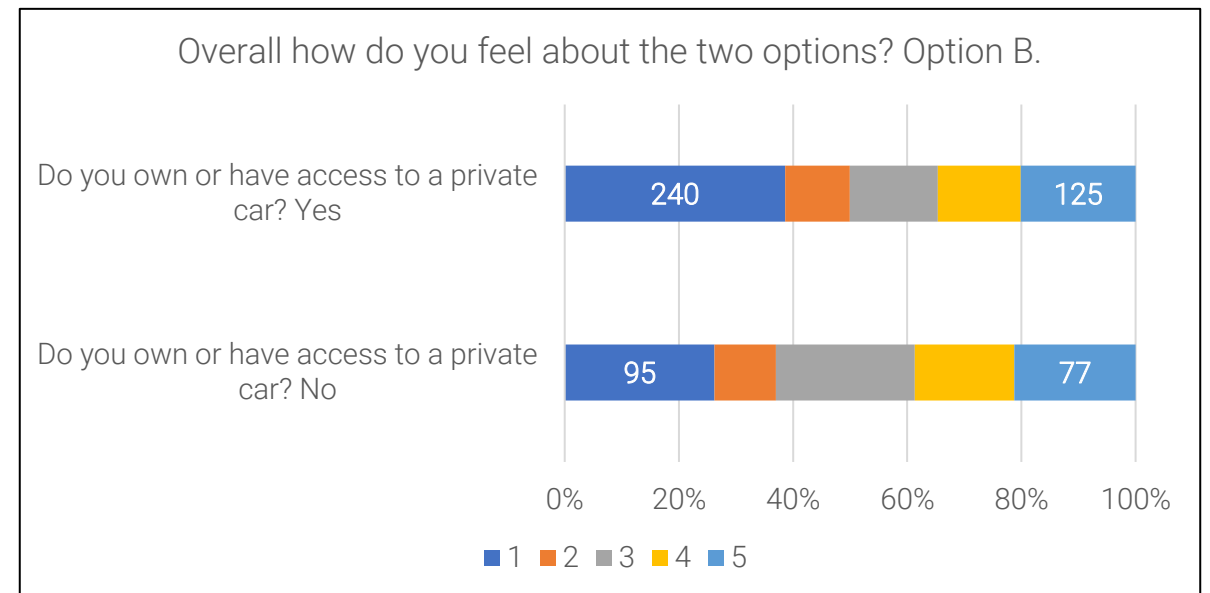
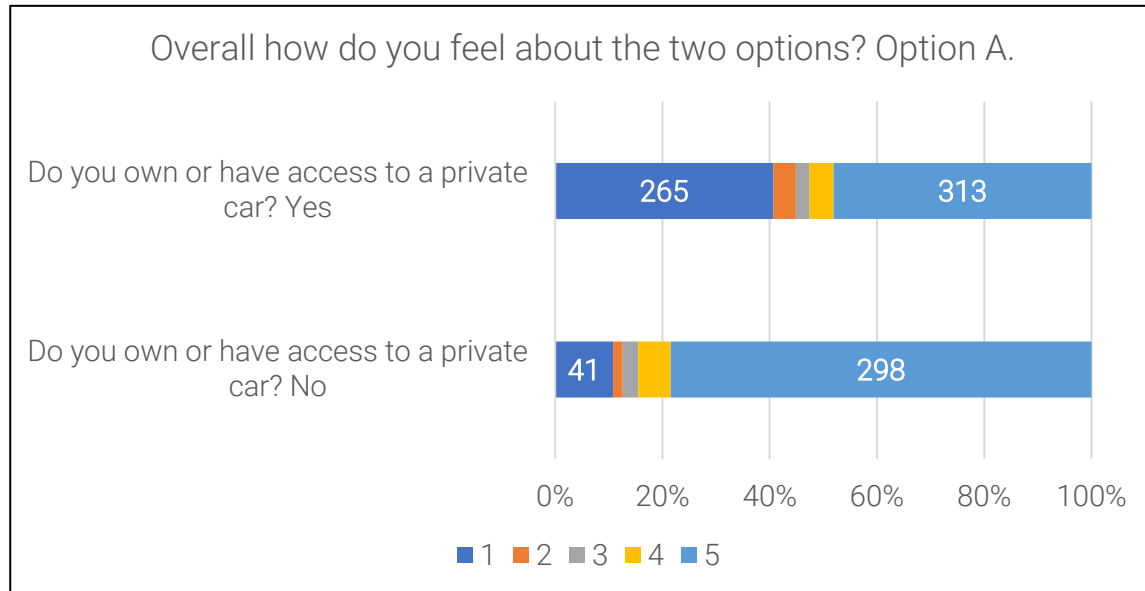
Overall how do you feel about two options below? Option B:



4.1. Consultation Results Car Ownership

4.1.12. When looking at sentiment towards Option A, participants who do not own or have access to a private car were more positive than those who do own a car. The difference, in percentage terms, of those who picked the most positive option, was very significant.

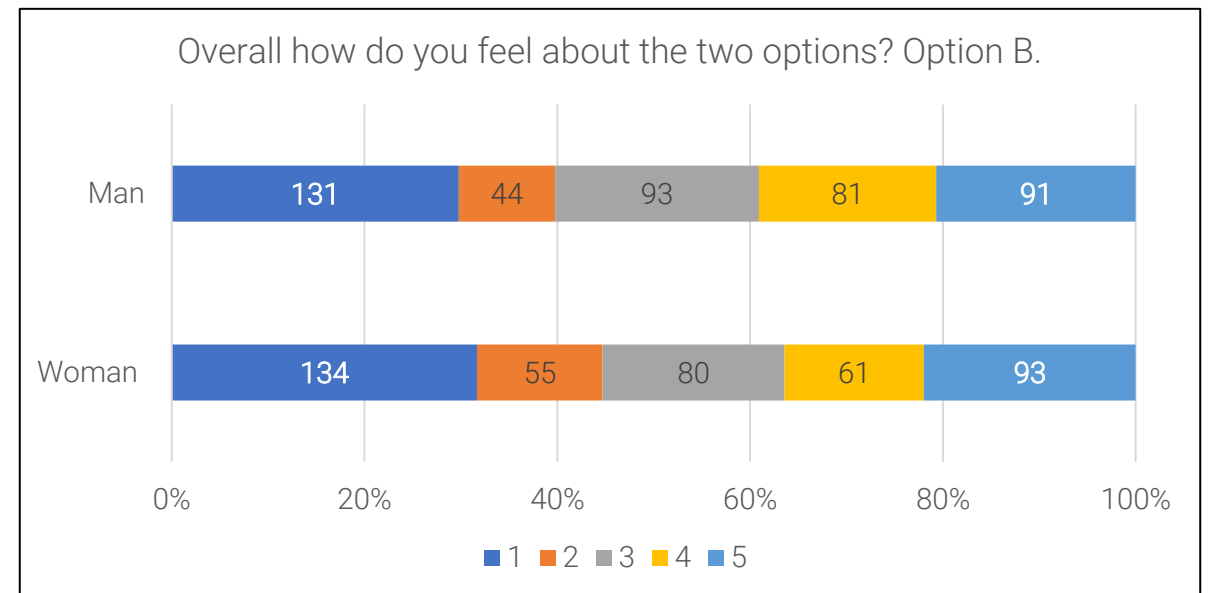
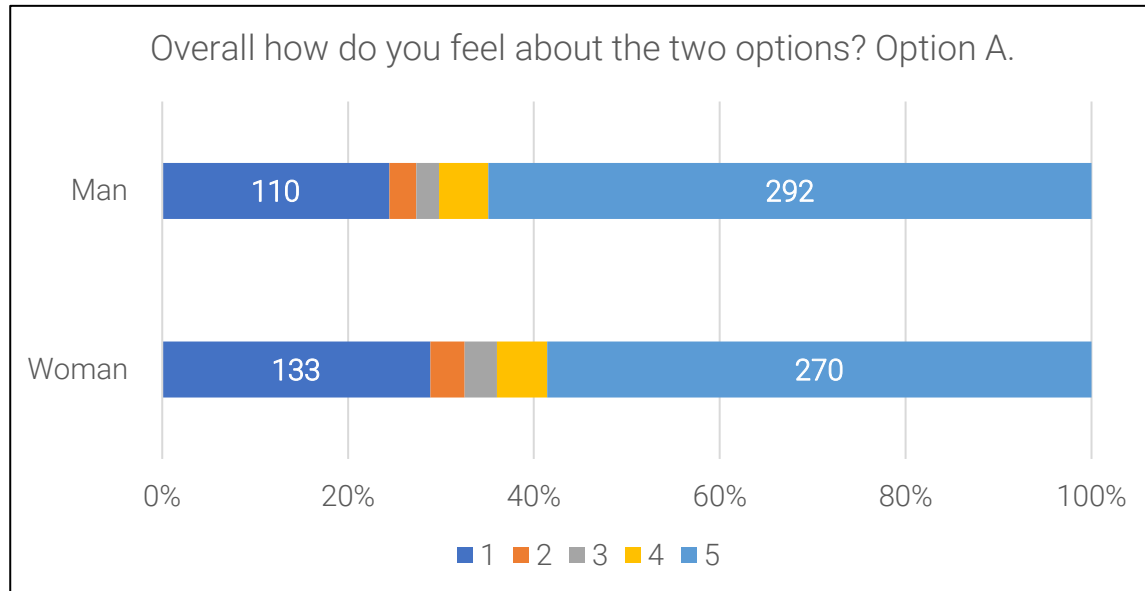
4.1.13. Overall, the sentiment among each group towards Option A, was positive. This was not the case in respect of Option B. There was more alignment between both groups, in that they were more negative towards Option B than Option A. Both groups were more supportive of Option A than Option B.



4.1. Consultation Results Demographics – Gender

4.1.14. The data shows individuals identifying as a man were slightly more positive about Option A than women, although both groups expressed positive sentiment overall. The sample sizes for those identifying as non-binary or other were too small to garner meaningful insight.

4.1.15. Both groups were more negative towards Option B, with little divergence in the sentiment expressed between the two. Overall, both groups were more supportive of Option A than Option B.



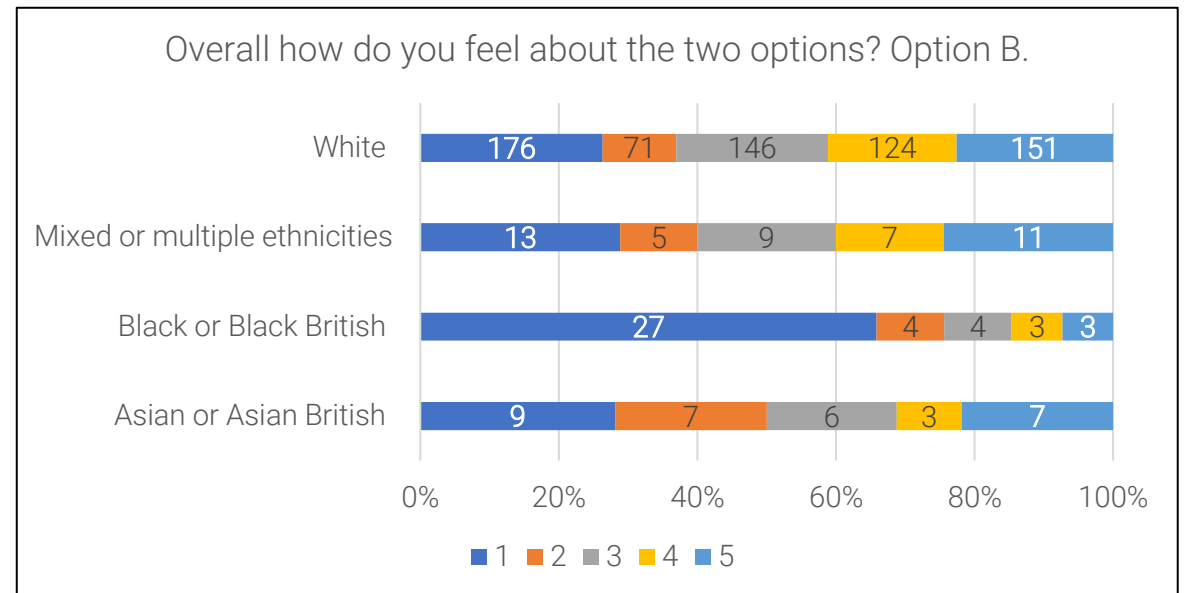
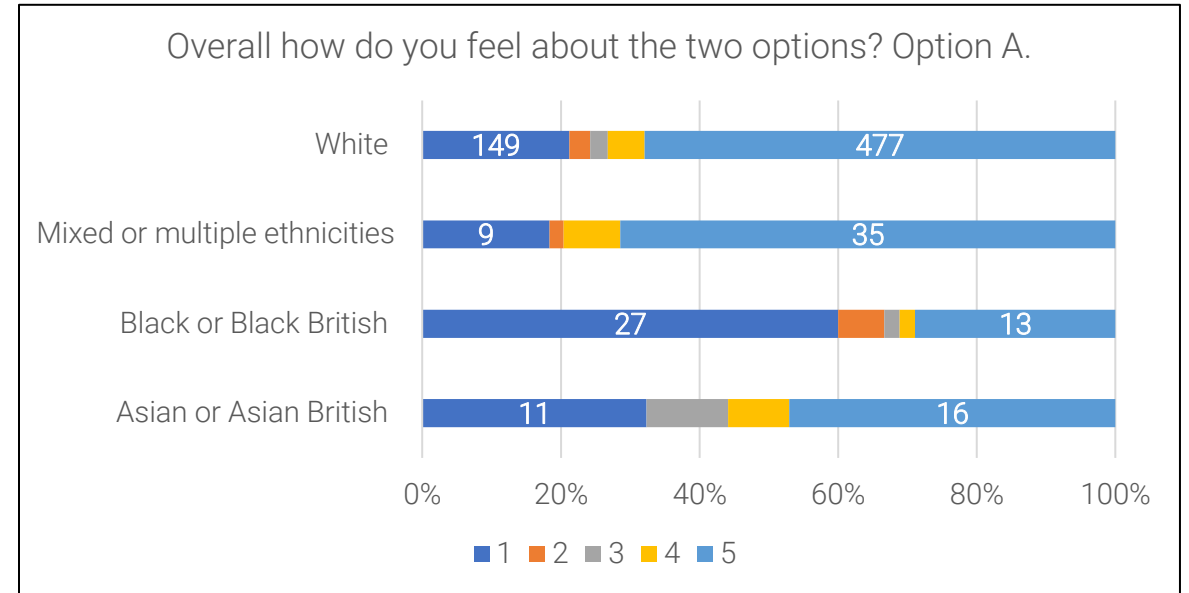
4.1. Consultation Results Demographics – Ethnicity

4.1.16. There were divergences in sentiment towards the two options that were consulted on, depending on the ethnicities of those participating in the process.

4.1.17. Option A received a high level of positive sentiment among those who identified as being from a White, Mixed or Asian or Asian British background. However, the majority of those identifying as being from a Black or Black British background provided a negative score when asked how they felt about Option A.

4.1.18. All groups were less favourable to Option B, particularly those from White or Mixed or multiple ethnic backgrounds.

4.1.19. Those identifying as Black or Black British also expressed negative sentiment towards Option B. Fewer individuals in this group also provided a score of 5 – the most positive on offer.

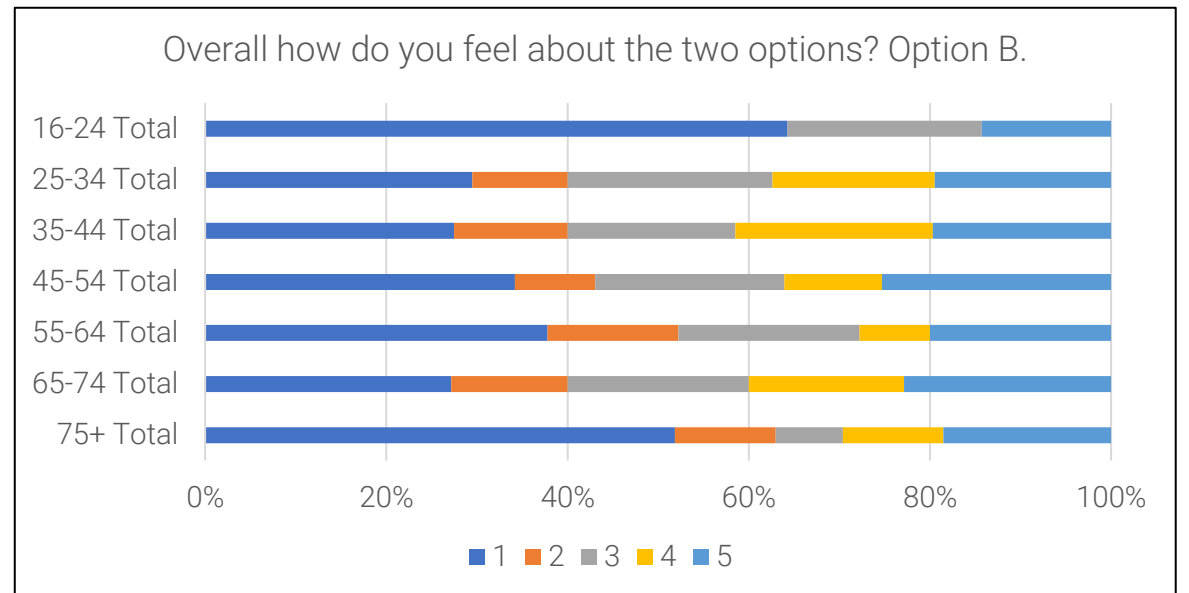
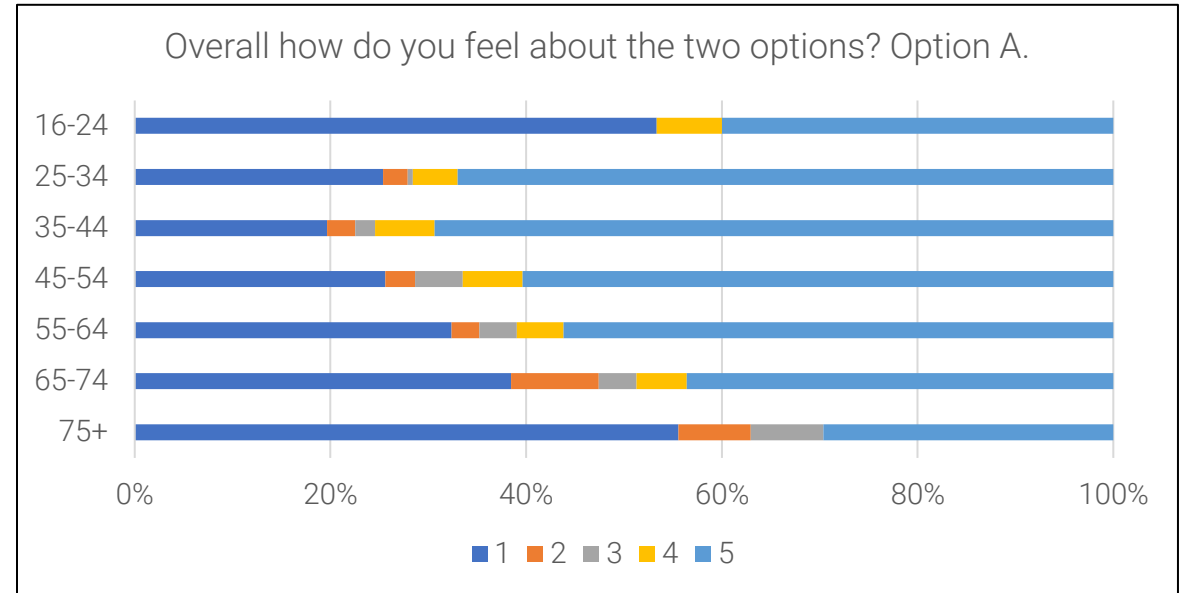


4.1. Consultation Results Demographics – Age

4.1.20. There was some variation in the response to the two options between the different age groups.

4.1.21. In respect of Option A, the most positive age groups were those between 35 – 44, followed by those between 25-34 and 45-54. The most negative groups were those between 16-24 (with a low sample size of 15 responses) as well as those aged over 75. Every other group apart from those mentioned provided a net positive response in terms of their feeling about Option A.

4.1.22. In respect of Option B, there was more negativity expressed in every group, apart from within the Over 75 category. The 45-54 age group was the most positive in terms of sentiment, however, they were still far less positive than they were towards Option A.



4.1. Consultation Results

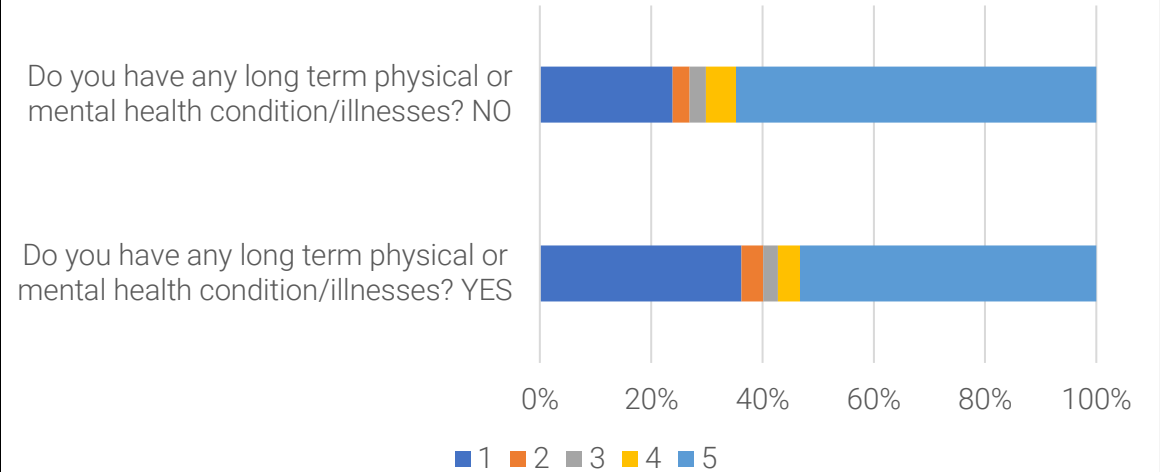
Demographics – Long term physical or mental condition/illness

4.1.20. There was a slight variation in responses between individuals who do and do not identify as having a long term physical or mental condition or illness.

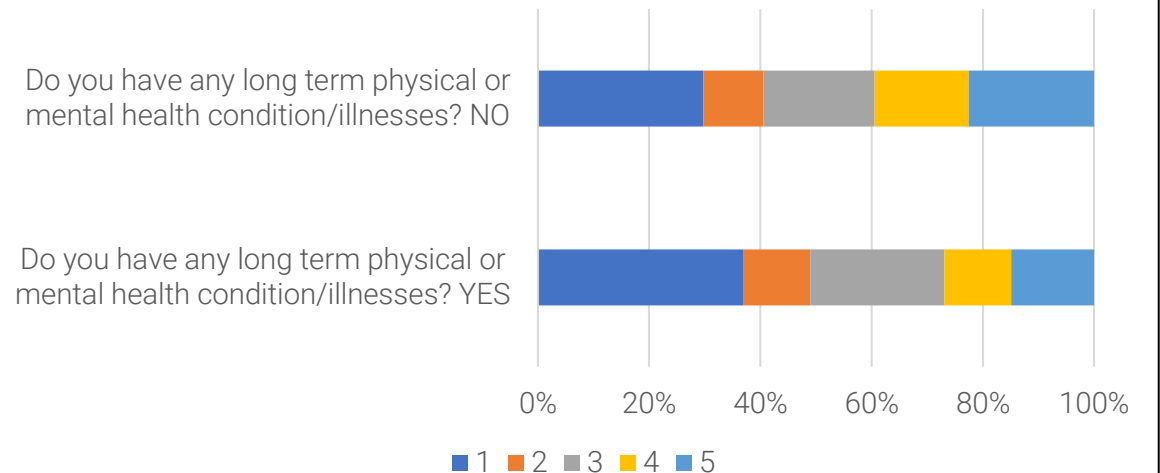
4.1.21. Those who do not identify as such were more positive when expressing sentiment towards Option A, although both groups were more positive than negative when asked.

4.1.21. In terms of Option B, both groups were more negative towards it than Option A. Both groups expressed a clear preference for Option A.

Overall how do you feel about the two options? Option A.



Overall how do you feel about the two options? Option B.



4.1. Consultation Results Cycle Hangars and Zebra Crossings

4.1.22. Six cycle hangars are proposed across both Option A and Option B, and support for the locations were tested as part of the survey. This was done based on the same scale used for all other quantitative questions, which was a five-point Likert scale, in which the higher the number, the more positive the person was about the proposed intervention.

4.1.23. The average score for each hangar was:

- 59 Harringay Road – 3.8
- 13 Terront Road – 3.8
- 118 Rosslyn Road – 3.9
- 201 Cornwall Road – 3.9
- 31 Elmar Road – 3.9
- 7 Grove Road – 3.8

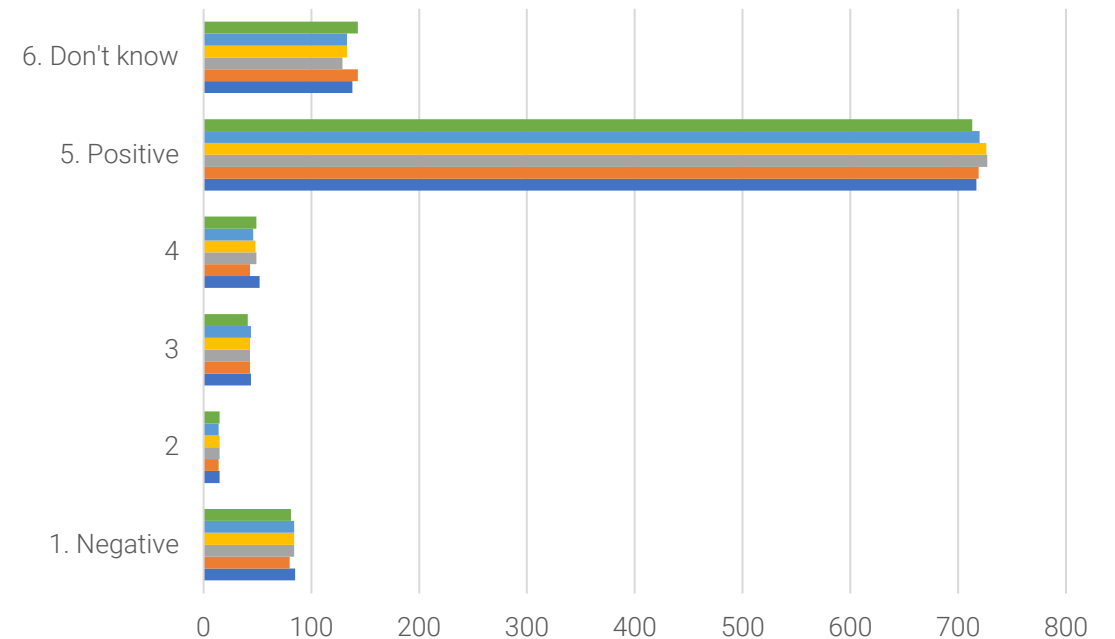
4.1.24. All six proposed locations received a positive reaction from most participants who answered the question, although there was a high instance of people saying that did not know, or were undecided.

4.1.25. Participants were then asked quantitative questions about the proposals for three new zebra crossings across St Ann's, which are included in both options. The average score for each zebra crossing was:

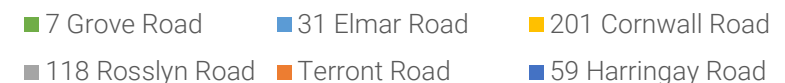
- On St Ann's west of Black Boy Lane – 4.4
- St Ann's Road west of Grove Road – 4.3
- On West Green Road (between Bedford Road and Lawrence Road) – 4.3

4.1.26. There was strong support for the introduction of each of these new zebra crossings, with fewer individuals opting to select they did not know, or where undecided.

How do you feel about the proposed cycle hangars?



	1. Negative	2	3	4	5. Positive	6. Don't know
7 Grove Road	81	15	41	49	713	143
31 Elmar Road	84	14	44	46	720	133
201 Cornwall Road	84	15	43	48	726	133
118 Rosslyn Road	84	15	43	49	727	129
Terront Road	80	14	43	43	719	143
59 Harringay Road	85	15	44	52	717	138

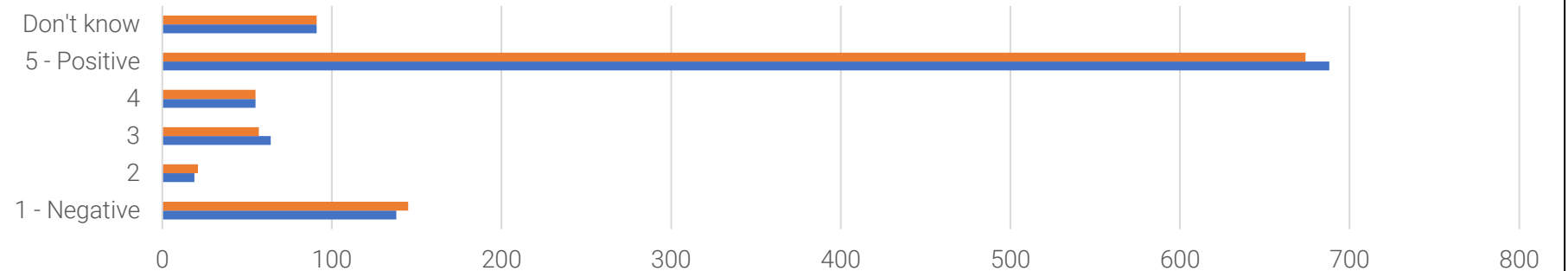


4.1. Consultation Results School Streets

4.1.27. Participants were also asked for their views on two School Streets proposals for St Ann's CE Primary School on Avenue Road, and West Green Primary School on Woodland Park Road. Both received strong support from participants with the following average scores:

- St Ann's CE Primary School – 3.8
- West Green Primary School – 3.8

How do you feel about the proposed School Streets?



	1 - Negative	2	3	4	5 - Positive	Don't know
■ St Ann's CE Primary School on Avenue Road	145	21	57	55	674	91
■ West Green Primary School on Woodland Park Road	138	19	64	55	688	91

4.2. Qualitative Feedback

4.2.1. Three qualitative questions were asked in the questionnaire which provided participants with the opportunity to provide their feedback on the options, the proposals for cycle hangars and the School Streets proposals. This section analyses the responses received.

4.2.2. The three questions were as follows:

- *"If you prefer one option over the other, please use this box to explain why". This was asked after people expressed their feelings towards Option A and Option B.*
- *"Please use this space if you have any further comments on the above proposals, including any changes you would like to make to modal filter locations, any alternative suggestions you have, and why you think these would work better"*
- *"Please use this space if you have any further comments on the proposed School Streets, including any alternative suggestions you have to support children to walk and cycle to school safely and improve air quality outside the school gates, and why you think these would work better"*

4.2.3. The responses to these three questions were analysed and the consolidated themes are reported on below.

Option A:

4.2.4. Those who expressed a positive sentiment to Option A did so based on the following themes:

- Reducing through traffic and the speed of vehicles outside of the local primary schools and other local social infrastructure. This was particularly true of Black Boy Lane and Avenue Road which both have schools on them.

- Improvements to air quality within the LTN area that are generated because of a reduction in through traffic.
- Improvements in cyclist safety making it more likely to encourage active travel within the St Ann's area.

4.2.5. The main themes that have emerged in opposition to Option A in the qualitative analysis of the survey data are as follows:

- The scheme will divert traffic onto the boundary roads to a significant extent and not achieve the desired reduction of traffic sought.
- Pollution will be created as journey times will be lengthened, with air quality worsening on boundary roads, most particularly West Green Road and St Ann's Road.
- An LTN will result in increased traffic on Green Lanes, which will have a negative impact on the businesses that operate there.
- Access to properties will be made more difficult for those who are disabled and those people that care for them.

4.2.6. The concern about the re-assignment of traffic onto the boundary roads was particularly strong among those who were in opposition to the scheme, and living or operating a business on those boundary roads.

Option B:

4.2.7. Of those that provided qualitative support for Option B, the following themes emerged in the analysis:

- This option will result in less congestion on the boundary roads (Green Lanes, West Green Road, St Ann's Road and Seven Sisters Road), by maintaining some through routes.

4.2. Qualitative Feedback

- Journey times are not as adversely impacted by the changes that are proposed in Option B.
- This option is lighter touch and will result in fewer issues if it is implemented, as evidenced by the published High Level Transport Assessment.

4.2.8. The need for a one-way system on Etherley Road was referenced by one supporter of this option, if it were to be implemented, with the individual stating the road is not capable of taking two-way traffic, as well as parked cars.

4.2.9. The primary theme that emerged from those who opposed Option B was that it did not achieve the proposed objectives of a LTN and retained three, heavily used, north to south corridors between West Green Road and St Ann's Road. Some concern was raised that the decision to close Woodland Park Road would result in some traffic re-assignment on Black Boy Lane and Cornwall Road which would result in a deterioration on the existing traffic baseline.

General LTN Objections:

4.2.10. Among those who opposed any LTN scheme being implemented, the following themes emerged:

- Leave the roads as they are.
- Journey times will be increased causing inconvenience for day-to-day activity.
- Perceptions the proposals are being used as a revenue raiser for the Council.
- Perception LTN examples from elsewhere demonstrate they create more traffic rather than reduce it.

4.2.11. That opposition was spread across the St Ann's LTN area, and not confined to the boundary roads, although it should be noted the majority of participants were positive towards the principle of action to reduce traffic in the area, and towards the implementation of Option A.

General Comments:

4.2.12. Proposals for School Streets were widely welcomed, even among some individuals who were not supportive of proposals for an LTN intervention in the St Ann's area. It was recognised the School Streets proposals would have a positive impact on safety around the schools during peak hours.

4.3. Email Correspondence

4.3.1. As part of the engagement process, an email address for the project was shared and distributed on all project channels and emails were collated for analysis. This was intended to provide respondents an opportunity to share their feedback throughout the third and final stage of the engagement process. In total 28 emails were received during the third stage of engagement.

Demographics:

4.3.2. Demographic data was not collected on the individuals participating in the process through this means.

Email Summary:

4.3.3. The emails received included a range of feedback from respondents, including overall feedback on the proposals, suggestions on what could be further included, and comments regarding specific locations.

4.3.4 From the emails received, the most common theme in responses was that the proposals would increase congestion and pollution in other areas of the borough. One resident offered the following comment: *"In my opinion Plan A would be a disaster for the area, the main roads would become permanently gridlocked. These main roads are already the most polluted. It would be incredibly unfair to those residents who live along and nearby these main roads to implement a plan that would direct even more traffic along these same roads resulting in even greater pollution. Where is the fairness in that?"*

4.3.5. Another common theme amongst respondents' emails were in support of LTN measures. One resident offered the following comment in support of the LTN: *"I am a resident of [REDACTED] and I'm writing to express my support for proposals to make my area a Low Traffic Neighbourhood. In particular, it is hugely encouraging to see the Council taking action to reduce air pollution in the area. Research consistency shows how damaging it is for wellbeing, especially for childrens' development. I look forward to seeing the proposals progress and would value any opportunity to demonstrate local support."*

4.3.6. In total, 19 out of 28 emails received made comments in relation to a specific location within the proposed LTN area - ranging both in support and opposition to the proposed plans. Below are some examples of comments received that refer to specific locations:

St Ann's Road:

- *"Traffic calming measures are needed on St Ann's Road and West Green Road."*
- *"The biggest problem is the junction at the traffic lights at St Anns Road and Haringay Roads this is a junction which will cause a bad accident due to erratic, impatient and very reckless drivers."*

West Green Road:

- *"Traffic enforcement is needed on West Green Road to reduce illegal parking, which often makes it difficult to navigate crossings as a pedestrian."*
- *"We live at North Grove and are worried about car access to West Green road."*

4.3. Email Correspondence

Green Lanes:

- *"I would make Green Lanes (between the McDonalds and Turnpike Lane) one way for cars and two-way for buses/bicycles/black cabs only and Wightman Road/the B138 one way only (i.e. Wightman road would be one-way going south or north). This would make it faster for buses to travel through Green Lanes. It would make it safer for cyclists."*

Hermitage Road:

- *"We are very much in favour of reducing traffic in the area and increasing the walking area so we'd like some plans to be implemented. We are just very concerned that would mean more traffic down hermitage road."*
- *"The round-about on St Ann's Road and Hermitage Road continues to be a real concern for ward members. Safety improvements must be made to address speeding, and ensure this junction is safer. We would also support traffic reduction measures on Hermitage Road."*

4.3.7. The most common theme that arrived was Option A would negatively impact the area, including increased gridlock and pollution in other areas. One resident offered the following comment: *"Plan A would be catastrophic for the local area, the number of cars displaced onto the main thoroughfares would result in gridlock, as such there would be increased pollution due to idling vehicles sitting in stationary traffic."*

4.3.8. After this, the next common theme was residents disagreed with both proposals. Below are some examples of resident's answers that stated they disagreed with both proposals:

- *"Unfortunately, I'll be opposing this scheme, as I live on the Haringey Ladder and this will inevitably push more traffic along that Ladder roads, so I can expect more pollution, disruption and noise."*
- *"DO NOT WANT ANY LOW-TRAFFIC-NEIGHBOUR [SIC] IN THIS AREA. My daughter ride bycycle [SIC] also but it would be great inconvenience for us in the area."*
- *"This LTN will ruin our lives in this area and it will be very difficult to establish ourselves in another location."*

4.3.9. The emails have been shared with the design team, who have reviewed them in detail as part of the design development process.

4.4. Stakeholder Correspondence

4.4.1. During the consultation process, the project team have received responses from the following organisations:

- National Health Service, Department for Resilience and Specialist Assets
- Borough Commander Haringey, London Fire Brigade
- Metropolitan Police
- Transport for London, Network Performance and Bus Client Team

4.4.2. Comments were provided on each of the three LTN consultations. This summarises the comments from each, relating to the St Ann's LTN proposals, from each organisation.

National Health Service

4.4.3. Comments were received that can be summarised as follows:

- Retaining through routes for ambulances on Black Boy Lane, Cornwall Road and Avenue Road is essential for access to St Ann's Hospital.
- Clarification is needed on whether the filters are physical, or camera enforced.

4.4.4. Whilst not explicitly stated, the NHS Department for Resilience and Specialist Assets representative argued the *"through route design/system would assist in better emergency vehicle access and egress around the area"*. This indicates a preference for Option B. However, the representative also asked for clarification on whether the modal filters in both options would be camera-controlled, with access for emergency services.

Borough Commander Haringey, London Fire Brigade

4.4.5. Comments were received from the Borough Commander with concerns regarding physical closures and an enquiry to the detail of width restrictions proposed. *Fire Safety Guidance Note 29 – Access for Fire Appliances* was also attached for review by the project team.

Metropolitan Police

4.4.6. A general response to the LTN proposals was received from the Traffic Management Officer for Enfield, Haringey, Hackney, Tower Hamlets, Camden and Islington. In that response, they indicated no objections to the proposals, and requested the cumulative impact of these proposals and those being implemented in Enfield were considered together. The response also advocated camera enforced closures, rather than physical closures.

Transport for London - Network Performance and Bus Client Team

4.4.7 The Network Performance team enquired whether work had been done to assess the levels of traffic reassignment that would be associated with Option B. The Bus Client team made general comments to welcome the use of bus gates and measures to retain bus movements. The team also requested bus journey times are assessed against the 2019 base level so that appropriate mitigation can be included if problems do emerge.

DISABLED PEOPLE AND CARERS SURVEY

5.0. Demographics

5.0.1. As part of the engagement process, a Disabled People and Carers Survey ran that was designed to provide an opportunity for individuals to provide specific feedback on their needs, and general feedback on Low Traffic Neighbourhood proposals. This survey was launched in addition to the consultation survey and local individuals were invited to fill out both if they so wished.

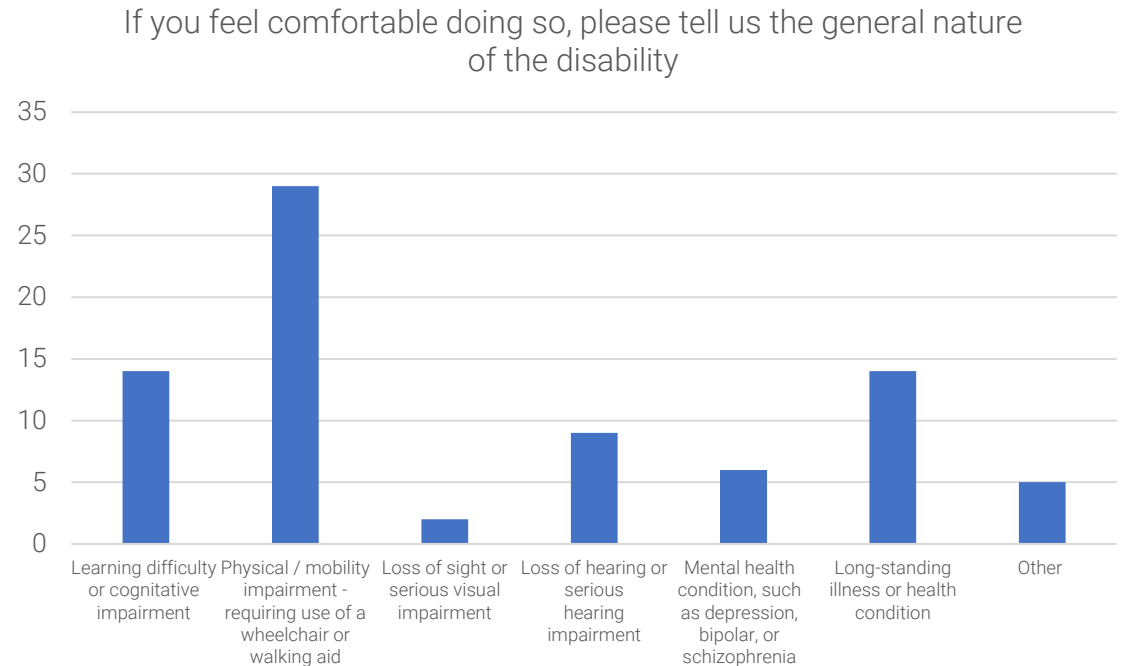
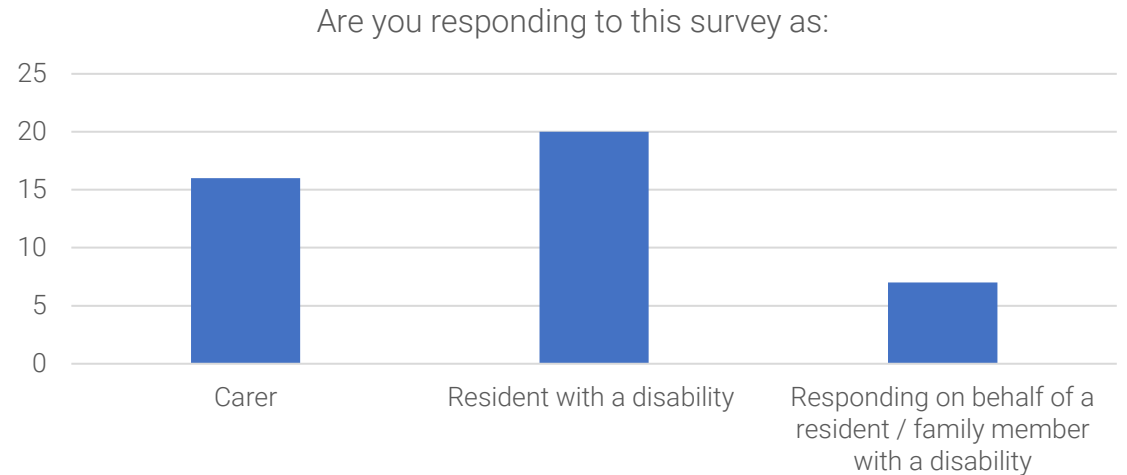
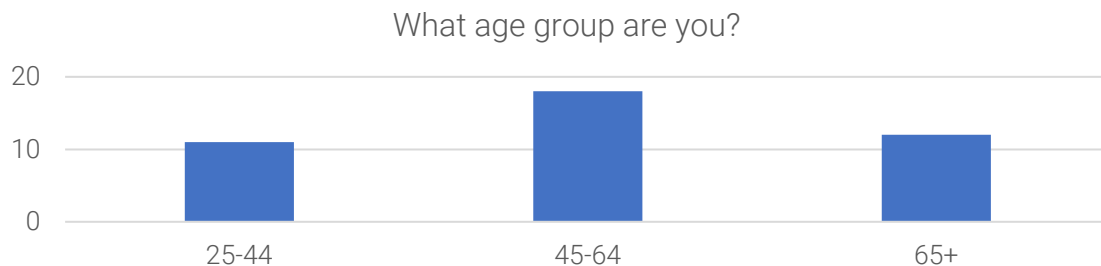
5.0.2. The survey asked individuals to outline their disability, or the disability of the individual(s) they cared for. It also asked for information about how they travel around their local area and for their comments on the LTN proposals. .

Participation

5.0.3. In St Ann's, 39 online responses were received and a further three were received in paper form, meaning 42 responses were received in total. The responses were drawn across the St Ann's area, and included participation from several roads including Black Boy Lane, St Ann's Road, Seven Sisters Road and Cornwall Road.

Demographics

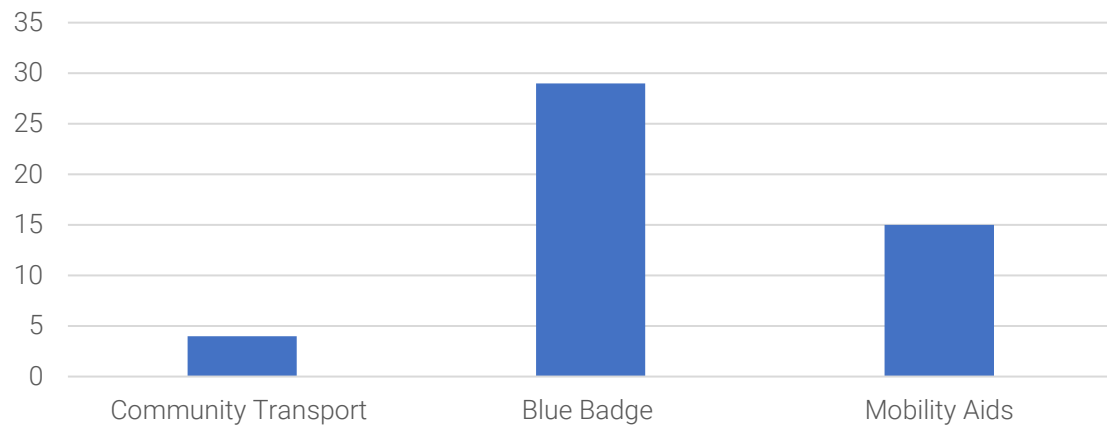
5.0.4. The demographics of those participating are summarised in the graphs. Some participants selected multiple options, meaning some figures amount to more than 42.



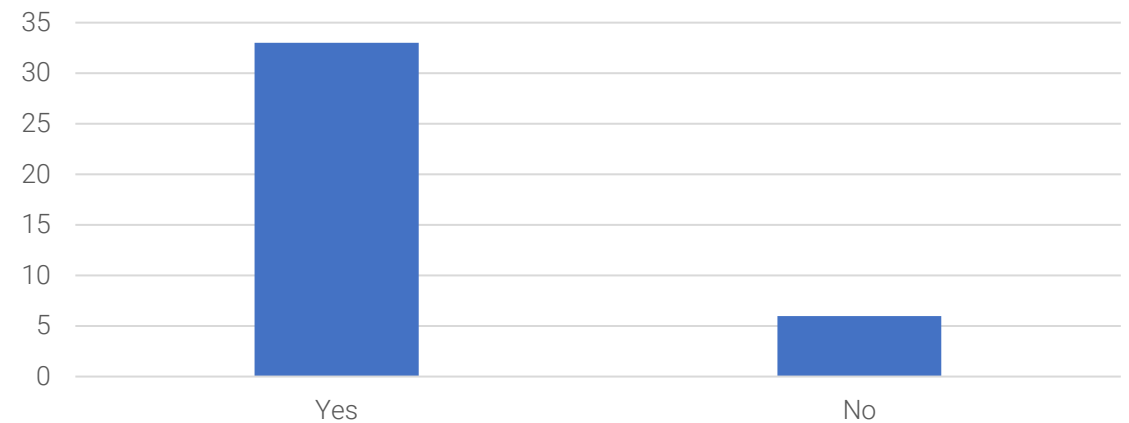
5.0. Demographics

5.0.5. When participants were asked what destinations they regularly visit within the LTN area, the most popular response was medical facilities such as GP surgeries and pharmacies. Other answers included local shops and local schools, to drop children off.

Facilities and services used



Are there any destinations in the LTN you regularly visit?



5.2. Feedback

5.2.1. Of the 42 individuals who responded, 19 provided comment on the proposals for an LTN in St Ann's. The sentiment of these comments analysed are as follows:

- Positive – 1
- Neutral – 3
- Negative – 15

5.2.2. Most of the comments received, 79%, expressed negative sentiment about the prospect of an LTN in the St Ann's area. The most common themes raised by those expressing a negative view were as follows:

- The LTN would make the area inaccessible both to disabled residents and to individuals, including carers, who visit them.
- A perception an LTN in St Ann's would result in additional congestion and traffic.
- A linked perception that an LTN would result in a deterioration of air quality.

5.2.3 Two contributions specifically mentioned the impact the proposals may have on Cranleigh Garage, located west of the junction of Cranleigh Road and Black Boy Lane, with both stating it currently support their wellbeing and independence.

5.2.4. A selection of the negative sentiment is published below:

- *"I am deeply distressed at the proposal of yet another LTN in the area. I have NO OPTION but to drive, and every journey I take now, to hospitals, to visit my elderly and sick mother is plagued by the appearance, overnight it seems, of an LTN. I have received 3 demands of payment for driving into roads which became LTNs overnight, in 2 days. I cannot afford it."*

- *"A friend who lives in a Hackney LTN has described the chaos on side roads. Buildup of traffic and the rise in pollution in the main roads. Why are we doing this here? No real research into impact. Feels like a very selfish plan. It will make getting to local garage impossible. The garage has offered me so much support and friendship."*
- *"I beg of you to leave the streets open to Haringey's residents it is adversely affecting me personally with my community and family living in Hackney with road closures and confusing road closures signs on every second road and now with these plans it"*

5.2.5. The three neutral comments sought additional information or provided additional information about the situation of the participant. One participant asked specifically for more details on the actual LTN proposals themselves.

5.2.6. The positive comment focused on the potential to reduce speeds on Cornwall Road and requested that additional speed calming measures be introduced to address the issues caused by *"a minority of aggressive and reckless drivers"*.

RESPONSE TO FEEDBACK

6.0. Response to Feedback

6.0.1. During the engagement process, a series of key issues have been raised, that have been responded to by the project team in the table below:

Issue	Option A	Option B	Council Response
Perceived increases in traffic on the boundary roads	X	X	<p>The high-level transport assessment (HLTA) suggests that the implementation of the St Ann's LTN in isolation would have a negative impact on the "expeditious movement of traffic" on the likes of Green Lanes and West Green Road. There will inevitably be a period of adjustment of traffic routes selected by motorised vehicle users that can no longer cut through the LTN and the adjacent potential Bruce Grove/West Green LTN. However, in reality, there is insufficient spare capacity on the likes of Green Lanes and West Green Road to accommodate the scale of increased traffic suggested by the HLTA so traffic will divert to alternative routes. 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 St Ann's LTN is to reduce traffic both within the St Ann's LTN and on the boundary roads of the St Ann's 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>Monitoring will be undertaken looking at traffic volumes, bus journey times and traffic speeds across the area to understand the impact on the surrounding roads during the trial of the LTN. As the LTN would be a trial under an experimental traffic order the Council could, if necessary, and taking its network management duty into account, make changes while it is in force to address or mitigate issues arising that affects the highway network or local amenities.</p>
Perceived increases in pollution, and deterioration in air quality across the LTN	X	X	<p>The Council considers that the LTN and complementary measures offer significant opportunities to improve air quality. Monitoring will be established before the trial goes live such that there is a robust baseline data and will include ongoing monitoring of air pollution within the St Ann's LTN, on major boundary roads including outside schools and elsewhere at key locations on the borough's road network.</p>

6.0. Response to Feedback

6.0.1. During the engagement process, a series of key issues have been raised, that have been responded to by the project team in the table below:

Issue	Option A	Option B	Council Response
The proposal does not deliver on the objectives of an LTN		X	The Council agrees that Option B does not deliver fully on the objectives of an LTN. Option B delivers some benefits to the area, whilst minimising the potential impacts of traffic reassignment onto the wider network. Option A delivers more benefits to the local area but with the potential for a greater level of reassignment onto the wider network. Further information on this is provided in the High Level Traffic Assessment. Following feedback as part of the public consultation, the Council is recommending Option A be implemented with monitoring being a key element to assess its impact on the wider network.
Consideration of the cumulative impact of the LTN proposals around Haringey, and neighbouring boroughs	X	X	<p>The St Ann's LTN forms part of the Council's wider LTN programme. The potential cumulative effects of the schemes and the implications for the Council's network management duty are noted. The Council is therefore proposing to carefully phase implementation of the LTNs in the programme to provide appropriate opportunity for the network to adapt to changes in driver travel behaviour and to avoid risks to the expeditious movement of traffic.</p> <p>The monitoring that is being undertaken looking at air quality, traffic volumes, bus journey times and traffic speeds across the area will provide data on the cumulative impact across the borough. The Council is working closely with TfL and the neighbouring boroughs such as Enfield, who will be reporting back on the impacts on the wider network, if any, outside the borough.</p>
Access for blue badge holders	X	X	<p>Meeting the needs of those with access and disability needs, including their carers, has been an important part of the St Ann's LTN design process. Hearing the views from the community on these issues has helped shape the design of the St Ann's LTN. 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 St Ann's 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"> • Blue Badge holders living within the St Ann's LTN or on the immediate boundary of it • Special Educational Needs transport • Essential Haringey Council services catering for people with a disability <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>

6.0. Response to Feedback

6.0.1. During the engagement process, a series of key issues have been raised, that have been responded to by the project team in the table below:

Issue	Option A	Option B	Council Response
Access for taxis	X	X	The LTN allows local motor vehicle access. Taxis will be able to access all addresses within the LTN area. Some addresses may require alternative routes into and/or out of the area. The Council recognises that a large portion of London black cabs are wheelchair accessible vehicles and these vehicles, together with fully accessible private hire vehicles, provide a valuable option for travel, particularly to elderly or disabled people. The Council will monitor the impacts of the trial St Ann's LTN on these groups.
Perception camera controlled filters are being used to revenue raise	X	X	The purpose of LTNs is not to generate income for the Council and all fines received will be used by the Council, in accordance with the requirements of Schedule 2 to the Local Authorities and Transport for London Act 2003.
Can additional School Streets be brought forward in the LTN area.	X	X	Schools Streets are being delivered across the borough, with all schools considered but the School Streets programme is being delivered in a phased approach
Are School Streets required within Option A	X		Under Option A, traffic will still be permitted to pass schools and parents still able to approach the schools via car at pick up and drop off times. The addition of the School Streets provides protection to children at the key periods of the day when they are arriving and leaving school.

6.0.2. The following changes have been made to Option A following the consultation

Post consultation changes	Reason for change
St Ann's Primary School Street to be extended to cover part of Seven Sisters Primary School with a new timed school street filter added to South Grove, north of junction with Oulton Road. This additional filter is only necessary if the School Streets are approved but not the LTN filters or the school street is implemented well in advance of the LTN filters should both be approved.	To protect the narrow section of South Grove outside Seven Sisters Primary school from motor traffic which currently travels along Avenue Road where a School Street filter is proposed at the junction with St Ann's Road.
Filter on Oulton Road at junction with South Grove removed. Retain existing traffic arrangement on Oulton Road and Cissbury Road.	To simplify the scheme and make it easier for local residents to access the area.

APPENDICES

Appendix: Response from emergency services – Borough Commander and Metropolitan Police

Good morning Dorota,

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

Hello Dorota,

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

Appendix: Response from emergency services – TfL

Hello,

I recall in previous meetings about this proposal, that some significant reassignment could be expected, and the proposals for Option A still show this. Have you assessed what the levels of reassignment would likely be for Option B? How do you intend to trail them both and ultimately make a decision on the preferred option?

Kind regards,

Dave Korzeniowski

Principal Network Manager
Network Performance – Delivery – North East Team

Hi,

I have some general comments to add for the LTNs.

Welcome bus gates and other measures which will retain existing bus movement.

TfL buses would like to see the scheme monitors bus journey time impact on the scheme parameter and through the scheme. As part of the monitoring any deterioration in bus journey time from 2019 base level should result in reviewing where the delays are and mitigation measures implemented. Buses play a key role in Haringey and carries significant volumes of people across the borough. We want to ensure that buses remain a viable alternative to private vehicles avoid a car led recovery.

The main pinch points for buses are on Green Lanes and near Manor House station.

We look forward to working with you to make the LTNs a success for residents and nearly 100,000 bus passengers travelling on the strategic corridors.

Paras Shah | Principal Bus Client Officer
Bus Client Team | Surface Transport

Appendix: Response from emergency services – London Ambulance Service

Good Afternoon Dorota

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 A LTN:

- 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 B LTN:

- 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 C LTN:

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

Appendix: Response from emergency services – London Ambulance Service Continued

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



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