

Haringey Bruce Grove LTN

Commonplace Engagement Results

May 2021

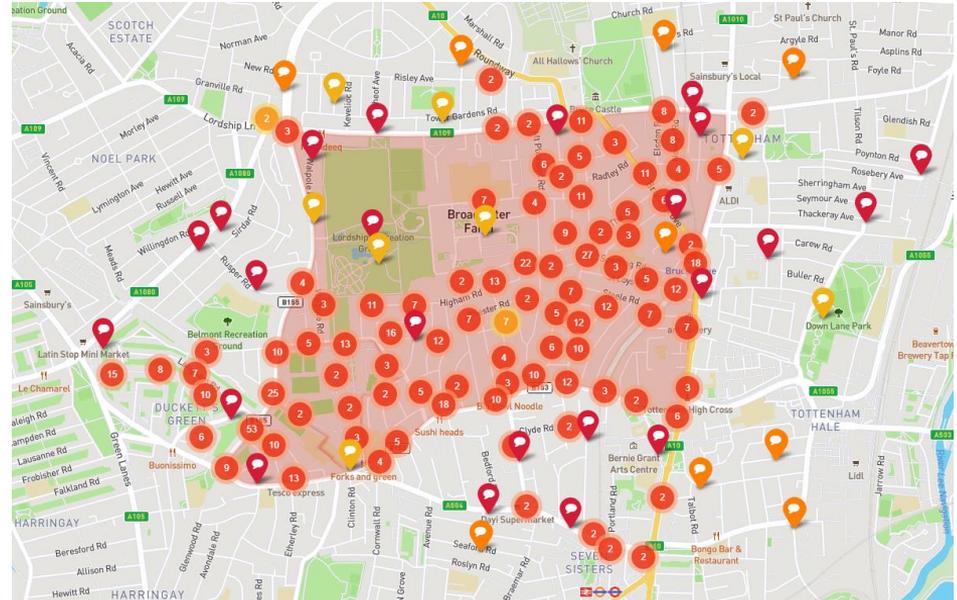


Image: Commonplace

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Executive Summary

As part of the community engagement for the Bruce Grove Low Traffic Neighbourhood (LTN), Haringey Council carried out a Commonplace survey from 4th February 2021 to 7th March 2021 to understand people's views on the issues in the area, how they would like to see the area changed, and to feed into the implementation of the project.



There were 711 confirmed responses to the survey with 3,530 agreements. Within the Bruce Grove LTN area, there were 468 comments with 2,318 agreements.



2,071 people visited the site. There were 515 confirmed respondents who left comments or agreements



The most common issue raised by respondents was 'Traffic speeding' accounting for 63% of all comments and agreements, followed by 'Traffic Volume' and 'Rat running traffic'.



The most common suggested improvements from respondents was "Reduce Traffic Volumes" accounting for 48% of all comments and agreements, followed by "Reduce traffic speeds" and "Increase traffic and speeding enforcement".



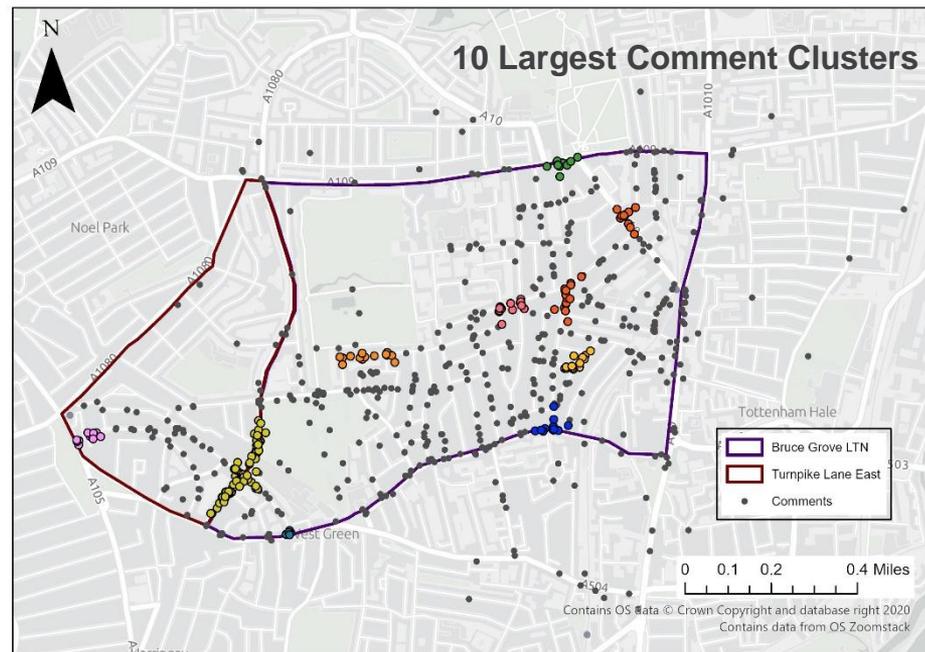
The principal comment hotspot was along Belmont/Langham Road, followed by other highly commented areas such as The Ave/Sperling Road junction and Higham Road.



Open text comments gave further insight into respondent issues and suggested improvements, including perceptions on the concerns/support of the scheme.

Executive Summary

Top 5 Comment Cluster Hotspots	Key issues raised (comments + agreements)	Key solutions suggested
1. Belmont Road/Langham Road	<ol style="list-style-type: none"> Traffic volume (702) Traffic Speeding (642) Rat running traffic (482) Traffic safety concerns (414) Poor cycling environment (313) 	<ol style="list-style-type: none"> Reduce traffic speeds (431) Reduce traffic volume (430) Improve safety of crossings and junctions (264) Increase traffic and speeding enforcement (175) More cycling infrastructure (29)
2. The Ave/Sperling Road	<ol style="list-style-type: none"> Poor cycling environment (99) Traffic speeding (72) Rat running traffic (56) Traffic safety concerns (55) Traffic volume (46) 	<ol style="list-style-type: none"> More cycle infrastructure (63)
3. Higham Road	<ol style="list-style-type: none"> Traffic speeding (102) Traffic safety concerns (70) 	<ol style="list-style-type: none"> Reduce traffic speeds (70)
4. Langham/West Green Road	<ol style="list-style-type: none"> Rat running traffic (62) 	
5. Carlingford Road	<ol style="list-style-type: none"> Traffic speeding (82) Traffic volume (72) Rat running traffic (57) Traffic safety concerns (48) 	<ol style="list-style-type: none"> Increase traffic speeding and enforcement (79) Reduce traffic volumes (72) Reduce traffic speeds (65)



Introduction

Haringey Council have been allocated funding from Transport for London (TfL) to further engage with residents and to develop the designs for a LTN in the Bruce Grove area. The Council's early engagement with residents and businesses was started through an online Commonplace survey to hear from those living and working in and near the area.

This report summarises the findings from the Commonplace platform which was open between 4th February - 7th March 2021.

Visitors to the Commonplace website were able to create their own comments at a specific location, or agree with existing comments by clicking on the “thumbs up” button. For each comment, respondents were asked to choose which issue(s) and improvement(s) they were referring to at that location, from a multiple choice list. They could also add extra information about issues, improvements or suggestions in the open text sections.

This report includes the headline results of the Commonplace survey for the Bruce Grove LTN, summarising the key issues and improvements that respondents identified in the area. Due to a high number of comments to the west of the Bruce Grove area (Turnpike Lane East), this area has been incorporated into the analysis

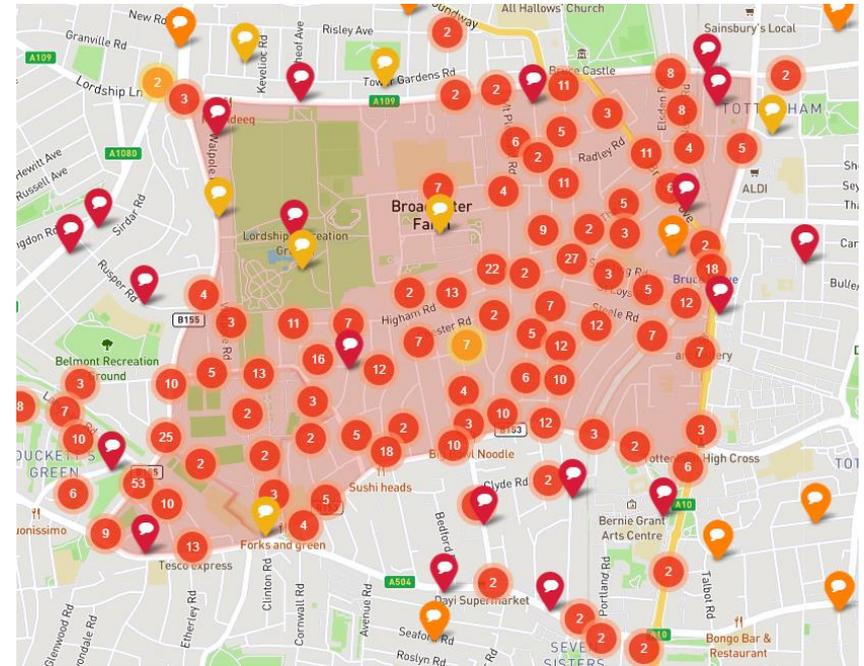


Image: Commonplace

All data from the Commonplace map is available at: <https://tottenhambrucegroveltn.commonplace.is/comments>

Part I: Area Overview

Bruce Grove LTN - Overview



Total Comments: 711 (+ 3,530 agreements)

Comments within Bruce Grove LTN: 468 (+ 2,318 agreements)

Comments within Turnpike Lane East area: 120 (+ 741 agreements)



Total Respondents: 515

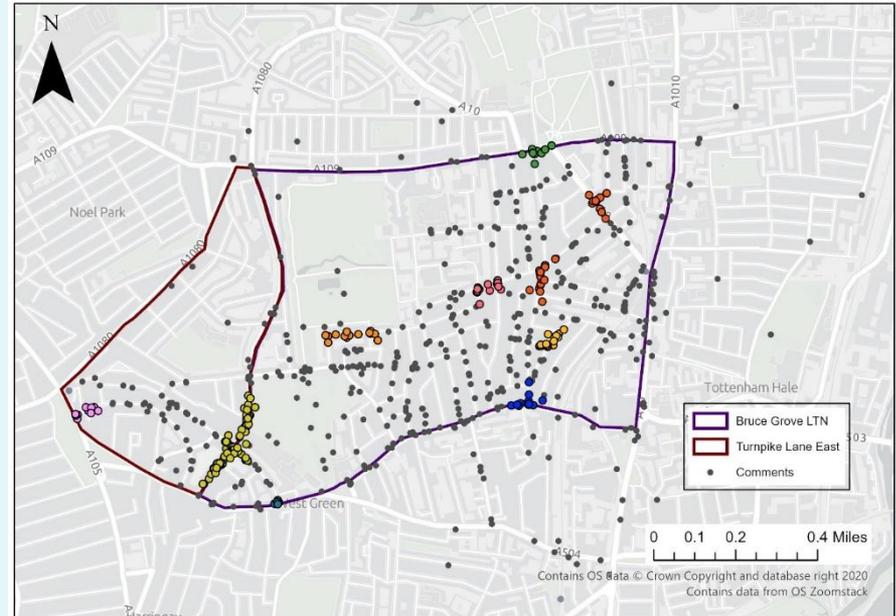
Top 5 Area Hotspots:

- 1. Belmont Road/Langham Road:**
(732 comments + agreements)
- 2. The Ave/Sperling Road:**
(142 comments + agreements)
- 3. Higham Road:**
(107 comments + agreements)
- 4. Langham/West Green Road:**
(104 comments + agreements)
- 5. Carlingford Road:**
(96 comments + agreements)

Most agreed with comment:

"The junction of Langham Road (west side, outside the proposed LTN) to Belmont Road needs addressing as a priority, but that half of Langham Road / Belmont Road appears to have been excluded from the proposed LTN. Why? Downhills Park serves all of the community that side of Belmont Road. Parents with young children have to battle with high traffic volumes, dangerous driving and speeding. Rat running down Langham Road (drivers turning off or on to Belmont Road) is a significant problem. This is a safety issue and it is deeply concerning if it will not be addressed as part of the plans. Worst still, we are now facing possible displaced traffic which could make a bad situation worse..." (24 agreements, posted inside Bruce Grove LTN area)

Major Comment Clusters



Bruce Grove LTN – Commonplace Overview

Issues raised:



Traffic Speeding 63%*
400 comments (+ 2278 agreements)



Traffic Volumes 52%
334 comments (+ 1881 agreements)



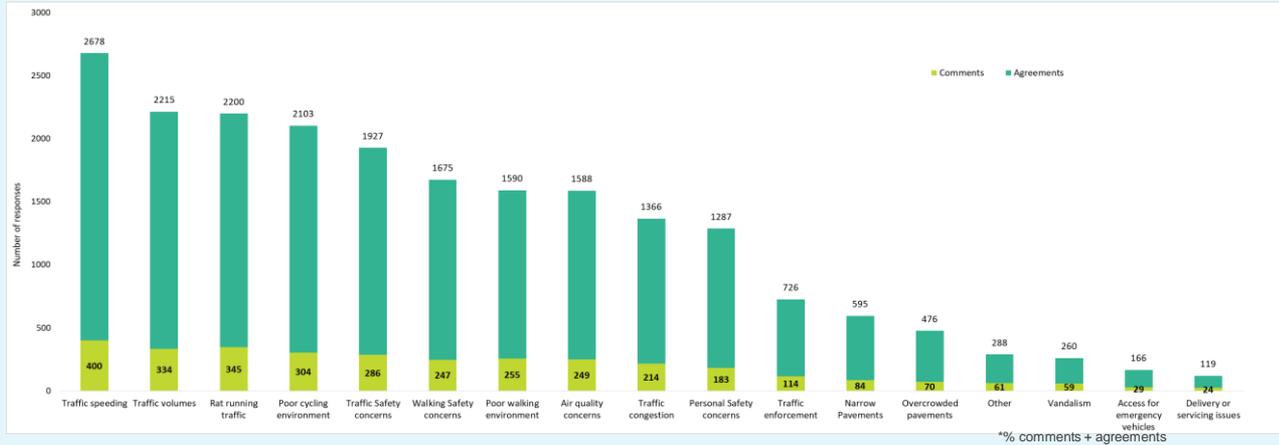
Rat Running Traffic 52%
345 comments (+ 1855 agreements)



Poor Cycling Environment 50%
304 comments (+ 1799 agreements)



Traffic Safety Concerns 45%
286 comments (+ 1641 agreements)



Suggested improvements:



Reduce Traffic Volumes 48%*
308 comments (+ 1709 agreements)



Reduce Traffic Speeds 43%
288 comments (+ 1522 agreements)



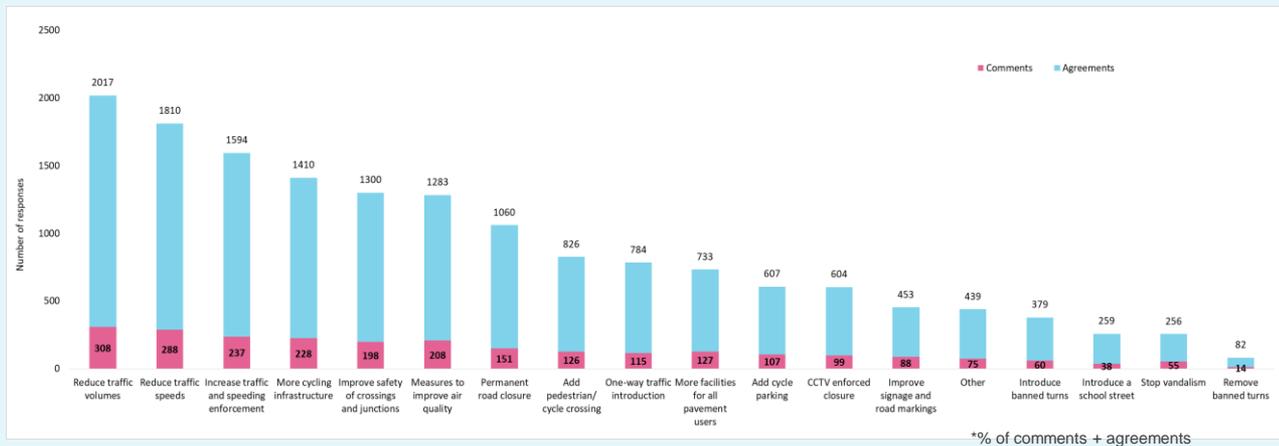
Increase Traffic and Speeding Enforcement 38%
237 comments (+ 1357 agreements)



More Cycling Infrastructure 33%
228 comments (+ 1182 agreements)



Improve Safety of Crossings and Junctions 31%
198 comments (+ 1102 agreements)



Bruce Grove LTN – Open Text Overview

Of the 711 confirmed comments, 91% (649 comments) included an open text comment. Within the Bruce Grove LTN area 92% (429 comments) of comments included an open text. Within the Turnpike Lane East area 93% (112 comments) of comments included an open text. For this report, all open text comments have been analysed.

The majority of open text comments further explained the issues within the area, with most mentioning specific locations. Common issues related to **excessive motor traffic volumes & congestion, cut-through or short-cutting traffic, speeding drivers** and the resulting **reduction in air quality** in the area. These themes are closely associated with the multiple choice options available on the Commonplace survey website.

Other common themes in the open text field were around **perceptions of safety as a pedestrian** and **inadequate cycling infrastructure**.

A number of comments came from respondents outside of the original scheme boundary **objecting to being excluded from the project area**, in particular residents of **Belmont Road** and **Langham Road**. Others commented that cycling was difficult or dangerous in the area with a number of references to conflict with motor vehicles on the CS1 cycle route. Others called for improved cycle crossings and protected space for cycling on main roads.

“Lots of cars speed down the road. Some traffic calming/speed reduction measures would help. I'm not sure that closing any of these roads is the answer because that would just displace traffic to adjacent roads and exacerbate the problem there.”

“There are many multi-occupancy houses and families with children living on Carlingford Road. Cars are already speeding along here, despite the speed limit. Why can we not be included in the LTN? With direct access on to Green Lanes at the bottom, unlike Langham Road, we are very vulnerable to rat run traffic, and this seems very wrong.”

A number of respondents provided open text comments suggesting changes to improve specific locations. The majority of suggestions made were around **reducing traffic speeds and conflict** closely following by suggestions to **improve infrastructure for cycling**. Many suggested **measures to remove through traffic** such as planters, bus gates and pedestrianisation. A significant number suggested **improvements to the pedestrian environment** whilst others called for **new crossings** or specifically stated their **support for LTN type measures**.

“The end of Langham Road near West Green is often a difficult place to cross. Perhaps there could be a zebra crossing here to help people to cross more safely.”

“People turning from the Avenue onto Sperling Road always cut through the left lane making it dangerous when cycling as you're basically being seen last minute. Some sort of hard delimitation of the lanes should be put here so cars would have to slow down and be more precise in their turn”



Total Open Text Comments:
649

Open Text Comments within Bruce Grove LTN:
429

Key themes

- Issues with traffic speeding
- Issues with cut through traffic
- Pedestrian safety around traffic
- Issues with traffic volume
- Inadequate cycling infrastructure
- Problems with air quality and noise pollution
- Issues around safety for children

Bruce Grove LTN – Email Comments Overview



Total emails received about existing or future plans: 55

Key Locations

Emails regularly raised specific issues in certain places. The most common of these were:

- **Belmont Road** Key issues relating to motor traffic volumes, air and noise pollution and speeding. High number of requests to be included in LTN area.
- **Carlingford Road.** Key issues relating to cut through traffic and congestion.
- **Main Bruce Grove area.** Key issues relating to cut through and speeding traffic.
- **Langham Road.** Key issues relating to cut through traffic and congestion.

In addition to Commonplace feedback, LB Haringey received **55 emails** providing feedback on the Bruce Grove area during the engagement period.

While some of these emails focused specifically on issues within the Bruce Grove area, the majority of emails were from those living just outside the area, particularly on **Belmont Road**, and in the Carlingford Road/Langham Road area.

Issues

The key issues that people raised were related to existing **traffic volumes and congestion**. This was largely related to the Belmont Road area, although some other comments were made about the wider Bruce Grove area. Related to this, emails focused on the impact of high traffic levels, particularly relating to noise and air pollution. Other key issues raised included speeding traffic, roads being used as a cut through (particularly by heavy goods vehicles), pedestrian safety, and incidents of road rage/aggressive drivers.

Concerns

Emails raised specific concerns about the proposed LTN. In particular, residents of Belmont Road raised concerns about an **increase in traffic** on their road as a result of displacement from the proposed LTN. Generally, emails were not opposed to the LTN in principle but requested reassurance that measures would be taken to mitigate against any additional traffic volumes, along with requests to reduce the amount of traffic on their road.

There were few other concerns raised, however some emails included concerns around: a lack of consultation or information up to this point, the impact of an LTN on older people, and an inability/impracticality to use a cycle for transport.

A high number of emails also explicitly supported the introduction of an LTN and/or other traffic calming measures.

Suggestions

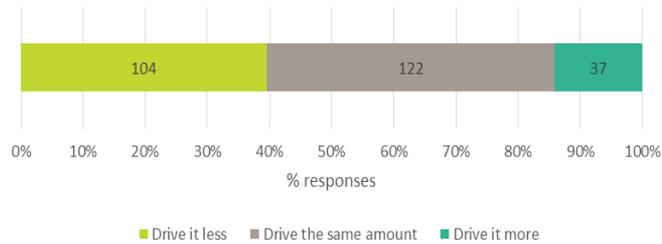
Emails made a number of suggestions to address the issues and concerns raised:

- The most common suggestion, by some margin, was to **expand the LTN area**, specifically to Westbury Avenue to include Belmont Road, Langham Road and others in that area.
- Introduce other traffic calming measures – including banned turns, speed humps and speed restrictions.
- Improve the pedestrian environment, making it easier and safer for people to walk
- Reduce traffic dominance in the area – including removing or reducing the number of one-way streets in the area once the LTN is installed.

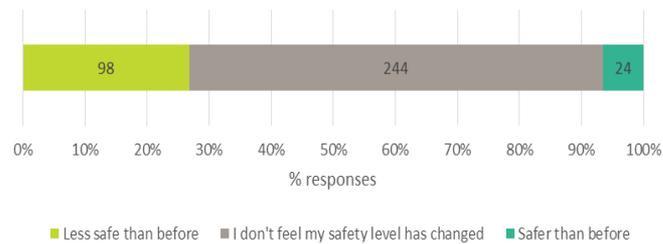


Bruce Grove LTN - Overview

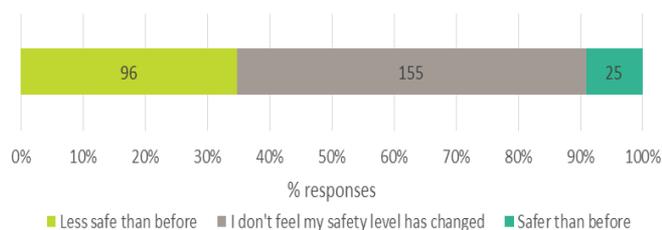
If you have a car, how do you expect the amount you drive it to change in the coming months?



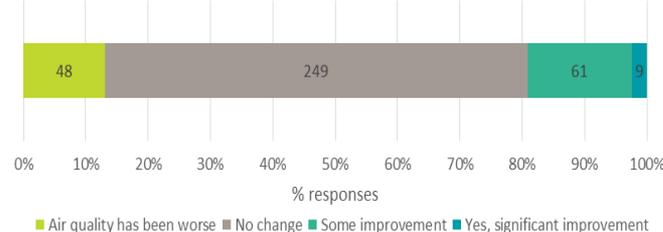
If you walk, how have you felt while travelling around your local area in recent weeks?



If you cycle, how have you felt while travelling around your local area in recent weeks?



In the past few weeks, have you noticed an improvement in air quality where you live?



40%
expect to
drive less in
the coming
months



27%
feel less safe
walking
around the
local area



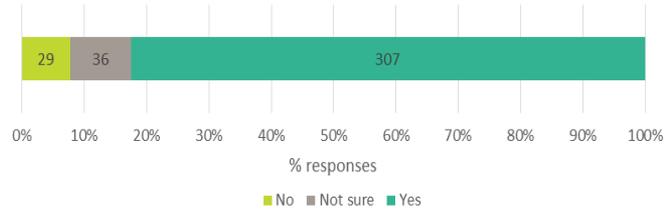
35%
feel less safe
cycling
around the
local area



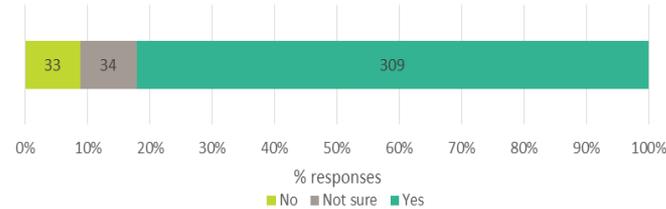
13%
think air
quality has
got worse

Bruce Grove LTN - Overview

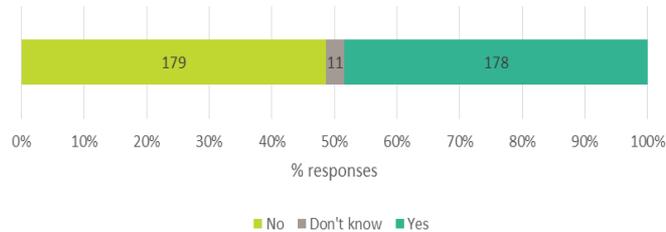
Do you support temporary measures to reduce traffic speeds and/or volumes to help aid social distancing and keep those taking exercise safe?



Looking forward to the next 12-24 months, would you support measures that seek to reduce traffic on residential streets more permanently?



Where you live, have you space to safely store a bicycle?



83%

support temporary measures to reduce traffic speeds and/or volumes to help aid social distancing



82%

support measures that seek to reduce traffic on residential streets more permanently



48%

have a space to safely store a bicycle where they live

Part II: Issues Raised

Traffic Speeding



Total comments on traffic speeding: 400 (+ 2278 agreements)

% of comments & agreements on traffic speeding: 63%

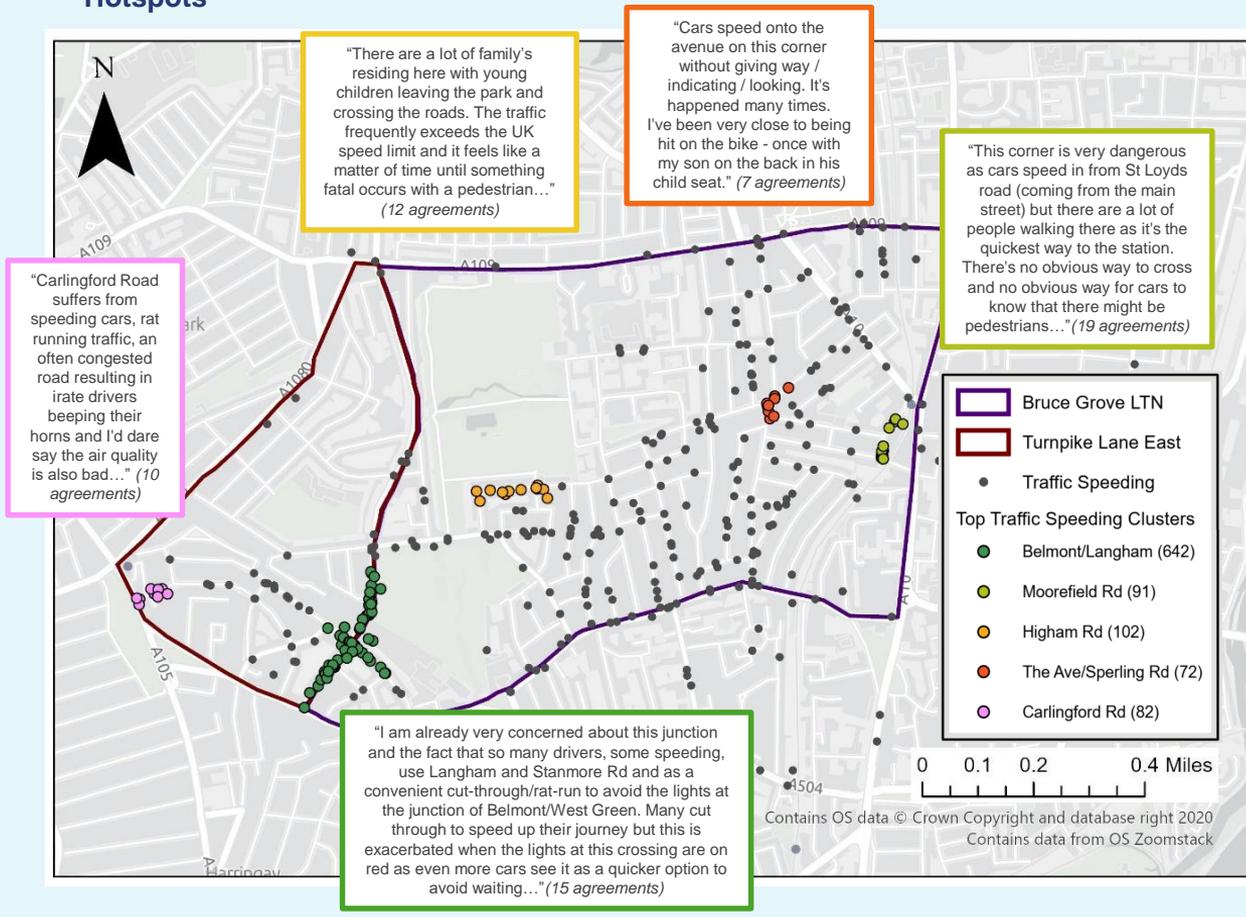
Largest commented cluster: Belmont/Langham Rd Junction

Highly agreed with comment:

"This is a rat run between Belmont Road and West Green Road with high traffic numbers and speeding. It is particularly dangerous to children and pedestrians with the entrance to the Langham Academy at the end of the road." (21 agreements, posted in Bruce Grove LTN area)



Hotspots



Traffic Volume



Total comments on traffic volume: 334 (+ 1881 agreements)

% of comments & agreements on traffic volume: 52%

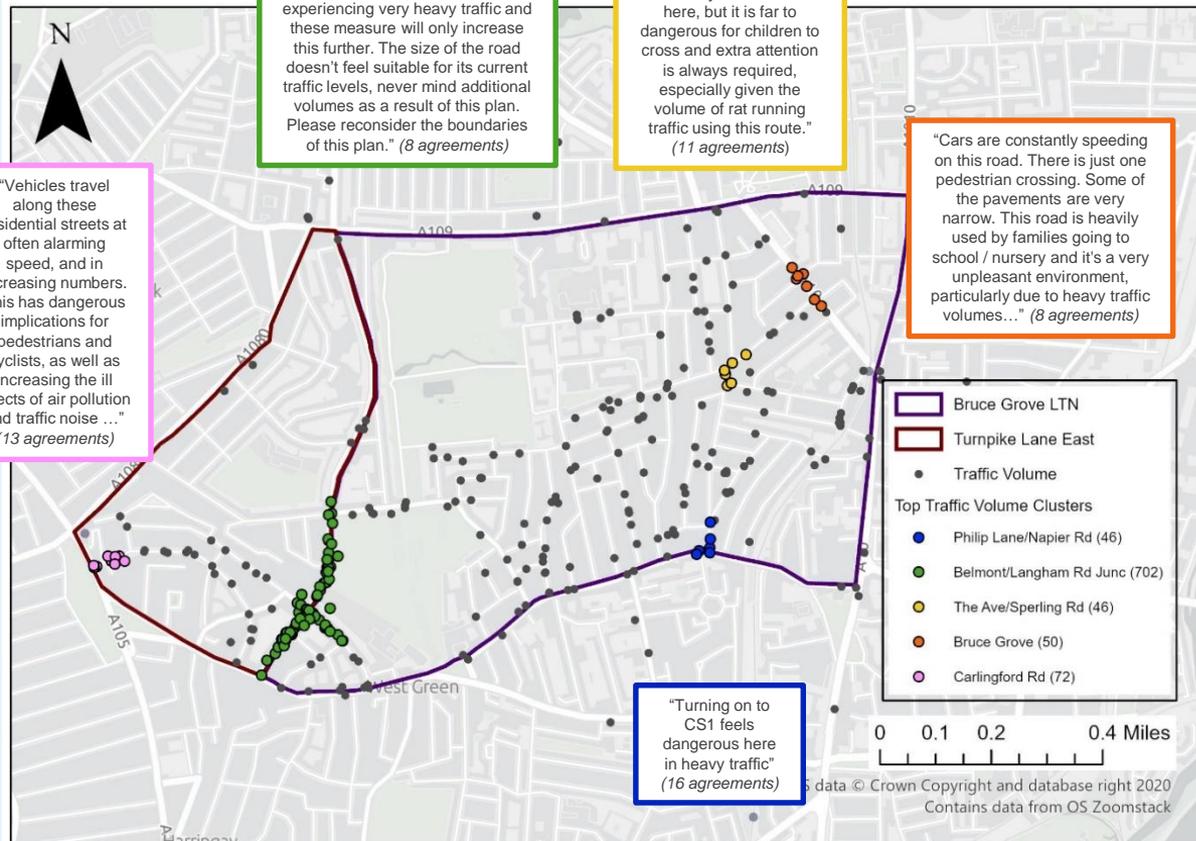
Largest commented cluster: Belmont/Langham Rd Junction

Highly agreed with comment:

"This is a well used stretch of pavement used by many from this proposed LTN as well as many from the potential Duckett's Green LTN which covers the triangular area bounded by West Green Road, Westbury Avenue and Downhills Way. I always meet people along this stretch and it is very narrow, especially over the bridge. Cars race along here and it can feel intimidating and unsafe to be a pedestrian, particularly if you have children on scooters/bikes or a dog." (21 agreements, posted in Turnpike Lane East area)



Hotspots



Rat Running Traffic



Total comments on rat running traffic: 345 (+ 1855 agreements)

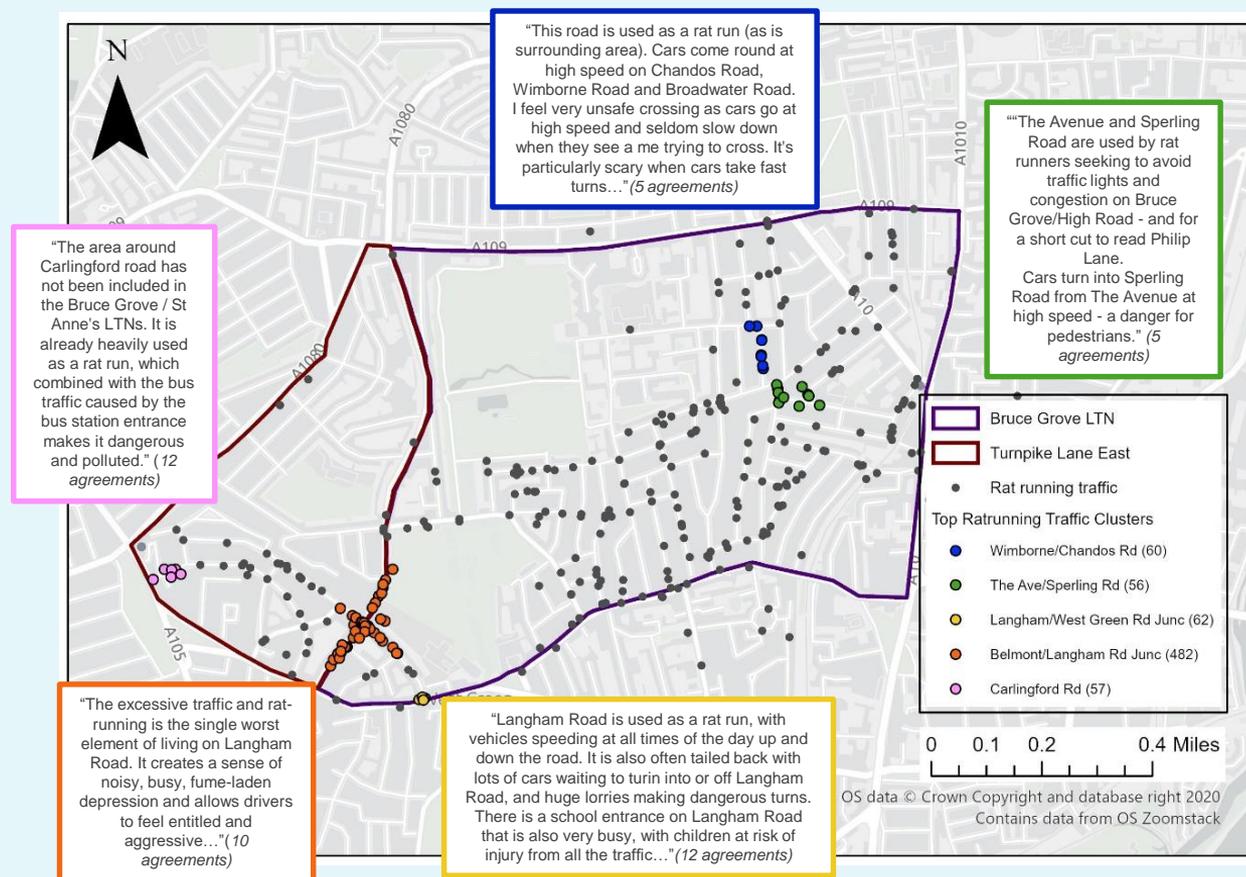
% of comments & agreements on rat running traffic: 52%

Largest commented cluster: Belmont/Langham Rd Junction

Highly agreed with comment:

"Langham Road is currently used as a rat run to / from Belmont Road. This makes using the pavements unsafe for children, particularly as you approach Belmont Road. The same is true of the turning from Langham Road onto Stanmore Road. A car, who failed to indicate and refused to stop even though I was in the middle of the road, nearly hit me and my four month old - who was strapped to me in a sling. He was then abusive to us. Luckily my son is not old enough to understand, but young enough to be poisoned by the fumes from speeding cars as we try to make it to Downhills Park. I know it's outside the proposed LTN, but surely we can fix this area as part of the £5.1m funding available? If we can't fix it, we certainly can't allow it get any worse as a side effect of the proposed LTN." (22 agreements, posted in Turpike Lane East area)

Hotspots



Poor Cycling Environment



Total comments on poor cycling environment: 304 (+ 1799 agreements)

% of comments & agreements on poor cycling environment: 50%

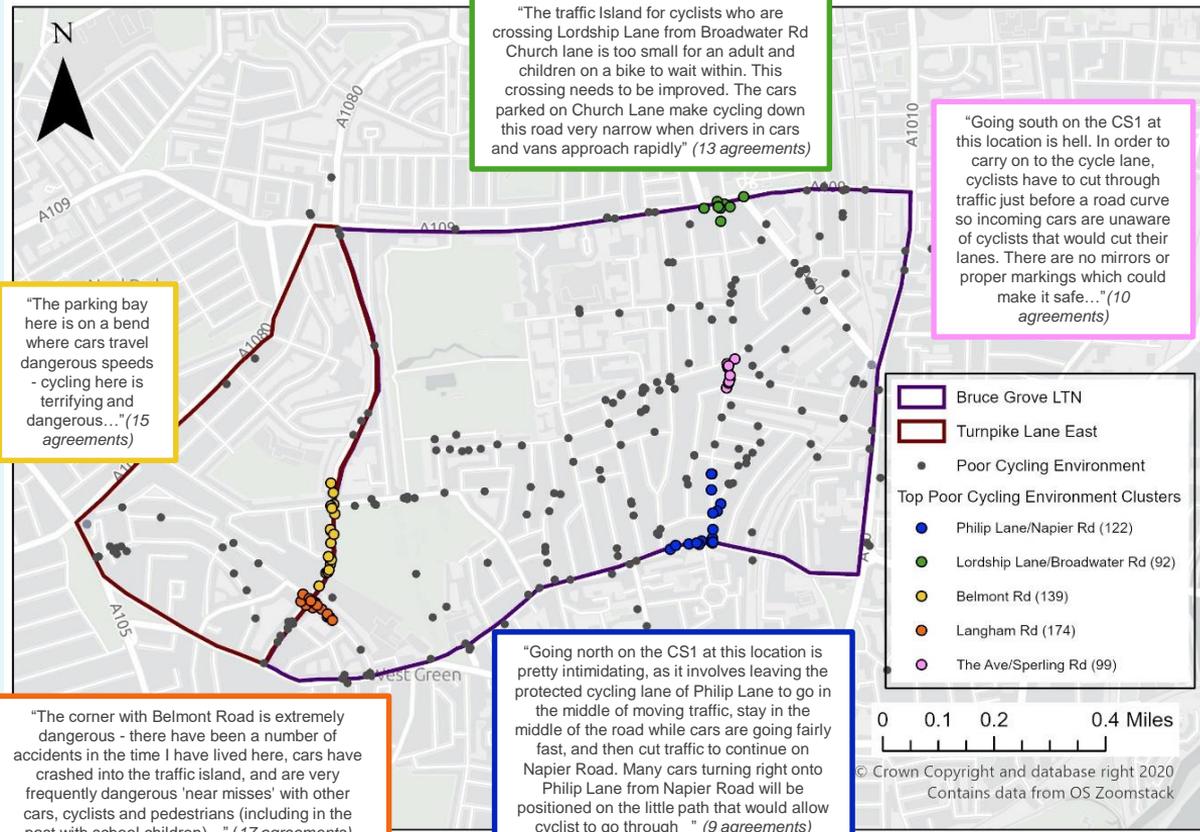
Largest commented cluster: Langham Road

Highly agreed with comment:

"This is a horrible rat run. Crammed with speeding drivers avoiding the traffic signals on Bruce Grove / High Rd junction. Close it to through traffic. This would be of great benefit to businesses like San Marco who would benefit from the increased footfall from having a more pleasant outside space." (21 agreements, posted in Bruce Grove LTN area)



Hotspots



Traffic Safety Concerns



Total comments on traffic safety concerns: 286 (+ 1641 agreements)

% of comments & agreements on traffic safety concerns: 45%

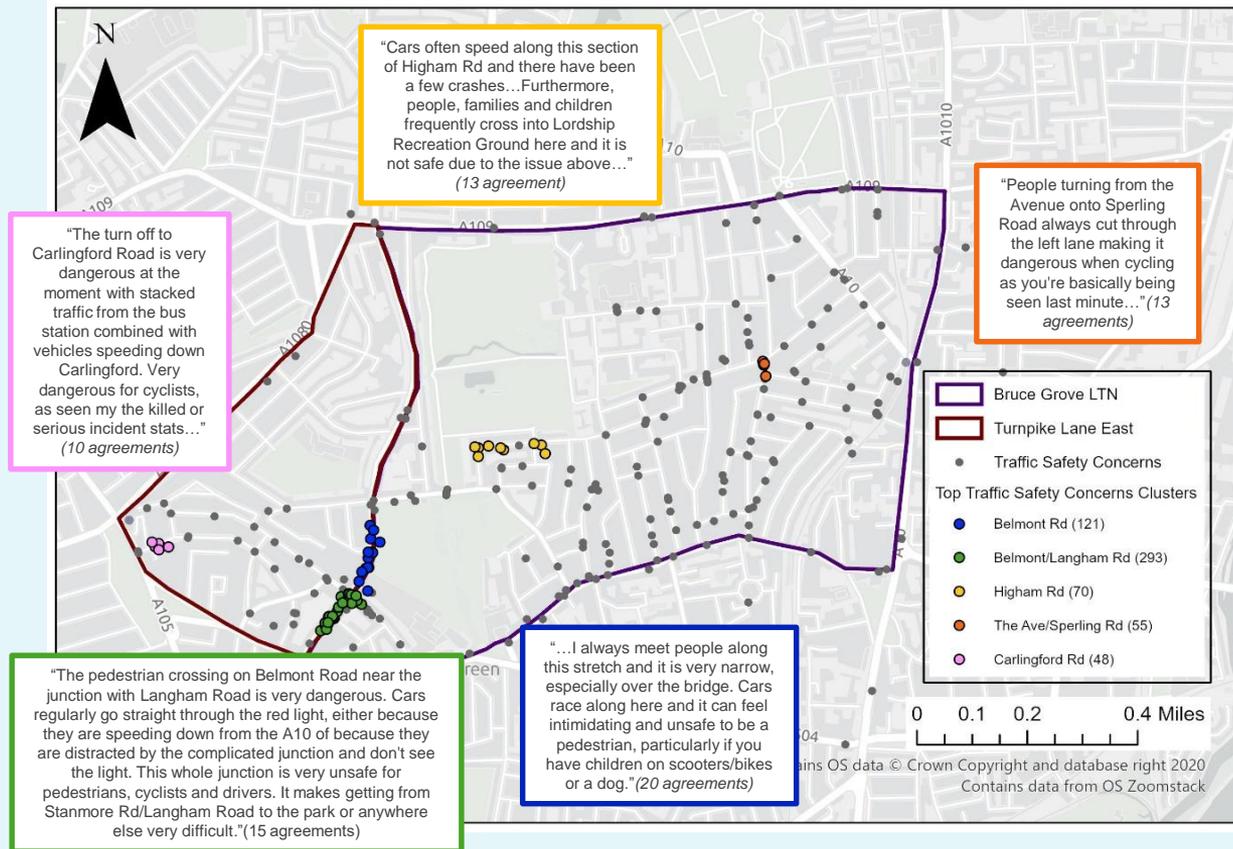
Largest commented cluster: Belmont/Langham Road

Highly agreed with comment:

"This corner is very dangerous as cars speed in from St Loyds road (coming from the main street) but there are a lot of people walking there as it's the quickest way to the station. There's no obvious way to cross and no obvious way for cars to know that there might be pedestrians.." (19 agreements, posted in Bruce Grove LTN area)



Hotspots



Issues – Further Comments

The issue most highlighted in the open text comments by respondents was **speeding traffic**, with the largest geographical grouping of comments **around the junction of Langham Road with Belmont Road**. Groups of comments on speeding were also identified for **Carlingford Road (western end of street), Higham Road (western end of street), the junction of Avenue Road and Sperling Road**; and **Moorefield Road** on the eastern side of the project area. A closely linked issue and one frequently mentioned in the open text comments was the presence of **cut-through or short-cutting motor traffic**, for which comment locations were similarly grouped to those for speeding but with additional groupings for **Broadwater Road, Wimbourne Road at Chandos Road**, and for **the junction of Langham Road and West Green Road**.

“Wimborne Road is a key street for accessing the schools/children’s centre in Broadwater Farm, and for accessing Lordship Rec, but there is a very dangerous crossing at the junction where Adams Road, Mt Pleasant Road and Wimborne Road intersect. The view up Mt Pleasant Road is often obstructed by parked vehicles, and cars often cut straight onto the pavement as they turn into Adams Road as there is no raised pavement.”

“As a through road to the high street, Sperling Road has a high amount of traffic, including frequent usage by HGVs - this is noisy, unpleasant and a possible health risk to residents on the street and also to children attending the primary school”

Many respondents sought to further highlight the issues surrounding high traffic volumes, in particular **increases in air pollution** and **conflict between drivers on minor roads**, which contribute to a poor walking and living environment.

“Clonmell road would be improved dramatically by making it a one way street. When there is gridlock in the bottom section of the road I have witnessed aggression, violence and a lot of beeping. It makes no sense that Clonmell is not one way. The volume of traffic, which is largely non-resident traffic, has increased significantly in recent years, and is now particularly ugly and unmanageable in peak evening hours.”

“The excessive traffic and rat-running is the single worst element of living on Langham Road. It creates a sense of noisy, busy, fume-laden depression and allows drivers to feel entitled and aggressive”

The dominant theme of speeding traffic was associated with comments expressing **concerns around danger when walking or wheeling** in the area. Comments were grouped in similar locations to those around speeding with marked comment groupings around **the entrance to Lordship Recreation Ground on Higham Road**, the stretch of **Belmont Road adjacent to Downhills Park** as well as **junction of The Avenue and Sperling road** which has been a hot spot for many of the recorded themes in the survey. We also noted a cluster of comments around **the junction of Carlingford Road and Crescent Road**.

“Cars often do not slow down stop or indicate before turning which makes it very difficult as a pedestrian to feel safe crossing the road. It’s not helped by the poor pavement quality and lack of drop kerbs which make crossing even more challenging for those with mobility issues or using wheelchairs or buggies.”

Part III: Improvements Suggested

Reduce Traffic Volume



Total comments on reducing traffic volume: 308 (+ 1709 agreements)

% of comments & agreements on reducing traffic volume: 48%

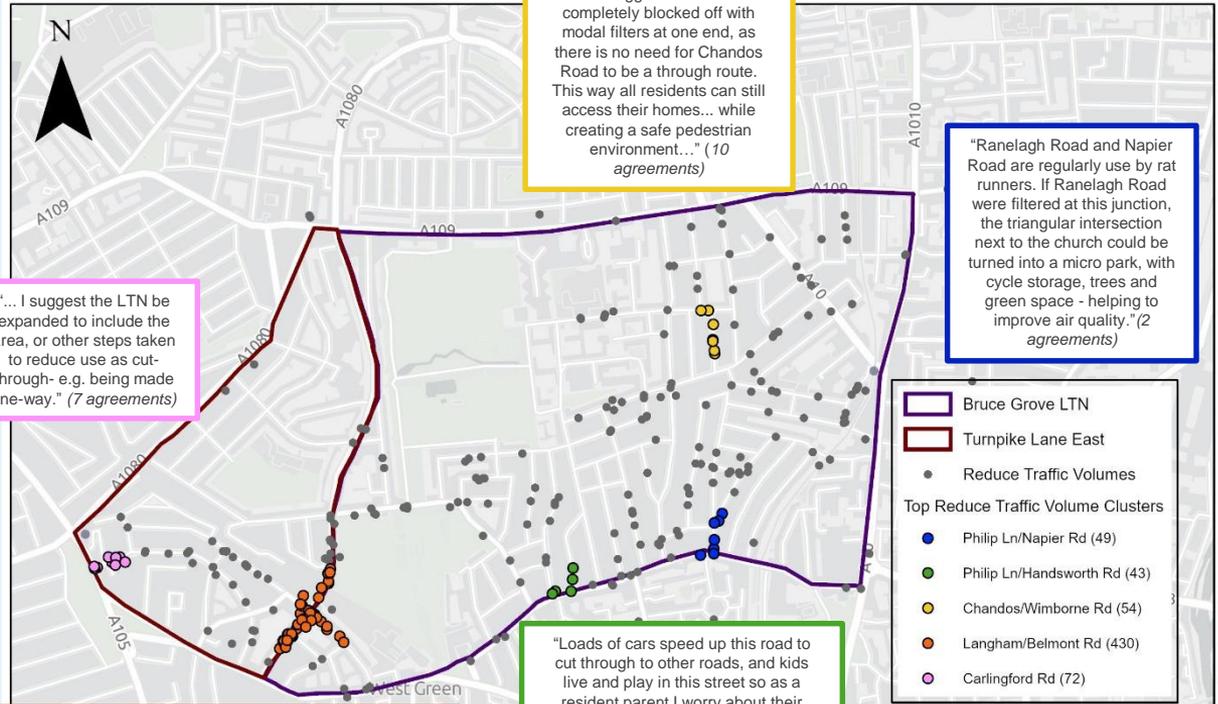
Largest commented cluster: Langham/Belmont Rd Junction

Highly agreed with comment:

"This is a horrible rat run. Crammed with speeding drivers avoiding the traffic signals on Bruce Grove / High Rd junction. Close it to through traffic. This would be of great benefit to businesses like San Marco who would benefit from the increased footfall from having a more pleasant outside space." (21 agreements, posted within Bruce Grove LTN area)



Hotspots



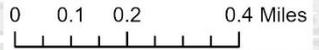
"... I suggest the LTN be expanded to include the area, or other steps taken to reduce use as cut-through- e.g. being made one-way." (7 agreements)

"...I'd suggest the street is completely blocked off with modal filters at one end, as there is no need for Chandos Road to be a through route. This way all residents can still access their homes... while creating a safe pedestrian environment..." (10 agreements)

"Ranelagh Road and Napier Road are regularly use by rat runners. If Ranelagh Road were filtered at this junction, the triangular intersection next to the church could be turned into a micro park, with cycle storage, trees and green space - helping to improve air quality." (2 agreements)

"...Putting planters to cut off the north west section of Langham Road from traffic from Belmont Road and to prevent rat running from green lanes would immediately increase resident's safety, health and wellbeing with minimal impact on car users in the local community due to the easy access to West Green Road and Green Lanes available from our community..." (9 agreements)

"Loads of cars speed up this road to cut through to other roads, and kids live and play in this street so as a resident parent I worry about their safety... There should be barriers or large planters so that cars coming on Handsworth road are only allowed to go into Gloucester Road, and the junctions to Field road and Chester road should be blocked altogether..." (6 agreements)



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Reduce Traffic Speeds



Total comments on measures to reduce traffic speeds: 288
(+ 1522 agreements)

% of comments & agreements on measures to reduce traffic speeds: 43%

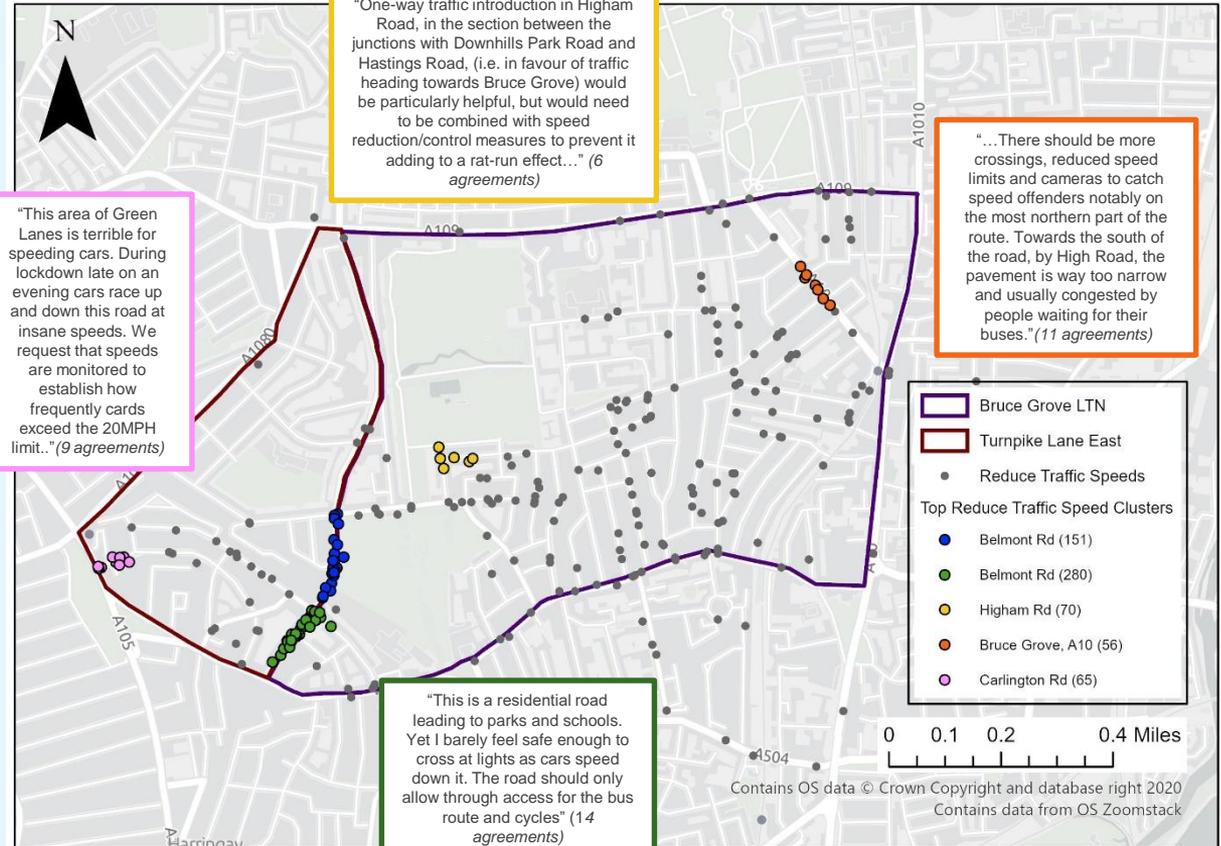
Largest commented cluster:
Belmont Rd

Highly agreed with comment:

"So difficult to cross here with kids as cars come quickly down Langham Road and turn quickly from West Green Road into Langham Road. The level surface between the road and pavement makes it difficult for young kids to see clearly where the pavement ends and if they overshoot it is into a very dangerous road. It's a crossing used by a lot of kids on the way to West Green Primary." (20 agreements, posted within Bruce Grove LTN area)



Hotspots



Increase Enforcement of Traffic & Speeding



Total comments on increase traffic and speeding enforcement: 237 (+ 1357 agreements)

enforcement: 237 (+ 1357 agreements)

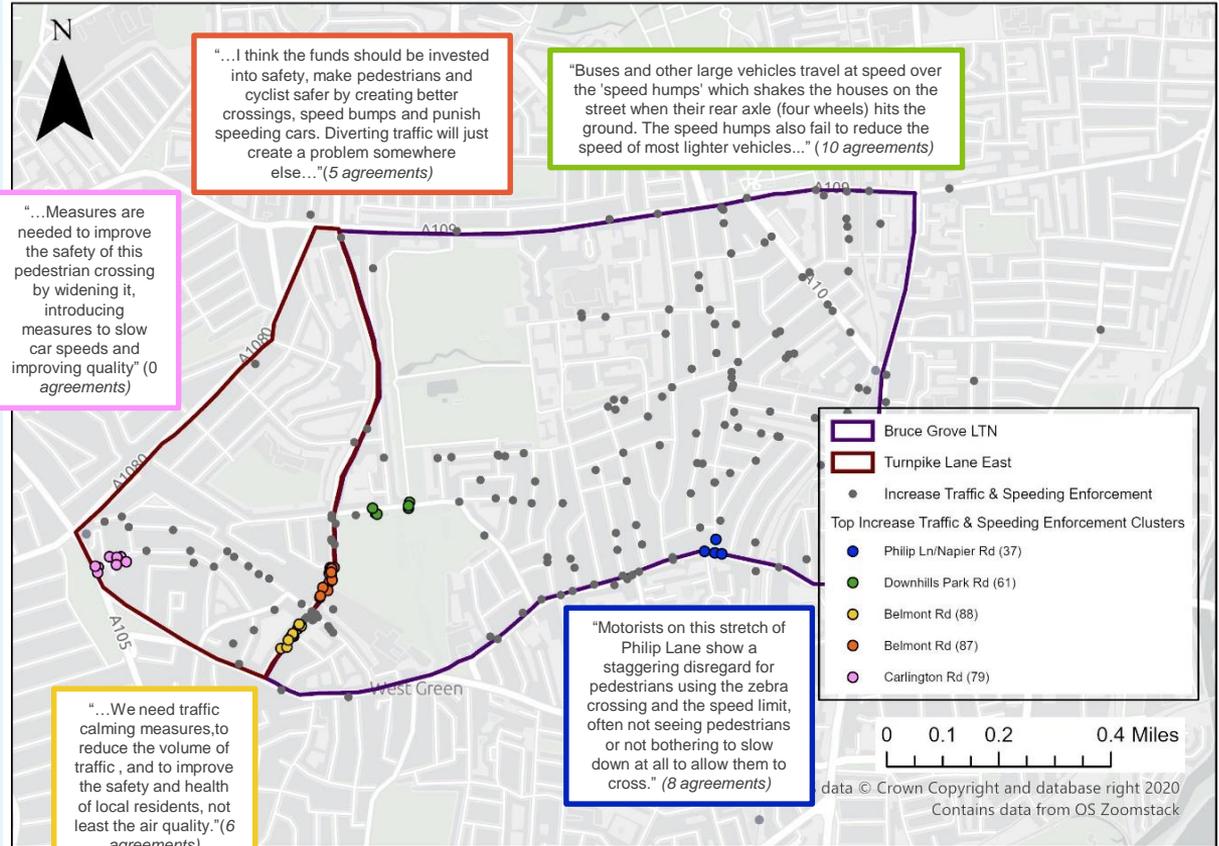
% of comments & agreements on increase traffic and speeding enforcement: 38%

Largest commented cluster: Belmont Road

Highly agreed with comment:

"The corner with Belmont Road is extremely dangerous - there have been a number of accidents in the time I have lived here, cars have crashed into the traffic island, and are very frequently dangerous 'near misses' with other cars, cyclists and pedestrians (including in the past with school children). The corner with West Green Road is also very dangerous, with frequent speeding and again regular near collisions. It definitely requires serious action, and I really welcome the introduction of the LTN, as do other neighbours I have spoken with. I would ideally remove all through traffic (as with Linden Road). Failing that, I would ban left turns from Belmont Road onto Langham Road and/ or make it one way, and I would enforce strict speed restrictions. I would enforce this with CCTV.." (17 agreements, posted within Bruce Grove LTN area)

Hotspots



More Cycling Infrastructure



Total comments on more cycle infrastructure: 228 (+ 1182 agreements)

% of comments & agreements on more cycle infrastructure: 33%

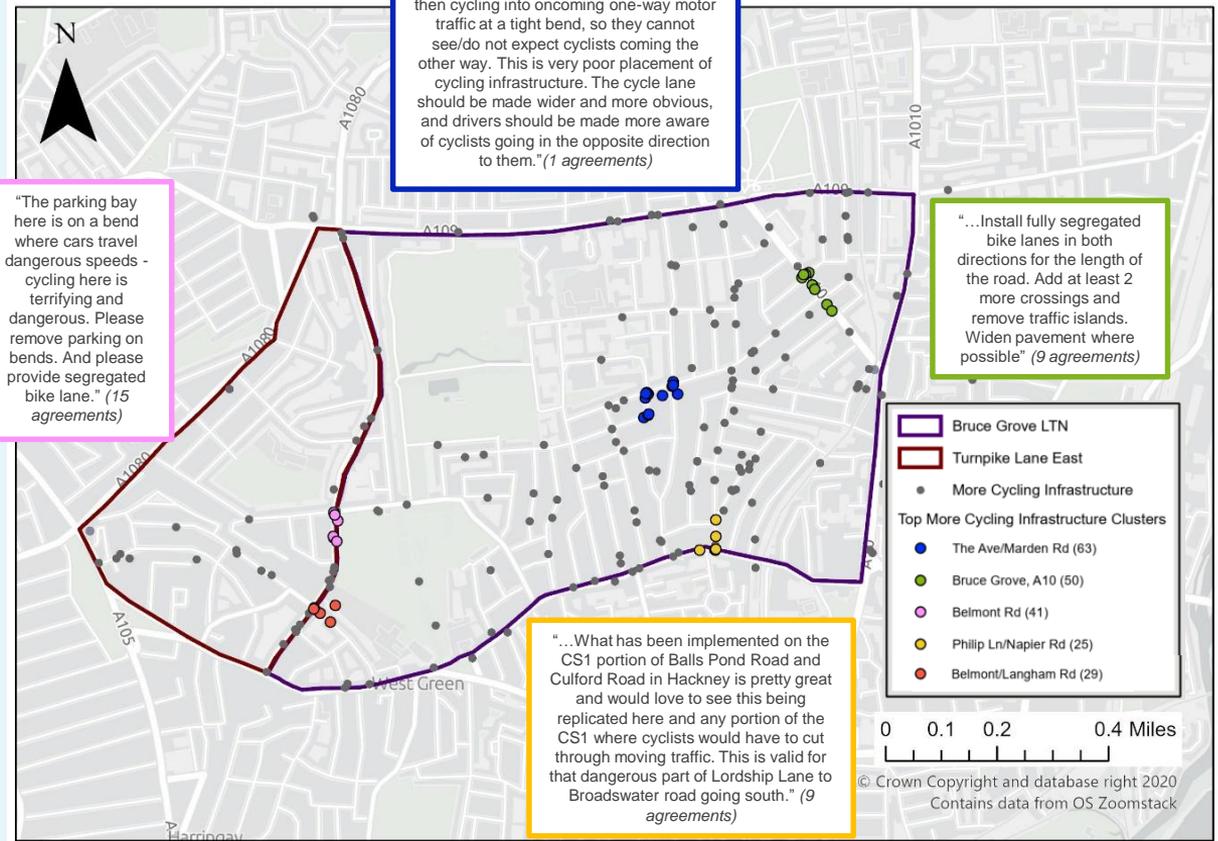
Largest commented cluster: The Ave/Marden Road

Highly agreed with comment:

"There needs to be an improved cycle crossing between Downhills Park and Clinton Road. Lordship and Downhills are both popular parks to cycle in however upon leaving Downhills park it is hard for cyclists to continue south into Clinton Road across the busy road. To improve things a Parallel cycle crossing could be made here." (15 agreements, posted in Bruce Grove LTN area)



Hotspots



"The parking bay here is on a bend where cars travel dangerous speeds - cycling here is terrifying and dangerous. Please remove parking on bends. And please provide segregated bike lane." (15 agreements)

"Cycle lane ends abruptly and you are then cycling into oncoming one-way motor traffic at a tight bend, so they cannot see/do not expect cyclists coming the other way. This is very poor placement of cycling infrastructure. The cycle lane should be made wider and more obvious, and drivers should be made more aware of cyclists going in the opposite direction to them." (1 agreements)

"...Install fully segregated bike lanes in both directions for the length of the road. Add at least 2 more crossings and remove traffic islands. Widen pavement where possible" (9 agreements)

"...What has been implemented on the CS1 portion of Balls Pond Road and Culford Road in Hackney is pretty great and would love to see this being replicated here and any portion of the CS1 where cyclists would have to cut through moving traffic. This is valid for that dangerous part of Lordship Lane to Broadswater road going south." (9 agreements)

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Improve Safety of Crossings & Junctions



Total comments on improve safety of crossings & junctions: 198 (+ 1102 agreements)

% of comments & agreements on improve safety of crossings & junctions: 31%

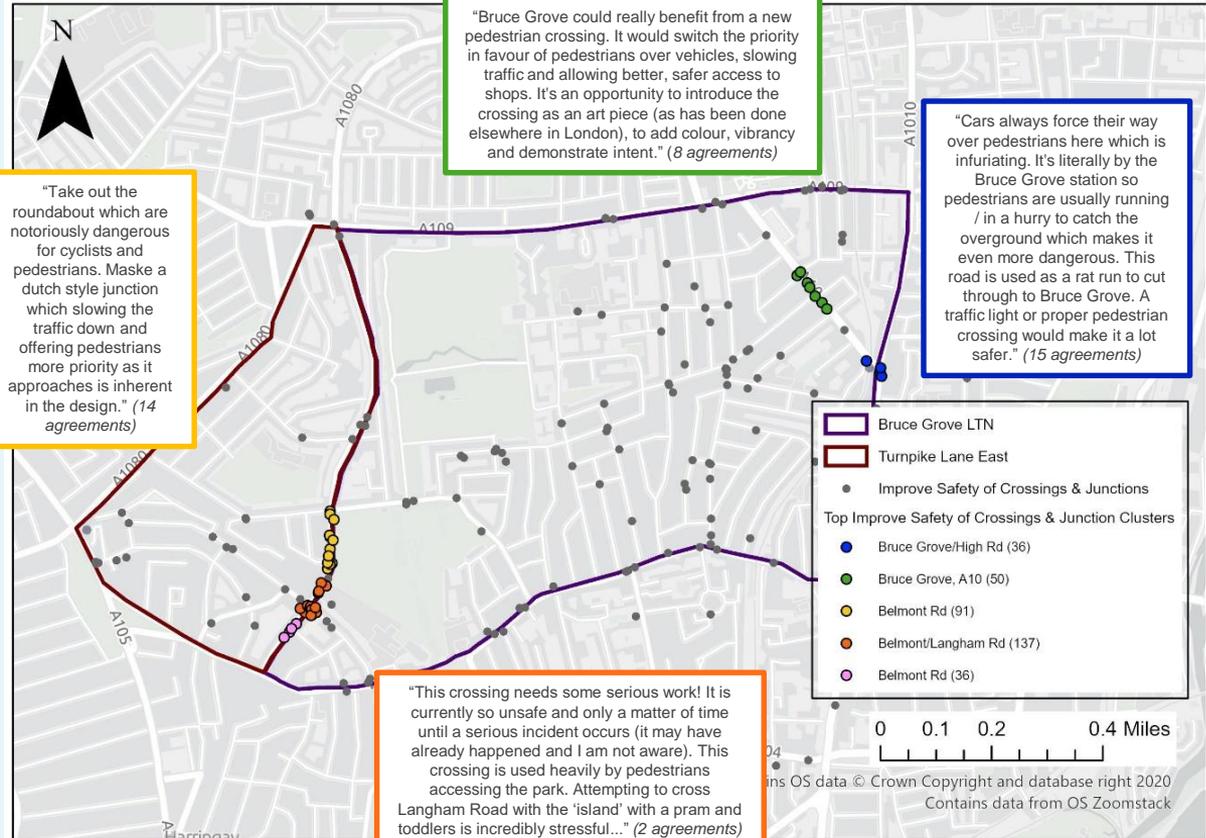
Largest commented cluster: Belmont/Langham Rd Junction

Highly agreed with comment:

"So difficult to cross here with kids as cars come quickly down Langham Road and turn quickly from West Green Road into Langham Road. The level surface between the road and pavement makes it difficult for young kids to see clearly where the pavement ends and if they overshoot it is into a very dangerous road. It's a crossing used by a lot of kids on the way to West Green Primary." (20 agreements, posted in Bruce Grove LTN area)



Hotspots



Suggestions – Further Comments

A number of respondents used the open text comments to make suggestions on what changes they would like to see in the area. The most common suggestions were with regards to **introducing additional traffic management measures** such as speed humps, speed enforcement, one-way streets and banned-movements. A high number of these suggestions were clustered along **Belmont Road by Downhills Park** and close to **Langham Road** as well as on **Bruce Grove (A10)**. It should be noted that significant number of suggestions were clustered on minor roads in particular **Downhills Park Road, Clonmel Road, Chandos Road** and **southern end of Napier Road**.

“Clonmell road is one of the only small residential streets in the area which is TWO WAY. This results in nightly standoffs between grown ups who either don't know how to reverse or simply refuse to back down in an argument. This has resulted in Ambulances being stuck for 10 minutes on a few occasions police being called to physical altercations when people get out of their cars to confront each other (late last year) and other such anti-social behaviour.”

Many respondents called for measures to **eliminate through traffic** or to **convert streets to access-only** in some cases suggesting **camera-controlled bus-gates, planters** or **bollards**. Most suggestions were at specific locations, with some respondents suggesting **timed closures**, particularly on **Winton Avenue/Blake Road**.

“Ranelagh Road is being used as a short cut between major roads and the level of noise, traffic and air pollution is disturbing. This is meant to be a quite area and most of the residents on the street do not use cars and yet have to suffer the impatience of drivers.”

“This is a horrible rat run. Crammed with speeding drivers avoiding the traffic signals on Bruce Grove / High Rd junction. Close it to through traffic. This would be of great benefit to businesses like San Marco who would benefit from the increased footfall from having a more pleasant outside space.”

Respondents also frequently identified specific locations where they would like to see **improved cycle and/or pedestrian infrastructure**, suggesting interventions such as protected cycleways, improved signage and safer crossings. There were also a number of respondents who called for traffic reduction on minor roads through the introduction of **camera or physical ‘filters’** to reduce short-cutting traffic on minor roads.

“Higham road sees a lot of speeding traffic. The whole road should be a 20mph zone with better traffic calming measures in place. The speed bumps in place are too low and have no affect. There should also be a safe crossing to get into lordship rec. the speeding is so bad here I'd even suggest installing a speed camera.”

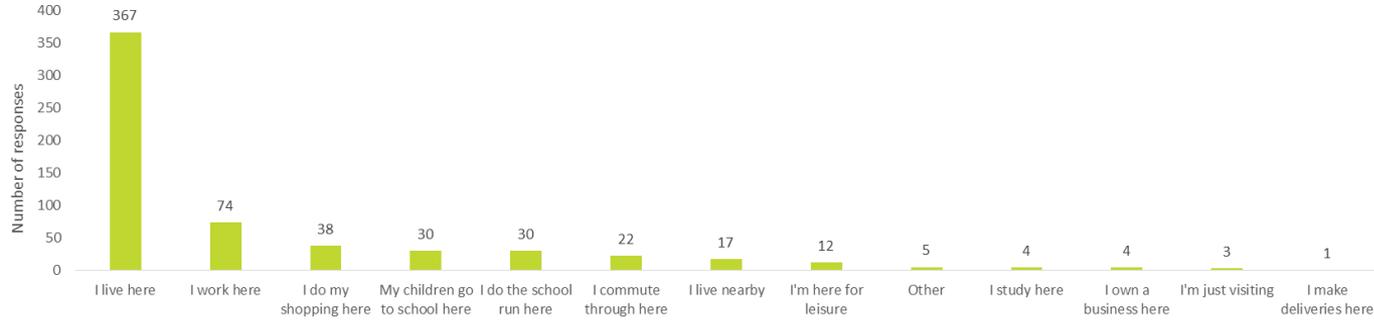
“There are currently some painted on cycle lanes on Bruce Grove.It would be good if they also had some kind of physical separation as well, such as the occasional wand to make them a bit more safe and increase usage.”

“I believe this road should be pedestrianised as it's a cut through for people that want to avoid queuing at the lights on the high road. The volume of traffic is very high and people speed around the corner coming in to Moorefield Road making it unsafe.”

Part IV: Respondent Info

Demographic Data

Connection to the Area

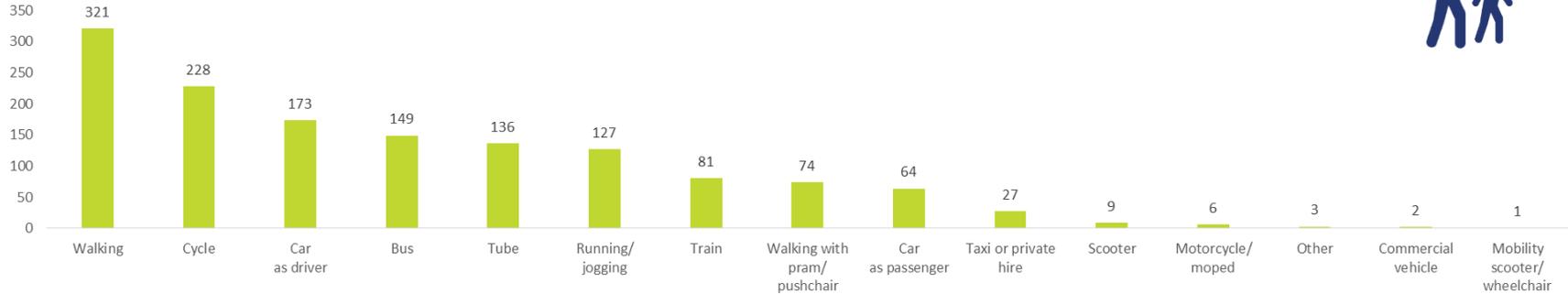


71% of respondents* are local residents

* Of the 515 confirmed respondents.

Transport Modes

Walking was the most commonly selected primary transport mode

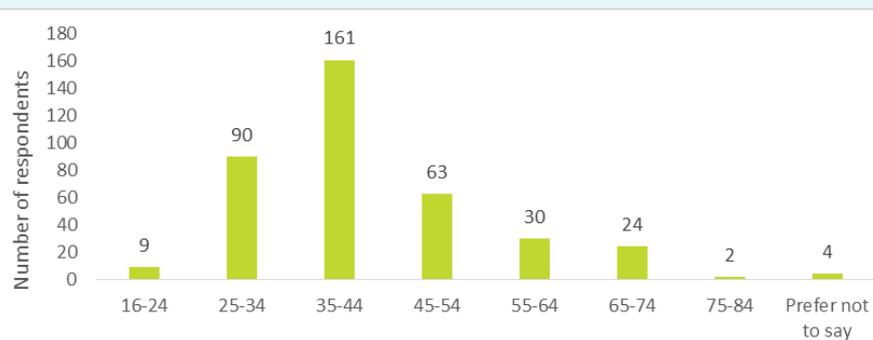


Demographic Data

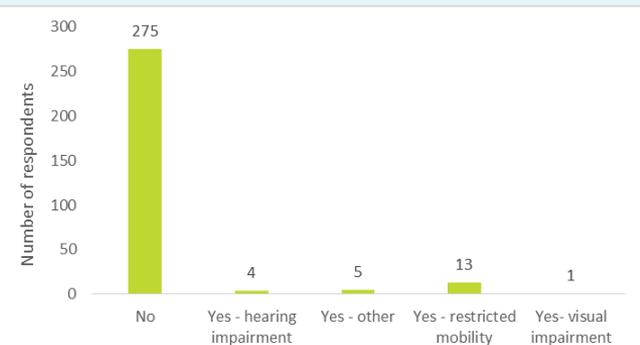
Gender



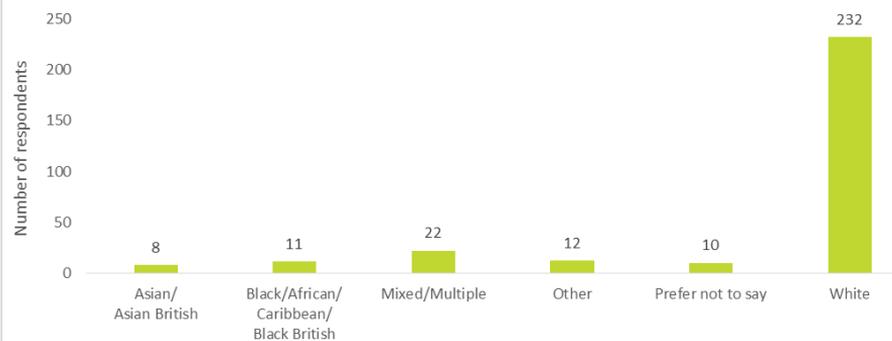
Age



Disability



Ethnicity



Appendix

Appendix : Methodology

Analysis of the survey was undertaken by the Sustrans Research and Monitoring Unit (RMU) using the data obtained from the Commonplace platform on 9th March 2021.

Participants on the Commonplace platform were invited to drop pins on a map of the Bruce Grove LTN area. Upon dropping pins, respondents were asked the following:

- Where have you placed your pin? (*Open-text response*)
- What issue(s) have you identified at this location? (*Multiple choice – with an open-text “other” option*)
- How could we make it better? (*Multiple choice – with an open-text “other” option*)
- Do you have any other comments or issues that you would want it to bring to our attention? (*Open-text response*)

This analysis covers all multiple choice answers, and open text answers within the Bruce Grove LTN and surrounding area.

Accounting for agreements

On the Commonplace platform participants are given the option of “agreeing” with comments, rather than repeating comments themselves. When ordering multiple choice issues and improvements, and throughout the cluster analysis, the number of agreements on each comment was also taken into account. For example, an issue raised in a comment with three ‘agreements’ would be counted four times. As some people may put different value on a comment compared with an agreement, our analysis allowed the number of comments and agreements to be seen as a total and as individual parts.

It is important to note that the number of agreements on each comment were not weighted based on when they were posted. While comments posted earlier were more likely to receive a greater number of agreements, it was decided that weighting comments risked over or under-valuing later posted comments, depending on the weighting method.

Cluster Analysis

To identify hotspots of comments, a density based cluster analysis was performed on ArcGISPro. The clustering method used was multi-scale (OPTICS), the minimum features per clusters was set to 1% of **comments & agreements** within a search distance of 50m. The optimum cluster sensitivity was used. After the cluster analysis, hotspots were identified as the 5 largest clusters (most comments & agreements). Some themes (such as “Traffic Volume” and “Traffic Congestion”) produced very similar clusters, and have therefore been combined.

Anonymous & Unverified comments

Of the 853 comments, 35 were from anonymous or pending respondents. These were respondents who contributed to the survey but failed to provide an email address, or failed to verify their comments. These comments were removed from the analysis.

Respondents Leaving Multiple Posts

In order to prevent respondents from placing multiple comments and manipulating the data, the responses of respondents leaving 1% or more of the total comments (8 or more comments) were explored. The responses were checked for clustered locations or duplicated comments. Out of the 8 respondents that posted over 1% of comments, 2 were found to have posted duplicate/similar responses in the same area. Overall 16 comments out of 32 from the 2 respondents were removed, to avoid them manipulating the cluster analysis.

Respondent quotations

Quotations for “Highly agreed with comment” were selected based on the having the highest number of agreements a comment had received, tagged with a relevant theme (regardless of location) but which had not been quoted previously within the report. If the comment was too long, the text most relevant to the theme was selected. All other quotations, including those on issues and solutions maps, were selected based on their location, a relevant theme (i.e. issue or solution) and deemed to be representative of the theme raised. In addition, comments with more agreements were prioritised. All comments are copied verbatim with original errors unedited. However, some comments have been shortened to remove text less relevant to the issue/solution they illustrate. All comments are available to view in full on the Commonplace map.

Demographic analysis

Anonymous and pending respondents were not included in the demographic analysis, as it was not possible to ascertain whether anonymous responses were left by the same participant. While there were 767 respondents overall, 36 pending respondents and 82 anonymous respondents were removed, leaving 649 confirmed respondents.

Ethnicity and “ability to move around” responses

Responses to ethnicity and ‘ability to move around’ questions were not provided in the original data download from the Commonplace web page. The total number of responses to each of these multiple choice selections were retrieved separately to the rest of the respondent data.