

LTN UPDATE FEBRUARY 2024

**Haringey
Streets
for People**

LTN INTERIM MONITORING SUMMARY AT SUMMER 2023 (DUE FOR UPDATING IN SUMMER 2024)

Motor traffic:

- Early indications of reduction in motor traffic levels on roads inside the LTNs
- Non-local traffic is no longer travelling through the residential streets
- Corresponding increase of traffic on boundary roads less than anticipated in 2021 transport assessment
- Based on limited data during the initial bedding-in period. Now have 2023 full year LTN data, is more useful comparator, but not yet analysed.

Bus journey times:

- TfL buses are monitoring bus journey times travelling along boundary roads and key corridors, shows bus journeys impacted immediately following LTN introduction. Over time, some corridors have recovered, with journey times returned to normal levels
- Some corridors have shown an improvement, but are still experiencing delays e.g. West Green Road (WGR) where mitigations are considered
- We are working with TfL to improve the operation of the signal junction at Belmont Road and West Green Road
- Some West Green Road waiting restrictions changed this month to help bus/ traffic flow

Air Quality:

- Air Quality is worse across London since Covid-19 lock-down
- Indication that LTNs starting to deliver improvement for local Air Quality, and without implementation of the LTNs it's likely that the concentrations of NO2 would be comparable to that of the background sites i.e. would be higher
- General position based on limited data. A full 2023 years data has just been collected for comparison but not yet analysed

Collisions:

- Will be able do a full 2023 comparison with pre-LTN years, when TfL accident data available from in spring 2024.

High Street Mastercard:

- Affected by a number of factors including Covid-19 and cost of living
- Mastercard spend data and shopping area footfall levels for high streets within LTNs (and their boundary roads) compared them to other similar high streets away from LTNs, show that they are all following the same trends, indicates little present negative impact due to the LTNs

Business Perception Survey:

- Conversely the traders responding to survey said that the LTNs had reduced trade and turn-over
- Showed that more customers and staff travelled to work/shops by public transport, by cycle or walked
- The Business Perception Survey will be repeated in Spring 2024

Crime and Anti-Social behaviour:

- The number of criminal activity reports in the scheme area and in the wider borough are similar, both before and after the scheme's introduction
- Monitoring of recorded crime will continue to see if any changes are reflected over time

Emergency services feedback:

- No issues with emergency response times and service delivery have been highlighted by any of the three main emergency services: Police, Fire and Ambulance
- Officers have liaised with emergency services since 2021. Emergency Service liaison is on-going and all future concerns will be addressed

APPROVED PHYSICAL CHANGES FROM 4 SEPTEMBER 2023

In Bruce Grove West Green LTN:

1. We have removed traffic filter at Linley Road, permitting motor vehicle access in both directions.
2. Motor vehicle access on The Avenue now allowed in westbound direction but eastbound remains restricted
3. We have removed traffic filter in Moorefield Road (reverts road to one-way), permitting motor vehicle access northbound.
4. We have introduced a 7.5 tonne weight limit on Downhills Way and Belmont Road with camera enforcement.

In St Ann's LTN:

We have moved the traffic filter at Avenue Road approximately 10 metres north, removing 4 parking bays to form a turning space.

Downhills Way - Belmont Road: entry restrictions for vehicles over 7.5t

Linley Road - removal of traffic filter to allow motor vehicles to enter and exit Linley Road

- AREA A**
- Existing banned turn
 - Convert to two way
 - New traffic movement
 - Existing traffic movement
 - Existing traffic filter
 - New camera enforced traffic filter (no motor vehicles and NO exemption for permit holder X3A)
 - New camera enforced traffic filter (exemption for permit holder X3A) only in northbound direction towards Bruce Grove
 - Existing School Street camera enforced timed closure
 - New camera enforced traffic filter (exemption for permit holder X3A)
 - New camera enforced traffic filter (exemption for permit holder X3A only in southbound direction)
 - New physical traffic filter
 - New camera enforced traffic filter (No motor vehicles except local buses and permit holder X3A)
 - Existing School Street
 - Existing zebra crossing

ACCESS TO PINK AREA FROM DOWNHILLS WAY

ACCESS TO BLUE AREA FROM LORDSHIP LANE

ACCESS TO GREEN AREA FROM BRUCE GROVE

ACCESS TO YELLOW AREA FROM HIGH ROAD

ACCESS TO ORANGE AREA FROM PHILIP LANE

ACCESS TO PURPLE AREA FROM WEST GREEN ROAD

EXISTING ACCESS ONLY AREAS

Moorfield Road - removal of traffic filter and revert back to one way traffic northbound, allowing motor vehicles to exit onto Bruce Grove

The Avenue - change to traffic filter to allow motor vehicles travel westbound from Bruce Grove towards Broadwater Farm. When travelling eastbound, motor vehicles will need to exit The Avenue before Chandos Road, if travelling towards Bruce Grove.

Downhills Way - Belmont Road: entry restrictions for vehicles over 7.5t

APPROVED EXEMPTION PROCESS CHANGES FROM 4 SEPTEMBER 2023

All LTN Areas:

1. Now allow all Blue Badge holders with a valid Blue Badge and whose main address is within the Borough of Haringey to register one motor vehicle for exemption from the three trial LTNs (but only traffic filters which have the Except Permit Holder sign). This is through an application process
2. Special Educational Needs and Disabilities (SEND) transport organised by the Council now exempt from diagonal traffic filters in the three trial LTNs
3. With permission of the Council, authorised by the Assistant Director for Direct Services, we allow any vehicle to be exempt from specified camera enforced traffic filters in the three LTNs

LTN DECISIONS

Future decisions informed by most up to data. Before the end of the new Experimental Traffic Order (ETO) expiration period (maximum 18 months), a report with full monitoring information and analysis of all the metrics will be brought to Cabinet with recommendations on whether to revoke the LTNs or to make them permanent. This decision likely at the end of 2024.