

# LOW TRAFFIC NEIGHBOURHOODS IN HARINGEY

Presentation to Councillors  
20 May 2021

# Project update

- Early engagement on Commonplace and other channels closed in early March 2021
- Public meetings held Early March 2021
- Reviewing the feedback and feeding this into design development
- Appointed consultants
- Stakeholder meetings – Emergency services, Schools, Disability and Access Groups and Green Lanes Trader Group Chair
- Pre election period 22 March to 6 May 2021
- Internal design development
- Design workshops
- Monitoring plans, communication plans and project programme
- Commissioning Business Perception Survey
- Disabled People and Carers Survey
- Dedicated webpage kept updated. Communications offline and online.

# Funding update



- Funding awarded in TfL Streetspace fund Tranche 2 - **£860,000 for three LTNs in St Ann's, Bruce Grove and Bounds Green**
- Initial allocation of £145,000 for community engagement and design from TfL
- Funding secured from the Local Implementation plan - £50,000
- Total funding - £195,000 available now (the rest to follow – date to be confirmed by TfL and will be based on successful completion/spend of initial allocation – programme review end of financial year)

# Traffic Counting and Air Quality Data collection and monitoring

## Traffic counting



[vivacitylabs.com](http://vivacitylabs.com)

## Air quality monitoring



# Evidence Base

## Transport Impact Assessment

## Equalities Impact Assessments x2



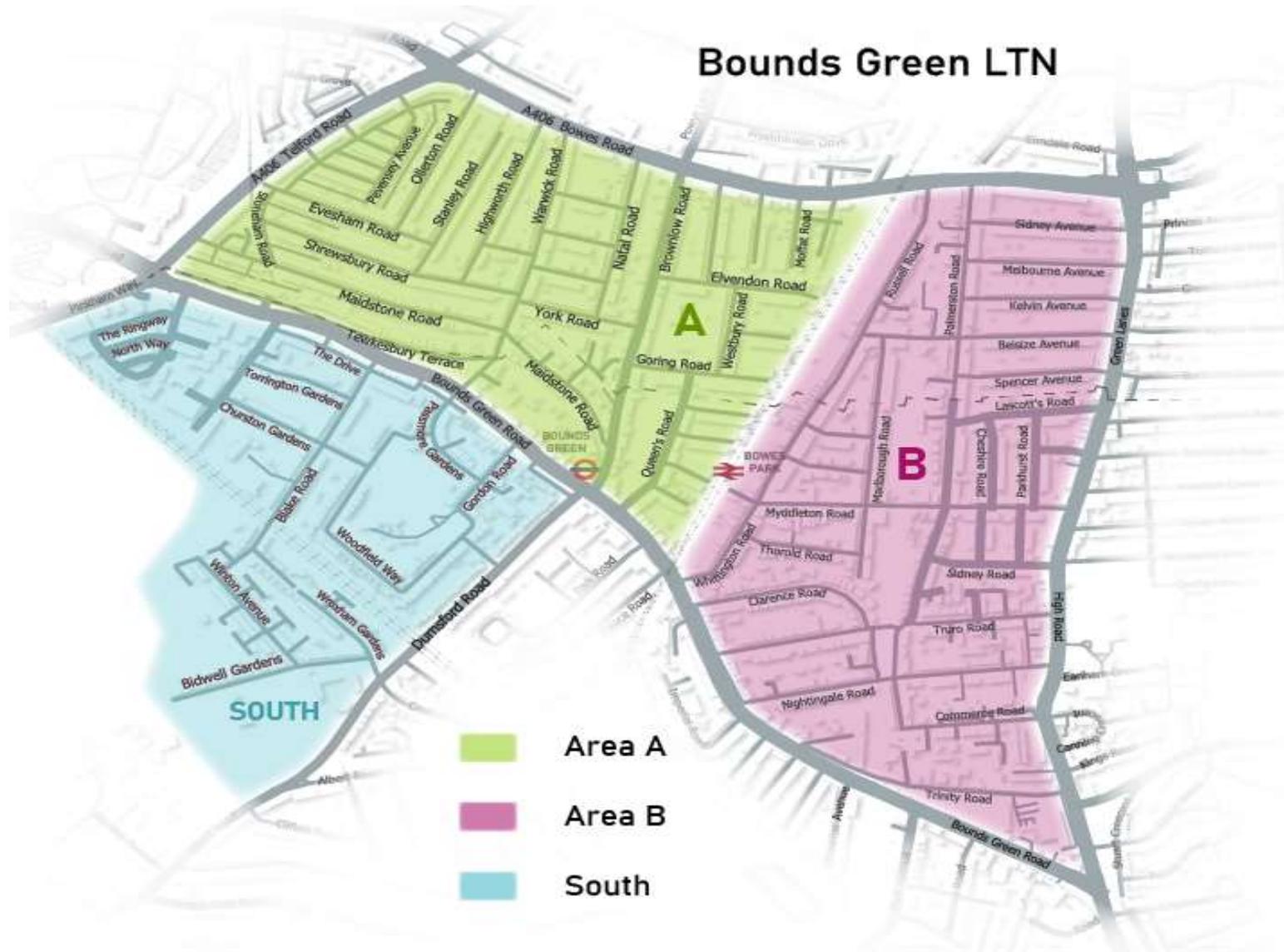
Tfl.gov.uk



Lse.gov.uk

# BOUNDS GREEN LOW TRAFFIC NEIGHBOURHOOD

# Bounds Green LTN



- Area A
- Area B
- South

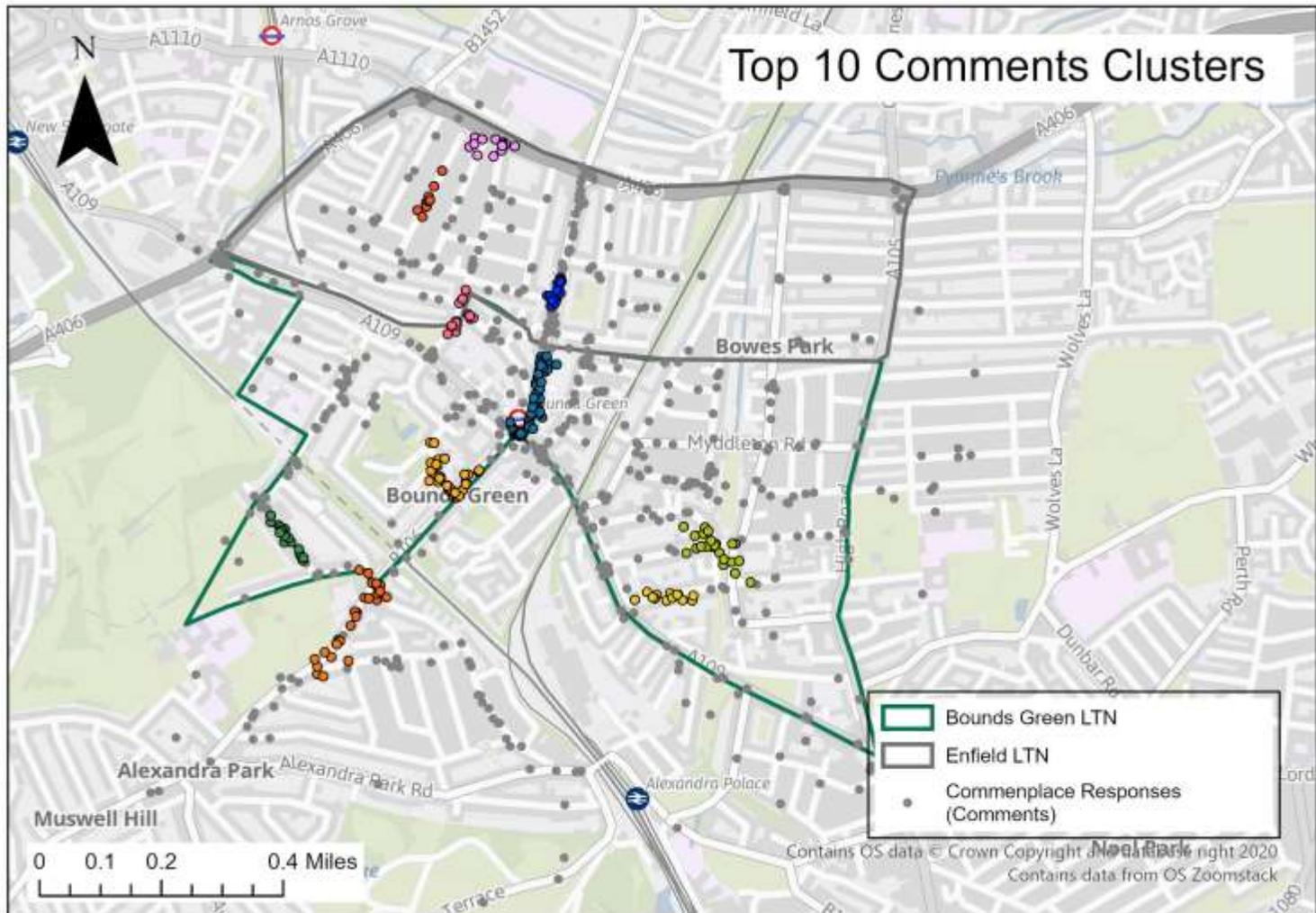
# Joined up with Enfield

- Letter from Enfield Leader and Deputy Leader to Cllr White and Cllr Ejiiofor- 20 January 2021
- Agreeing to jointly ending up with a single cross-boundary LTN
- Weekly meetings with Enfield staff who also attend our Bounds Green project meetings
- Sharing report, data and insight from engagement
- Timing of projects -
  - Enfield are reviewing the Bowes Scheme
  - Haringey engaging on designs
- Committed to working together and consider impacts in a coordinated way.

# Bounds Green Survey results

- 1,484 people visited the website
- 649 confirmed respondents left comments or agreements.
- There were 802 comments and 3196 'agreements' where people read a comment and then clicked 'agree'.
- The most common issue raised by respondents was 'Air Quality Concerns' accounting for 12% of all comments and agreements, followed by 'Traffic Congestion' and 'Traffic Volumes.'
- The most common suggestions made was "Reduce Traffic Volumes" accounting for 14% of all comments and agreements, followed by "Measures to Improve Air Quality" and "Reduce Traffic Speeds."

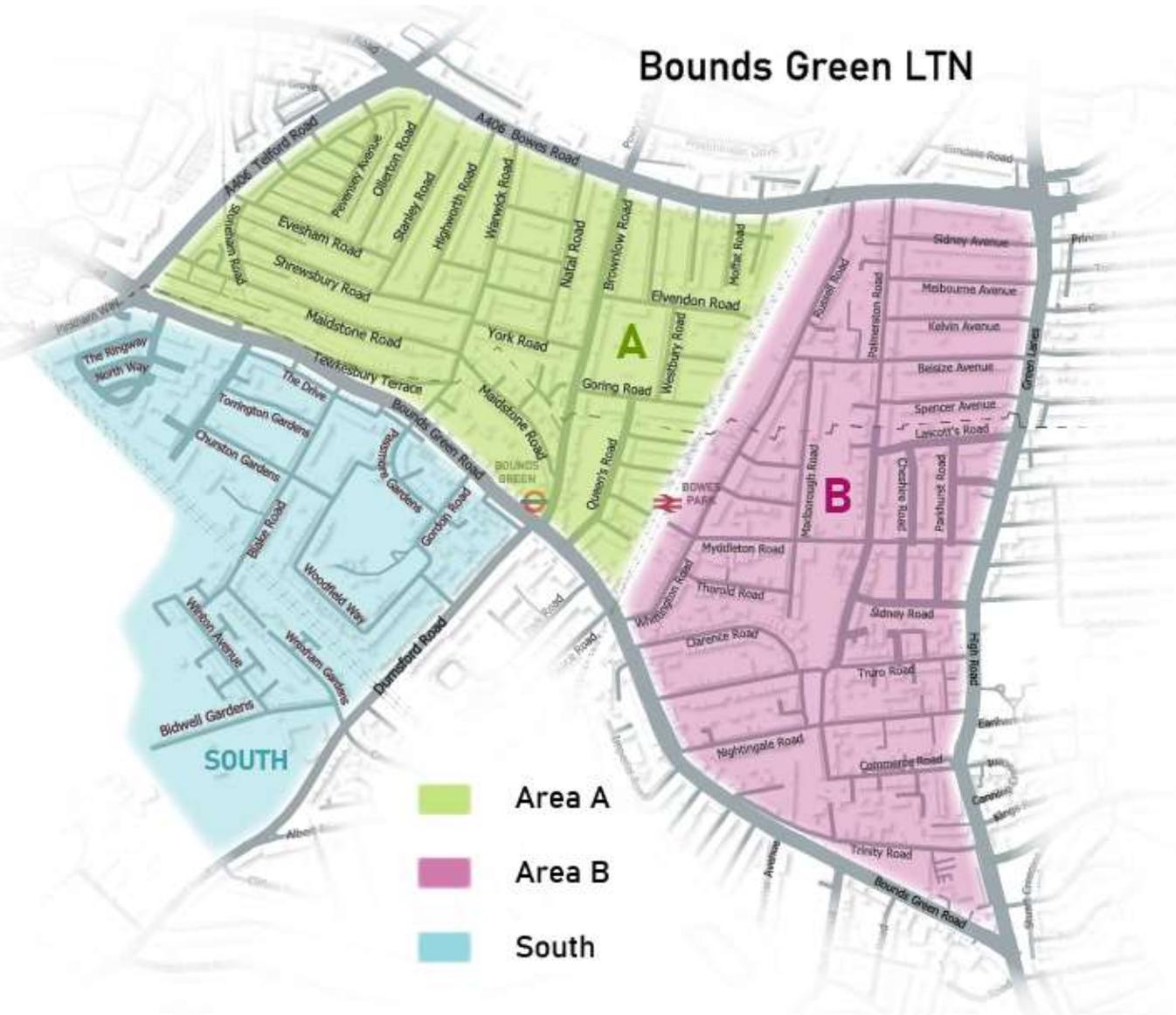
# Where are the issues?



# What are the issues?

Top 5 Comment Cluster Hotspots	Key issues raised (comments + agreements)	Key solutions suggested
1. Brownlow Road/Bounds Green Station	<ol style="list-style-type: none"> <li>1. Air quality (248)</li> <li>2. Traffic congestion/volume (231)</li> <li>3. Walking safety concerns (173)</li> <li>4. Cut through/speeding traffic (129)</li> <li>5. Traffic safety concerns (126)</li> </ol>	<ol style="list-style-type: none"> <li>1. Improve air quality (161)</li> <li>2. Reduce traffic volume (145)</li> <li>3. Reduce speeding/enforcement (70)</li> <li>4. Remove banned turns (36)</li> </ol>
2. Brownlow Road/York Road Junction	<ol style="list-style-type: none"> <li>1. Air quality (125)</li> <li>2. Traffic congestion/volume</li> <li>3. Traffic safety concerns (70)</li> </ol>	<ol style="list-style-type: none"> <li>1. Improve air quality (76)</li> <li>2. Reduce speeding/enforcement (64)</li> <li>3. Remove banned turns (28)</li> <li>4. More cycling infrastructure (10)</li> </ol>
3. Woodfield Way/Gordon Road/ Durnsford Road junction	<ol style="list-style-type: none"> <li>1. Cut through/speeding traffic (110)</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduce traffic volume (82)</li> <li>2. Reduce speeding/enforcement (47)</li> </ol>
4. Winton Avenue	<ol style="list-style-type: none"> <li>1. Cut through/speeding traffic (173)</li> <li>2. Traffic congestion/volume (103)</li> <li>3. Traffic safety concerns (75)</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduce traffic volume (175)</li> <li>2. More cycling infrastructure (11)</li> </ol>
5. Clarence Road/Truro Road/Finsbury Gardens junction	<ol style="list-style-type: none"> <li>1. Air quality (145)</li> <li>2. Cut through/speeding traffic (127)</li> <li>3. Traffic congestion/volume (92)</li> <li>4. Walking safety concerns (55)</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduce traffic volume (102)</li> <li>2. Reduce speeding/enforcement (67)</li> <li>3. Improve air quality (49)</li> </ol>

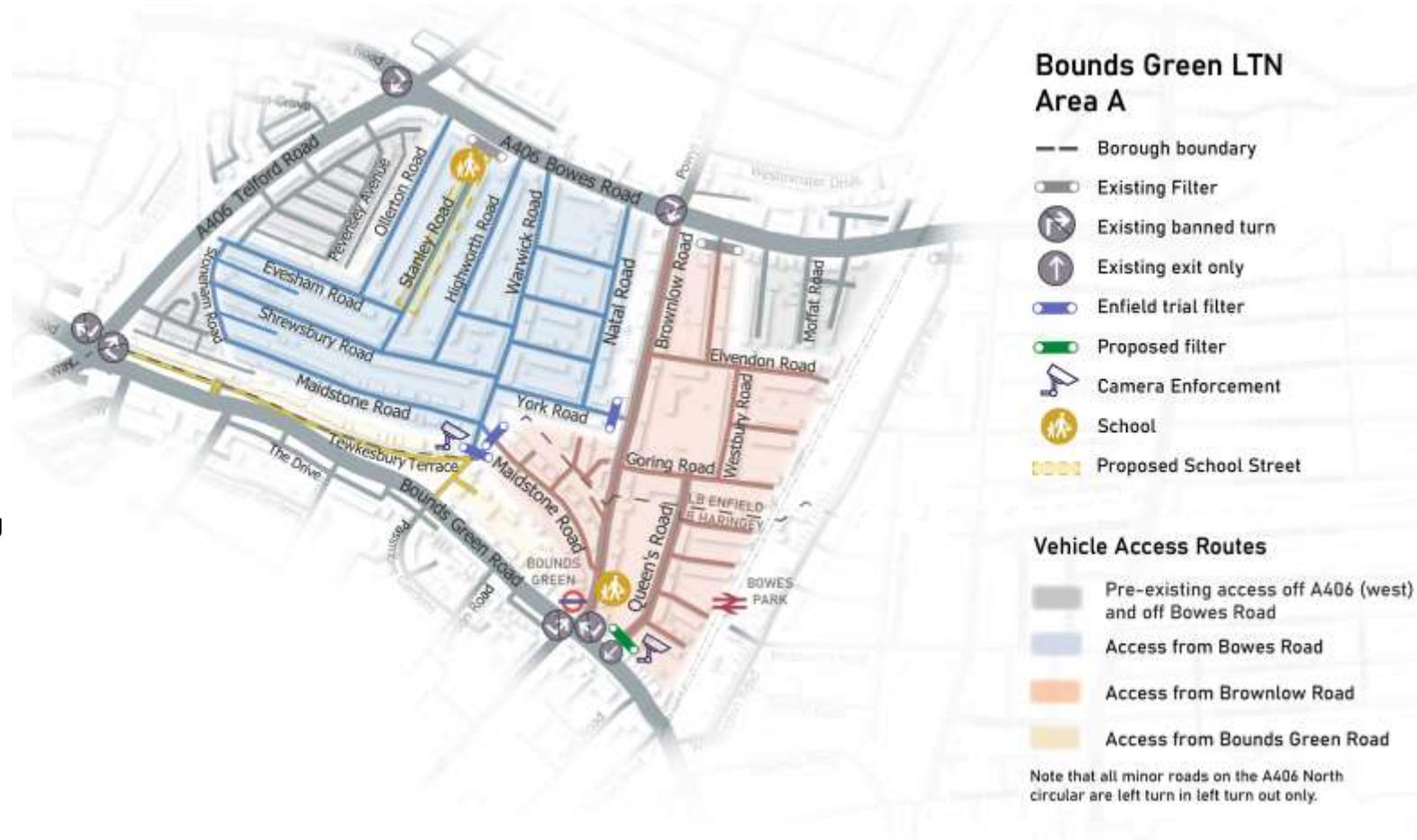
## Bounds Green LTN



- Three sub-areas with multiple design options
- Banned turns at Brownlow Road (north and south) and Bounds Green Road cannot be reinstated within the implementation timeframe of the low traffic neighbourhood
- options for each area can be mixed and matched for the overall scheme.

# AREA A

- Filters according to current configuration in Enfield Bowes LTN.
- Added filter on Queens Road to prevent its use as alternative westbound to Bowes Road
- Most access from Bowes Road A406 and Brownlow Road
- Minimises traffic on / via Bounds Green Road, allowing for congestion relief through additional green time.
- Minimum number of filters required



## Bounds Green LTN Area B Option 1

-  Borough boundary
-  Existing Filter
-  Reinstated turn
-  Existing one way
-  Enfield trial filter
-  Proposed filter
-  School
-  Proposed School Street
-  Camera Enforcement
-  Police Station
-  Ambulance Station
-  Access from Bounds Green Road
-  Access from Green Lanes



## AREA B

- Places most filters along New River path (parallel to Palmerston Road) creating opportunities for place-making, continuous walking/cycling path.
- Added 2<sup>nd</sup> filter on Palmerston Road to prevent its use as a parallel route to congested Green Lanes. Monitoring is recommended (some parallel routes open)

## Bounds Green LTN Area B Option 2

-  Borough boundary
-  Existing Filter
-  Reinstated turn
-  Existing one way
-  Enfield trial filter
-  Proposed filter
-  School
-  Proposed School Street
-  Camera Enforcement
-  Police Station
-  Ambulance Station
-  Access from Bounds Green Road
-  Access from Green Lanes



## AREA B

- Similar placement - 2 filters altered - diagonal filter may be easier for residents and prevents 3 point turning.
- Slightly more properties access from the north compared to option 1
- Added 2<sup>nd</sup> (diagonal) filter on Palmerston Road to prevent its use as a parallel route to congested Green Lanes. Monitoring recommended

# Bounds Green LTN Area B

-  Borough boundary
-  Existing Filter
-  Reinstated turn
-  Existing one way
-  Enfield trial filter
-  Proposed filter
-  School
-  Proposed School Street
-  Camera Enforcement
-  Police Station
-  Ambulance Station
-  Access from Bounds Green Road
-  Access from Green Lanes



Option 1



Option 2

# SOUTH

## Bounds Green LTN South Area - Option 1

-  Existing banned turn
-  Existing exit only
-  Existing one way
-  Proposed filter
-  School
-  Camera Enforcement
-  Access from Bounds Green Road
-  Access from Durnsford Road
-  Proposed School Street



- This option assumes a school street (timed closure) can be implemented on Blake Road.
- Filter arrangement loop for driving parents from Bounds Green Road to pick up and drop off without reversing or undertaking 3 point turns (potential road safety issue without school street. Three point turns are also less of a concern outside of school pick-up and drop-off.
- Pocket park/pedestrianisation of Rhys Avenue - filter off of Durnsford Road

# SOUTH

## Bounds Green LTN South Area - Option 2

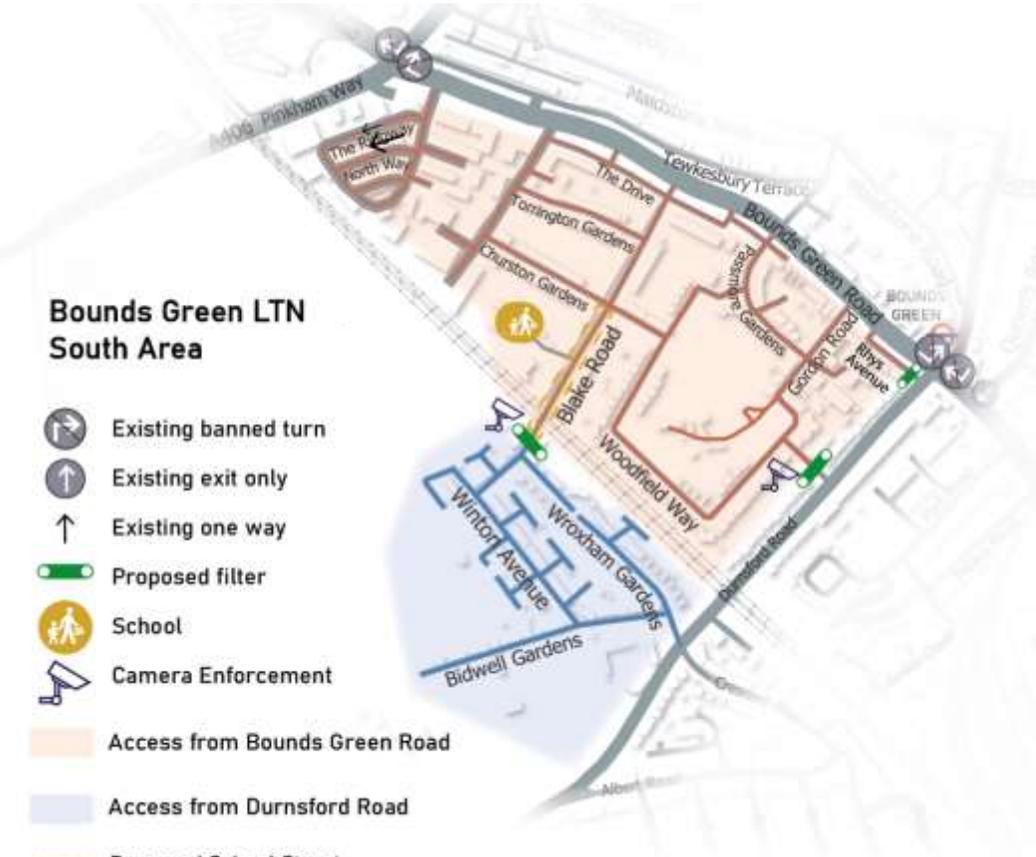
-  Existing banned turn
-  Existing exit only
-  Existing one way
-  Proposed filter
-  School
-  Camera Enforcement
-  Access from Bounds Green Road
-  Access from Durnsford Road

- Assumption no school street.
- Creates a loop accessible from Durnsford Road (Wroxham Gardens and Woodfield Way), enabling parents to pick up and drop off without reversing / undertaking 3 point turns.
- Filters on Woodfield way and Gordon Road attempt to minimise reversing distances for vehicles, but could create road safety issues.
- Pocket park on Rhys Avenue



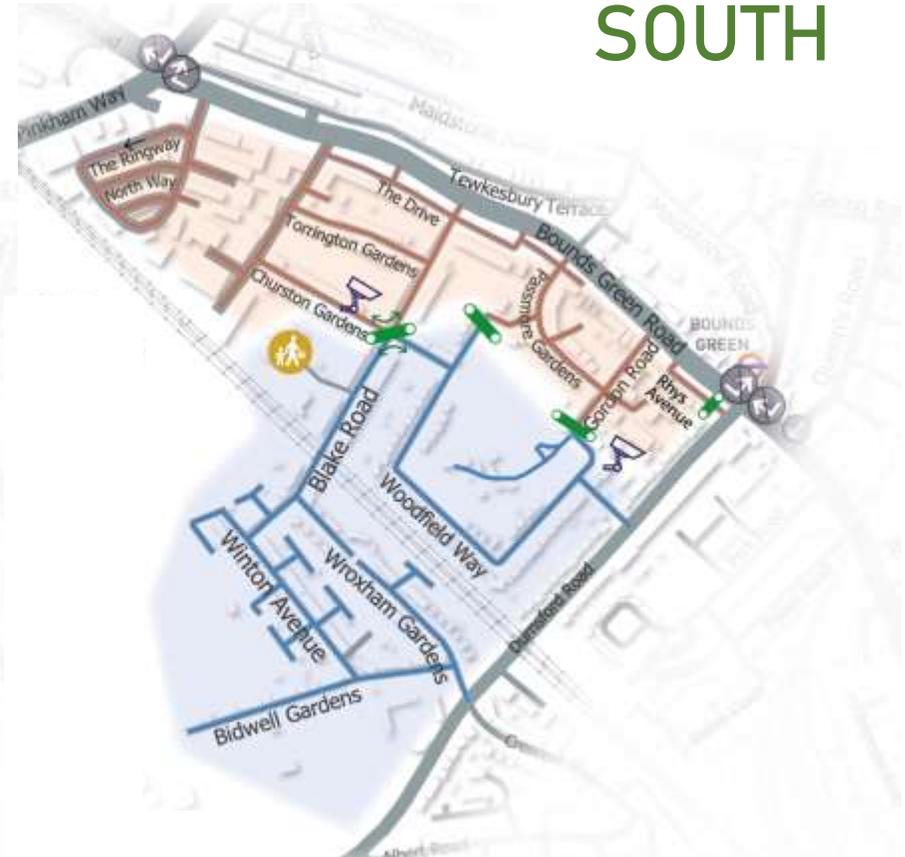
### Bounds Green LTN South Area

-  Existing banned turn
-  Existing exit only
-  Existing one way
-  Proposed filter
-  School
-  Camera Enforcement
-  Access from Bounds Green Road
-  Access from Durnsford Road
-  Proposed School Street



Option 1

# SOUTH



Option 2



### Bounds Green LTN

- Borough boundary
- Existing Filter
- Existing banned turn
- Existing exit only
- Existing one way
- Proposed filter
- Camera Enforcement
- Enfield trial filter
- School

Note that all minor roads on the A404 North circular are left turn in left turn only.

# BRUCE GROVE LOW TRAFFIC NEIGHBOURHOOD

# Bruce Grove LTN

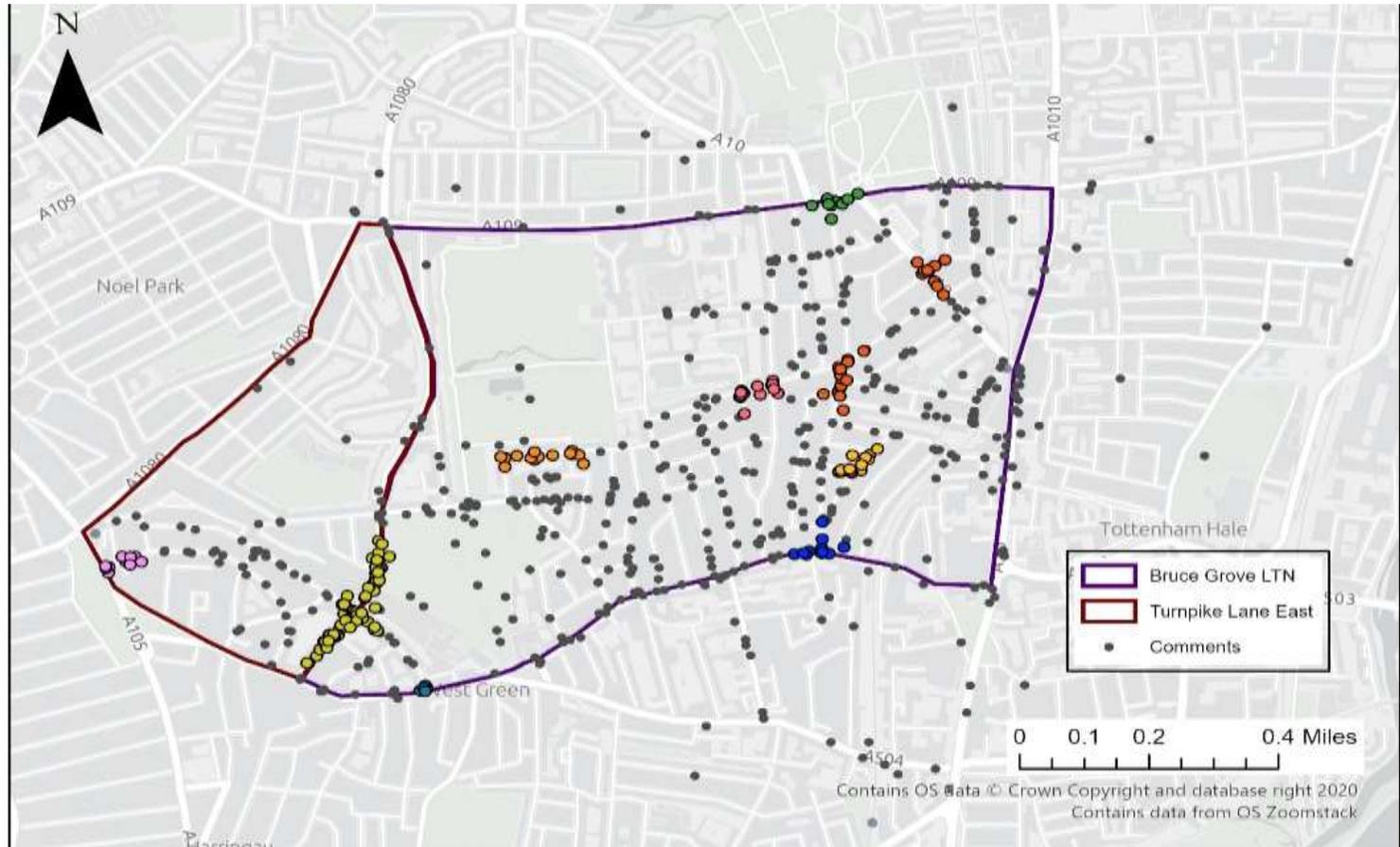


# Bruce Grove Survey results

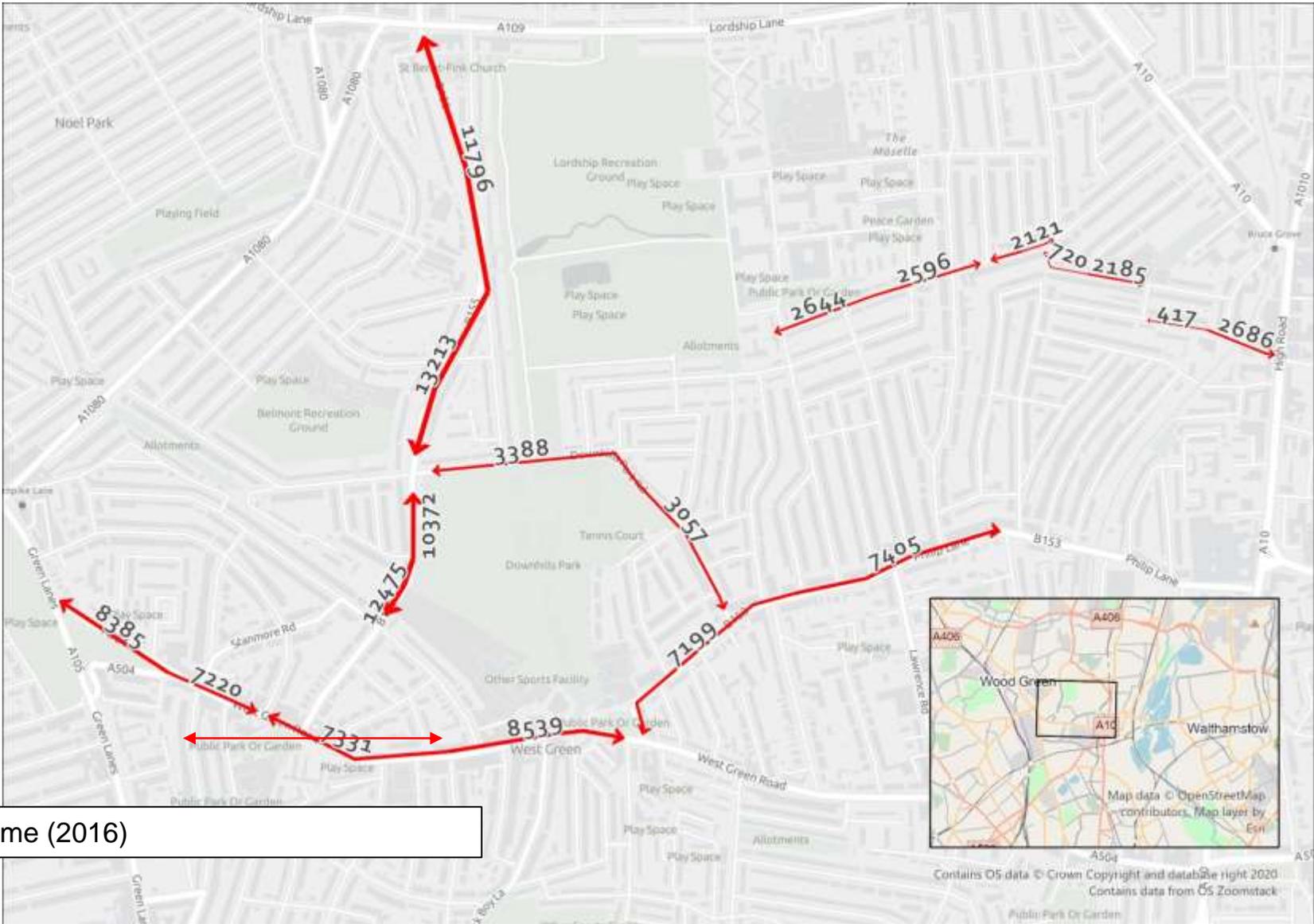
- There was a total of 711 confirmed responses to the survey with 3530 agreements. Within the Bruce Grove LTN area, there was a total of 468 comments with 2318 agreements.
- 2,071 people visited the site. There were 515 confirmed respondents who left comments or agreements
- The most common issue raised by respondents was 'Traffic speeding' accounting for 29% 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 22% 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

# Where are the issues?

- Belmont Road/Langham Road
- Higham Road
- Sperling Road/The Avenue
- Carlingford Road
- Broadwater Road/A10
- Mount Pleasant Road/The Avenue
- Napier Road
- St Loys Road



# Existing Traffic Data



24hr Traffic Volume (2016)

# Bruce Grove Monitoring Approach

- Traffic counts
- Pedestrian and Cycle Counts
- Air Quality monitoring
- Inside LTN/ boundary Roads/ adjacent areas
- Before implementation / 6 months/ 12 months
- Collision data and crime data analysis
- Business surveys



# Bruce Grove LTN



Two sub-areas with multiple design options.

Options for each area can be mixed and matched for the overall scheme.

Belmont Road/Downhills Way has not been considered for filtering at this stage

# AREA A – Option

## 1

### Minimising Filters

- Majority of drivers access from north (Lordship Lane & Bruce Grove) or south (Philip Lane)
- Bus gate on Downhills Park Road presents opportunity for placemaking and green connection between parks
- Eliminates north-south through routes but still possible to drive through between Lordship Lane and Bruce Grove; some drivers may use CS1 corridor in doing so
- Minimum number of filters required
- 11 filters (2 of which are bus gates; 8 camera enforced)



### Bruce Grove LTN Area A Option 1

- Existing Filter
- Existing banned turn
- Existing one way
- Convert to two way
- Proposed bus gate
- Proposed filter
- Camera Enforcement
- School
- Proposed School Street

#### Vehicle Access Routes

- Access from Lordship Lane & A10 Bruce Grove
- Access from Lordship Lane
- Access from Philip Lane
- Access from High Road
- Access from Belmont Road
- Access from West Green Road
- Existing Access Only Areas

# AREA A – Option 2

## Maximising CS1 improvements

- Eliminates north-south and east-west through routes
- Radically minimises traffic on CS1 route (Broadwater Road) presenting opportunity for placemaking and improvements to the cycleway
- Prevents potential for drivers to bypass the Bruce Grove/ Lordship Lane mini roundabout
- Requires reintroduction of two-way traffic on Broadwater Road between The Avenue and Wimborne Road
- Requires change of one way on Lordsmead Road to northbound only
- 18 filters (5 of which are bus gates; 11 camera enforced)



### Bruce Grove LTN Area A Option 2

- Existing Filter
- Existing banned turn
- Existing one way
- Proposed one way realignment
- Convert to two way
- Proposed bus gate
- Proposed filter
- Camera Enforcement
- School
- Proposed School Street

- #### Vehicle Access Routes
- Access from A10 Bruce Grove
  - Access from Lordship Lane
  - Access from Philip Lane
  - Access from High Road
  - Access from Belmont Road
  - Access from West Green Road
  - Existing Access Only Areas

# AREA A



Option 1



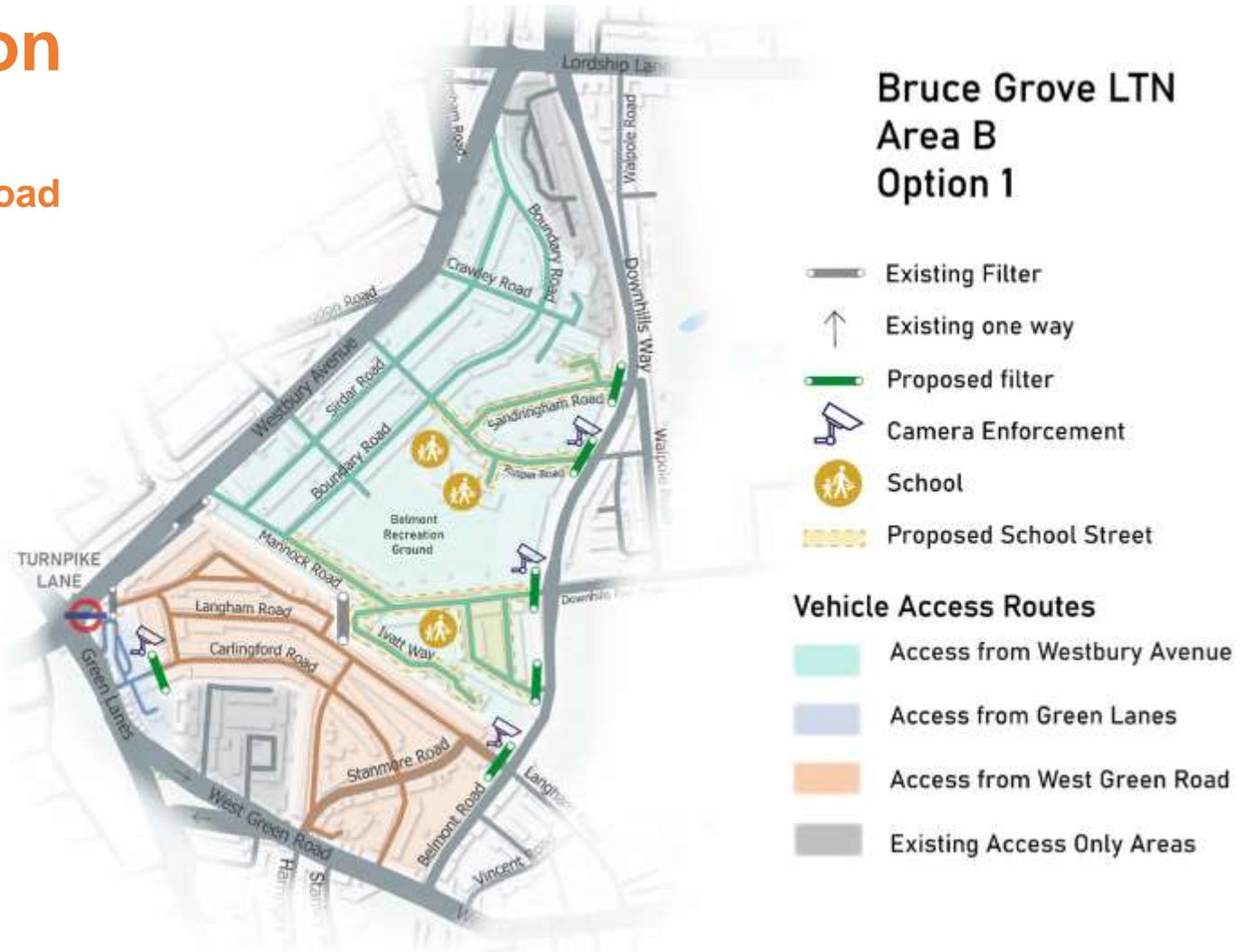
Option 2

**Note:** various potential School Streets layouts

# AREA B – Option 1

## No Access from Belmont Road

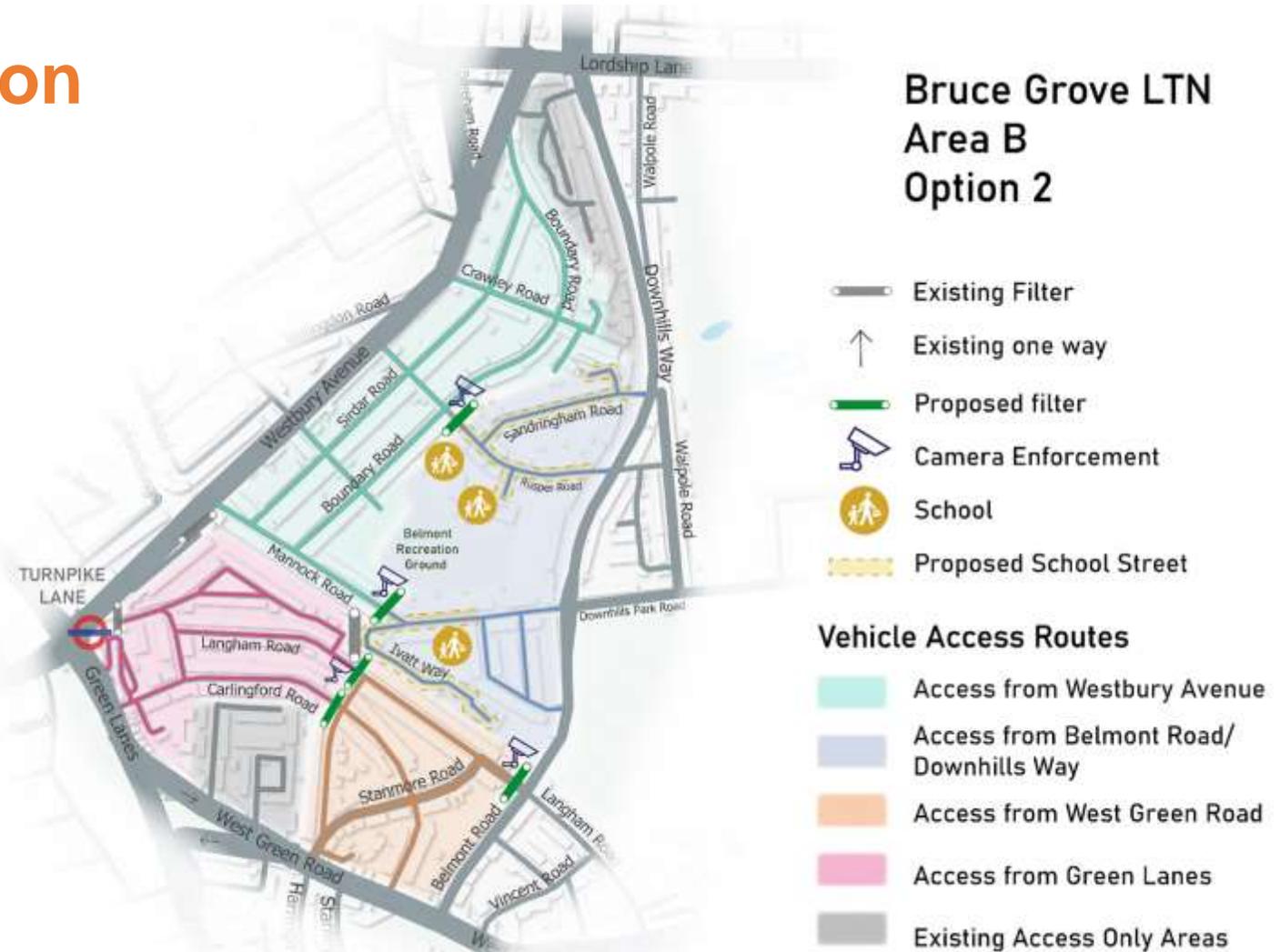
- Places most filters along Belmont Road/ Downhills Way creating opportunities for place-making, pocket parks, continuous walking/cycling path and to eliminate east-west rat running
- Slightly more driver inconvenience as most access from Westbury Avenue
- Filter placed on Langham Road to eliminate popular through route on Stanmore Road
- Filter on Carlingford Road meant to prevent south-east rat running and reduce congestion on Green Lanes
- 6 filters (4 camera enforced)



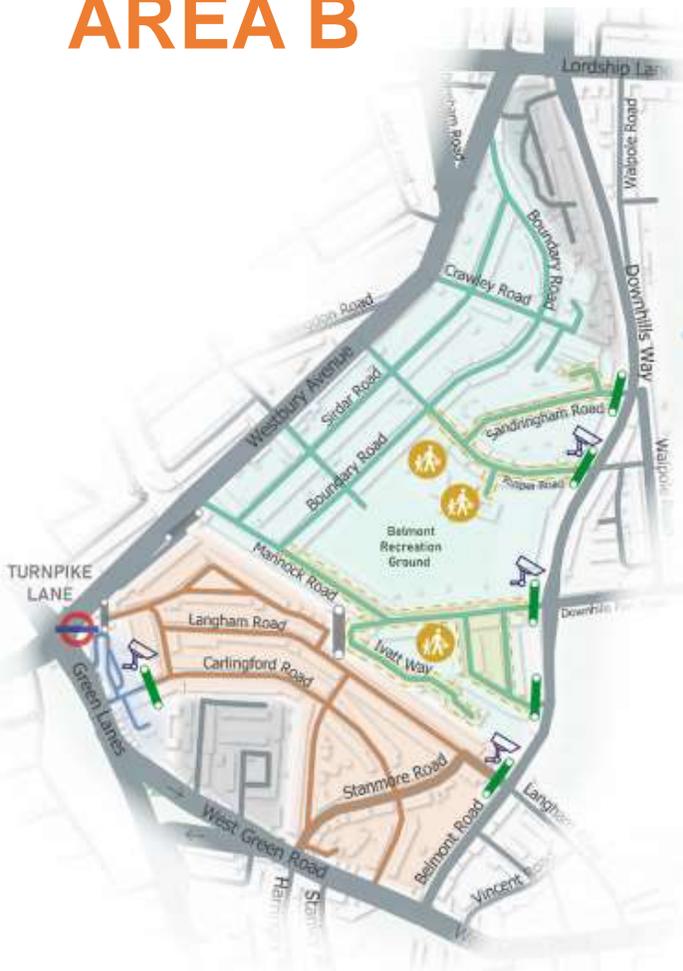
# AREA B – Option 2

## Balanced Access

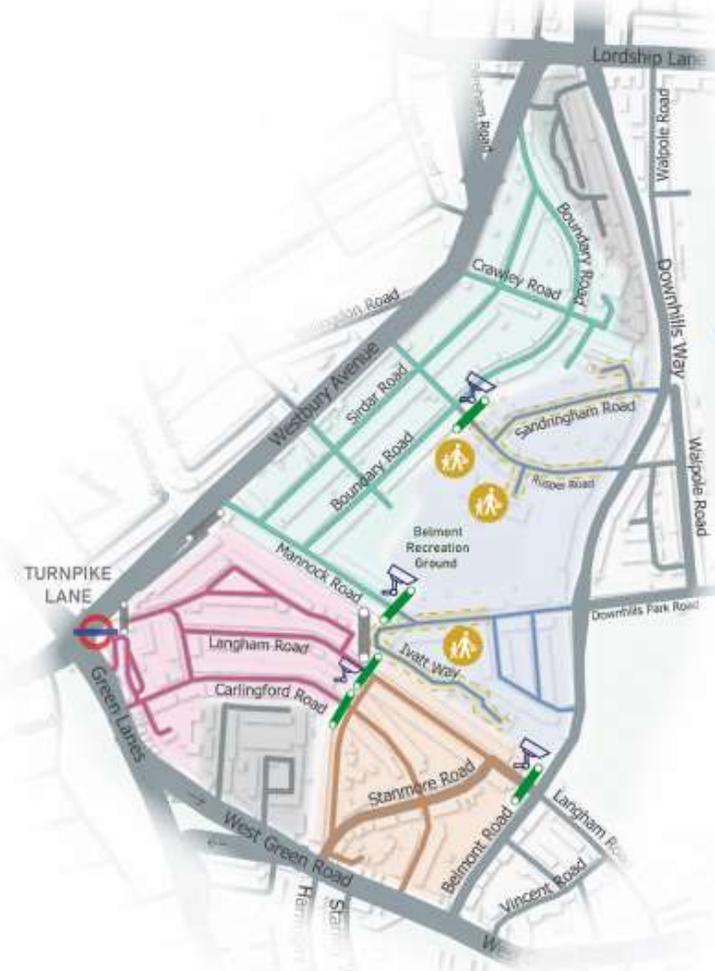
- Balanced access for drivers from east, west, south boundary roads
- Filter placed on Langham Road to eliminate popular through route on Stanmore Road
- Maintaining access from Belmont Road/ Downhills Way may increase traffic volumes on this existing through route
- Filters on Carlingford Road and Langham Road meant to prevent south-east rat running
- 5 filters (4 camera enforced)



# AREA B



Option 1



Option 2

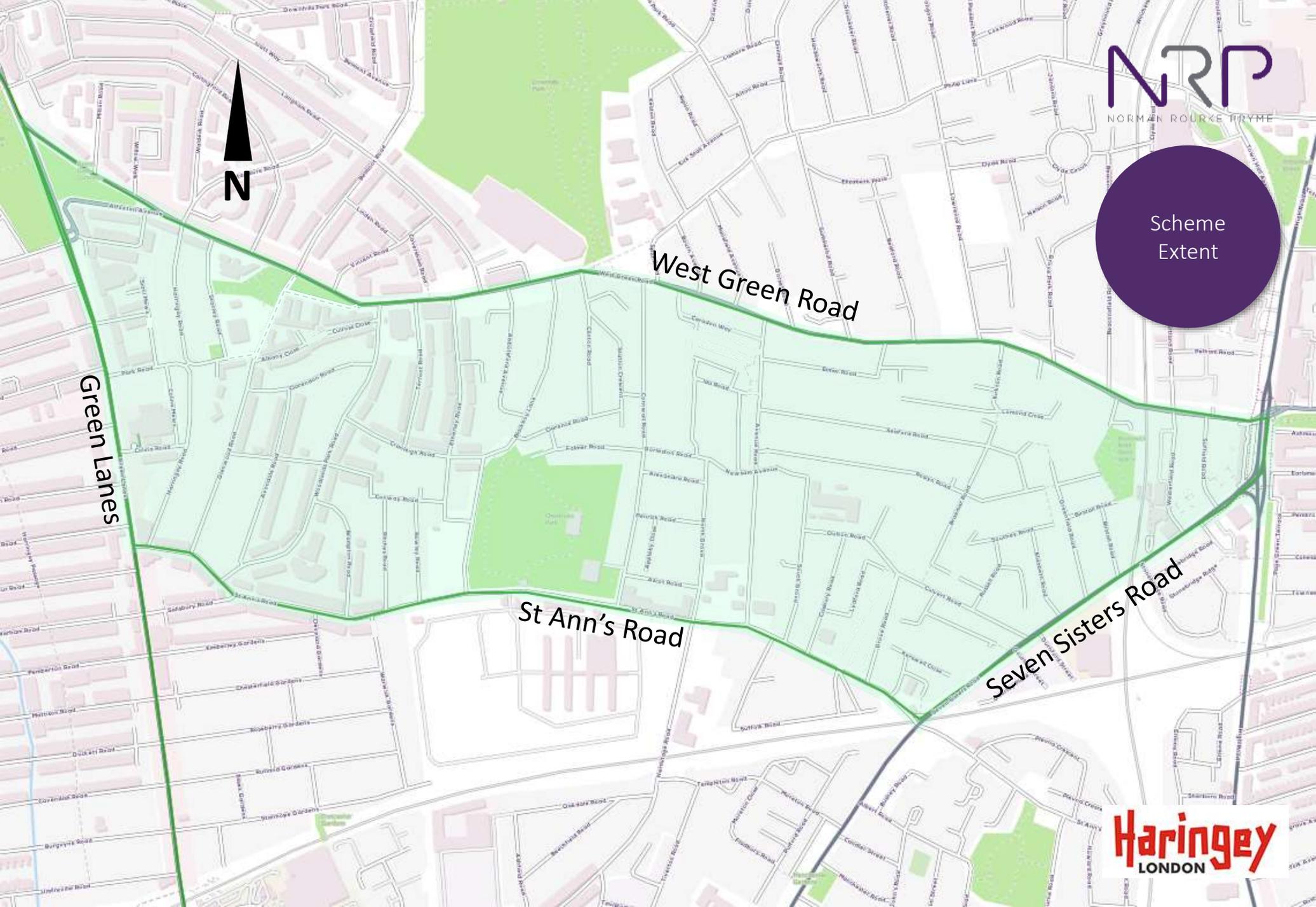
- Existing Filter
- Existing one way
- Proposed filter
- Camera Enforcement
- School
- Proposed School Street

- Vehicle Access Routes**
- Access from Westbury Avenue
  - Access from Belmont Road/Downhills Way
  - Access from West Green Road
  - Access from Green Lanes
  - Existing Access Only Areas

# ST ANN'S LOW TRAFFIC NEIGHBOURHOOD



Scheme  
Extent



West Green Road

Green Lanes

St Ann's Road

Seven Sisters Road

Key locations



Green Lanes

West Green Road

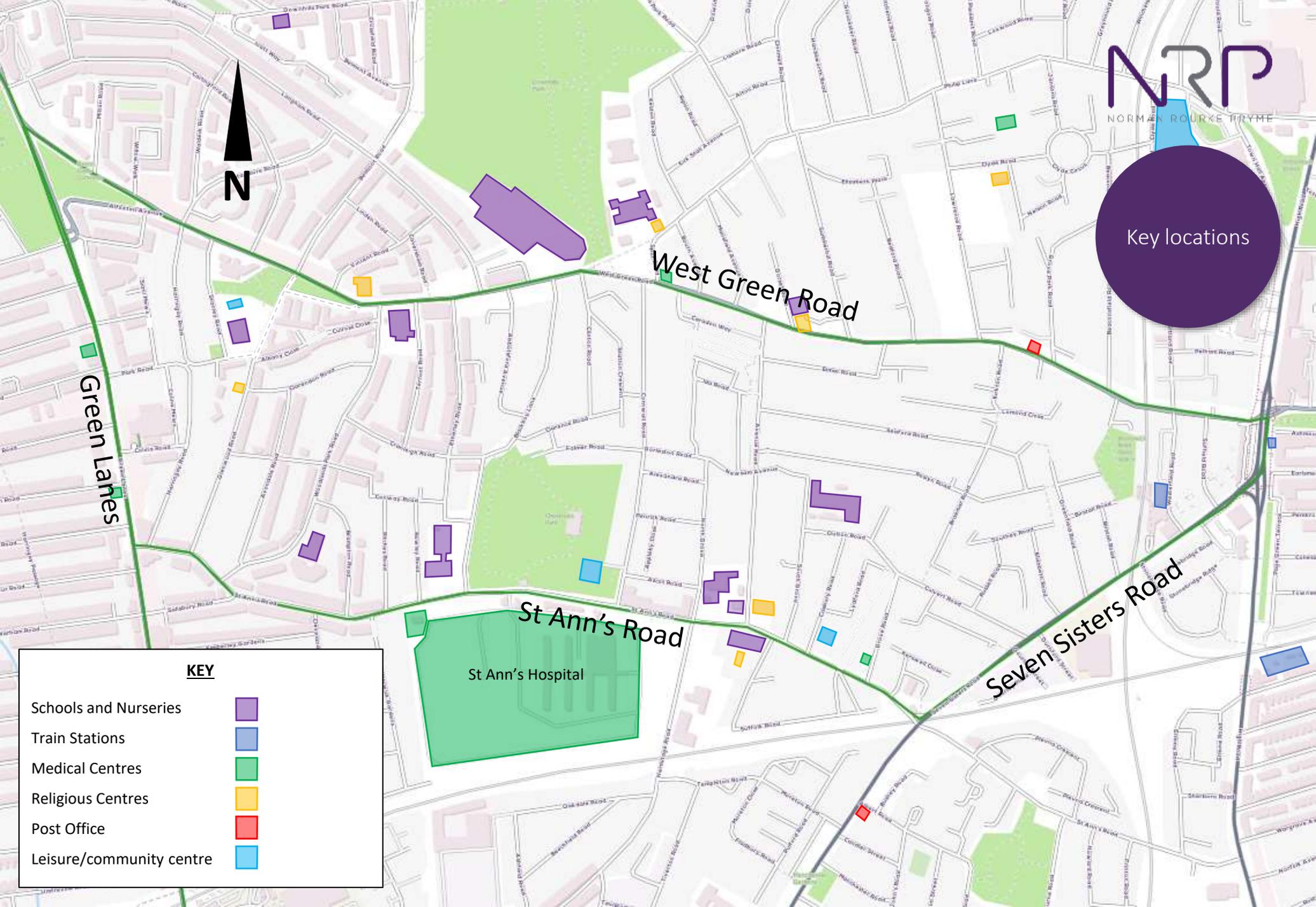
St Ann's Road

Seven Sisters Road

St Ann's Hospital

**KEY**

- Schools and Nurseries 
- Train Stations 
- Medical Centres 
- Religious Centres 
- Post Office 
- Leisure/community centre 



## Early Engagement

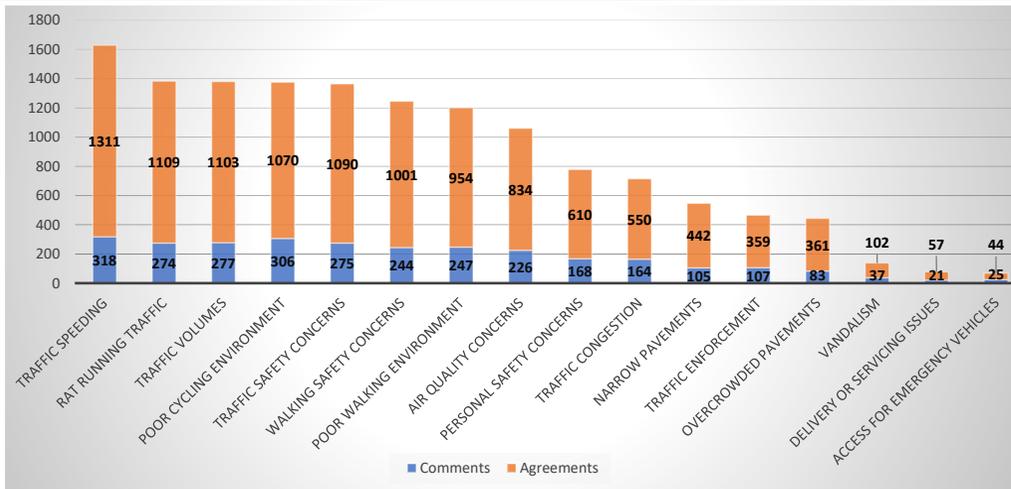
As part of the boroughs Low Traffic Neighbourhood (LTN) programme, St Ann's has been identified as a potential scheme. As such, Haringey Council published an online engagement platform using Commonplace to better understand the local populations concerns, desire and suggestions on ways to improve the area.

This engagement was launched on 4<sup>th</sup> February 2021, and to date has **521** respondents from an estimated 1637 visitors to the platform, gathering **659** comments and **2344** agreements.



# OVERVIEW

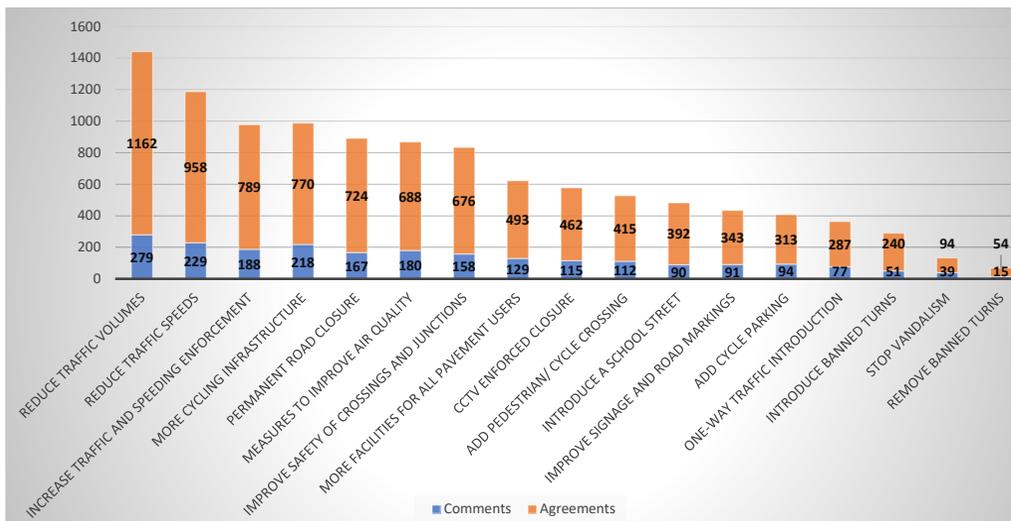
Issues Raised



% of times issue raised as a comment or agreement:

- Traffic speeding 54%
- Rat running traffic 46%
- Traffic volume 46%
- Poor cycling environment 46%
- Traffic safety concerns 45%

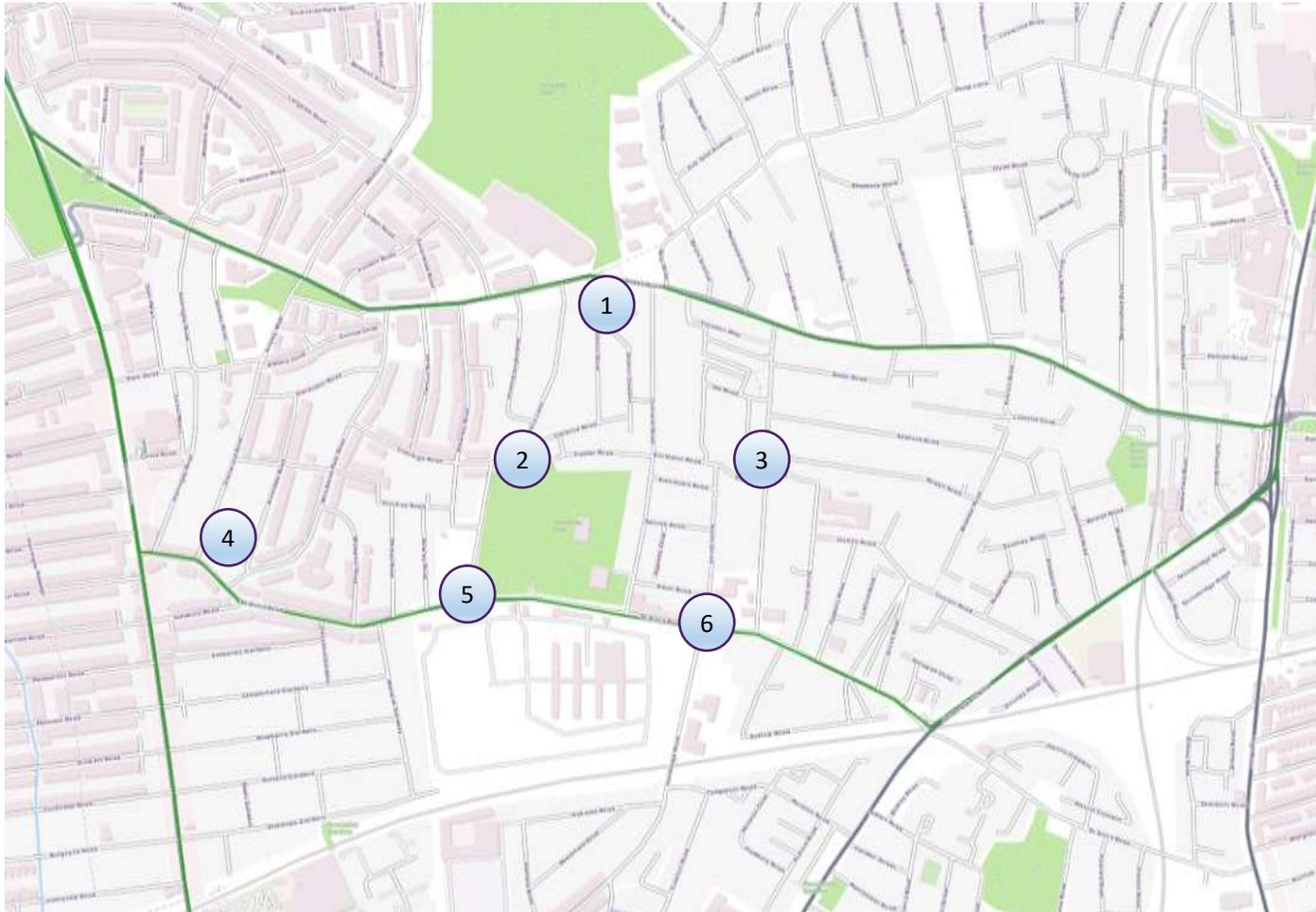
Suggested Improvements



% of times suggested improvement raised as a comment or agreement:

- Reduce traffic volumes 48%
- Reduce traffic speeds 40%
- Increase traffic and speeding enforcement 33%
- More cycling infrastructure 33%
- Permanent Road closure 30%

**OVERVIEW – Key areas of concern**



Area	Comments
1	<b>Clinton Road area</b> - Dangerous pedestrian crossings, excessive and improper parking, rat running
2	<b>Black Boy Lane (central)</b> - Extremely dangerous pedestrian crossing (cars don't stop or overtake other stopping cars)
3	<b>Avenue Road</b> - One-way increasing traffic speed and volume, driving in the wrong direction, dangerous for cycling, rat running
4	<b>Glenwood Road/Avondale Road/Woodland Park Road (south) area</b> -Speeding, rat running, pedestrian vehicle conflicts
5	<b>Black Boy Lane (south)</b> - Poor visibility, poor air quality, speeding, lack of crossings (particular concern during school times), narrow pavement
6	<b>Hermitage Road (north)</b> - Speeding, near misses, rat running, poor markings, perilous for cyclists (cars not adhering to priority)

## Baseline information

The following slides summarise the baseline information including:

- Existing one-way movements through the area
- Bus routes
- Traffic flows on key roads in the area and on the periphery

One-way  
Streets



Green Lanes

West Green Road

St Ann's Road

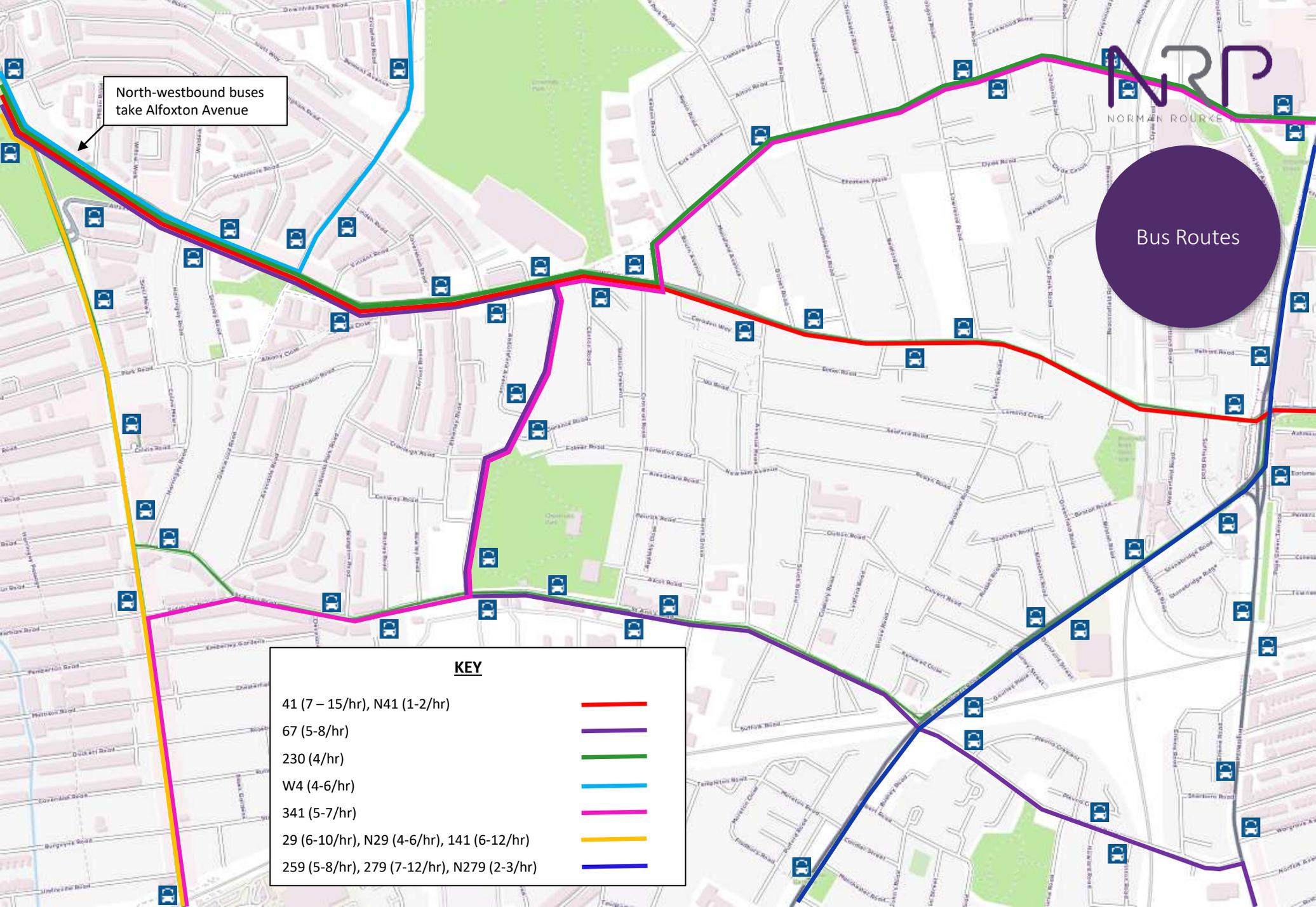
Seven Sisters Road



Bus Routes

North-westbound buses take Alfoxton Avenue

KEY	
41 (7 – 15/hr), N41 (1-2/hr)	
67 (5-8/hr)	
230 (4/hr)	
W4 (4-6/hr)	
341 (5-7/hr)	
29 (6-10/hr), N29 (4-6/hr), 141 (6-12/hr)	
259 (5-8/hr), 279 (7-12/hr), N279 (2-3/hr)	





**Collision analysis**  
36 month to  
Dec 2019

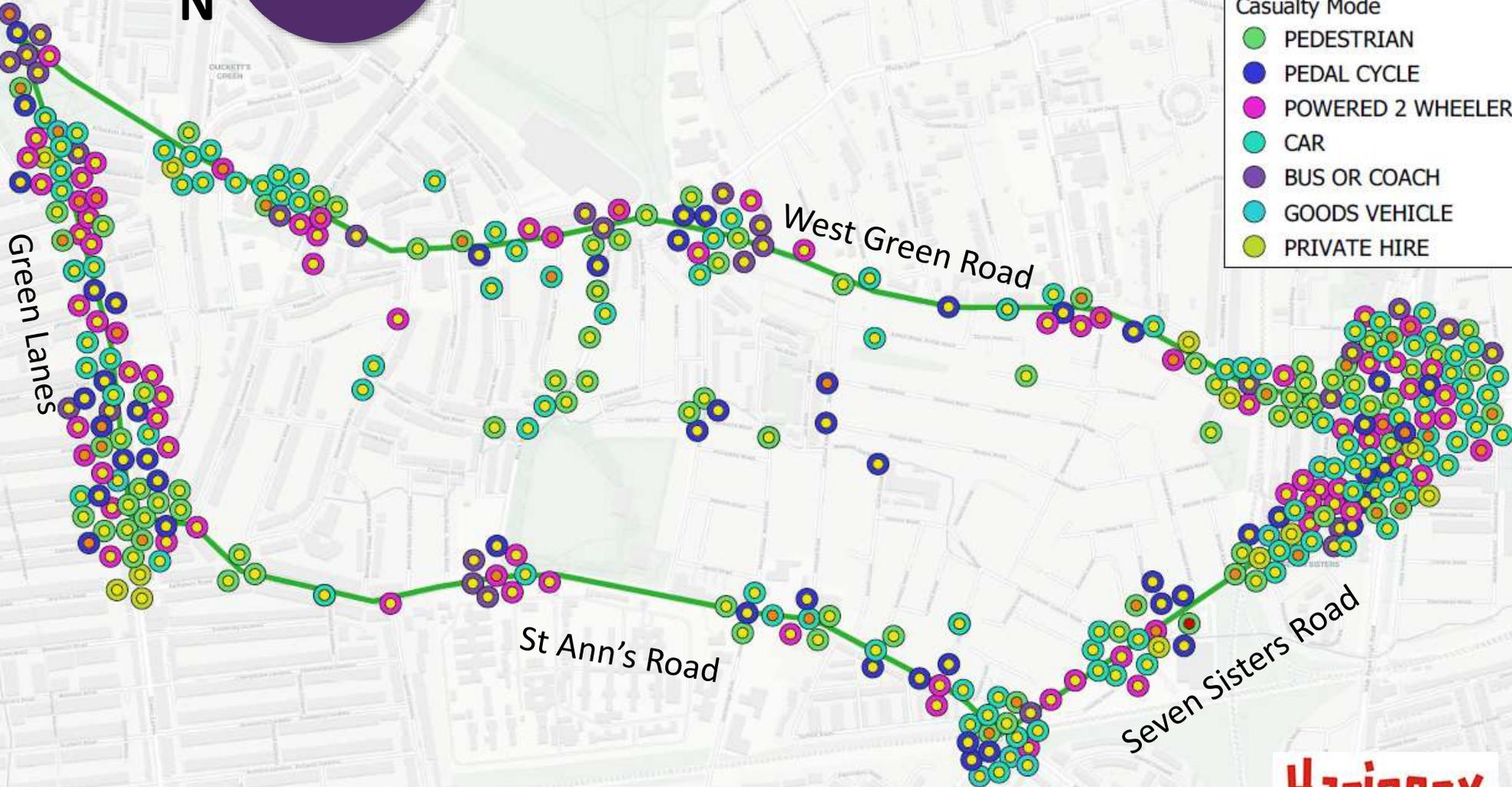
**Key**

Casualty Severity

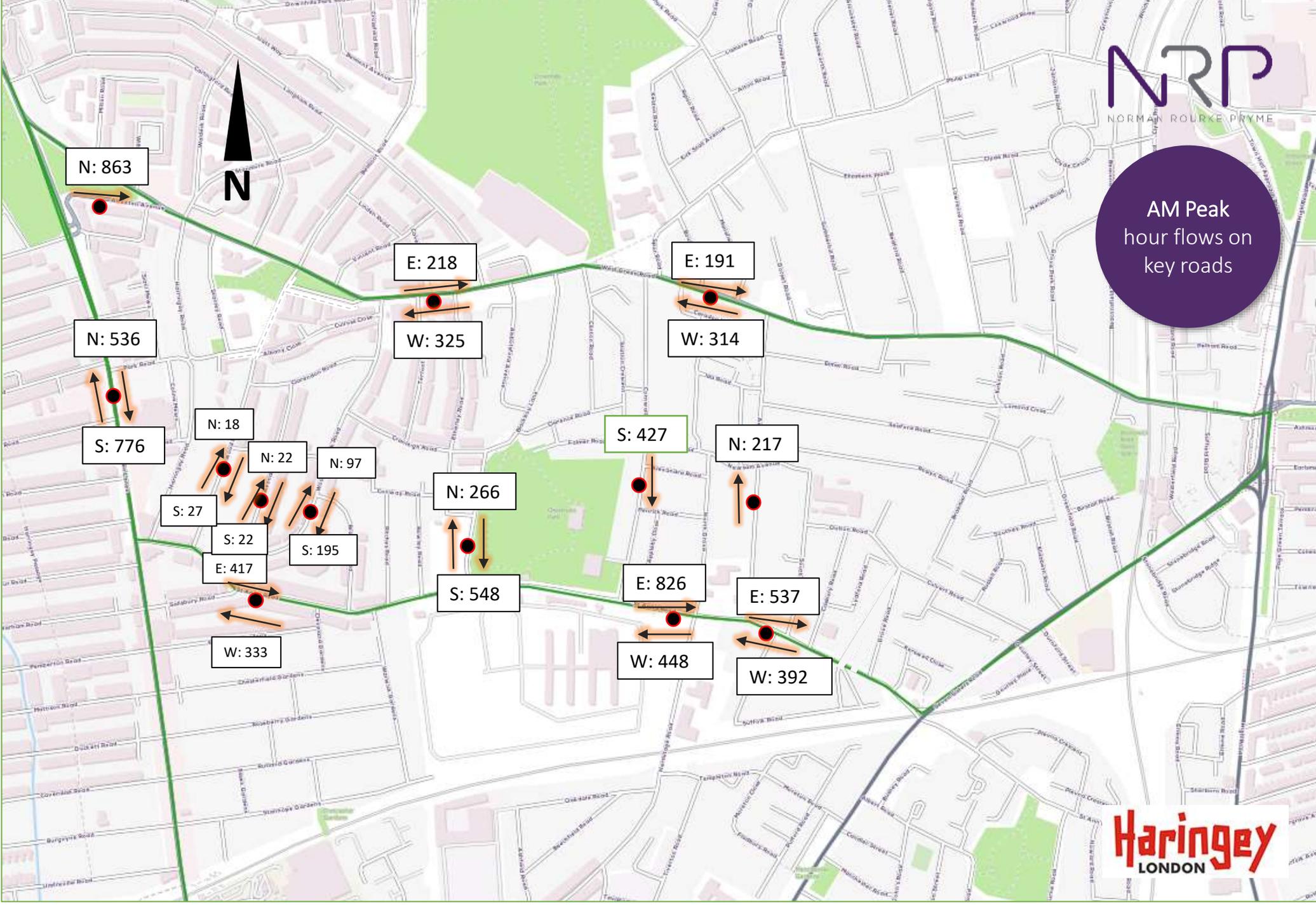
- 1 FATAL
- 2 SERIOUS
- 3 SLIGHT

Casualty Mode

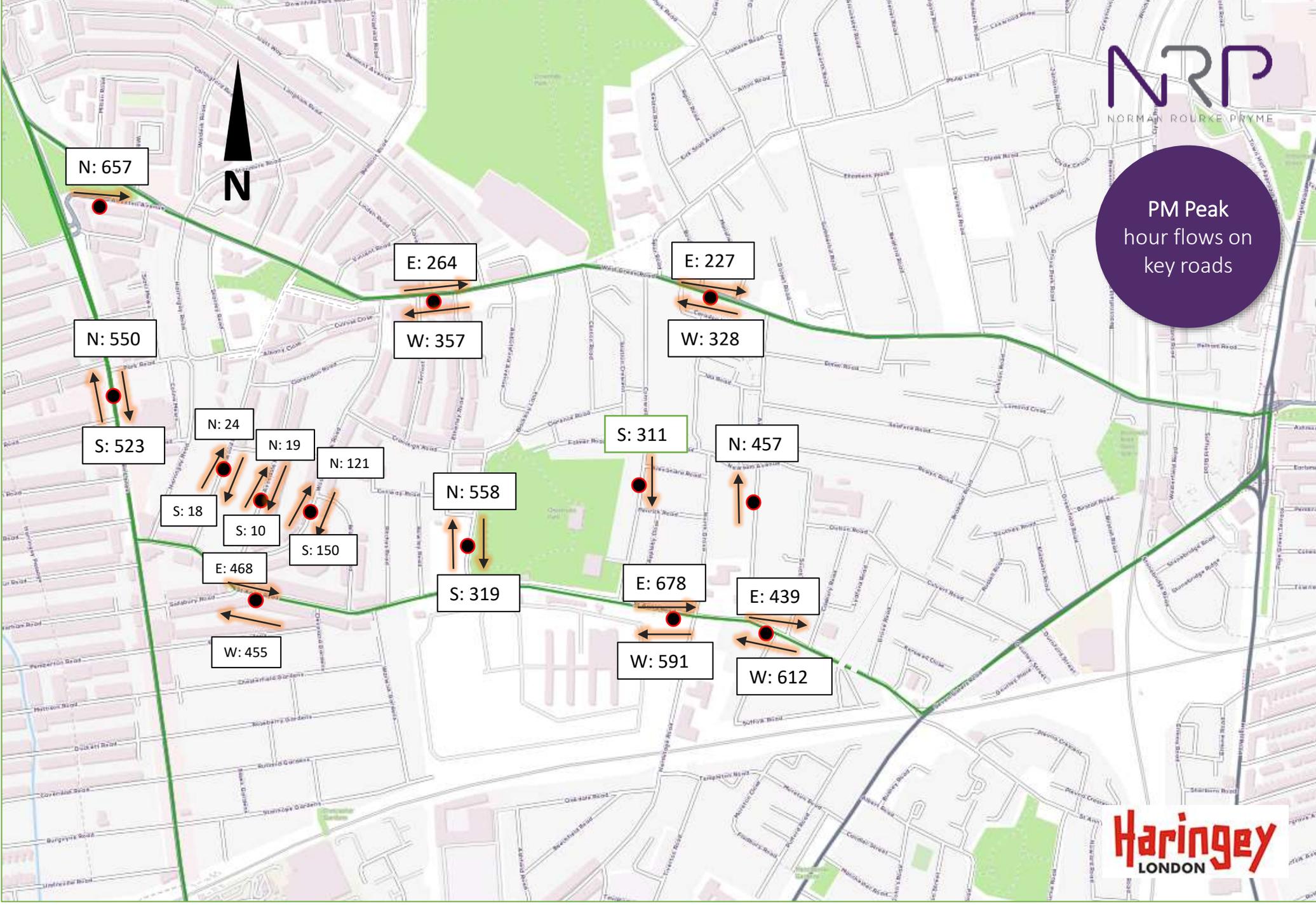
- PEDESTRIAN
- PEDAL CYCLE
- POWERED 2 WHEELER
- CAR
- BUS OR COACH
- GOODS VEHICLE
- PRIVATE HIRE



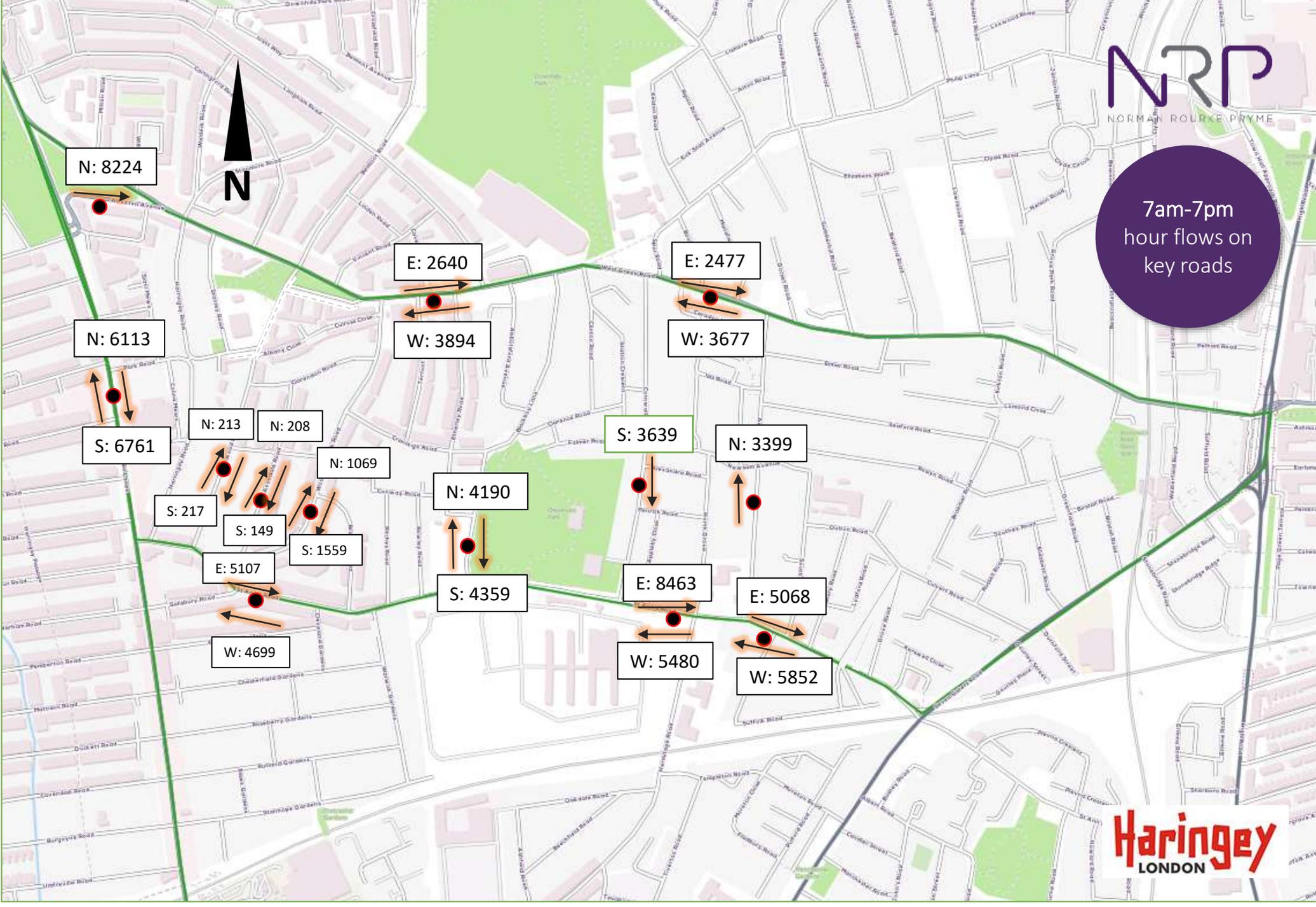
AM Peak  
hour flows on  
key roads



PM Peak  
hour flows on  
key roads



7am-7pm  
hour flows on  
key roads



## Potential LTN options

The following slides provide a summary of the potential options developed for the LTN:

- Option 1 - High intervention – Removes rat-running traffic by severing the through movements and introducing residential areas across the LTN.
- Option 2 - Medium intervention – Seeks to reduce rat-running traffic through the area by severing some routes but permitting some through traffic to remain on Black Boy Lane.
- Option 3 - Medium intervention – Removes rat-running traffic by severing the through movements and introducing residential areas across the LTN. Black Boys Lane remains open southbound, with buses permitted in both directions.
- Option 4 - Medium intervention – Retains the major north/south through routes but introduces residential areas between the through routes severing east/west rat-runs.

All options include a closure at the northern end of Clifton Road.

Option 1-  
High  
Intervention:  
Residential  
areas



Green Lanes

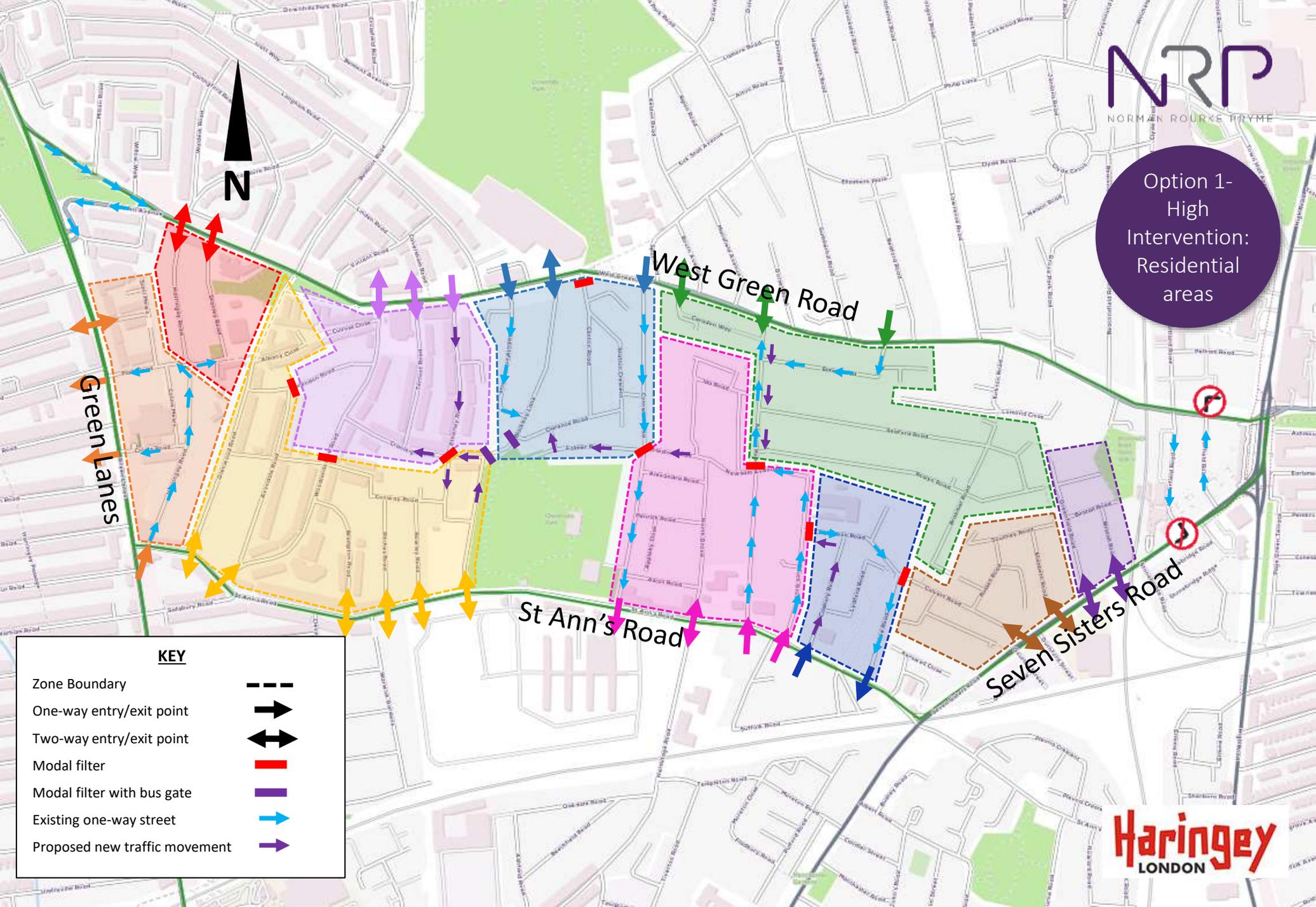
West Green Road

St Ann's Road

Seven Sisters Road

**KEY**

- Zone Boundary 
- One-way entry/exit point 
- Two-way entry/exit point 
- Modal filter 
- Modal filter with bus gate 
- Existing one-way street 
- Proposed new traffic movement 



Option 1-  
High  
Intervention:  
Residential  
areas



Green Lanes

West Green Road

St Ann's Road

Seven Sisters Road

**KEY**

- Zone Boundary 
- One-way entry/exit point 
- Two-way entry/exit point 
- Modal filter 
- Modal filter with bus gate 
- Existing one-way street 
- Proposed new traffic movement 

Modal filter to allow emergency vehicles, cyclists, council vehicles (and buses where required).

Example of modal filter for options 1, 3 and 4



## Option 1 summary

- The restriction points (modal filters) allow cyclists, emergency and refuse vehicles through and buses, where required.
- Some motor vehicles trips into and out of the area would be affected by the closures, resulting in an increase in journey time.
- Of the four options this would see the highest volume of traffic reassigned onto neighbouring roads (potentially removes up to 1,000vph during the peak periods).
- The cost of implementation is low, requiring no physical changes to the road layout, with signage and planters used to implement the trial scheme.
- Enforcement can be carried out using standard enforcement cameras located at the closure points, with Penalty Charge Notices (PCNs) issued.

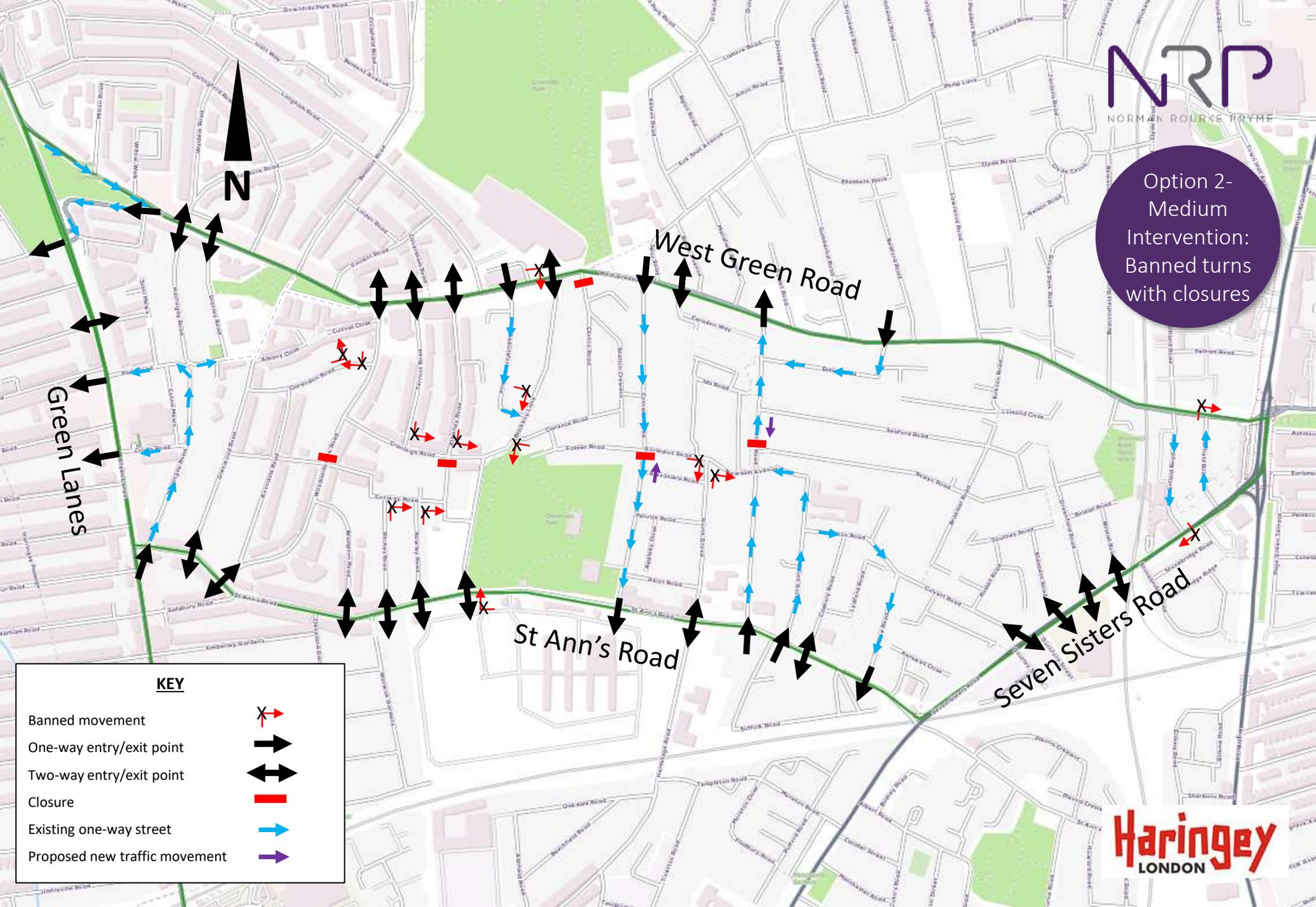
**Note:** In all options the proposed banned movements on Westfield Road and Suffield Road require further investigation – mitigation is required as there are existing rat-running issues that will get worse under the proposed schemes, but the banned turns affect movements through the A10 (TLRN road)

Option 2-  
Medium  
Intervention:  
Banned turns  
with closures



**KEY**

- Banned movement
- One-way entry/exit point
- Two-way entry/exit point
- Closure
- Existing one-way street
- Proposed new traffic movement



## Option 2 summary

- Proposed closures would use the same measures as Option 1. Where banned movements are proposed these would be signed, with scope for temporary islands to be introduced to enforce the banned movement where space is available.
- The banned movements onto Black Boy Lane could only be enforced using road signs and need to retain the existing bus movements. Some banned movements could be abused with vehicles undertaking U-turn manoeuvres to access a junction (e.g. eastbound right turn from West Green Road into Black Boy Lane could be carried out by u-turning at Spur Road/West Green Road roundabout).
- Some motor vehicles' trips into and out of the area would be affected by the closures, resulting in an increase in journey time.
- This option would see lower volumes of traffic reassigned onto neighbouring roads outside the LTN compared to Option 1 (potentially 500-1,000vph in the peak periods).
- Enforcement can be carried out using standard enforcement cameras located at the closure points, with Penalty Charge Notices (PCNs) issued.
- The cost of implementation would be low, unless physical changes are required to the road layout to prevent U-turns.

Option 3-  
Medium  
Intervention:  
Black Boy Ln  
S/bound only



Green Lanes

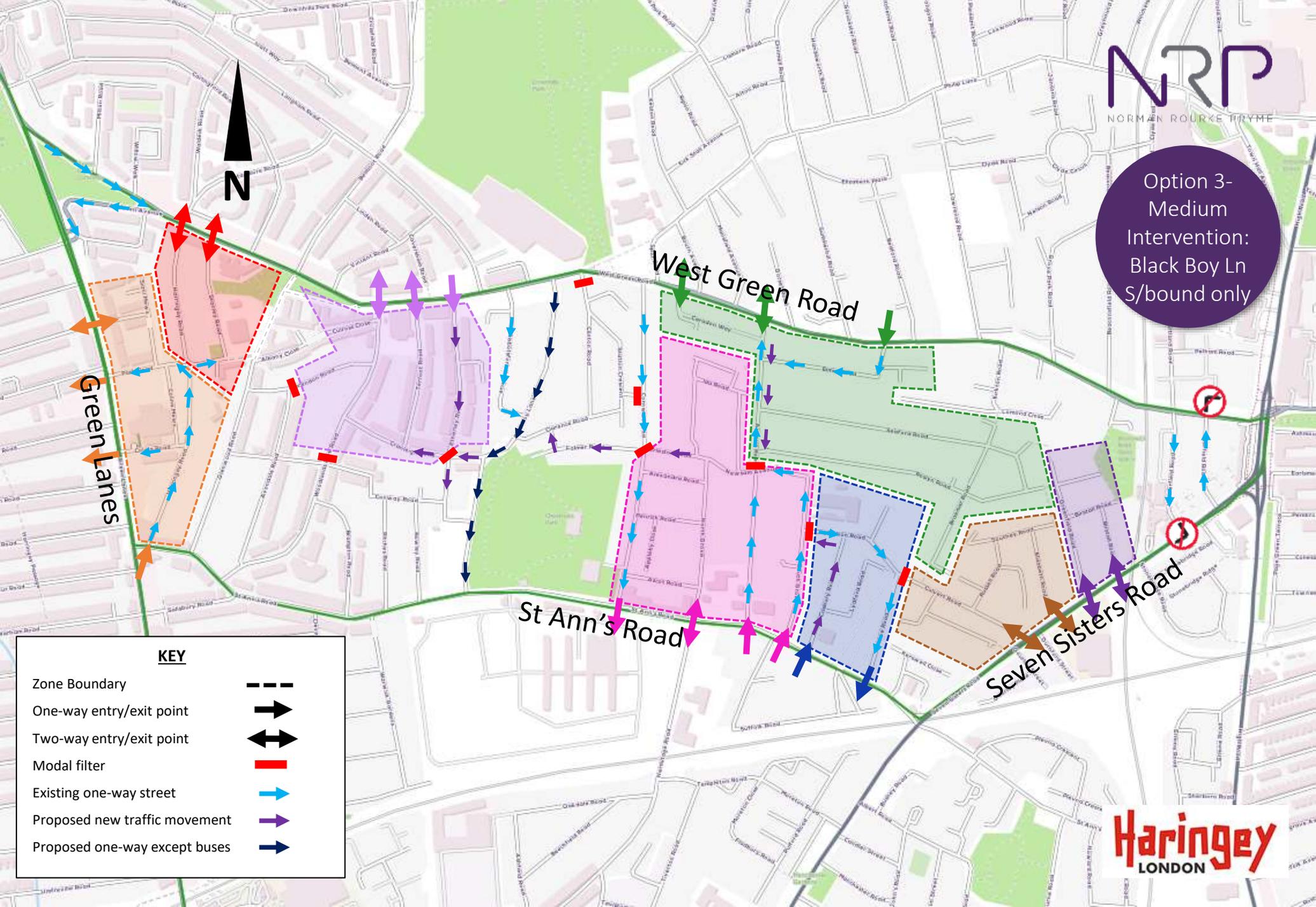
West Green Road

St Ann's Road

Seven Sisters Road

**KEY**

- Zone Boundary 
- One-way entry/exit point 
- Two-way entry/exit point 
- Modal filter 
- Existing one-way street 
- Proposed new traffic movement 
- Proposed one-way except buses 



Option 3-  
Medium  
Intervention:  
Black Boy Ln  
S/bound only



Green Lanes

West Green Road

St Ann's Road

Seven Sisters Road

**KEY**

- Zone Boundary 
- One-way entry/exit point 
- Two-way entry/exit point 
- Modal filter 
- Existing one-way street 
- Proposed new traffic movement 
- Proposed one-way except buses 

## Option 3 summary

- This option follows the same principles as Option 1, but with Black Boys Lane open to general traffic southbound only. Buses will be permitted northbound to maintain the existing routes.
- This option would see a small increase in total traffic on Black Boys Lane at certain times of the day with traffic reassigned from being Cornwall Road.
- The restriction points (modal filters) allow cyclists, emergency and refuse vehicles through and buses, where required.
- Some motor vehicles trips into and out of the area would be affected by the closures, resulting in an increase in journey time.
- This option would see lower volumes of traffic reassigned onto neighbouring roads outside the LTN compared to Option 1 (potentially 250-750vph in the peak periods).
- The cost of implementation is low, requiring no physical changes to the road layout, with signage and planters used to implement the trial scheme.
- Enforcement can be carried out using standard enforcement cameras located at the closure points, with Penalty Charge Notices (PCNs) issued.

Option 4 –  
Medium  
Intervention:  
Retained  
through  
routes



Green Lanes

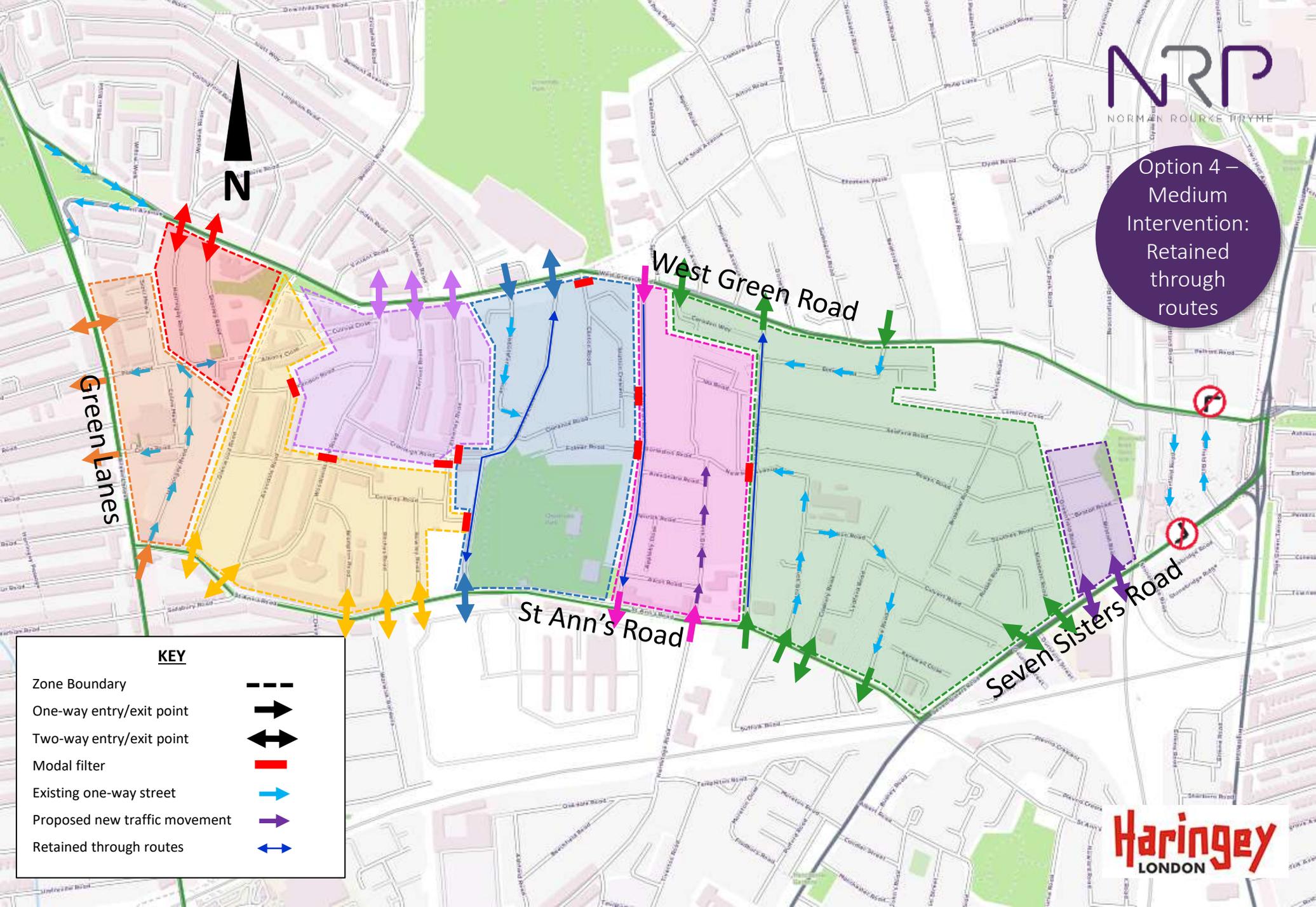
West Green Road

St Ann's Road

Seven Sisters Road

**KEY**

- Zone Boundary 
- One-way entry/exit point 
- Two-way entry/exit point 
- Modal filter 
- Existing one-way street 
- Proposed new traffic movement 
- Retained through routes 



Option 4 –  
Medium  
Intervention:  
Retained  
through  
routes



Green Lanes

West Green Road

St Ann's Road

Seven Sisters Road

**KEY**

- Zone Boundary 
- One-way entry/exit point 
- Two-way entry/exit point 
- Modal filter 
- Existing one-way street 
- Proposed new traffic movement 

## Option 4 summary

- Existing through routes on Black Boys Lane, Cornwall Road and Avenue Road have been retained. Restriction points have been introduced to encourage vehicles passing through the area to utilise these routes rather than travelling on east/west roads through the LTN area.
- The restriction points (modal filters) allow cyclists, emergency and refuse vehicles through and buses, where required.
- The western side of the LTN reflects the same design as Option 1, with the creation of residential areas.
- Some motor vehicles trips into and out of the area would be affected by the closures, resulting in an increase in journey time.
- This option would potentially see the lowest volumes of traffic reassigned onto neighbouring roads compared to the other options.
- The cost of implementation is low, requiring no physical changes to the road layout, with signage and planters used to implement the trial scheme.
- Enforcement can be carried out using standard enforcement cameras located at the closure points, with Penalty Charge Notices (PCNs) issued.

## LTN option RAG analysis

	Option 1 (High intervention)	Option 2 (Medium intervention)	Option 3 (Medium intervention)	Option 4 (Medium intervention)
Rat run removal	Yes	Partial	Partial	Limited
Impact on Emergency Services through area	No	No	No	No
Civil infrastructure changes required	No	No	No	No
Estimated average change in local access journey times	TBC	TBC	TBC	TBC
Relative reassignment onto neighbouring roads	High	Medium (High if U-turns not prevented)	Medium	Low
Enforcement	Standard cameras with PCNs issued	Standard cameras with PCNs issued	Standard cameras with PCNs issued	Standard cameras with PCNs issued
Perceived impact on local access for all users	Medium	Medium	Medium	Medium
Implementation cost	Low	Medium	Low	Low

## Next Steps and Key dates

- Ongoing
  - Transport Impact Assessment
  - Traffic and Air quality monitoring
  - Business Engagement
  - Stakeholder engagement
- w/c 10 May 2021 - Ward members briefings
- 11 May 2021 – Letter to residents with invitation to community design workshops
- W/C 17/24 May 2021 – Community design workshops LTN x 2
- 19 May 2021 – Disability and Access groups design workshops (all 3 LTNs)
- Public Consultation July 2021