

**QUESTIONS FROM BRUCE GROVE LTN PUBLIC MEETING ON  
4 MARCH 2021**

**Haringey Council's written responses to participants' questions**

**General questions about the LTN**

**1. Can you explain how we have access to our homes without resident exemptions?**

*Every home in a LTN can be accessed by car. LTNs always allow local motor vehicle access. Local residents and businesses can still use cars, as well as receive visitors and deliveries, but non local traffic cannot drive directly through the area.*

**2. Access to my home currently is limited because of one-ways etc. So if there were restrictions that may mean only one route available**

*When we design the LTN, we will take one-ways into account to ensure all addresses are still fully accessible. While car journeys within the area may be less convenient, we expect to see an overall reduction in traffic, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling.*

**3. How will things improve for pedestrians? Dumping deters walking and condition of pavements is a barrier.**

*LTNs are areas which experience quieter roads which feel safer for pedestrian and benefit from better air quality. They also enable people to walk, play and meet in a healthier and more inviting environment. Studies have shown that streets with quieter traffic flows have positive social interactions within the community and a better sense of community cohesion.*

**4. Will you look at reversing one way streets to two way?**

*There are no designs at this stage, but we will need to look at how traffic moves around the whole area when we produce designs, as well as the feedback gathered from the community.*

**5. It would actually add to pollution by making people having to do extra miles to go around the system.**

*LTNs do not create additional traffic by shifting it from one place to another. Instead, we expect to see an overall reduction in the numbers of motor vehicles on roads, including boundary roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling. This in turn would lead to a reduction in air pollution.*

Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN boundaries. A long term analysis in Waltham Forest<sup>1</sup> found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. In fact, traffic decreased by 56 % over the whole area.

Recent data from Railton LTN in Lambeth<sup>2</sup> has shown a decrease in traffic both within the LTN and on surrounding roads.

**6. Can we get any visibility of the plans before they're implemented please?**

*This is the first step in the process of engagement on the LTN. There will be further opportunities to engage on the designs before implementation. This will be a chance for you to give your views on proposed designs.*

*It is very important that the LTN is supported by the community and that we hear from those living and working in and near the area before any decision is made on the implementation of the LTN.*

**7. Will there be a commitment to tree planting/pocket parks/planting alongside implementing road closures? It would be so great to see more of this and even better if communities could be involved in choosing/helping to plant/ upkeep of these areas.**

*As the programme progresses, we will also look into delivering other complementary improvements within the LTN including tree planting and new pedestrian crossings.*

**8. Resident exemptions are necessary, otherwise they will pick up the slack by driving more to reach their homes.**

*It's important to note that all addresses will still be accessible for cars in the LTN area. Car journeys within the area will be less convenient.*

*Implementing a 'white list' system, where residents access through the restrictions points is an option we have considered, but we also want to encourage more cycling and walking among residents in the Bounds Green area. If it is easier to drive, rather than bike or walk short trips, many residents are unlikely to change their travel habits, and will continue to drive.*

*Administration for a 'white list' system can also be extremely complex and on balance, would not achieve the Council's policies set out in the 2018 adopted Transport Strategy<sup>3</sup> and the draft 2021 Walking and Cycling Action Plan<sup>4</sup>.*

**9. When is the earliest that things will start?**

*Implementation has been slightly delayed due to the pre election period leading up to the Mayor of London and London Assembly elections in May, during which we are not allowed to carry out*

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<sup>1</sup> <https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/>

<sup>2</sup> <https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report>

<sup>3</sup> <https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy>

<sup>4</sup> <https://www.haringey.gov.uk/draftwcp>

any consultation or engagement. The engagement will commence again after the election results with the aspiration to implement a community supported LTN in Autumn 2021.

**10. Will the LTNs prevent mopeds cutting through pedestrian alleyways?**

*LTNs filter roads, not pedestrian alleyways, but we can consider this as part of wider walking and cycling schemes.*

**11. What options are there for security and crime prevention for pedestrians and cyclists?  
Our current situation is not sufficient?**

*According to available data, LTNs have actually contributed to a decrease in crime. The introduction of a low traffic neighbourhood in Waltham Forest, for example, was associated with a 18% decrease in street crime within the LTN and 10% across the borough. And this effect increased with a longer duration since implementation. (Using police data, 2012-2019.<sup>5</sup>)*

**12. Can you confirm the actual total budget for BG LTN surely it isn't just £325k**

*We have been awarded £325,000 from TfL's Streetspace fund. We have so far received £65,000 for engagement and design work.*

**13. It would be great to hear about what steps can be taken at the periphery of the LTN to extend its benefits. A simple step at the boundary of the LTN that would extend it into another neighbourhood.**

*We will consider the feedback from the community on proposed LTN, and that will inform our design process and the exact boundary of the LTN. We will also consider complementary measures for areas adjacent to the LTN.*

**Emergency services**

**14. Is there any way to find out what the needs of the fire station in St Loys road are?**

*The emergency services are key stakeholders. The ambulance services, police and fire brigade have been engaged early on in the engagement process, and we will continue to work with them to ensure their access needs are not impacted and where possible improved.*

*We will speak to the Fire Brigade at this facility to understand their needs.*

**Specific roads**

**15. The junction of Belmont Road and Langham Road has a lot of rat running turning onto Langham Road east and west of Belmont Road. The east side will be in the LTN and will hopefully have a modal filter placed on it to stop rat running in this direction. As this will likely lead to more rat running onto the west side of Langham Road outside of the LTN,**

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<sup>5</sup> <https://osf.io/preprints/socarxiv/ftm8d/>

**could the council consider placing a modal filter on the west side of Langham Road/Belmont Road junction to prevent this?**

*We will consider the feedback from the community provided in the early engagement exercise and prepare designs which address the issues raised, including on adjacent roads. We will consider this proposal as part of this process.*

**16. I am a resident of Belmont Road. An already car-ridden street. Please can I have some information as to why our residential street wasn't included in this proposal, and what measures are there in place to ensure our air quality, and environment won't be made worse? / The western 'line of severance' for this LTN is Belmont road- does this mean this is considered a 'main' road? Is there any way of extending this to Westbury ave to include a bigger area in the LTN? Belmont residents feel ignored.**

*We will consider the feedback from the community provided in the early engagement exercise and prepare designs which address the issues raised, including on adjacent roads. We will consider this proposal as part of this process and extend the boundary of the LTN to Westbury Avenue.*

**17. Lordship Lane is a horrible rat run, from the high road in the East up to the roundabout near Bruce Castle Park. However it is also a main road that will likely be used as such after the LTN implementation. How can we ensure that traffic is calmed here and that pedestrians/cyclists feel safe here?**

*Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including improving east/west cycling routes and for Lordship Lane<sup>6</sup>.*

*We will consider the feedback from the community provided in the early engagement exercise on the LTN and prepare designs which address the issues raised, including on adjacent roads such as Lordship Lane.*

**18. One of the issues with Belmont is Downhills Way encourages fast speeds so when that traffic gets to Belmont it's going too fast. Could there be traffic calming measures further up?**

*We will consider the feedback from the community provided in the early engagement exercise on the LTN and prepare designs which address the issues raised, including on adjacent roads. Traffic calming measures will be part of this.*

## **Parking**

**19. Is there any plan to look at parking policies as part of these changes?**

*We will consider parking changes in this LTN alongside the design work based on the community feedback to the early engagement.*

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<sup>6</sup> Prior to the consultation launch, you can view the draft Plan here: <https://www.haringey.gov.uk/draftwcp>

**20. Would be wonderful to get rid of a lot of the pavement parking, it can make it difficult to walk on the pavement even.**

*Yes, the council is proposing to remove pavement parking across the whole borough. We will also consider this proposal alongside the design work on the LTN.*

*What is the cost of car parking for the borough? This has to be put in the balance when looking at the cost of bike hangers.*

### **Engagement**

**21. Where can we see the recorded video of the public meeting?**

*The video cannot be shared with the public and this was outlined at the start of the meeting, but we are providing these notes to reflect the comments at the meeting.*

**22. This "consultation" by its nature excludes people who cannot express themselves in writing and don't have access to MS Teams. This means the most deprived people cannot take part.**

*We recognise not everyone has internet access or good broadband speeds. To ensure everyone can participate from the early stage in the process, we mailed out an invitation letter to all addresses in the Bruce Grove and West Green areas to encourage the community to participate in the engagement for the LTN. The community can get involved by email or our online interactive engagement heat map, and those without internet access can write a letter or leave a voice message on our dedicated answer machine.*

*We are proposing to carry out two EqlAs, one on the engagement work and the other on the scheme design. The community will also be encouraged to provide their feedback on, and help shape, the EqlAs.*

**23. What was the take up on the map and comments? What would be considered a good response to roll this project forward fairly as a %**

*It is very important that the LTN is supported by the community and that we hear from those living and working in and near the area before any decision is made on the implementation of the LTN. The engagement is still in its early stages and will continue until the summer, so we are hoping to reach many more people still before deciding on whether and how the LTN will be implemented.*

*We are not looking at the engagement in percentage terms. We need to weigh up all the views expressed against the wider need to tackle problems of air pollution, community inactivity, enable more sustainable travel and overcome the impacts of Covid 19.*

**24. Can you ensure us this plan won't go ahead without majority agreement?**

*Community support for the LTN is very important and will be a determining factor. However, any opposition will need to be weighed against the wider need to tackle problems of air pollution, community inactivity, enable more sustainable travel and overcome the impacts of Covid 19.*

**25. Is it possible to do door to door once the rules relax to engage others like the elderly who may need to use cars?**

*We will not be able to go door to door given the current pandemic restrictions. However, we will provide different ways for elderly people to be involved if they don't have internet. So far, they have been able to call us and write their feedback and send it in the post.*

26. How are we consulting people from Black, Asian and minority ethnic (BAME) communities? I cannot see many here.

*We are planning to consult different groups, including BAME communities. Throughout the engagement we will seek their expertise to shape the two Equality Impact Assessments (1 about the engagement and 1 about the design) that we are working on. Examples of other consulted groups are listed below:*

- *Disability access groups*
- *Schools and young people*
- *Ethnic minorities*
- *Carers and other essential workers*
- *Emergency services*

27. How genuine is the claimed openness when you mute chat and disable raise hands?

*Attendance was higher than anticipated so we decided to take questions and comments only via the chat function to ensure everyone gets to feedback.*

### **Traffic**

28. Are there any long term plans to divert through traffic away from A10 (Tottenham High Road and Bruce Grove) towards more industrial area of Tottenham Hale and Watermead Way?

No.

29. I can only see a LTN around Bruce Grove pushing traffic along the A10 and making that a worse polluted area. We're a major thoroughfare in/out of London.

*LTNs do not simply shift traffic from one place to another. Instead, we expect to see an overall reduction in the numbers of motor vehicles on roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling.*

*Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN boundaries. A long term analysis in Waltham Forest<sup>7</sup> found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. In fact, traffic decreased by 56 % over the whole area.*

*Recent data from Railton LTN in Lambeth<sup>8</sup> has shown a decrease in traffic both within the LTN and on surrounding roads.*

*In the short term there may be a slight increase in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this.*

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<sup>7</sup> <https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/>

<sup>8</sup> <https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report>

**30. Is there any plan to use proper speed bumps instead of 'speed cushions' which don't slow larger or smaller traffic and have a minimal effect on medium sized vehicles?**

*We will consider the feedback from the community provided in the early engagement exercise on the LTN and prepare designs which address the issues raised, including on adjacent roads. This process will include a review of complementary measures including measures to calm traffic.*

### **Comments and suggestions beyond the LTN**

**31. Are there plans to improve cycling and walking infrastructure along the boundaries of the LTNs, too? On cycle links from the LTN, what plans are there for a link to Tottenham Hale?**

*Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey<sup>9</sup>.*

**32. Are you reconsidering the design of the 'Cycle Super Highway' that runs through Bruce Grove?**

*We do not have any designs at this early stage but all options are on the table for the LTN including reviewing and improving CS1. We were awarded funding from TfL under their Streetspaces funding to improve CS1. The section of CS1 through the Bruce Grove LTN area now forms part of the LTN project.*

### **Monitoring**

**33. What metrics will the LTN be measured on? Will there be benchmark traffic counts prior to the implementation? Will this include roads which are outside of the LTN but may be impacted (e.g. the ones in Duckett's Green)**

*We will be extensively monitoring traffic counts and air quality both in and around the Bruce Grove LTN area. We will be publishing a monitoring plan shortly. The monitoring results will be available on our website.*

**34. Do we know the precise percentage of vehicle journeys in Haringey/Tottenham are by non-residents (ie people cutting through our borough)? Would it be useful to know?**

*We don't have specific figures for non-local through traffic in the whole borough at the moment. But we know that roads such as the A10 and A105 are used by significant volumes of non local traffic. The Council will be carrying out a Transport Impact Assessment on the LTN which will look at through traffic volumes.*

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<sup>9</sup> Prior to the consultation launch, you can view the draft Plan here: <https://www.haringey.gov.uk/draftwcp>

### 35. Have there been any air quality assessments done so far?

Not yet, but these will take place in the near future as part of our monitoring of the scheme going forwards.

#### Further remarks

We are taking the following remarks and comments into account, along with the rest of feedback gathered so far through different methods (commonplace, emails, phone conversations, letters and meetings).

- Not all elderly and disabled need to drive (though some do — they're not a uniform group)! Good cycling infrastructure would allow them to cycle as well, including on adapted bikes.
- Less than half of Haringey residents own a car.
- Morrison avenue has shallow foundations and our houses shake when large HGV's come through
- Another Langham Rd resident. Unsafe, noisy, polluted - generally depressing.
- I am a driver and so understand why people use the many cut throughs to save time but am totally behind these LTNs. I would be really pleased to have safer, quieter, residential streets to be able to cycle on. I live on Stanmore Road, just off the terrible junction at Belmont/Langham road and we currently experience terrible rat-running.
- Agree about need to ensure the boundaries of the LTN are addressed as well
- Understand people's concerns about less convenient driving routes but we need to look at our neighbourhood's safety record
- I don't think resident exemptions are a good idea.
- If the filters are only camera controlled with residents exemptions, enforcement will be more complicated and expensive
- Residents need statistics which are to do with their roads to get bigger engagement
- Just to say, I thought the commonplace map was a great and simple way of engaging
- The CS1 which comes off Philip lane to Napier road is an accident waiting to happen
- Philip lane main rd cycle lane is unsightly and dirty
- Langham is a horrible rat-run both ways off Belmont
- We really need more cycle hoop bike sheds in n17
- Consider looking at parked cars underneath the bridge on Lordship Lane
- We need to make our streets in our neighbourhood safer - for pedestrians, cyclists and for air quality
- I feel that the consultation has not been very well advertised.
- Please limit the amount of street furniture implementation. As a driver its difficult to read and understand all the info signs when concentrating on the road
- Agree that more cycle hangers are needed
- Welcome cycling infrastructure in the borough
- Morrison avenue would love to plant into planters - lets do it!
- I'd definitely be up for looking after planters on Langham Road - sounds great
- All these measures would help bring back neighbourhood watch
- I hope the new BG cpz signs will b sized more like those in Islington i.e small
- There is a real problem in our area with mopeds using footpaths
- I live on Morrison avenue and we are one of the smallest residential roads but are the biggest rat run and take the Philip Lane traffic due to the traffic build up from the high road/ bus garage.



- *Allowing motorbikes through a modal filter would surely defeat the point*
- *Cars and anti-social behaviour came up a lot on eg Eve Road and Belton rd*
- *Anti social behaviour of 'cars' - car drivers frequently dump fast food containers, bottles...*
- *The Belton Road Cycle hanger is very inappropriately placed. Makes cycling there scary*
- *We are a traffic heavy borough and need to be made look beautiful*
- *Two modal filters at that Belmont/Langham junction would make it much safer*
- *Langham Rd is unsafe, the air and noise quality from the rat-running at all hours*