

QUESTIONS FROM BOUNDS GREEN LTN PUBLIC MEETING ON 23 FEBRUARY 2021

Haringey Council's written responses to participants' questions

General questions about the Low Traffic Neighbourhood

1. Are there any proposals or designs at this stage?

No there aren't. At the moment, we are inviting the community to give us their views on transport and traffic related issues in the proposed LTN areas before any designs are drawn up. This is the first step in the process. There will be a further opportunity to engage on the designs in May/June.

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.

2. We don't all want or are able to cycle, how can the LTN benefit me?

LTNs are areas which experience quieter roads which feel safer 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.

As the programme progresses, we will also look into delivering other transport improvements and urban realm and greening improvements within the LTN.

3. Can you ensure emergency vehicles will have access?

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

4. Will local business see a fall in sales, as there won't be passing customers?

Evidence so far shows that there is a strong business case for healthier and safer streets. People spend longer in high streets which are pleasant places to be. Evidence also shows the despite buying less in a single visit, cyclists and pedestrians come more often to High Streets.

Studies published by Transport for London¹ outline the economic benefits of walking and cycling, and that people who walk and cycle take more trips to their local high street. These studies can be found here:

A LTN scheme will retain access for deliveries for local businesses and where possible improve this access. This will support the high streets' recovery from Covid 19.

5. Why was all this done at the height of Covid?

LTNs are first and foremost a public health intervention which will help improve air quality and enable more walking and cycling for those who are able to, providing a safe and healthy alternative to public transport and the private car. The impacts of Covid 19 place greater priority on these types of interventions.

6. We were told that implementation would be late spring/early summer. Has this now changed?

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 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.

7. You have said that most of the traffic problems come from non local traffic - how does the LTN address this?

LTNs filter roads using cameras, bollards, planters, banned turns, or make some roads no entry or exit, in order to give priority and access to residents who live in the area. Non local traffic, except emergency vehicles are banned from entering the LTN.

8. Will visitors to residential areas be able to arrive by car (e.g. less mobile visitors still able to park their car near a resident's house)?

Every home in a LTN can be accessed by car and can receive visitors and deliveries to their doors but some visitors will have to take different routes to their destinations in the LTN area which might be less convenient.

Design

9. Why not have cameras that restrict access/exit during certain hours of the day?

We want streets in Haringey to feel safe and welcoming at all times of the day. Restricting access at peak times would only ensure the roads in the LTN are quiet during those hours.

10. Would it be possible to have number plate recognition so people who live here, especially essential workers such as NHS staff, can actually get to and from work?

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.

¹ <https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

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 Strategy² and the draft 2021 Walking and Cycling Action Plan³.

11. How much revenue will Automatic Number Plate Recognition (ANPR) cameras generate?

While ANPR cameras might generate some revenue initially, as driver behaviour changes, this is likely to reduce. We've found in the past that putting in ANPR enforced traffic restrictions actually costs the borough money, as the cameras have running costs and do not make enough to cover these.

12. What else has been considered to reduce rat runs, apart from LTNs?

LTNs are the most effective way of reducing through traffic. Closing or filtering single streets with high levels of traffic, is only likely to push traffic onto neighbouring residential streets. So we think a holistic or neighbourhood approach to an area is the best way forward.

13. Could Blake Road be turned into a school street?

There are a few schools in the Bounds Green area that might benefit from being a school street. We will be considering whether implementing school streets at these locations would be appropriate at the design stage.

Traffic

14. Are you talking to sat navs to deal with specific traffic issues? Can you petition them to change their practices?

Sat Navs are unlikely to change working practices any time soon. However, TfL is leading discussions with Sat Navs companies to find a way forward. It is important to acknowledge that LTNs are not only about rerouting traffic. They are also about encouraging more walking and cycling for those who can, and creating healthier living environments.

15. Traffic and air pollution have been impacted by the Enfield LTN, as well as the lockdown. Will the monitoring take this into account?

Yes we will be carrying out extensive traffic and pollution monitoring of the area. We will be considering the effect of both Enfield's Bowes LTN and changes in traffic levels due to covid in our monitoring approach.

² <https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy>
³ <https://www.haringey.gov.uk/draftwcp>

16. Main roads cannot carry more traffic; they are jammed right now, and they are also residential. How will this be taken into account?

LTNs do not simply shift traffic from one place to another. Instead, over time 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 some time, studies show they result in less traffic both inside and outside the LTN boundaries. A long term analysis in Waltham Forest⁴ 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 Lambeth⁵ 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.

17. Will you be looking at the whole area holistically, including surrounding boroughs like Enfield?

Enfield and Haringey Councils are committed to working together to develop a single solution for the area. Enfield is carrying out its own consultation on the existing Bowes LTN and will be taking decisions once the responses have been analysed. We are working alongside Enfield to make sure the Bounds Green LTN, and any potential changes to the Bowes LTN, work together regardless of Borough boundaries.

Inequalities

18. Those worse off live on main roads. How will you ensure the LTNs do not exacerbate existing inequalities?

A recent study⁶ has shown that the London LTNs implemented so far have benefitted deprived Londoners the most. This is because deprived and ethnically diverse areas (defined as those where more than 20 per cent of the population are non-white) are the worst affected by air pollution, and LTNs have reduced traffic overall, and also air pollution (Imperial College London⁷)

Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN.

⁴ <https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/>

⁵ <https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report>

⁶ <https://osf.io/preprints/socarxiv/q87fu/>

⁷ <https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/>

Recent data from Railton LTN in Lambeth⁸, has shown that traffic was reduced both inside and outside the LTN after it was implemented.

A long term analysis in Waltham Forest⁹ found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. Traffic decreased by 56% over the whole area.

19. How will you meaningfully consult with those most vulnerable who may also have no digital access? And will you be consulting on the EQIA?

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 Bounds Green and Bowes LTN 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 EqIAs, 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 EqIAs.

20. When are you going to speak to those with disabilities?

We have started discussions with local and national disability groups and we plan to consult and engage extensively with these groups, and individuals, throughout the process.

Engagement

21. Why is the consultation period so long if this is an emergency action plan in response to covid and the climate crisis?

It is very important that the LTN is supported by the community and we hear from those living and working in and near the area. We want to make sure we listen to everyone before we implement any changes. It is very important to us to implement solutions that work for residents in the long run, even if this means it will take a bit longer to take action.

22. Is there room for the LTN plans to be cancelled if there is widespread opposition?

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.

23. Will you give more weight to the input of residents that are directly affected?

We want to ensure that everybody affected by the proposals are able to feed into the engagement and consultation. We are asking for the first digits of respondents' postcodes to

⁸ <https://beta.lambeth.gov.uk/sites/default/files/2021-02/Transport%20monitoring%20strategy%20FINAL.pdf>

⁹ <https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/>

determine who lives in the area, and we will certainly consider the views of residents more likely to be affected by the project.

24. How does employing Sustrans as a primary consultant ensure an objective perspective on the issue?

Sustrans has been commissioned given their expertise in community engagement and collaborative design. One of their key values is putting the needs and aspirations of the communities they work with at the heart of the design process, to help ensure the solutions they propose work for everyone.

25. How are you going to quantify the feedback? Will it be published?

We will be analysing feedback by classifying each comment according to a series of themes. We will then present the findings in a report at the end of each engagement stage. These reports will summarise the feedback gathered in an accessible format, and will be made available on our website

26. How can we show our support for this project? Is there a social media campaign to join?

If you wish to send your support directly to the council, you can do so using the contact details provided on our LTN webpage¹⁰.

There are also local groups you can contact/join. One such group is the Bounds Green Living Streets Branch who are encouraging the community to email them: boundsgreenlivingstreets@gmail.com. They also have a twitter page here: <https://twitter.com/BoundsLiving>

27. How will you co-design in practice?

We will deliver a series of online workshops and meetings in May/ June targeted at residents, stakeholders, and specific user groups such as disabled people. In these meetings different design options will be proposed, and we will gather feedback about them and suggestions for design amendments.

28. How will the LTN be reviewed once it is implemented? What will you do if in post implementation there is no change or the situation is worse for residents?

If implemented, the Council will review the scheme 6 months after implementation to determine its effectiveness and the community's views. This will allow the scheme to bed in and patterns of travel to change. We will continue to monitor the scheme after implementation. The 6 months review will make a recommendation on any changes to the scheme.

¹⁰ <https://www.haringey.gov.uk/low-traffic-neighbourhoods>.

Queries about specific streets and roads

29. How do you anticipate the Ultra-Low Emission Zone (ULEZ) extension will impact the A406 cut through?

The ULEZ will improve air quality across the LTN area and the whole of the borough. The ULEZ boundary on the A406 is likely to reduce some traffic moving between the boroughs where these vehicles do not meet the ULEZ criteria and owners wish to avoid paying the daily ULEZ charge.

30. Can you talk us through options for east-bound North Circular Road (NCR) traffic? Green Lanes is so log jammed because of the right turn onto NCR - this will be even worse with Brownlow Rd cut off. Right turn access would massively help with traffic flows on main roads

Questions or comments on NCR junctions in Enfield or the Brownlow Road proposal should be directed to Enfield Council using the following link <https://letstalk.enfield.gov.uk/bowesQN>

31. I understand that Wood Green town centre will be re-developed in the coming years. Has the likely impact of this been considered on the planned LTNs?

The Council will be carrying out a Transport Impact Assessment on the LTN which will consider the regeneration plans for Wood Green.

32. Regarding the co-dependencies between the bus gate on Brownlow and the Haringey LTN, one of the options (Option 4) was to keep Queens Road open so that there was still an open cut through from the North Circular up to Bounds Green Road. Has this option now been discounted?

We are not considering design options at this stage. After this round of early engagement, we will work closely with Enfield Council to produce designs that work well for the whole of the Bounds Green area.

Air pollution

33. Won't people having to drive further cause more pollution in the long run? I've heard LTNs cause more pollution.

While some car journeys may take a bit longer, there won't be significant detours. The access point to your property may change. We recognise that people may be inconvenienced by some of the changes. However, it is expected that the LTN will enable more cycling and walking, leading to less air pollution.

Evidence from Waltham Forest LTNs¹¹ found that traffic journeys both within and outside the LTN decreased by 56%, causing less air pollution overall.

¹¹ <https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/>

A study by Kings College on Waltham Forest in 2019¹² found air quality did not get worse on major roads (or other non-LTN areas) after the introduction of LTNs.

34. Enfield have monitored air pollution on Brownlow since April 2017. Do you have access to this data?

Questions or comments on the Enfield Bowes LTN should be directed to Enfield Council using the following link <https://letstalk.enfield.gov.uk/bowesQN>. We are working closely with Enfield and will learn from each other's LTNs and share all monitoring information.

35. How will you be monitoring air pollution and will the results be published?

We will be extensively monitoring the air quality around Bounds Green, on streets both within and outside the LTN. We will be publishing a monitoring plan on our website shortly. The monitoring results will be made public.

Questions around measures beyond the LTN

36. The Streetspace Plan was thrown out by a High Court Judge as 'seriously flawed'. TfL have been refused their appeal. Why has Haringey not paused the LTN plans in view of this?

LTNs support the delivery of both the Haringey Transport Strategy and the draft Haringey Walking and Cycling Action Plan and are important tools to tackle air pollution and improve the health and well being of everyone. We are learning from the Court judgements and adopting a different approach taken by some of the early Streetspace projects in London which includes early and up front meaningful consultation with the whole community and carrying out extensive Equalities Impacts Assessments.

37. What are you doing to ensure and encourage safer walking and cycling, such as cycle lanes, safe cycle parking, better walking infrastructure and bike hire schemes?

Our draft Walking and Cycling Action Plan¹³ 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.

38. Are there any conversations with TfL about improving public transport to take advantage of the LTNs?

Yes. Discussions with TfL are taking place and will continue throughout the process to ensure we improve public transport alongside the LTN scheme.

Further remarks and suggestions

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).

¹² <https://www.kcl.ac.uk/lsm/research/divisions/aes/research/ERG/index.aspx>

¹³ <https://www.haringey.gov.uk/draftwcp>

- Any road closure that means a delay in getting to the hospital could be at the expense of people's health and could be critical
- I like Enfield's cycle lanes
- Current cycle lanes in Haringey are poorly lit, dangerous and provide nothing for residents.
- A406 means much of the traffic is not local
- There are not enough places to keep bicycles
- Rat runs created by Enfield LTN
- The rat run coming from the Eastern side is due to no left turn allowed at Bounds Green station coming from the North Circular on Bounds Green Road
- Leaving roads half open with poor signage = hundreds caught out in Enfield
- Bowes LTN has been brilliant for the area, we want the same benefits in Haringey
- People driving from Essex to Heathrow shouldn't be coming through Bounds Green - need restrictions!
- The consultation is biased
- Great to hear Haringey working closely with Enfield on a joined up scheme.
- Great that you are considering public health and the traffic problems that have blighted this area for years
- Excess traffic on Blake Road as a result of the excess traffic in Durnsford made worse by Enfield LTN. Close access to Bounds Green Road from Blake Road and Cline road
- We live in a very hilly area. It is difficult for the less fit to walk and cycle
- Blake road and surrounding streets have always been a rat run and dangerous and made worse by Enfield LTN
- SatNavs make new rat runs when the main roads are gridlocked. A406 now gridlocked in lockdown so when lockdown ends SatNavs will rat run us via Hertford Town, as speedier.
- Please make Queens Road a cul-de-sac at the Bounds Green Rd end (A109)
- By reinstating the left hand ban BGR/Brownlow it looks as if Haringey will be trying to remove Haringey traffic as fast as possible down Brownlow onto A406. This doesn't feel like boroughs working together as Enfield are planning a bus gate on Brownlow.
- On Thorold Rd we are now the first left turn (via Whittington Rd) going towards the High Rd/ A10. 90% of the traffic is in this direction. But closing it off could see us trapped in like the people in Bowes.
- Please ensure all these comments today are circulated to all of us.
- Strongly support the implementation of Haringey LTNs, living in Haringey on the Enfield border, I am very impressed with the improvement in our local environment since the Bowes LTN was implemented. But it will be essential to improve and maintain the walking and cycling infrastructure for this to be successful.
- Queen's Road, a narrow residential road, has become a rat run and is congested
- I live on Winton Avenue and the amount of traffic is completely inappropriate for a small residential road of this nature. The traffic should be focused on the more 'major' roads.
- Really impressed by the engagement with residents from Haringey and your desire to learn from others. Also good that you are employing Sustrans as consultants.
- Haringey needs to play its part in changing behaviour, we will never improve matters for residents on main roads by maintaining the status quo
- Give free bikes or highly reduced bikes to people, if you want them out their cars give them an incentive to get out! Create better walking environments.
- One problem I can see is that traffic will be pushed further onto Durnsford Road which is a residential road.
- Would be great not to be exposed to toxic levels of NO2 on a daily basis.

- *Closing neighbouring streets pushes all traffic to Brownlow Road*
- *I absolutely support LTNs but the council must there must be transparency and accountability. Haringey are making an excellent start by meeting like this with residents.*
- *I want better air quality in all the major roads too. Please make sure it benefits everywhere.*
- *Right turn from Brownlow Road, (barring it being close) filter left from Durnsford Road into Bounds Green to improve flow.*
- *Trial modal filters on Blake Rd above the rail tunnel and also the junction between Woodfield Way and Durnsford Rd? Could a pocket park on Blake Rd above the tunnel be considered for the permanent solution*
- *Alexandra Park area needs to be included in the LTN*