



# Haringey's Low Traffic Neighbourhoods

Environment & Community Safety Scrutiny Panel

5 September 2022

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# What are Low Traffic Neighbourhoods?

LTNs are not new and have been around for decades with several in Haringey already e.g. the Gardens in Hermitage & Gardens Wards and Roslyn Rd in South Tottenham.

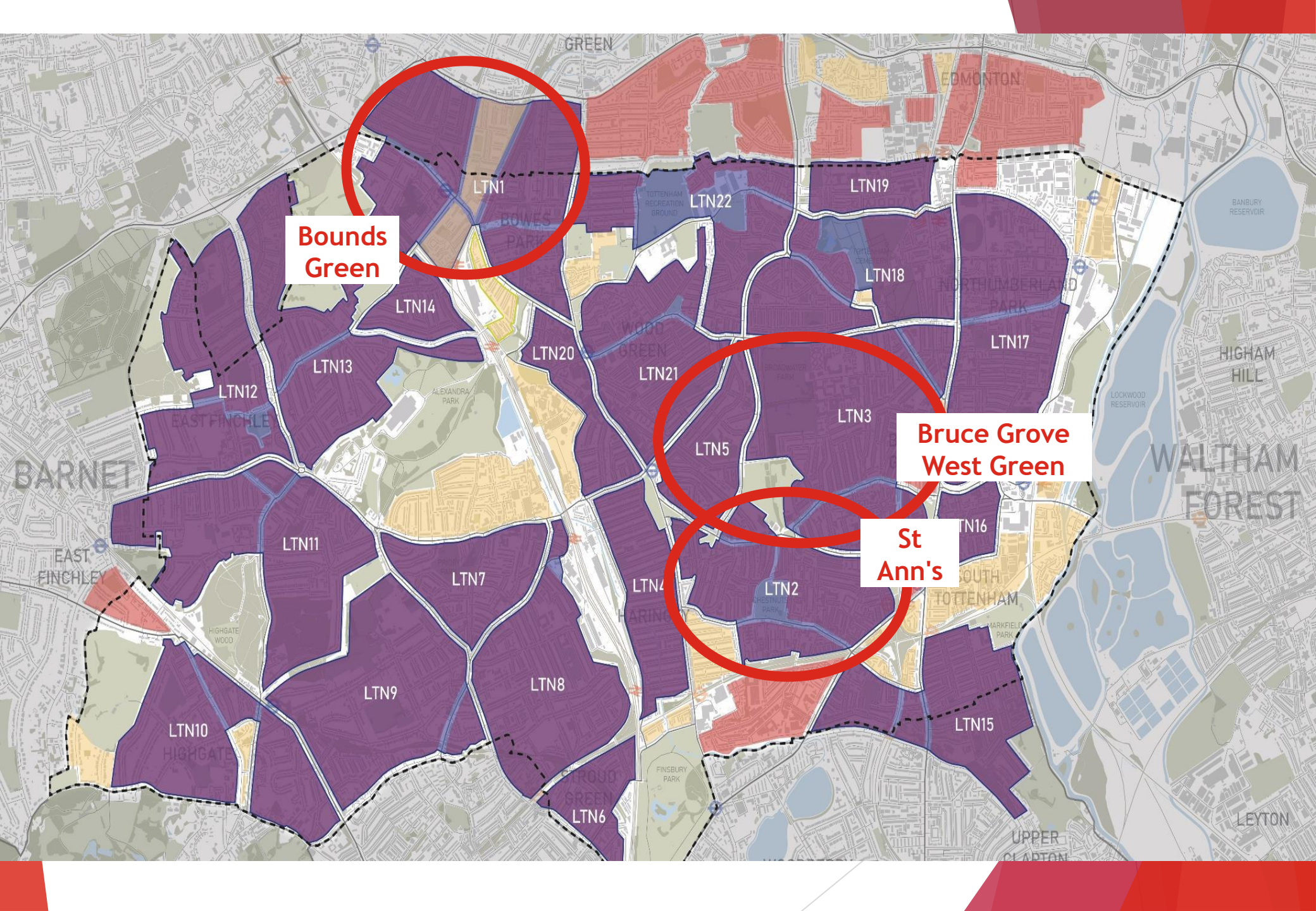
An LTN is created by introducing ‘modal filter’s at strategic points in the neighbourhood. Modal filters are places where motor vehicles are not allowed to pass through.

The major effect of LTNs is to eliminate non-local through traffic

Removing this reduces traffic volumes significantly within the LTN, creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather.



Access to all addresses for motor vehicles is maintained, but residents and visitors may be required to use a different route to access their address.



**Bounds  
Green**

**Bruce Grove  
West Green**

**St  
Ann's**

# What we did

## Engagement Stage 1 - Early Engagement

- Launched in February 2021
- Included three virtual public meeting in Feb/March 2021

## Engagement Stage 2 - Community Design

- Workshop sessions (2 per LTN) held in May 2021

## Engagement Stage 3 - Public Consultations

- Ran for four weeks in August/September 2021

## Engagement with key stakeholders

- Emergency services
- Businesses



**Live or work locally?  
Have your say.**

Consultation is underway on proposals for low traffic neighbourhoods in:  
Bounds Green • Bruce Grove/West Green • St Ann's

Haringey  
LONDON



# LTNs - Overview

- In December 2021, and following an extensive engagement and listening exercise, Cabinet approved implementation of 3 x LTNs (plus complementary measures) on a trial basis
- Delivery of Schools Streets, bike hangers and crossings commenced in March 2022
- Exemptions approach approved in July 2022
- Bounds Green LTN implemented 15 August 2022 & St Ann's LTN on 22 August 2022
- Bruce Grove West Green LTN to be implemented in mid-September



# Exemptions

- Councils can issue exemptions to certain road restrictions within an LTN (i.e. camera-enforced closures)
- Dec 2021 Cabinet agreed the following exemptions to non-hard closure filters
  - Emergency services
  - Council refuse vehicles
  - Blue Badge holders living within LTN or on the immediate boundary of it
  - Special Educational Needs and Disabilities (SEND) transport
  - Essential Haringey Council services catering for people with a disability
  - Plus exceptional circumstance dispensation
- Stated exemptions subject to an application process and exact criteria to follow in due course
- July 2022 [Haringey LTN Exemptions](#) Criteria and Applications Process approved
- Makes reasonable adjustments to Blue Badge holders and others with access and disability needs and supports the Council's objective to advance equalities as far as possible



Low Traffic Neighbourhoods  
Exemptions: Criteria and Applications |  
Process

July 2022

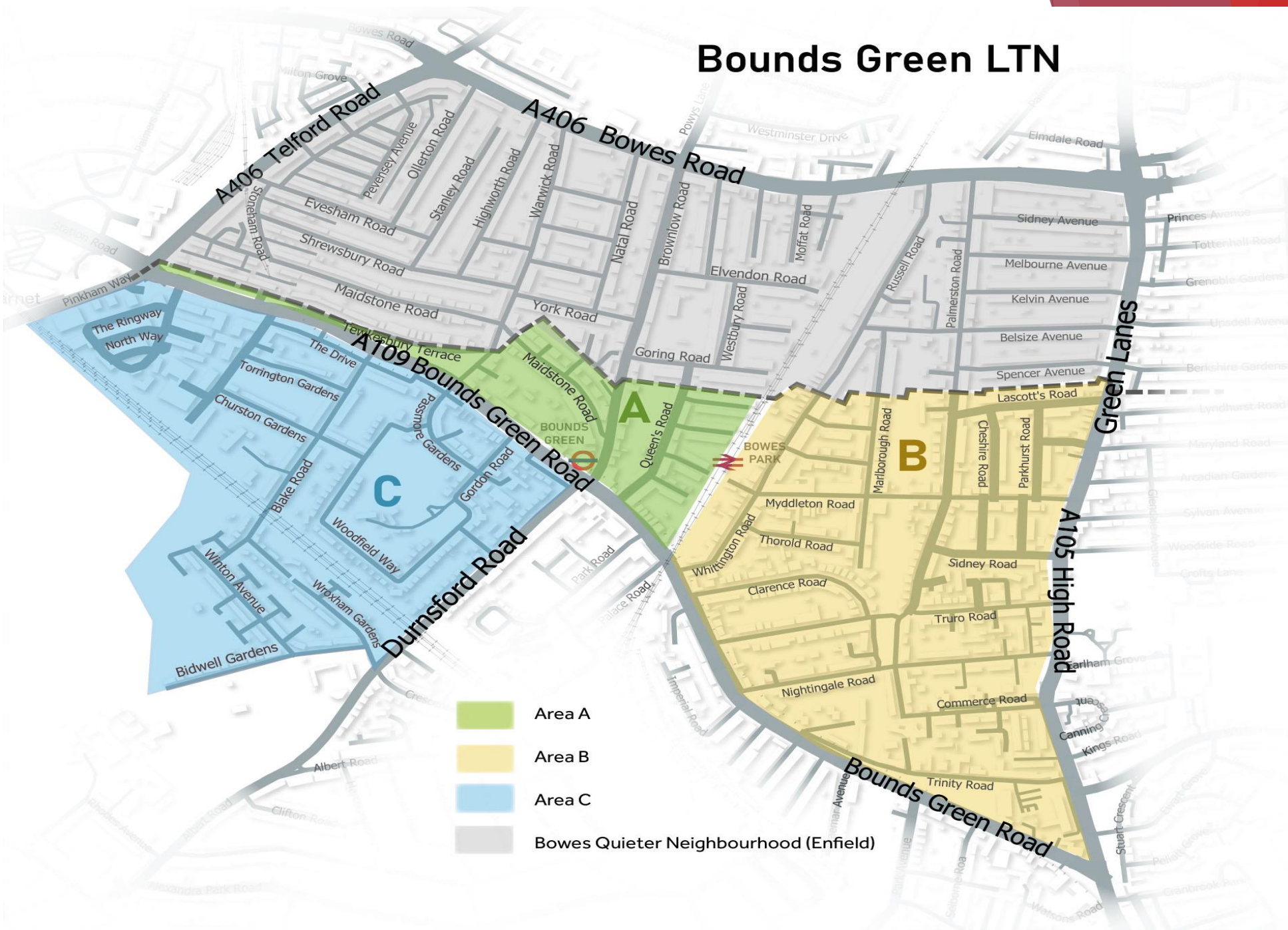
# LTN Communications

To ensure residents are adequately informed prior to the introduction of the LTNs we:

- Delivered 2 x information updates to all residents and businesses in or on the immediate boundary of the scheme
- Created new Haringey Streets for People web pages, including an FAQ and exemptions information
- Spread the word about each of the LTNs on our social media accounts, social networks and programmatic digital
- Reached out to local reporters and beyond with news releases
- Developed an online system for residents to apply for exemptions ahead of the go-live date
- Set up a dedicated phone number for queries and interactive voice response system to handle calls
- Prepared an FAQ for Customer Services staff












# Bounds Green LTN







-  Area A
-  Area B
-  Area C
-  Bowes Quieter Neighbourhood (Enfield)

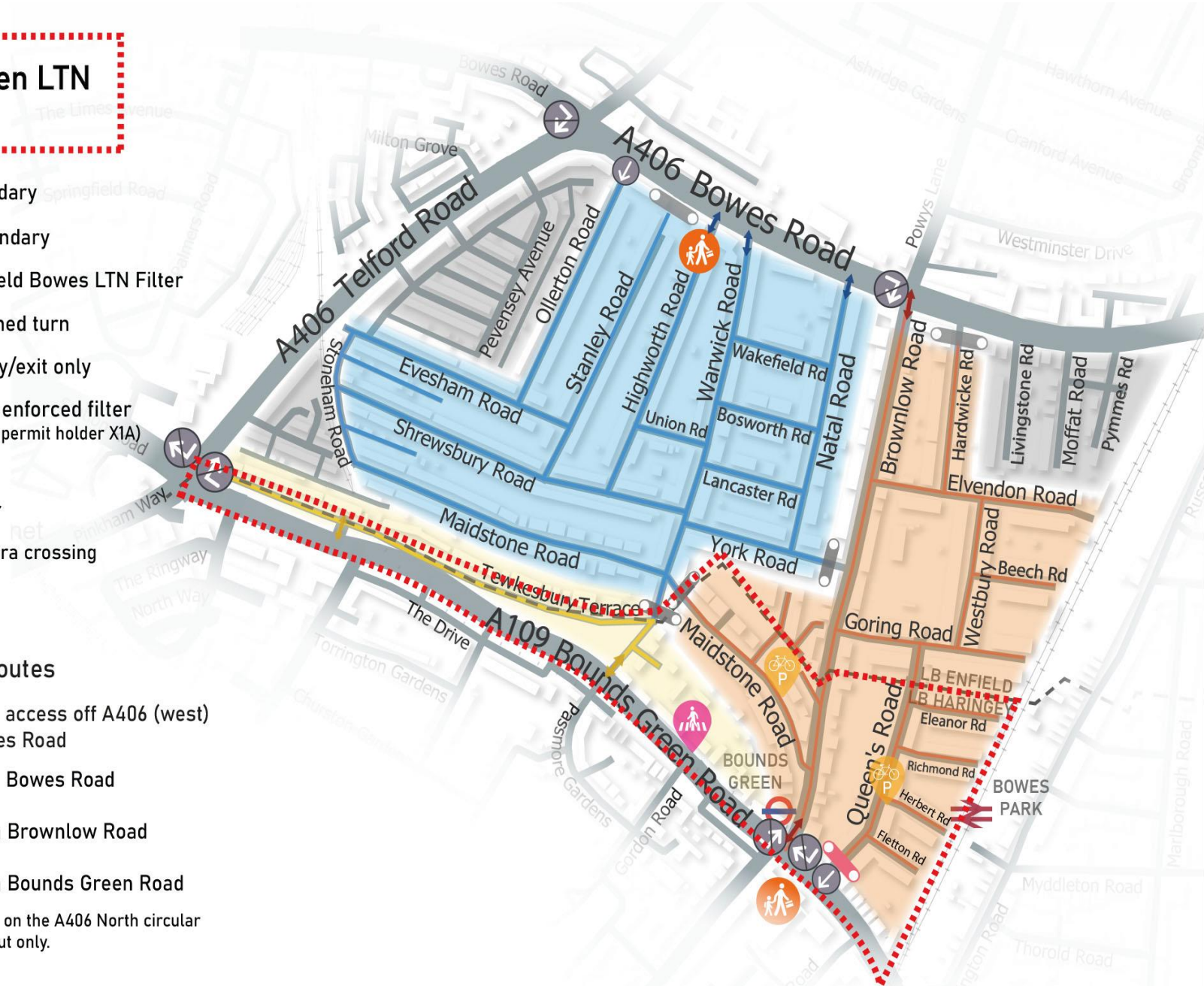
# Bounds Green LTN - Area A

-  Area A boundary
-  Borough boundary
-  Existing Enfield Bowes LTN Filter
-  Existing banned turn
-  Existing entry/exit only
-  new camera enforced filter (Exemption for permit holder X1A)
-  School
-  Cycle hangar
-  Proposed zebra crossing

## Vehicle Access Routes

-  Pre-existing access off A406 (west) and off Bowes Road
-  Access from Bowes Road
-  Access from Brownlow Road
-  Access from Bounds Green Road

Note that all minor roads on the A406 North circular are left turn in left turn out only.











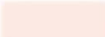



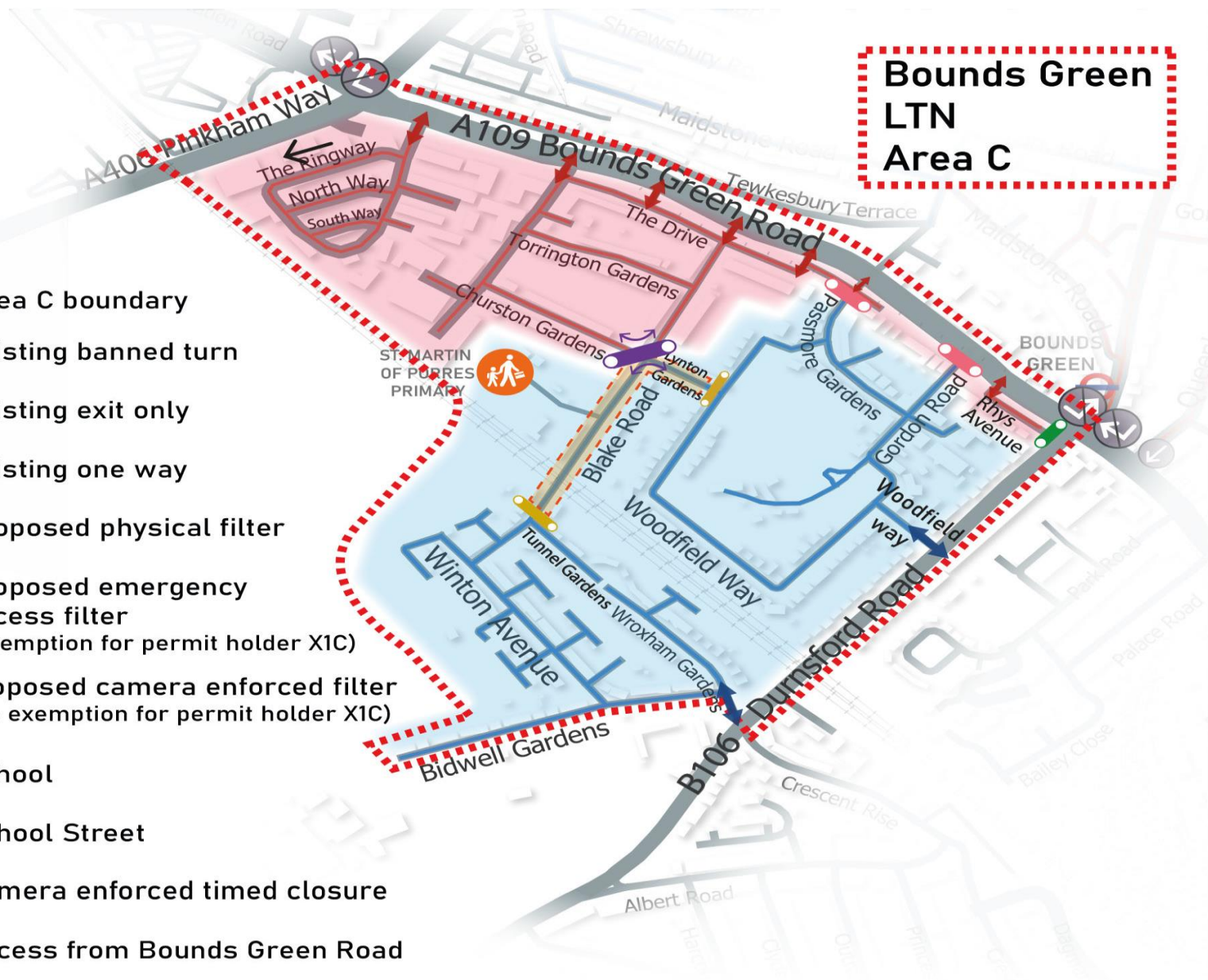
# Bounds Green LTN - Area B

-  Area B boundary
-  Borough boundary
-  Existing Enfield Bowes LTN Filter
-  Existing banned turn
-  Reinstated turn
-  Existing one way
-  Police Station
-  Ambulance Station
-  Camera enforced timed closure
-  Proposed camera enforced filter (Exemption for permit holder X1B)
-  Proposed physical modal filter
-  School
-  School Street
-  Cycle hangar
-  Access from Bounds Green Road
-  Access from Green Lanes/A105

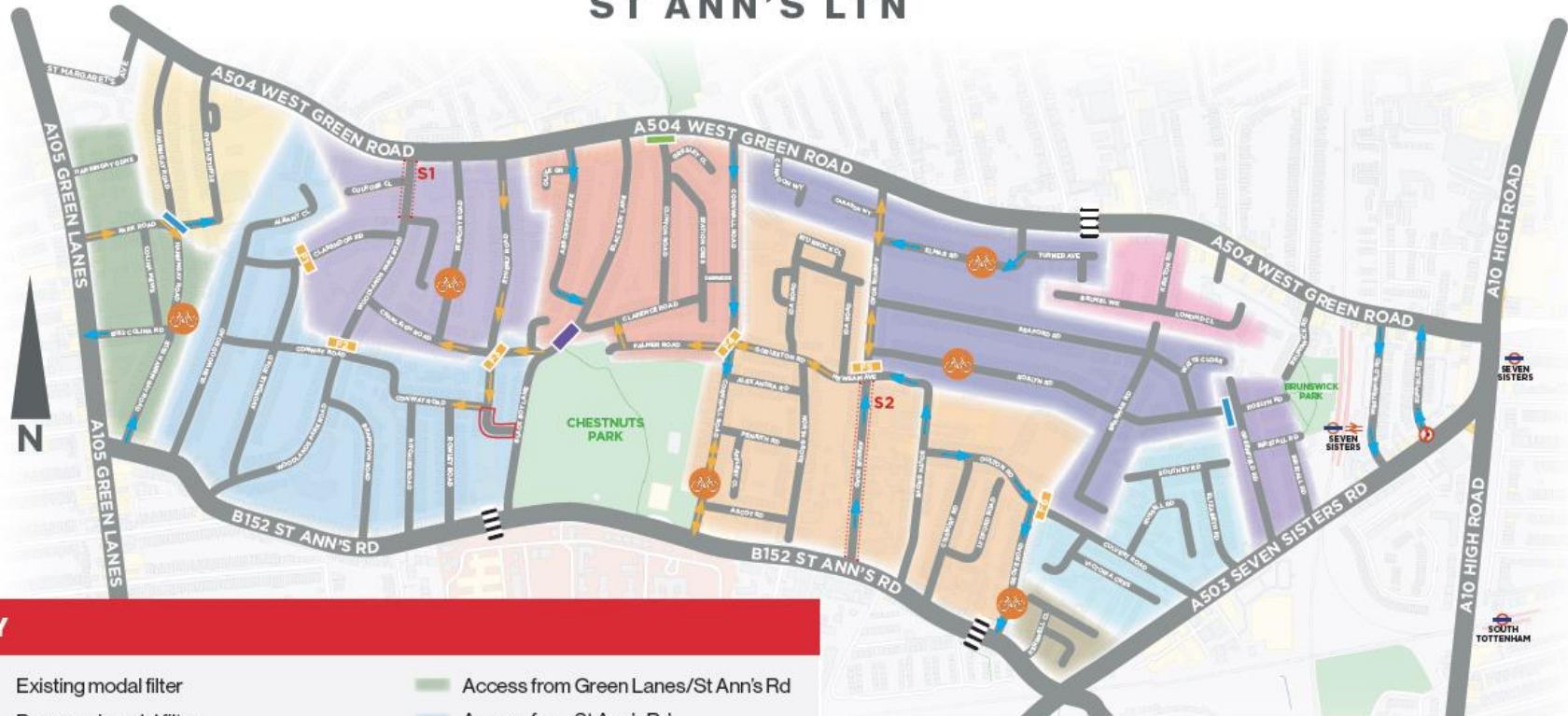


# Bounds Green LTN Area C















-  Area C boundary
-  Existing banned turn
-  Existing exit only
-  Existing one way
-  Proposed physical filter
-  Proposed emergency access filter (Exemption for permit holder X1C)
-  Proposed camera enforced filter (No exemption for permit holder X1C)
-  School
-  School Street
-  Camera enforced timed closure
-  Access from Bounds Green Road
-  Access from Durnsford Road



# ST ANN'S LTN



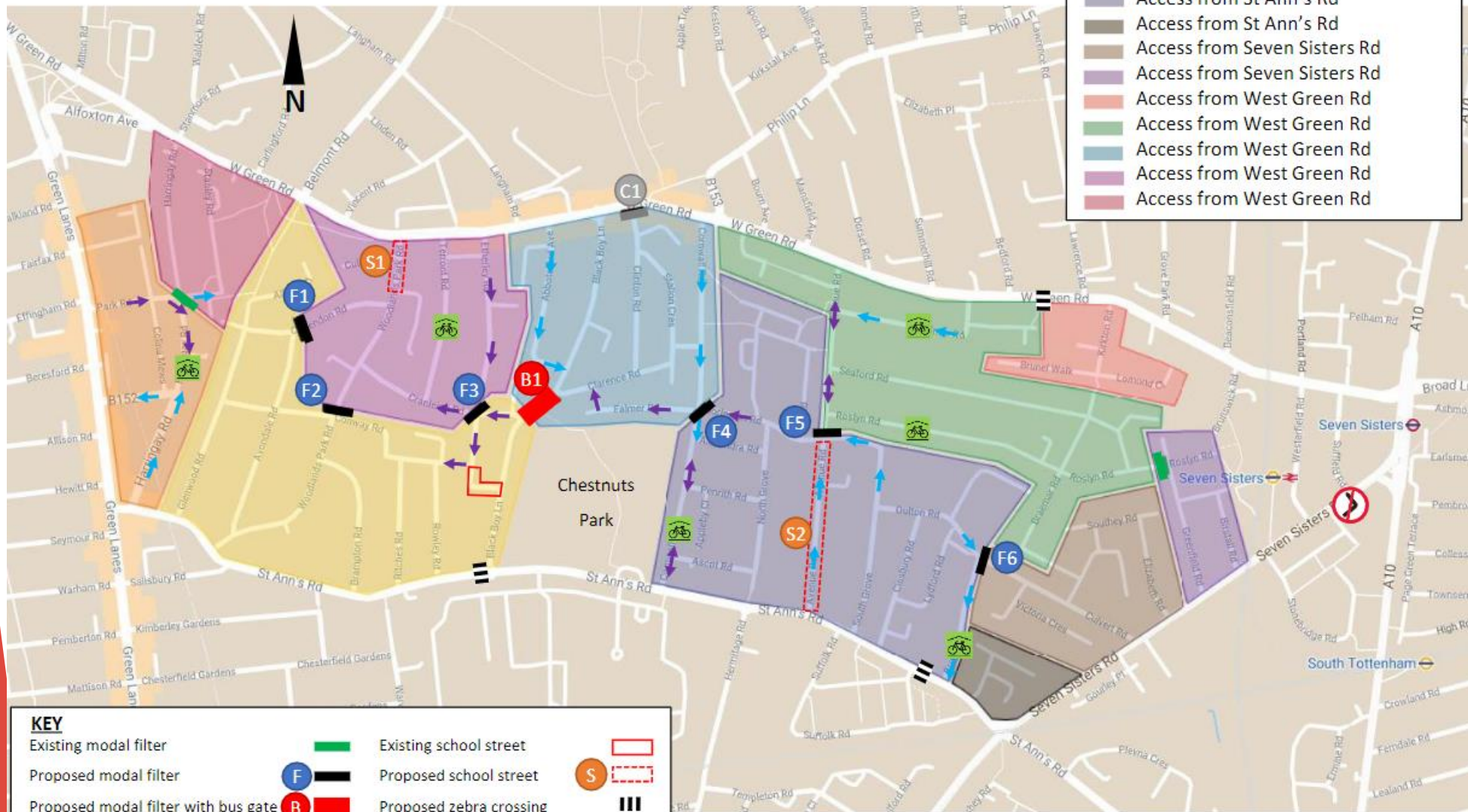
## KEY

- |  |   |
|--|---|
|  Existing modal filter  |  Access from Green Lanes/St Ann's Rd |
|  Proposed modal filter  |  Access from St Ann's Rd             |
|  Proposed modal filter with bus gate                              |  Access from St Ann's Rd             |
|  Proposed physical modal filter                                   |  Access from St Ann's Rd             |
|  Existing one-way street   |  Access from Seven Sisters Rd       |
|  Proposed new traffic movement                                  |  Access from Seven Sisters Rd      |
|  Existing School Street   |  Access from West Green Rd         |
|  Proposed School Street   |  Access from West Green Rd         |
|  Proposed Zebra crossing  |  Access from West Green Rd         |
|  Proposed cycle hangar  |  Access from West Green Rd         |
|  Proposed banned left turn from Seven Sisters Rd to Suffield Rd |  Access from West Green Rd         |

 <p><b>Makes all streets within the LTN quieter, healthier and cleaner</b></p>	 <p><b>Enables local people to walk, cycle, play and live healthier lives on all streets within the LTN</b></p>	 <p><b>Enables all local children to walk, wheel or cycle to school – reducing school run traffic while improving health, air quality and safety</b></p>
 <p><b>Improves air quality across the LTN, in particular on School Streets</b></p>	 <p><b>Stops through traffic, in particular on Woodlands Park Road, Black Boy Lane, Avenue Road and Cornwall Road with traffic reassigning onto the wider network</b></p>	 <p><b>Enables Haringey Council to work towards their commitment to ensuring the borough becomes net zero carbon by 2041</b></p>
 <p><b>Improves Road Safety on all roads within the LTN</b></p>		

**KEY – ACCESS POINTS FOR EACH AREA**

- Access from Green Lanes/St Ann's Rd
- Access from St Ann's Rd
- Access from St Ann's Rd
- Access from St Ann's Rd
- Access from Seven Sisters Rd
- Access from Seven Sisters Rd
- Access from West Green Rd
- Access from West Green Rd
- Access from West Green Rd
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- Access from West Green Rd
- Access from West Green Rd
- Access from West Green Rd



**KEY**

	Existing modal filter		Existing school street		Proposed road closure
	Proposed modal filter		Proposed school street		Proposed road closure
	Proposed modal filter with bus gate		Proposed zebra crossing		Proposed road closure
	Proposed road closure		Proposed cycle hanger		Proposed road closure
	Existing one-way street		Proposed banned left turn		Proposed road closure
	Proposed new traffic movement		Proposed new traffic movement		

## Bruce Grove West Green LTN - Area A

- Existing banned turn
- Existing one way
- Convert to two way
- Existing Filter
- Proposed bus gate
- Proposed physical modal filter
- Proposed emergency access filter
- Proposed emergency access timed filter
- School
- CS1 cycle route
- Bus route
- Proposed School Street
- Proposed School safety scheme
- Proposed cycle hangar
- Proposed zebra crossing
- Existing exit only

### New cycle hangar locations:

- 1 161 Mount Pleasant Road
- 2 231 Mount Pleasant Road
- 3 98 Ranelagh Road
- 4 37 Keston Road

### New crossing locations:

- 1 Philip Lane - Downhills Park Road
- 2 Belmont Road - Belmont Avenue



### Vehicle access routes:

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





# Bruce Grove West Green LTN - Area B

-  Existing Filter
-  Proposed emergency access timed closure
-  Proposed physical modal filter
-  Proposed emergency access filter
-  School
-  Bus Route
-  Proposed School Street

-  Proposed cycle hangar
-  Proposed zebra crossing


## New cycle hangar locations:

-  137 Boundary Road
-  24 Belmont Road

## New crossing locations:

-  Belmont Road - Belmont Avenue

## Vehicle access routes:

-  Access from Belmont Road
-  Access from Westbury Avenue
-  Access from Green Lanes
-  Access from West Green Road
-  Existing Access Only Areas



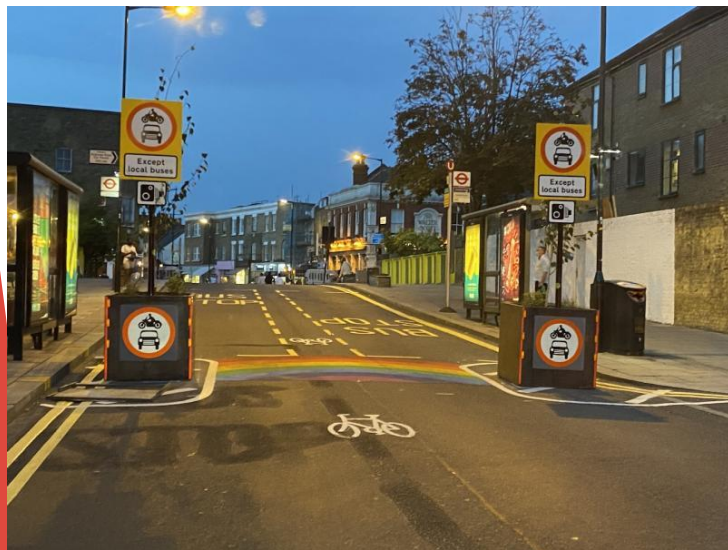


# LTN Implementation

LTN	Start of works	LTN Go-live
Bounds Green	4 July	15 August
St Ann's	4 August	22 August
Bruce Grove West Green	25 August	19 September

# Filter Types

- Physical Modal Filter
- Emergency Access Filter
- Bus Gate



# LTN Sign Types

1. 'Flying Motorcycle' Sign



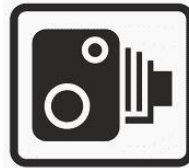
2. Bus Gate Exemption Sign



3. Permit Exemption Sign



4. Camera Enforcement In Operation



5. Streets for People Branded Planters



# Camera Enforcement

Automatic number plate recognition (ANPR) cameras installed

ANPR cameras mounted mostly on lamp columns record vehicle registration numbers. The background software compares the registration number with a list of permitted registrations. Those vehicles not included are issued with a penalty charge notice (PCN).



# LTN trial

- Experiment to see what its effects are and can be changed if necessary
- Formal public objection period in the first six months
- Further opportunity for the community and other stakeholders to provide feedback on the proposals (via Commonplace)
- Monitor and assess effects
- Decision on whether the changes introduced will be removed or made permanent must be made within 18 months of an order coming into force.
- Council will review all formal objections and feedback provided and this, together with comprehensive monitoring, will inform decision

# LTN Monitoring

Comprehensive monitoring will be undertaken of the trial LTNs

- motor traffic within the LTN, on its boundary roads, and in neighbouring areas
- traffic speeds
- journey times on boundary roads
- levels of walking and cycling within and through the LTN
- bus journey times
- emergency response times
- air quality
- collisions
- non-vehicle use of residential streets (via perception surveys)
- economic impacts (monitored through business perception surveys)

