

APPENDIX G

OPTIONS APPRAISAL

The aim of the ETO is to see if the scheme is working and if not, then identify if any mitigations that can be made. In addition to capturing data and feedback via surveys, the Council has considered the feedback received via email and formal objections to the ETOs.

Taking all of that into account, several options have been considered, some of which may provide additional access for residents and businesses within the LTN, whilst others help address some of negative impacts felt on some boundary roads.

Meetings have taken place with political representatives for the three LTN areas to seek their general feedback on the LTNs, and in order to seek the views of those who are directly impacted, several meetings/discussions have taken place with both residents' and trader associations including some with individual/groups of residents and businesses.

The risks and benefits of each option are contained within the appraisal. The options considered for each LTN are noted below and discussed in the forthcoming tables.

Bruce Grove West Green LTN

For Bruce Grove West Green LTN the following options have been considered:

- 1 – Open Linley Rd to motor vehicles (remove traffic filter and allow access two way)
- 2 – Open Moorefield Road to motor vehicles (remove filter and revert road to one way)
- 3 – Open The Avenue to motor vehicles (allow access two way)
- 4 – Open Downhills Park Road in eastbound direction to motor vehicles (allow motor vehicle access eastbound through traffic filter)
- 5 - Belmont Road/ Downhills Way- introduce a 7.5T weight restriction.
- 6 – Open Gloucester Road and or Higham Road/Dongola Road to motor vehicles (remove filter and allow access to and from Philip Lane)
- 7 – Introduce right turn ban for motor vehicles exiting Belmont Road onto West Green Road

Option 1 – Open Linley Rd to motor vehicles (remove traffic filter and allow access two way)		
Type		Commentary
Data	Traffic volume	Linley Road Pre LTN implementation – 989 (normalised) Post LTN implementation – 291 (normalised) Mount Pleasant Road junction The Avenue Pre LTN implementation – 1142 (normalised) Post LTN implementation – 196 (normalised)
Feedback	Commonplace feedback	3 Comments received on Linley Road:
		Comment on consultation 1
		Modify the LTN 1
		Congestion/traffic build-up/displacement 1
Risks	Business survey	Residential Street
	Direct engagement	Broadwater Farm residents Support opening Linley Road.
		Small risk of motor traffic using Linley Rd to travel between Lordship Lane and Bruce Grove A10
Benefits		Allows access from Bruce Grove to Broadwater Farm residents and residents west of Broadwater Rd & north of The Avenue. Helps alleviate pressure on Mount Pleasant Rd.
Recommendation		Recommended Risk of through traffic is likely to be outweighed by benefit to residents who will have an additional access/egress point, alleviating pressure on Mount Pleasant Road

Option 2 – Open Moorefield Road to motor vehicles (remove filter and revert road to one way)		
Type		Commentary
Data	Traffic volume	Pre LTN implementation – 3364 (normalised) Post LTN implementation – 1270 (normalised)
Feedback	Commonplace feedback	23 Comments received, top 5 responses are:
		Support the LTN10
		Remove the LTN5
		Modify the LTN2
		Pedestrian/walking improvement
Feedback	Business survey	Crossings2
		Traffic calming measures1
		Post Office: As Post Office vehicles have been given exemptions to pass through the filter's, removing the Moorefield Road filter does not of itself negatively impact their business.
		Mem’s DIY: Stated that their business has suffered since the filter was installed and has caused access problems to the shop. They would like the filter to be removed.
		North London Community House, Cafe: Would like the filter to be removed as there are many cars manoeuvring U-turn's which can be health and safety risk to pedestrians.
Feedback	Direct engagement	Summary available in Business Perception Survey’s (Appendix E) CROSS TABULATED DATA TABLES BY ROADS
		As Above
Risks		San Marco Restaurant: Stated unacceptable consequence of LTN and want filter removed and reversion to a one-way street.
Benefits		Traffic levels will return to pre-LTN levels, making it difficult for pedestrians to cross at northern end by Bruce Grove station.
Recommendation		Reverting road to one way will remove need to U-turn on either side of traffic filter especially for builders accessing Mems DIY. Improved safety due to vehicles (especially large vehicles) not having to undertake U-turns.
		Recommended Does not really impact on other areas of LTN. Liaise with TfL to consider providing a crossing facility at Moorefield Rd by Bruce Grove. Removes the need to U-turn especially for large vehicles improving safety.

Option 3 – Open The Avenue to motor vehicles (allow access two way)		
Type		Commentary
Data	Traffic volume	<p>The Avenue at Broadwater Farm Pre LTN implementation – 1998 (normalised) Post LTN implementation – 830 (normalised)</p> <p>The Avenue at Mount Pleasant Road/Marden Road) Pre LTN implementation – 4473 (normalised) Post LTN implementation – 1676 (normalised)</p>
Feedback	Commonplace feedback	30 Comments received, top 5 responses are:
		Support the LTN17
		Remove the LTN6
		Suggestions for enforcement2
Improve access/allow exemptions - residents2		
		Amend parking provisions/restrictions1
	Business survey	Residential Street
	Direct engagement	Broadwater Farm residents Support opening The Avenue in both ways.
		Risks
		Risk of motor traffic using this road to travel between Lordship Lane and Bruce Grove. Woodside Gardens will likely see an increase in traffic, risk of conflict with cyclists using CS1 route who would not expect motorists to turn right into Sperling Road. Commonplace response shows majority support for changes made.
Benefits		Allows direct access to Broadwater Farm. Provides a way to access residential area from further south on Bruce Grove negating the need to travel north to either Linley Rd (if approved), or Lordship Lane. Could reduce burden on Wimborne Road.
Recommendation		Recommended – but remove only one-way in westbound direction through traffic filter. Risk of through-traffic is likely to be outweighed by benefit to residents who will be able to access area from further south on Bruce Grove. Will also mitigate risk to cyclists if eastbound access is not provided.

Option 4 – Open Downhills Park Road in eastbound direction to motor vehicles (allow motor vehicle access eastbound through traffic filter)

Type		Commentary
Data	Traffic volume	Downhills Park Road at Kirkstall Avenue/Philip Lane Pre LTN implementation – 6193 (normalised) Post LTN implementation – 2685 (normalised)
		At Lordship Park Forest Pre LTN implementation – 7523 (normalised) Post LTN implementation – 1210 (normalised)
		Downhills Park Road at Belmont Road Pre LTN implementation – 8472 (normalised) Post LTN implementation – 10313 (normalised)
Feedback	Commonplace feedback	107 Comments received, top 5 responses are: Remove the LTN 33 Support the LTN 28 Modify the LTN 14 Suggestions for enforcement 11 Improve access/allow exemptions - residents 4
		Businesses along West Green Road have asked for consideration to open this road to address traffic issues on Belmont Road. They have stated that opening the road would offer a compromise taking account of LTN objectives against access for businesses and their customers as well as deliveries. The Banc Stated trade has been impacted but can't say it's all due to LTN as people are spending less. Situation has improved since scheme launched but journeys for deliveries and customers still impacted on some days/times, some cancellations due to that. Feels smaller businesses have no passing traffic. Deliveries and customer numbers also impacting other areas.
	Direct engagement	Belmont Road residents Some Bellmont Road residents are concerned about level of traffic on their road and the health impacts on them. They want action now, some thought it was worth trying opening Downhills Park Road in one direction, others just wanted their road closed. They also mentioned levels of HGVs using their road, requested HGV restrictions and/or consideration of right turn ban.
Risks		Reduces benefits to pedestrians and cyclists using this road especially as it connects Lordship Rec to Downhills Park. Traffic levels will increase in one direction. Risk of more traffic using

		Downhills Way if space created due to some traffic turning off into Downhills Park Road
Benefits		May alleviate pressure of traffic on Belmont Road as left turning traffic (35%) could turn off earlier onto Downhills Park Road.
Recommendation		Not recommended Cycling numbers have gone up, road is calmer, and Commonplace indicates support to retain the measures.

Option 5 - Belmont Road/ Downhills Way- introduce a 7.5T weight restriction		
Type		Commentary
Data	Traffic volume	Belmont Road Pre LTN implementation – 8472 (normalised) Post LTN implementation – 10313 (normalised) Downhills Way Pre LTN implementation – 19088 (normalised) Post LTN implementation – 13715 (normalised)
	Commonplace feedback	108 Comments received on Belmont Road, top 5 responses are: Remove the LTN 41 Modify the LTN 31 Support the LTN 8 Public transport improvements - General 6 Traffic calming measures 4 15 Comments received on Downhills Way, top 5 responses are: Remove the LTN 7 Support the LTN 2 Congestion/traffic build-up/displacement 2 Modify the LTN 2 Cycle improvements 1
	Business survey	Residential Street

	Direct engagement	Belmont Road residents Some Belmont Road residents are concerned about level of traffic on their road and the health impacts on them. They want action now, some thought it was worth trying opening Downhills Park Road in one direction, others just wanted their road closed. They also mentioned levels of HGVs using their road, requested HGV restrictions and/or consideration of right turn ban.
Risks		HGV volumes have increased on Belmont Road from 440 to 604 (two way). HGV volumes have also increased on Westbury Avenue and Lordship Lane so there is a risk of HGVs diverting to these two streets or other unsuitable roads.
Benefits		Residents will feel listened to, they recognise numbers are low compared to total traffic volumes but feel it will help reduce noise and pollution levels.
Recommendation		Recommended

Option 6 – Open Gloucester Road and or Higham Road/Dongola Road to motor vehicles (remove filter and allow access to and from Philip Lane)		
Type		Commentary
Data	Traffic volume	Gloucester Road Pre LTN implementation – 587 (normalised) Post LTN implementation – 506 (normalised) Higham Road Pre LTN implementation – 3275 (normalised) Post LTN implementation – 1168 (normalised) Dongola Road Pre LTN implementation – 1978 (normalised) Post LTN implementation – 1248 (normalised)
Feedback	Commonplace feedback	12 Comments received on Gloucester Road, top 5 responses are: Support the LTN 4 Remove the LTN 3 Suggestions for enforcement 2 Congestion/traffic build-up/displacement 1 Alternative road layout proposed 1 26 Comments received on Higham Road: Support the LTN 13 Remove the LTN 10

		Congestion/traffic build-up/displacement 1 Cycle improvements 1 Modify the LTN 1 12 Comments received on Dongola Road: Suggestions for enforcement 3 Remove the LTN 3 Support the LTN 2 Modify the LTN 1 Unclear sentiment 1
	Business survey	Residential Street
	Direct engagement	Broadwater Farm residents Stated there is no bus service that allows residents to travel to Lawrence Rd where medical practice has moved to. Feels the risk of general traffic using these roads is minimal but residents need access, many are tradespeople who undertake shift work and need to be able to travel to and from their houses. Want access to Philip Lane and West Green Road as that's where they shop locally. Feel the infrastructure is not there to cut them off from accessing south. Downhills Park Rd should be opened as there is a safe crossing present.
	Risks	<ul style="list-style-type: none"> Traffic levels will return to pre-LTN levels, making it difficult for pedestrians and cyclists. Undermines integrity of LTN and prioritises motor traffic over pedestrians/cyclists. Commonplace for these four roads indicate majority in support of scheme except Avenue Road where it's split view.
	Benefits	Will allow an alternative north-south route through the LTN
	Recommendation	Not recommended Opening any of the roads will impact on the integrity of the LTN

Option 7 – Introduce right turn ban for motor vehicles exiting Belmont Road onto West Green Road		
Type		Commentary
Data	Traffic volume	Belmont Road Pre LTN implementation – 8472 (normalised) Post LTN implementation – 10313 (normalised) West Green Road at Belmont Road Pre LTN implementation – 14024 (normalised) Post LTN implementation – 16818 (normalised)
Feedback	Commonplace feedback	108 Comments received on Belmont Road, top 5 responses are: Remove the LTN 41 Modify the LTN 31 Support the LTN 8 Public transport improvements - General 6 Traffic calming measures 4 52 Comments received on West Green Road, top 5 responses are: Remove the LTN 26 Modify the LTN 9 Support the LTN 5 Cycle improvements 3 Congestion/traffic build-up/displacement 2

Risks	Business survey	Residential Street
	Direct engagement	Belmont Road residents Some Belmont Road residents are concerned about level of traffic on their road and the health impacts on them. They want action now, some thought it was worth trying opening Downhills Park Road in one direction, others just wanted their road closed. They also mentioned levels of HGVs using their road, requested HGV restrictions and/or consideration of right turn ban.
		Traffic will divert to Westbury Avenue which have already seen an increase in traffic levels, there is also a potential for some vehicle to divert to Lordship Lane. This design change will require traffic modelling and TFL approval. All of which will take considerable time.
Benefits		Potentially less traffic on Belmont Road
Recommendation		Not recommended

St Ann's LTN

For St Ann's LTN the following options have been considered:

- 1 – Opening La Rose Lane to motor traffic in both directions.
- 2 – Opening any of the four north-south corridors La Rose Lane, Cornwall Rd, Avenue Rd, Woodlands Park Road to motor traffic (this allows different combinations to be considered)
- 3 – Opening La Rose Lane in one direction to motor traffic (either direction)
- 4 – Opening La Rose Lane to motor traffic, outside of school opening and closing times.
- 5 - Move the traffic filter in Avenue Road by junction with Newsam Avenue approximately 10m north. This will result in the removal of 4 resident permit holder bays.

Option 1 – Opening La Rose Lane to motor traffic in both directions.		
Type		Commentary
Data	Traffic volume	La Rose Lane o/s no.31 Pre LTN implementation – 8761 (normalised) Post LTN implementation – 2697 (normalised)
		La Rose Lane at Chestnuts Park Pre LTN implementation – 9419 (normalised) Post LTN implementation – 1435 (normalised)
Feedback	Commonplace feedback	145 Comment received on La Rose Lane, top 5 responses are:
		Support the LTN34
		Remove the LTN19
		Improve road safety12
		Congestion / Traffic build up9
	Air quality concerns7	
Business survey	Traders Strongly feel that solution to reduce motor car use needs to come from central government /London Mayor. Each council approaching it in a different way is not helping. St Anns LTN is too large in scale. For Haringey to thrive, it needs deliveries to reach businesses,	

Risks		<p>customers to get there, trades people like plumbers, electricians to be able to travel for work. Most people drive because they need to. Need a compromise, can't have a scheme that only benefits a minority, need to think of others who need to drive, plus residents and businesses.</p> <p>Asked Council to consider opening La Rose Lane even if timed morning, southbound and evening northbound, keep it closed rest of day.</p> <p>Asked Council to consider allowing resident access as they are only travelling to and from home/business of their borough.</p>
	Direct engagement	<p>General feedback - roads quieter, so may encourage crime. Some drivers passing filter with boot open to hide number plate. Some Uber drivers not dropping off.</p> <p>A wheelchair user said he finds it easier to get around especially when he must move to the road to avoid a narrow pavement as roads are quieter so easier to wheel on them when required.</p> <p>A resident which is in the area west of La Rose Lane so covers several roads. He enjoys walking and cycling stating it's a dream to cycle to Seven Sisters. Challenging around Belmont Rd/WGR junction in the evenings.</p> <p>Edgecot Grove residents said she reached out to other members but did not receive reply. Stated in her email that residents were complaining of journeys now taking longer. She herself struggles to ask for lifts from other people due to longer journeys they will need to undertake.</p> <p>Chestnuts Park local resident The park is a vital place to get away from traffic and pollution; native hedge put in a few years go to help create a peaceful barrier. Would oppose any opening of roads. Personal experience of driving to Hackney to look after grandchildren before LTN. Now uses bus to get there, takes 10 min extra but you get used to it. There are issues which need solving, but abandoning the restrictions is not the right approach.</p>
		<ul style="list-style-type: none"> • Risk of motor traffic previously using this road, Cornwall Rd, Woodlands Park Road and Avenue Road including other internal roads reverting to this road. • Undermines the integrity of the LTN by allowing N-S traffic movement. • Bringing back traffic, potentially to higher volumes than pre-LTN will add risk of collisions especially as there is a school and park located at southern end of road. • Bus journey times may be impacted.

		<ul style="list-style-type: none"> • More limited scope to widen narrow footway fronting Chestnuts School • There is footway parking present, which will not be easily addressed if road is opened to through traffic. • Likely to increase traffic on Belmont Road and Philip Lane as these feed traffic into La Rose Lane.
Benefits		Opening this road will allow more avenues for access for residents', deliveries, trades people and commuters.
Recommendation		Not recommended

Option2 – Opening any of the four north-south corridors La Rose Lane, Cornwall Rd, Avenue Rd, Woodlands Park Road to motor traffic (this allows different combinations to be considered)

Type		Commentary
Data	Traffic volume	La Rose Lane o/s no.31 Pre LTN implementation – 8761 (normalised) Post LTN implementation – 2697 (normalised)
		La Rose Lane (Chestnuts Park) Pre LTN implementation – 9419 (normalised) Post LTN implementation – 1435 (normalised)
		Cornwall Road (West Green Road) Pre LTN implementation – 4011 (normalised) Post LTN implementation – 591 (normalised)
		Cornwall Road (Penrith Road) Pre LTN implementation – 3809 (normalised) Post LTN implementation – 1036 (normalised)
		Avenue Road (Newsam Avenue) Pre LTN implementation – 3827 (normalised) Post LTN implementation – 1257 (normalised)
		Avenue Road (Ida Road) Pre LTN implementation – 4646 (normalised) Post LTN implementation – 1683 (normalised)
		Woodlands Park Road (Clarendon Road) Pre LTN implementation – 4319 (normalised) Post LTN implementation – 708 (normalised)
		Woodlands Park Road (Avondale Road) Pre LTN implementation – 2898 (normalised) Post LTN implementation – 490 (normalised)

Feedback	Commonplace feedback	145 Comment received on La Rose Lane, top 5 responses are:	
		Support the LTN	34
		Remove the LTN	19
		Improved road safety	12
		Congestion/traffic build-up/displacement	9
		Air quality concerns	7
		46 Comment received on Cornwall Road, top 5 responses are:	
		Support the LTN	10
		Remove the LTN	7
		Road safety concerns	4
		Modify the LTN	3
		Improved road safety	3
		8 Comment received on Avenue Road, top 5 responses are:	
		Remove the LTN	2
		Support the LTN	2
		Modify the LTN	2
		Improve signage/wayfinding	1
		Improved environment for active travel	1
		66 Comment received on Woodlands Park Road, top 5 responses are:	
		Support the LTN	17
	Remove the LTN	6	
	Improved road safety	2	
	Reduced traffic/congestion	1	
	Air quality concerns	1	
Business survey	As noted in Option 2		
Direct engagement	As noted in Option 2		
	St Anns Ward residents Commented that, if we open one road, it will attract all the traffic previously using all roads. Feel residents have mixed views, some they know in Cornwall Rd and Avenue Rd like it now. Other members have complained of longer car journeys. Chestnuts Park local residents Closure of La Rose Lane has had a transformative impact. All perimeter roads like Cornwall Rd, St Anns Rd and La Rose Lane now easier to cross to access park. Opening La Rose Lane will increase traffic on St Anns Rd. Some residents live on Cornwall Rd and Avenue Rd.		

Risks		<ul style="list-style-type: none"> Traffic levels will return to pre-LTN levels, making it difficult for pedestrians and cyclists. Undermines integrity of LTN and prioritises motor traffic over pedestrians/cyclists. Commonplace for these four roads indicate majority in support of scheme except Avenue Road where it's split view.
Benefits		Greater access for residents, deliveries, trades people and commuters. Would need to protect hours of School Street operation.
Recommendation		Not recommended Opening any of the roads will impact on the integrity of the LTN

Option 3 – Opening La Rose Lane in one direction to motor traffic (either direction)		
Type		Commentary
Data	Traffic volume	La Rose Lane o/s no.31 Pre LTN implementation – 8761 (normalised) Post LTN implementation – 2697 (normalised) La Rose Lane (Chestnuts Park) Pre LTN implementation – 9419 (normalised) Post LTN implementation – 1435 (normalised)
Feedback	Commonplace feedback	145 Comment received on La Rose Lane, top 5 responses are:
		Support the LTN34
		Remove the LTN19
		Improved road safety12
		Congestion/traffic build-up/displacement9
		Air quality concerns7
	Business survey	As noted in Option 2
	Direct engagement	As noted in Option 2
Risks		<ul style="list-style-type: none">• Risk of motor traffic previously using this road, Cornwall Rd, Woodlands Park Road and Avenue Road including other internal roads reverting to this road.• Undermines the integrity of the LTN by allowing N-S traffic movement.• Bringing back traffic, potentially to higher volumes than pre LTN will add risk of collision especially as there is a school and park located at southern end of road.

		<ul style="list-style-type: none"> • There is footway parking present, which will not be easily addressed if road is opened to through traffic. • Journey time for bus using this road would be impacted. • Likely to increase traffic on Belmont Road and Philip Lane or St Anns Road (depending on which way traffic is permitted) as these feed traffic into La Rose Lane.
Benefits		Opening this road will allow more access opportunities for residents, deliveries, trades people and commuters.
Recommendation		Not recommended

Option 4 – Opening La Rose Lane to motor traffic, outside of school opening and closing times.

Type		Commentary	
Data	Traffic volume	La Rose Lane o/s no.31 Pre LTN implementation – 8761 (normalised) Post LTN implementation – 2697 (normalised) La Rose Lane (Chestnuts Park) Pre LTN implementation – 9419 (normalised) Post LTN implementation – 1435 (normalised)	
Feedback	Commonplace feedback	145 Comment received on La Rose Lane, top 5 responses are:	
		Support the LTN	34
		Remove the LTN	19
		Improved road safety	12
		Congestion/traffic build-up/displacement	9
		Air quality concerns	7
	Business survey	As noted in Option 2	
	Direct engagement	As noted in Option 2	
Risks		<ul style="list-style-type: none">Traffic levels outside of School Street hours which includes morning and evening rush hour will return to higher than pre-LTN levels, making it difficult for pedestrians and cyclists.Prioritises motor traffic over pedestrians/cyclists.	
Benefits		Greater access for residents, deliveries, trades people and commuters.	
Recommendation		Not recommended	

Option 5 – Move the traffic filter in Avenue Road by junction with Newsam Avenue approximately 10m north. This will result in the removal of 4 resident permit holder bays.

Type		Commentary	
Data	Traffic volume	Avenue Road (Newsam Avenue) Pre LTN implementation – 3827 (normalised) Post LTN implementation – 1257 (normalised)	
		Avenue Road (Ida Road) Pre LTN implementation – 4646 (normalised) Post LTN implementation – 1683 (normalised)	
Feedback	Commonplace feedback	8 Comment received on Avenue Road, top 5 responses are:	
		Remove the LTN	2
		Support the LTN	2
		Modify the LTN	2
		Improve signage/wayfinding	1
Risks	Improved environment for active travel	1	
	Business survey	Residential Area	
	Direct engagement	In consultation with the residents concerned	
Benefits		This will address the issues of vehicles mounting the footway to bypass the traffic filter by traversing two off-street vehicular accesses to private dwellings. This is a safety issue that needs addressing.	
Recommendation		Recommended	

Bounds Green LTN

For Bounds Green LTN the following options have been considered:

- 1 – Myddleton Road. Alternative traffic flow (creating two cells each accessed from either Bounds Green Road or Green Lanes/ High Rd through introduction of a diagonal traffic filter on Myddleton Road at junction with Marlborough Road. (Will require removal of traffic filter at Marlborough Road and relocating filter on Whittington Road.
- 2 – Opening Myddleton Road and Whittington Road to motor traffic (removal of traffic filter on Whittington Road and potentially changes to other filters)

Option 1 – Myddleton Road. Alternative traffic flow (creating two cells each accessed from either Bounds Green Road or Green Lanes/ High Rd through introduction of a diagonal traffic filter on Myddleton Road at junction with Marlborough Road. (will require removal of traffic filter at Marlborough Road and relocating filter on Whittington Road		
Type		Commentary
Data	Traffic volume	Myddleton Road Pre LTN implementation – 2039 (normalised) Post LTN implementation – 1811 (normalised)
Feedback	Commonplace feedback	68 Comment received on Myddleton Road, top 5 responses are:
		Remove the LTN13
		Support the LTN9
		Negative impact on business/the economy8
Feedback	Business survey	Modify the LTN5
		Pedestrian/walking improvements - general4
		Officers engaged with approximate 50 businesses along Myddleton Road, seeking their views in creating two-cells to allow access from Green Lanes and Bounds Green Road. General census was that this option would cause more of an access problem than the current filters already in place.
Feedback	Business survey	Most asked for Myddleton Road to be opened to through traffic as they stated their businesses were reliant on passing trade. Very strong feelings towards LTN.
		Summary available in Business Perception Survey’s (Appendix E) CROSS TABULATED DATA TABLES BY ROADS
	Direct engagement	Myddleton Road residents - 50 residents who have an interest in Myddleton Rd specifically one property which they have bought and are opening that into a bar/restaurant. They would support the traders in their view of the alternative offered. The main issue is that we have made a major change to a high street with no thought given to improving the pavements, parklets etc before closing road. Complained about rubbish being left and bins placed near diners. There is a lot of SCIL and NCIL that Council has reported on and yet none has been spent in this area. He was informed there would be

		an opportunity to bid for NCIL last year, but nothing came out of that. He was pleased to hear about the three parklets we are working to deliver but wanted more done for the road.
Risks		<p>Option not supported by businesses</p> <p>Myddleton Road would be severed in the middle for motorised vehicles – road would feel disjointed.</p> <p>Not all businesses will benefit depending on where their deliveries are arriving from.</p> <p>Traffic volumes (potentially HGVs) may increase on Whittington Rd, Thorold Rd and Marlborough Road.</p>
Benefits		<p>Deliveries and access to shops by car to Myddleton Road possible from Green Lanes/High Rd to eastern cell from Bounds Green Rd to western cell.</p> <p>Retains LTN objective of cutting through traffic route between Green Lanes/A105 and Bounds Green Road.</p>
Recommendation		<p>Not Recommended</p> <p>Option not supported by traders, for whom it was developed.</p>

Option 2 – Opening Myddleton Road and Whittington Road to motor traffic (removal of traffic filter on Whittington Road and potentially changes to other filters)

Type		Commentary
Data	Traffic volume	Myddleton Road Pre LTN implementation – 2039 (normalised) Post LTN implementation – 1811 (normalised)
Feedback	Commonplace feedback	68 Comment received on Myddleton Road, top 5 responses are:
		Remove the LTN 13
		Support the LTN 9
		Negative impact on business/the economy 8
Risks	Business survey	Modify the LTN 5
	Direct engagement	Pedestrian/walking improvements - general 4
		As noted in Option 1
		As noted in Option 1
Benefits		May see an increase in traffic levels to pre-LTN implementation.
Recommendation		Traders may benefit as this will allow through traffic from Greens Lanes to Bound Green Road.
		Not recommended Opening any of the roads will impact on the integrity of the LTN