St. Ann's LTN
High level summary of monitoring data

	% change	Actual change	Notes
Motor vehicles* (internal roads)	-57%	-35,834 vehicles / day	
Motor vehicles* (boundary roads)	+5%	+7,840 vehicles / day	
Vehicle speed (internal roads)	0%	+0.1 mph	
Vehicle speed (boundary roads)	+4%	+0.7 mph	
Cycling* (internal roads)	-16%	-597 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'
Cycling* (boundary roads)	-18%	-930 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'
Dockless cycling	Up to 15,500 trips start or end within LTN per month		
Air pollution (NO_2) (Method A - Systra)	+9% internal roads; +0.9% boundary roads		Internal roads align with wider borough trend of +8%. Improvement on boundary road compared to borough-wide trend of +10%
Air pollution (NO_2) (Method B - Imperial)	+3.2% internal roads; +1% boundary roads		These differences are relative to external sites but are not statistically significant
Bus journey times	Most corridors have not returned to pre-Covid levels: West Green Road, Seven Sisters Road, High Rd N17 southbound and Green Lanes northbound. Improvements seen along La Rose Lane and St Ann's Road. Mitigation measures consulted upon for West Green Road.		
Collisions / casualties	3 years data needed to draw robust conclusions, but positive signs (One year comparison has shown 2 less people injured inside LTN and 22 less on boundary roads)		
Crime	No change compared to borough-wide picture		
Footfall (WGR / Seven Sisters; Bruce Grove)	Footfall has generally increased since the implementation of the LTNs		
Instore spend (WGR / Seven Sisters; Bruce Grove)	Post LTN card spend has generally been similar to, or higher than, pre LTN levels		

*It is important to note that vehicles travelling through the LTN may go through multiple counter sites, so the total number of vehicle journeys counted is certain to be higher than the actual number of trips taken.