

Bounds Green LTN

High level summary of monitoring data



	% change	Actual change	Notes
Motor vehicles* (internal roads)	-66%	-16,076 vehicles / day	
Motor vehicles* (boundary roads)	+2%	+2,316 vehicles / day	
Vehicle speed (internal roads)	0%	-0.1 mph	
Vehicle speed (boundary roads)	+1%	+0.2 mph	
Cycling* (internal roads)	-1%	-3 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'
Cycling* (boundary roads)	-38%	-774 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'
Dockless cycling	Up to 9,000 trips start or end within LTN per month		
Air pollution (NO ₂) (Method A - Systra)	+12% internal roads; +12% boundary roads		Aligns with wider borough trend of +8% internal roads & +10% boundary roads
Air pollution (NO ₂) (Method B – Imperial College London)	+0.2% internal roads; +2.7% boundary roads		These differences are relative to external sites but are not statistically significant
Bus journey times	Have not returned to pre-Covid levels but <u>mitigation</u> measures are being considered for Durnsford Road; Bounds Green Road has seen an increase since mid-2020 and remained steady since		
Collisions / casualties	3 years data needed to draw robust conclusions, but positive signs (One year comparison has shown 3 less people injured inside LTN and 11 less on boundary roads)		
Crime	No change compared to borough-wide picture		
Footfall (Myddleton Road)	Generally same as pre-LTN levels		
Instore card spend (Myddleton Road)	Higher in 2024 than both 2022 and 2023		

*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.