

# Bruce Grove West Green LTN

## High level summary of monitoring data



	% change	Actual change	Notes
Motor vehicles* (internal roads)	-51%	-43,316 vehicles / day	
Motor vehicles* (boundary roads)	+3%	+5,078 vehicles / day	
HGVs (B155 Belmont Road)	-79%	-349 vehicles / day	
Vehicle speed (internal roads)	-5%	-1 mph	
Vehicle speed (boundary roads)	-9%	-1.8 mph	
Cycling* (internal roads)	+33%	+1,222 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'
Cycling* (boundary roads)	+17%	+492 cycles / day	Significant rainfall during 'after' monitoring period compared to 'before'
Dockless cycling	Up to 21,500 trips start or end within LTN per month		
Air pollution (NO <sub>2</sub> ) (Method A - Systra)	-4% internal roads; +8% boundary roads		Aligns with wider borough trend of +4% internal roads and +5% boundary roads
Air pollution (NO <sub>2</sub> ) (Method B - Imperial)	-4.5% internal roads; -2.3% 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 consulted upon for West Green Rd and planned for High Rd N17		
Collisions / casualties	3 years data needed to draw robust conclusions, but positive signs (One year comparison has shown 18 less people injured inside LTN and 20 less on boundary roads)		
Crime	No change compared to borough-wide picture		
Footfall (West Green Rd / Seven Sisters)	Footfall has generally increased		
Instore card spend (West Green Rd / Seven Sisters)	Post-LTN card spend has generally been similar to or has exceeded 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.