

BOUNDS GREEN LOW TRAFFIC NEIGHBOURHOOD

Public Meeting
23/02/21

Agenda

- Haringey's Transport Policy
- Introduction to Low Traffic Neighbourhoods (LTNs) in Haringey
- Bounds Green LTN
- Funding
- Why do we need LTNs?
- Traffic Reduction
- Project Update
- Evidence Base
- Engagement
- Project Programme

Haringey's Transport Strategy 2018

Our vision is to deliver:

'a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.'

Priorities:

- to reduce the reliance on the private car
- increase walking and cycling
- enhance the public transport network.
- tackle air quality
- improve quality of life and wellbeing



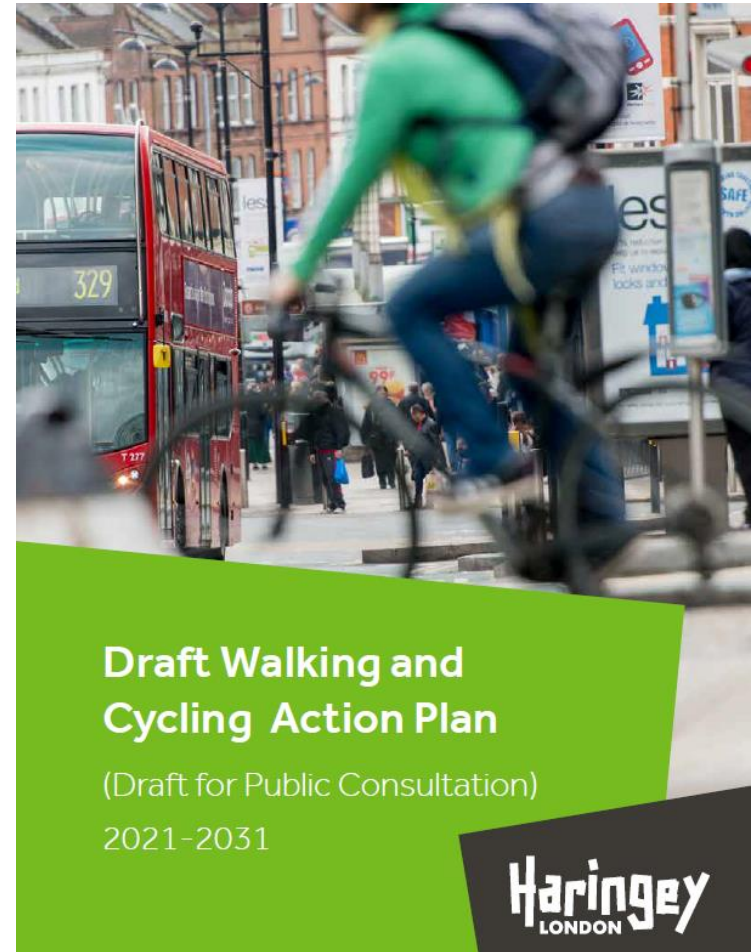
Transport Strategy 2018

Adopted March 2018

Haringey's Draft Walking and Cycling Action Plan 2021

By 2031 we want:

- A reputation for being one of the best walking and cycling boroughs, both regionally and nationally
- walking and cycling are natural choices
- active travel to have improved the wellbeing of our residents, reducing obesity and improving air quality
- to reduce motor vehicles use for short trips with a shift to active travel



Haringey's Draft Climate Change Action Plan

Haringey Climate Change Action Plan

A Route Map for a Zero Carbon Haringey



In March 2019, Haringey Council declared a Climate Emergency.

Transport objectives include:

- Reducing car journeys and enabling more walking and cycling
- School Streets, segregated cycle lanes, Liveable Neighbourhoods, Low Traffic Neighbourhoods and pavement widening.

Mayor's Transport Strategy 2018

- Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041
- 80 per cent of trips to be made by active, efficient, and sustainable modes – public transport, walking and cycling – by 2041
- 70% of Londoners will live within 400m of the London-wide strategic cycle network by 2041

National Walking and Cycling Plan 2020

- Plan to boost cycling and walking
- Launched in July 2020 in response to Covid-19 and sustainability/health aspirations
- commits to thousands of miles of new protected bike lanes, cycle training for any child or adult and zero emissions transport cities
- sets new higher standards for walking and cycling

Low Traffic Neighbourhoods

- Areas where streets have been converted to ‘access-only’ for motor vehicles.
- People walking, wheeling or cycling can pass through.
- All homes and businesses remain accessible by motor vehicle.
- Journeys for non-stopping motor traffic are less convenient.
- Emergency services access will remain / if not improve



What are the benefits of a Low Traffic Neighbourhood?

- increase physical activity through more walking and cycling
- benefit local businesses through an increase in sales and higher spend in people who walk or cycle to a high street
- create new public space
- improve air quality
- lower car-use for shorter trips
- increase social interactions between neighbours and strengthen communities.
- Increase road safety and accident reduction



Designing Low Traffic Neighbourhoods

- Modal filters: bollards, planters or banned turns, cycle contra-flows, bus gates, cameras/enforcement
- Measures to enhance public realm and urban greening
- Cycle parking, preferably on the carriageway rather than the footway.
- The inclusion of School Streets timed closures
- Emergency Services Access
- Deliveries and local vehicle access



Motoringresearch.com

Why do we need Low Traffic Neighbourhoods?

Climate change and air pollution

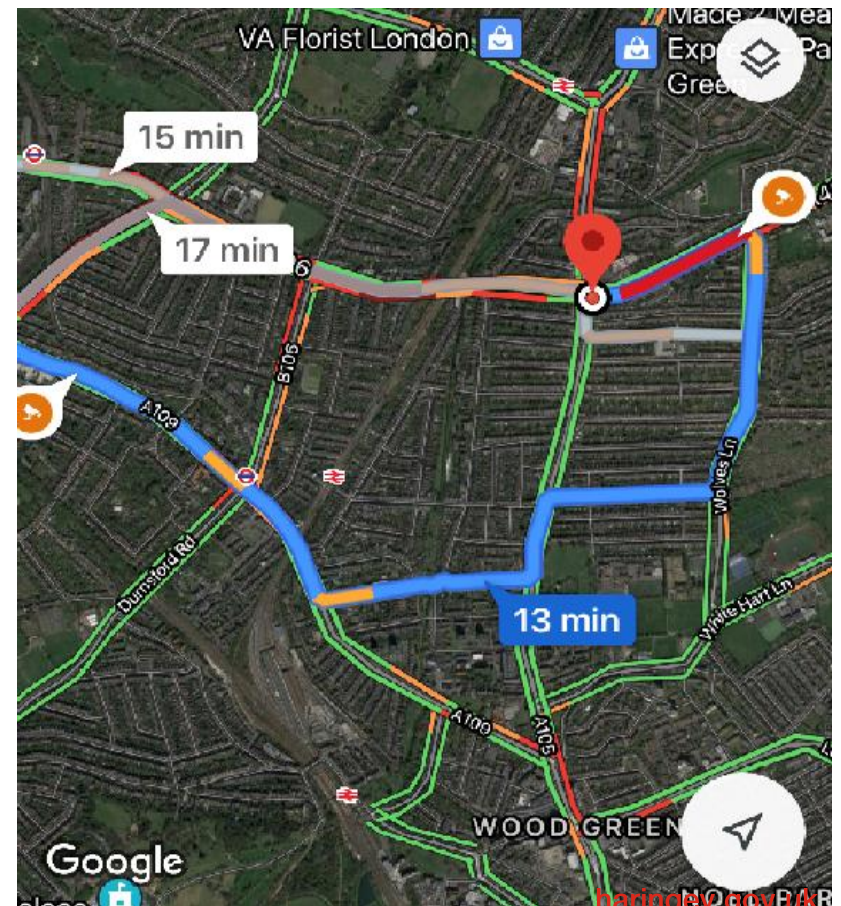
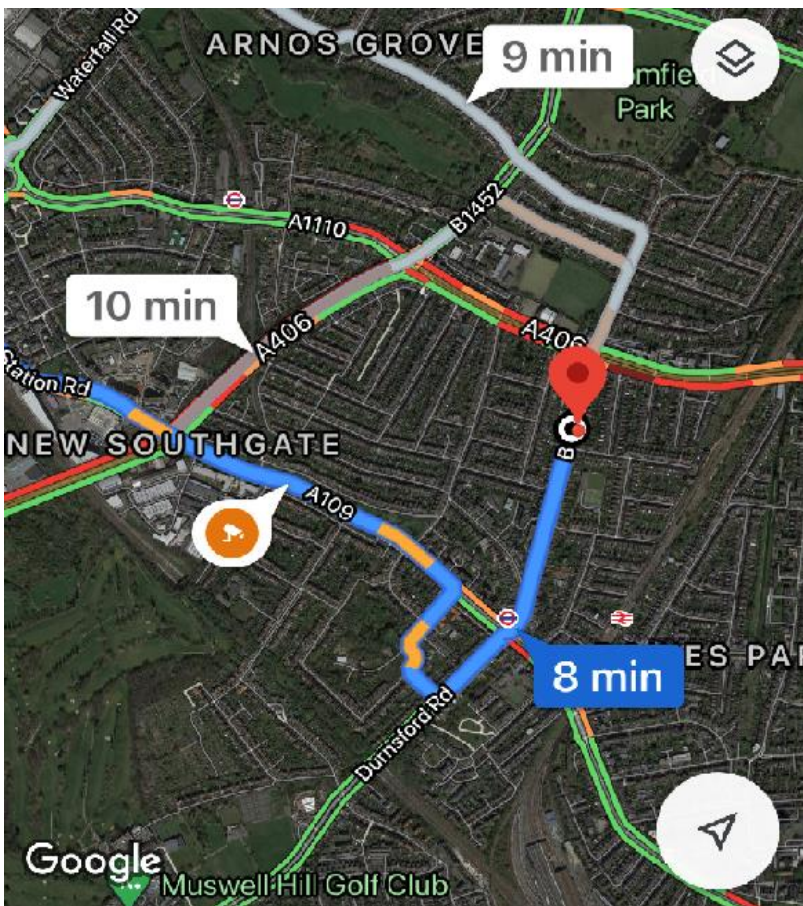
- Transport is the third largest source of emissions in the borough
- Private transport is associated with poor air quality, noise, social isolation, and health issues within the borough.
- Air quality issues associated with tyre wear and braking
- Haringey Council declared a Climate Emergency in March 2019, being one of the first London Councils to do so
- Need to reduce emissions from road transport by growing public and active travel options and infrastructure, to enable a reduction of all petrol and diesel journeys of 50% by 2024



Kcl.ac.uk

Short cutting Traffic

Haringey experiences around 175 million vehicles miles each year. Given Haringey's strategic position on the A1 and A10 corridors, a large proportion of this traffic is non-local to the borough attributable to through-trips starting and ending in another borough



Modal Shift

- 2% of journeys in Haringey are made by cycling / 30% by walking... And becoming increasingly popular modes
- More than a third of all car journeys made by London residents are under 2km (1.25 miles). These could be walked or cycled instead.
- Some people will still need to drive but LTNs enable people to walk and cycle more



London.gov.uk

Low levels of Car Ownership

- Less than 50% of households in Haringey own a car or have access to a car
- This disproportionately affect poorer communities where car ownership is lower
- Transport poverty and the need to make affordable modes safer
- Recognition is needed for those who need to drive including elderly and disabled however, not all these groups have access to a car

Making walking and cycling more accessible

- Common physical barrier to walking is crossing the road – having enough time to cross, finding a safe place to cross and signalised crossing
- The most common barriers to cycling are availability of safe cycling conditions and lack of confidence



Londoncouncils.gov.uk

Physical Inactivity

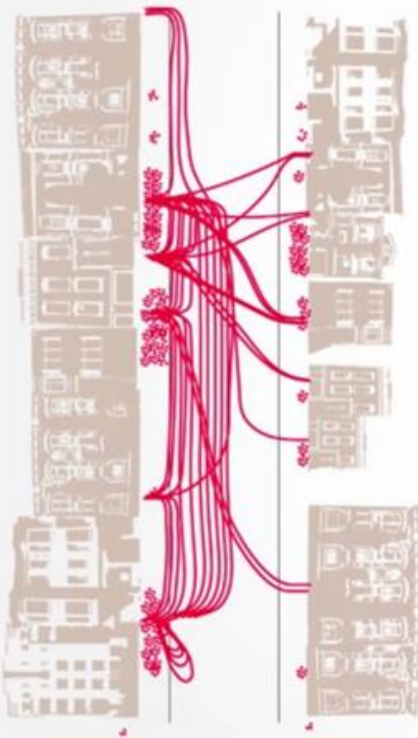
- In the midst of an inactivity crisis
- Over 1 in 5 adults are inactive and do less than 30 minutes exercise a day
- Almost 1 in 2 adults are overweight or obese (49.9%)
- Build physical activity back into our daily lives and routine
- Support the borough's health recovery from Covid-19
- We need to promote active travel and social connectedness



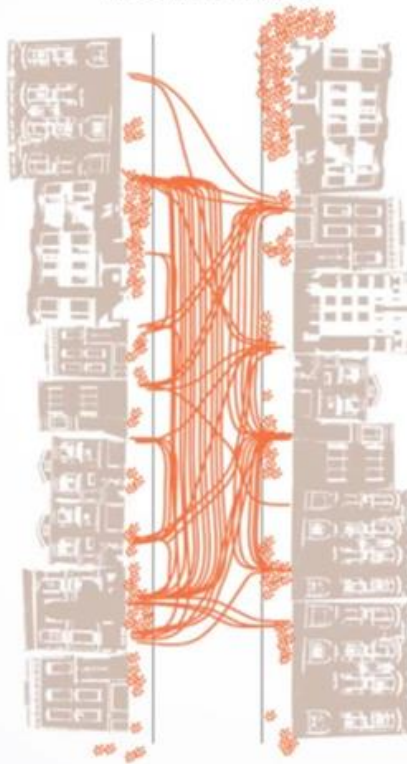
Reducing social isolation

Social Interactions on Three Streets - Neighboring and Visiting

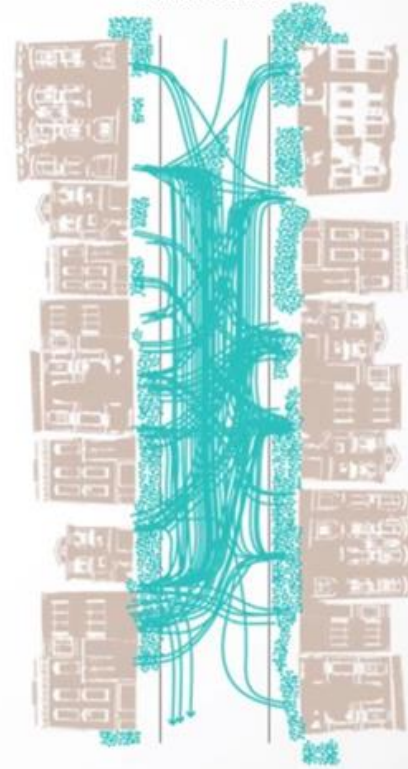
HEAVY TRAFFIC



MODERATE TRAFFIC



LIGHT TRAFFIC



Where people have friends

Where people gather

Supporting our Town Centres and High Streets

- Walkable environments are not just healthier but also wealthier
- Making places better for walking and cycling can boost footfall and trading
- Creating better places with less traffic, more people, and cleaner air are better for business
- Business owners can overestimate the proportion of customers who arrive by car, and that they tend to do better when roads are safer for pedestrians and cyclists
- There is little evidence of a link between increased car parking and greater commercial success in town centres in London



Sustrans.org.uk

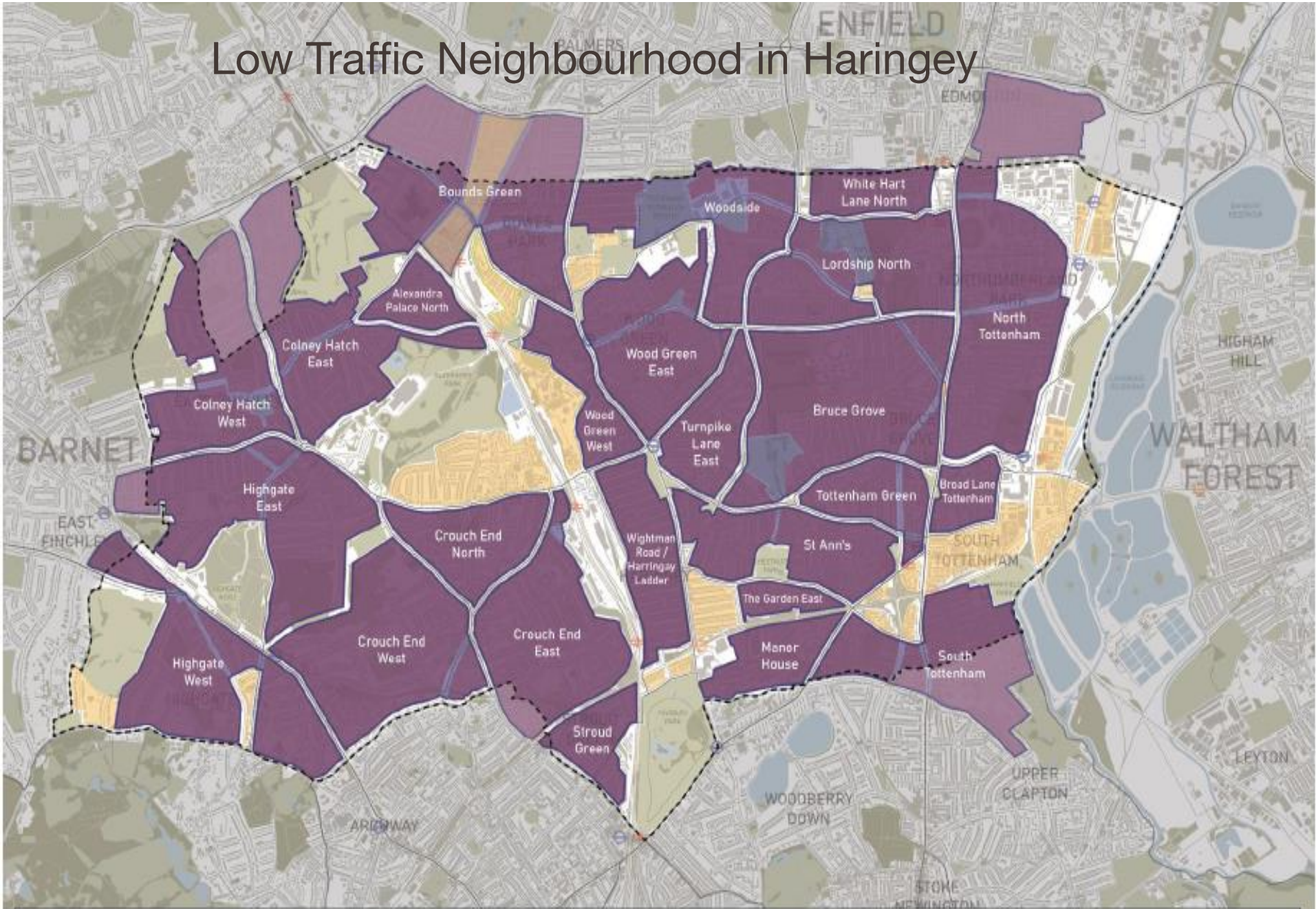
Traffic Reduction

- LTNs designed and implemented properly, and over time, have the best chances of success.
- Predictions of traffic problems caused by LTNs tend to be overstated
- It can take time for travel patterns to change as a result of the LTN
- Measures will be needed to alleviate traffic flows on main roads as a consequence of the LTNs, but these main roads generally have the [capacity to cope with increased volumes \(external link\)](#).
- Any resulting traffic in the short term reduces as drivers adjust routes and behaviours to avoid these areas, changing modes of transport or [even cancelling journeys \(external link\)](#).
- LTNs do not simply shift traffic from one place to another but lead to an overall reduction in the numbers of motor vehicles on roads.

A Criteria based Approach

- Traffic and road danger reduction
- Potential for more walking and cycling
- Reduction in traffic volumes and vehicle speeds including mitigating the displacement of traffic onto other local roads
- Enabling social distancing and space to meet
- Cycle connectivity
- Safe access to schools and local businesses
- Demographics/deprivation
- Deliverability
- Value
- Community engagement and support
- General suitability/other characteristics

Low Traffic Neighbourhood in Haringey

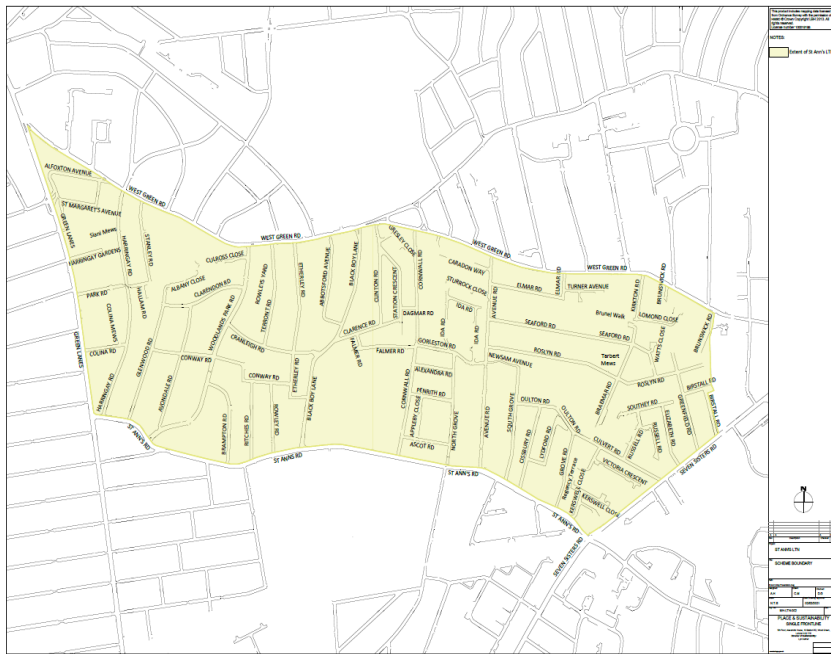


Low Traffic Neighbourhoods - LBH Cell Clusters

- Recommended LTN Cell Boundaries
- Existing cells with no through-access for vehicles
- LB Haringey Borough Boundary
- LBH cell clusters

Proposals for the first 3 Low Traffic Neighbourhoods in Haringey

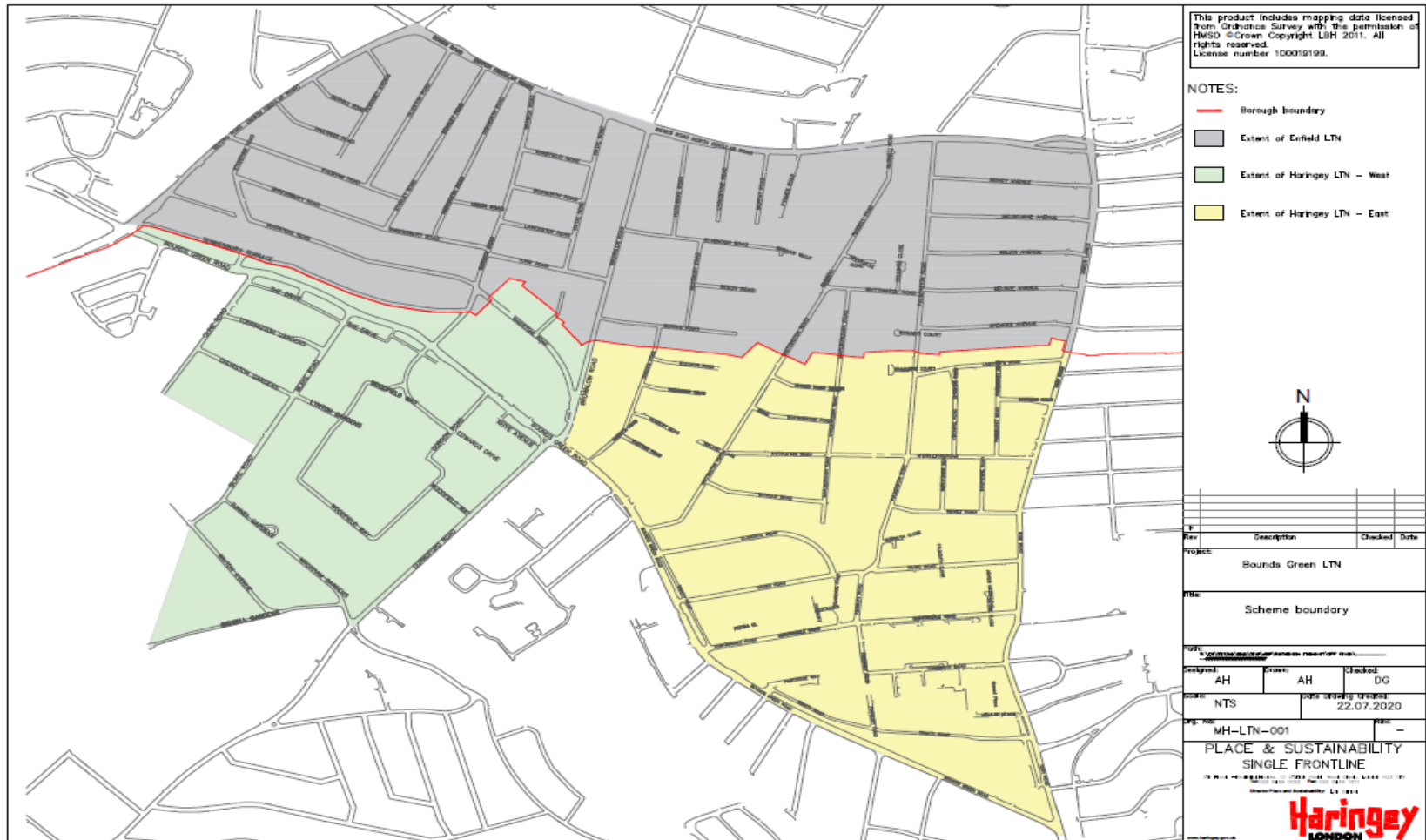
St Ann's LTN



Bruce Grove LTN



Bounds Green LTN



- Joint Bounds Green / Bowes LTN solution with Enfield
 - Agreeing to jointly ending up with a single cross-boundary LTN
 - Reviewing programme, sign off procedures and communications jointly haringey.gov.uk

Transport Opportunities – Bound Green LTN

West area

- New and existing traffic movements
- Durnsford to Brownlow Road
- Warwick Road
- Maidstone Road
- Banned left from Bounds Green Road
- A406 / Bounds Green Road Junction
- Businesses and Industrial estates
- Schools

East area

- Queens Road
- East / West Movements
- Impact on High Road
- Palmerston Road
- Bounds Green Road / Wood Green High Road
- Brownlow Road
- Quietway 10

Funding

- Funding awarded in TfL Streetspace Fund Round 2 - £240,000
- Initial allocation of £20,000 for community engagement and design from TfL
- Funding secured from the other sources - £50,000
- Total funding - £70,000 available now (the rest to follow)

Project update

- Letter sent on 10 August 2020 to the community – responses logged.
- Ongoing engagement with Enfield Council
- The Council has appointed Sustrans to assist with the engagement and project initiation
- Early engagement has commenced with the community using Commonplace Mapping, a letter to the community and public meetings
- Set up dedicated webpage, email and answer machine service
- Finalising the Project Programme and Communications Plan
- Starting individual stakeholder engagement meetings - Ward Councillors, community groups, TfL, Emergency Services

Traffic Counting and Air Quality Data collection and monitoring

Traffic counting



Air quality monitoring



vivacitylabs.com



Evidence Base

Transport Impact Assessment



Tfl.gov.uk

Equalities Impact Assessments x2



Lse.gov.uk

haringey.gov.uk

Engagement

Overarching objectives

- To inform development of the LTN
- Provide the public with opportunities to influence the decisions that will affect them
- Ensure the Council delivers its Transport Strategy and the Mayor of London's Transport Strategy objectives
- Learning from early LTN schemes

Engagement priorities

- Clear, concise, accessible, and engaging messaging
- Long term focus on building relationships with key stakeholders
- Achieve a representative response
- Work collaboratively across the Council and across the community
- Achieve efficient consultation
- Use digital tools to assist public involvement

Three Stages of Engagement

1. Early Engagement (now)
2. Design Stage (After the Mayoral Elections – May 2021 onwards)
3. 6 months review following implementation (6 months after implementation of the LTN)

Possible Engagement Activities

- **Stakeholder events** – Virtual drop in sessions/meetings, targeted meetings with various groups
- **Social media** – twitter and Facebook messaging, dedicated web page, online video, online questionnaire
- **Non-internet based** – Letters, posters, notice boards, face to face meetings, written questionnaires
- **Internal engagement** - staff sessions/briefings across directorates, Councillor briefings

Project Programme

- Pre election period – 22 March – 6 May 2021
- Aligning with Enfield's Bowes LTN
- TfL timeframes for funding
- Covid 19 restrictions
- Resident and business engagement – 29 January 2021 for 4 weeks
- Review and analyse early engagement feedback – March/April 2021
- Develop designs based on feedback – Spring 2021
- Resident and business consultation on the designs – Summer 2021
- Refining the designs based on the engagement – Summer 2021
- Finalising the detailed designs – Summer 2021
- Resident and business notification before implementation of the measures – Summer/ Autumn 2021
- Implementation – Summer / Autumn 2021 onwards
- 6 month review of LTN and publish report 2022.

Questions and Answers

