

# ST ANN'S LOW TRAFFIC NEIGHBOURHOOD

Public Meeting  
02/03/21

# Agenda

- Haringey's Transport Policy
- Introduction to Low Traffic Neighbourhoods (LTNs) in Haringey
- St Ann's 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



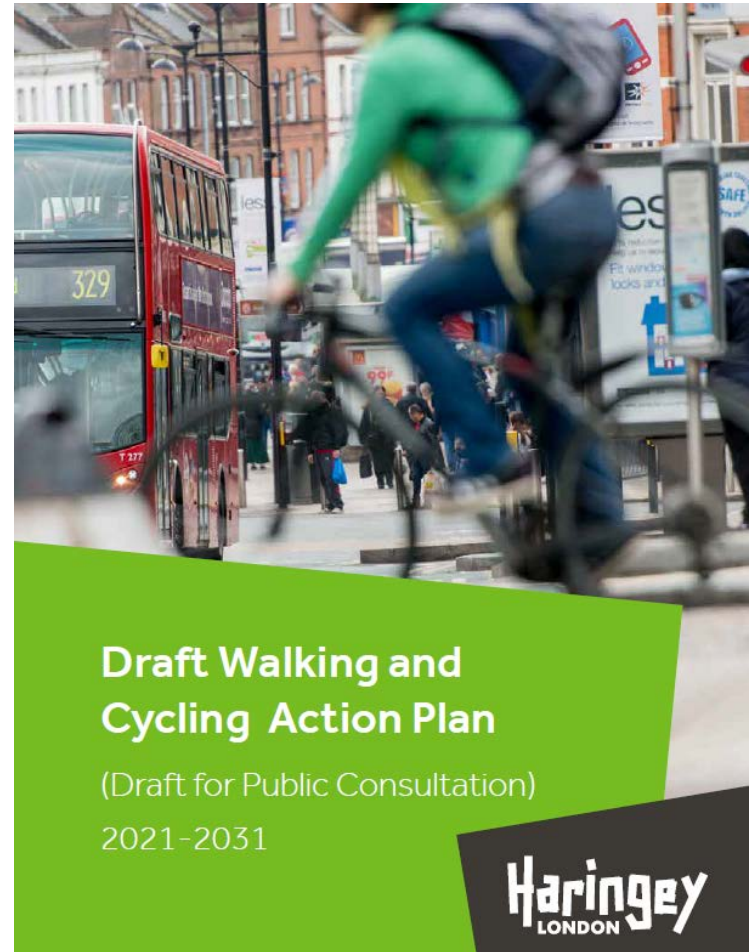
**Transport Strategy 2018**

*Adopted March 2018*

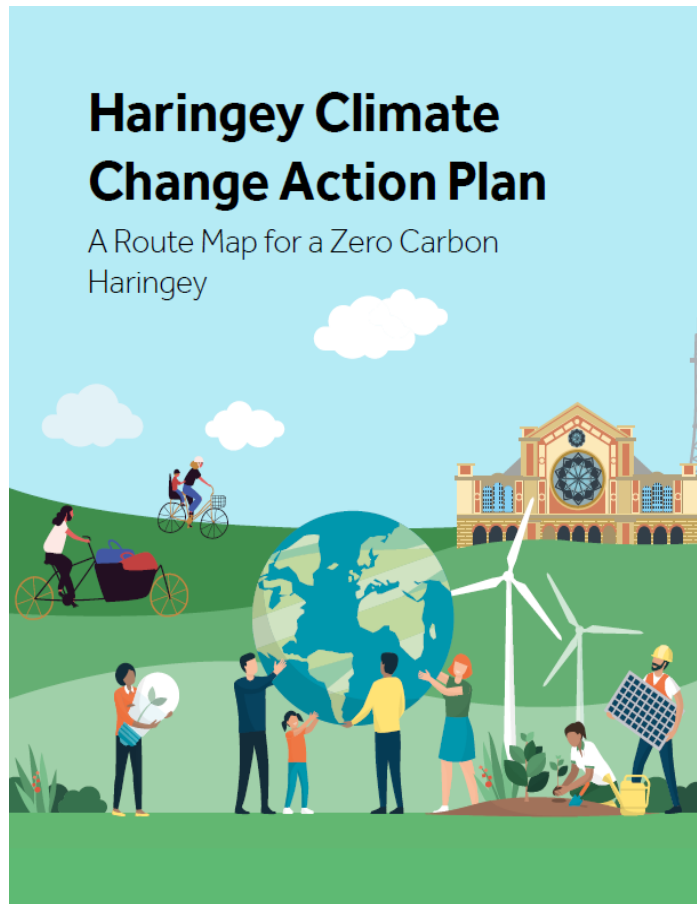
# Haringey's Draft Walking and Cycling Action Plan 2021

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



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

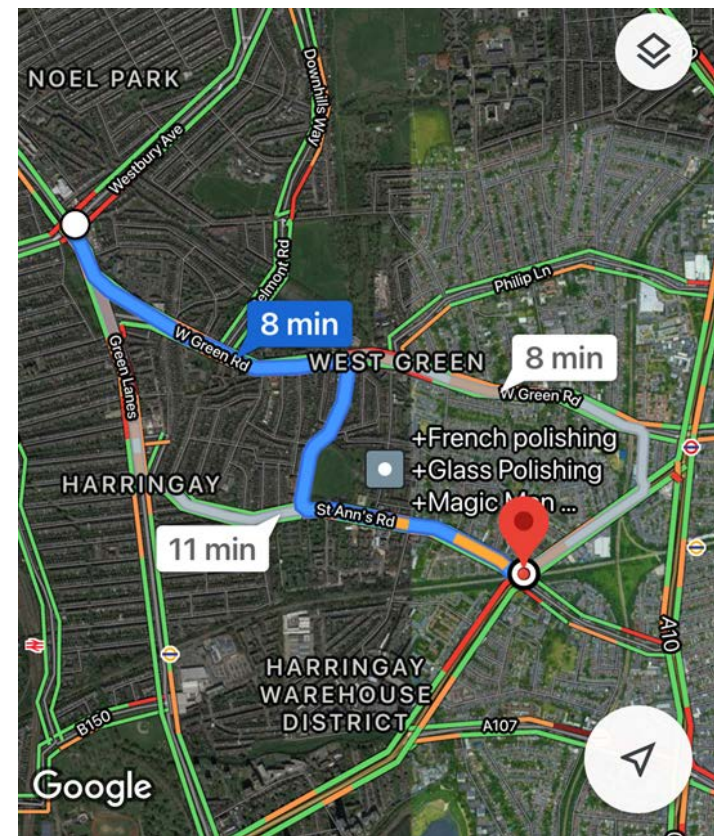
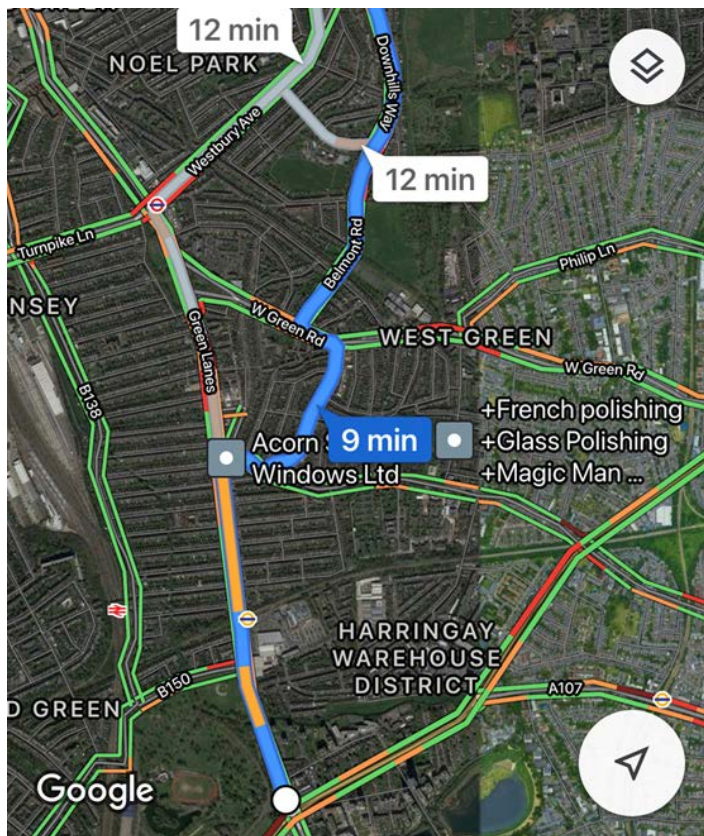
- Transport is the third largest source of emissions in the borough
- Private transport is associated with poor air quality, noise, social isolation, and health issues within the borough.
- Air quality issues associated with tyre wear and braking
- Haringey Council declared a Climate Emergency in March 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, 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



## 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

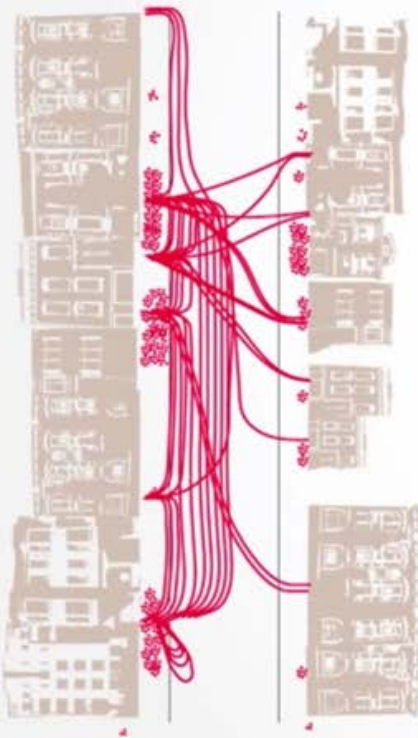




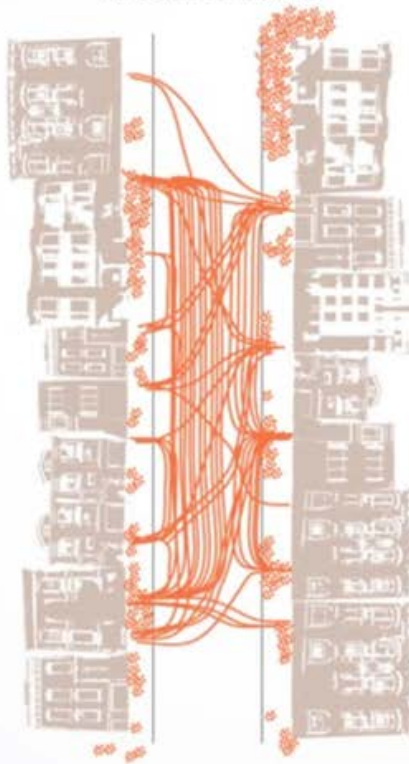
## Reducing social isolation

### Social Interactions on Three Streets - Neighboring and Visiting

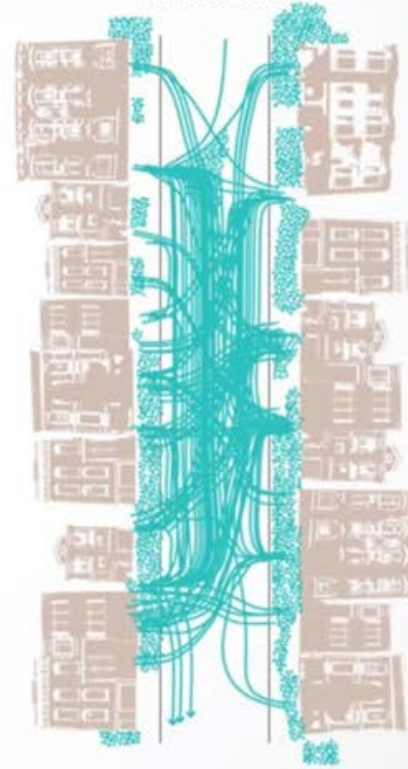
HEAVY TRAFFIC



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.
- 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\*.
- 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.

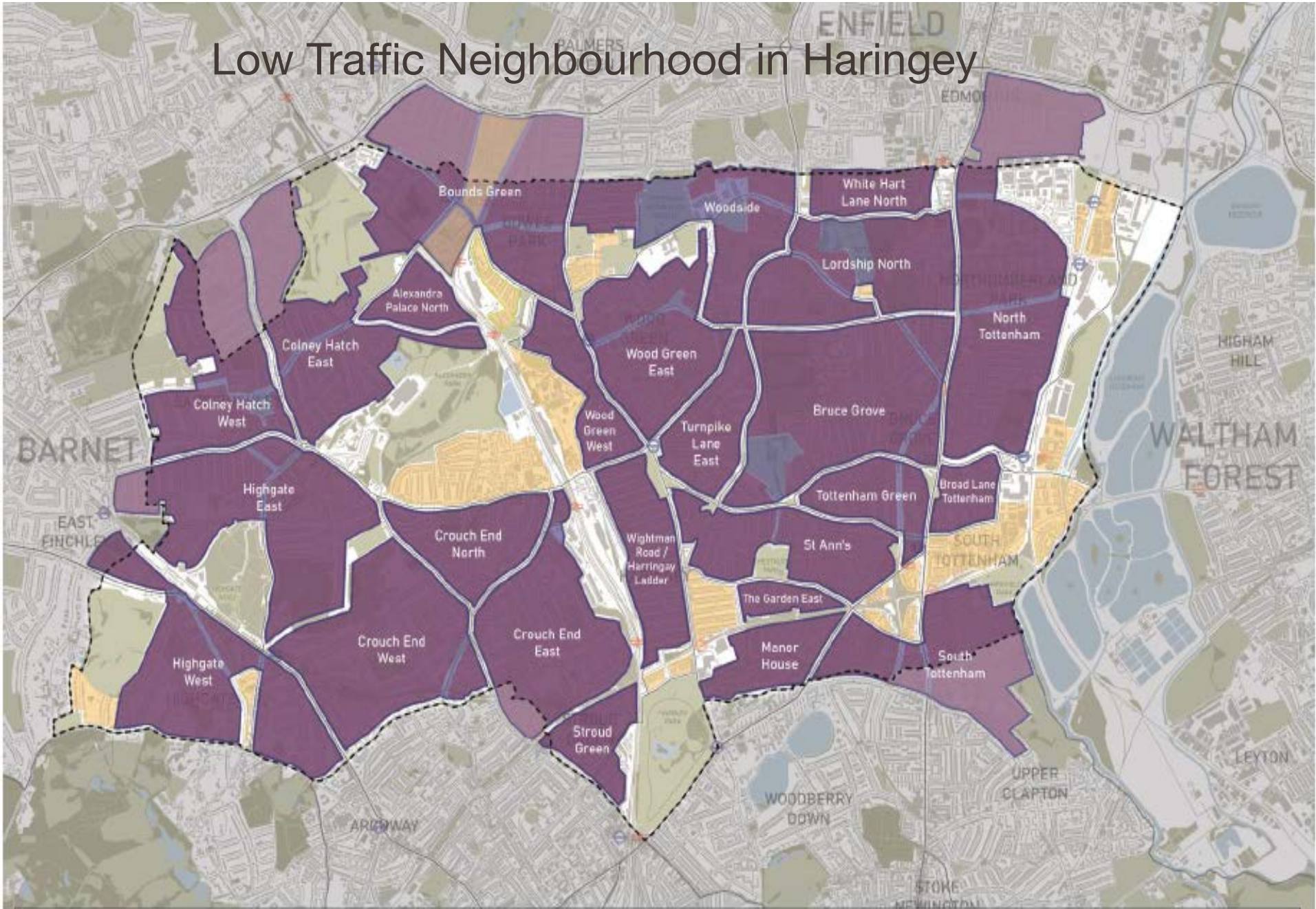
\* [www.enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/](http://www.enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/) [haringey.gov.uk](http://haringey.gov.uk)

# 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

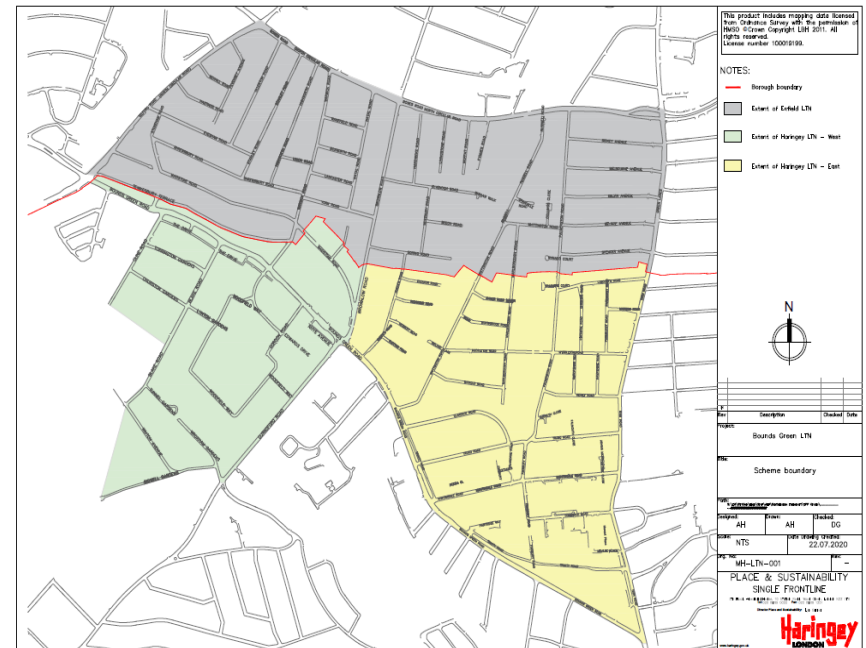
- Recommended LTN Cell Boundaries
- Existing cells with no through-access for vehicles
- LB Haringey Borough Boundary
- LBH cell clusters

# Proposals for the first 3 Low Traffic Neighbourhoods in Haringey

## Bruce Grove LTN

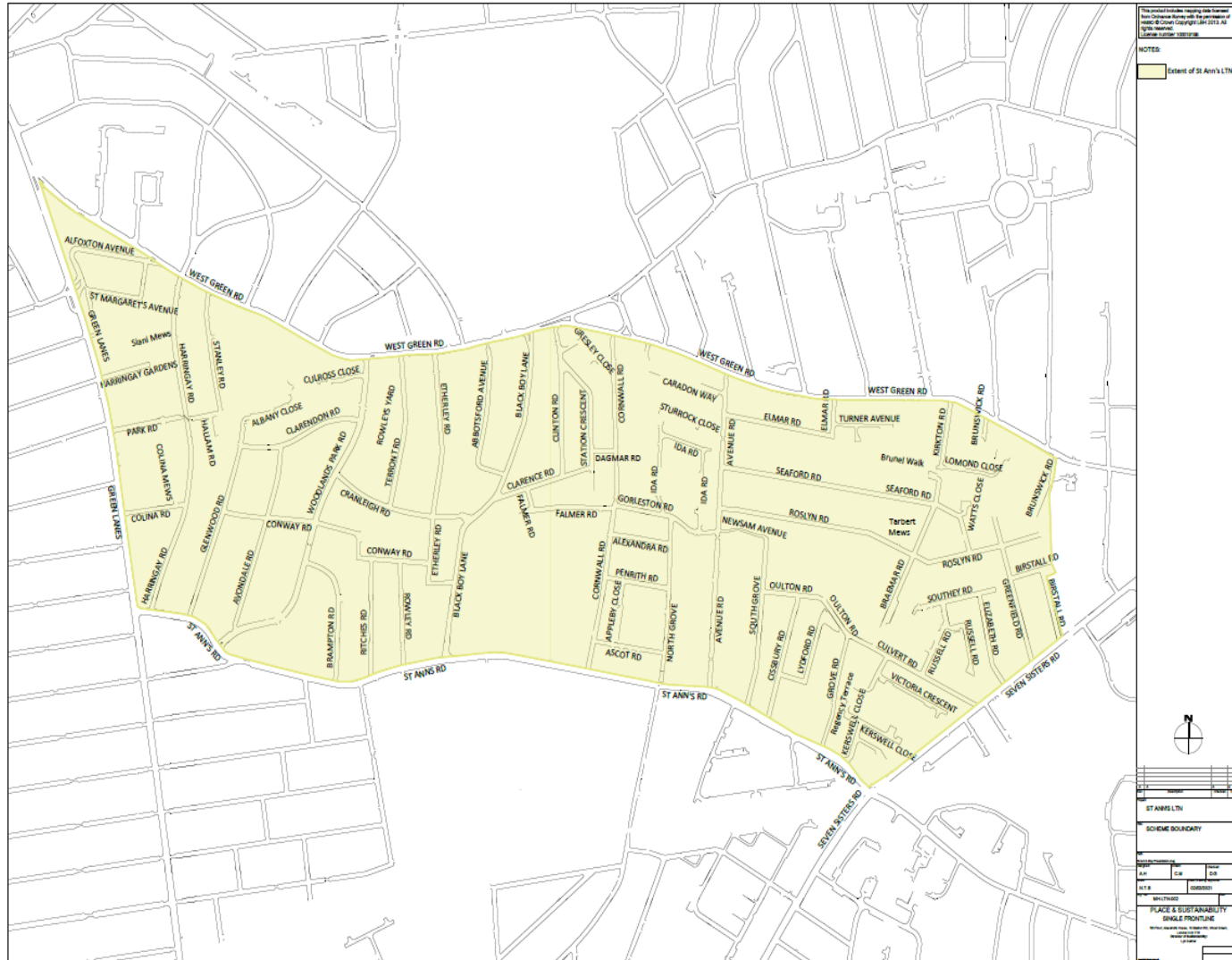


## Bounds Green LTN





# St Ann's LTN



# Chestnuts Primary School, Etherley Road

Before



After



# Funding

- Funding awarded in TfL Streetspace Fund Round 2 - £302,000
- Initial allocation of £60,000 for community engagement and design from TfL
- Total funding - £60,000 available now (the rest to follow)

# Project update



- 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



[vivacitylabs.com](http://vivacitylabs.com)

Air quality monitoring



# Evidence Base

## Transport Impact Assessment



Tfl.gov.uk

## Equalities Impact Assessments x2



Lse.gov.uk

[haringey.gov.uk](http://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

## Four Stages of Engagement

1. Early Engagement (now)
2. Design Stage (After the Mayoral Elections – May 2021 onwards)
3. Implementation stage (Formal consultation)
4. 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
- 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 engagement on the designs – Summer 2021
- Refining the designs based on the consultation – 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

