

**QUESTIONS FROM ST ANN'S LTN PUBLIC MEETING ON
2 MARCH 2021**

Haringey Council's written responses to participants' questions

General questions about the LTN

- 1. For the next phase of the consultation, will there be multiple different versions/designs put forward for residents in the ward to provide feedback and vote on? Or will it be a single design only?**

The next stage will be engagement on designs which we intend to present to the community and seek views and feedback. It is likely that there will be different design options to consider.

Community support for the LTN is very important and will be a determining factor. However, any opposition will need to be weighed against the wider need to tackle problems of air pollution, community inactivity, enable more sustainable travel and overcome the impacts of Covid 19.

- 2. How have you decided on the boundaries of the LTNs, and what work has been done to justify the decisions on where these LTN boundary lines have been drawn.**

The LTN boundaries have been separated according to geographical severance by a main road, railway, or open space which restricts through traffic penetration. These boundaries are a guide rather than a rule at this stage and we are keen to hear feedback from residents at this point about the issues in their area, and what interventions they would like to see. This feedback will inform our design process.

- 3. Will LTN measures include measures to stop speeding? Even buses are breaking the local speed limit (for example the 67 and 341 on Black Boy Lane) which is unsafe on residential + school roads.**

Evidence suggests LTNs help reduce traffic speed and noise. However, we will consider the feedback from the community on proposed LTN, and that will inform our design process. We will also consider complementary measures including traffic calming measures.

- 4. Are the roads that are identified as the boundaries for each cell intended routes for through traffic?**

LTNs do not simply shift traffic from one place to another. Instead, we expect to see an overall reduction in the numbers of motor vehicles on roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling.

Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN boundaries. A long term analysis in Waltham Forest¹ found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. In fact, traffic decreased by 56 % over the whole area.

Recent data from Railton LTN in Lambeth² has shown a decrease in traffic both within the LTN and on surrounding roads.

In the short term there may be a slight increase in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this.

5. It has been proposed in other boroughs that residents are able to drive through filters, but this reduces the effectiveness of LTNs to change travel habits and reduce overall traffic levels. Will you rule out the use of camera-monitored filters that have resident exemptions?

It's important to note that all addresses will still be accessible for cars in the LTN area. Car journeys within the area will be less convenient.

Implementing a 'white list' system, where residents access through the restriction points is an option we have considered, but we also want to encourage more cycling and walking among residents in the St Ann's area. If it is easier to drive, rather than bike or walk short trips, many residents are unlikely to change their travel habits, and will continue to drive.

Administration for a 'white list' system can also be extremely complex and on balance, would not achieve the Council's policies set out in the 2018 adopted Transport Strategy³ and the draft 2021 Walking and Cycling Action Plan⁴.

6. Can you confirm there will be a holistic view taken with regards to cycling across the borough, cycle connections with other boroughs and making cycling a better experience overall?

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including our plans for School Streets⁵.

7. What will you be doing to ensure there is (1) more cycle storage, like cycle hangers (2) proper segregated cycle lanes (not just painted lines cars drive

¹ <https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/>

² <https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report>

³ <https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy>

⁴ <https://www.haringey.gov.uk/draftwcp>

⁵ Prior to the consultation launch, you can view the draft Plan here: <https://www.haringey.gov.uk/draftwcp>

over that aren't safe for children and other cyclists), and (3) safe cycling connections into LTNs, now that we expect the boundary roads to be busier?

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including our plans for School Streets⁶.

8. It's good to see that the Council is now starting to take action on reducing traffic in residential areas and schools. But other Councils have taken a lot more action with more LTNs and School streets already in place. If School Streets can be set up under emergency traffic orders why not do this for LTNs?

We want to make sure we listen to residents and the community before we implement any changes. It is very important to us to implement solutions that work for residents in the long run, even if this means it will take a bit longer to take action.

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including our plans for School Streets⁷.

9. Are you considering the downsides of LTNs? Quieter roads can lead to more robberies and muggings. As seen in the new LTNs in Hackney...

According to available data, LTNs have actually contributed to a decrease in crime. The introduction of a low traffic neighbourhood in Waltham Forest, for example, was associated with a 18% decrease in street crime within the LTN and 10% across the borough. And this effect increased with a longer duration since implementation. (Using police data, 2012-2019⁸.)

10. Public transport obviously has a large role to play in these proposals, but until the general public feel safe because of Covid-19 to use public transport again, it will surely act as a drag for successful implementation of LTNs, won't it?

The LTN will enable more walking and cycling for those who are able to, providing a safe and healthy alternative to public transport. The quieter streets provided by the LTN will give some people who previously used public transport the chance to avoid it and choose to travel by foot or bike instead, which will reduce opportunities for contagion in public transport.

11. Is there a goal to reduce car journeys through the borough as well as journeys within the borough?

Yes. Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN boundaries. [A long term analysis in Waltham](#)

⁶ Prior to the consultation launch, you can view the draft Plan here: <https://www.haringey.gov.uk/draftwcp>

⁷ Prior to the consultation launch, you can view the draft Plan here: <https://www.haringey.gov.uk/draftwcp>

⁸ <https://osf.io/preprints/socarxiv/ftm8d/>

Forest⁹ found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. In fact, traffic decreased by 56% over the whole area.

Recent data from Railton LTN in Lambeth¹⁰ has shown a decrease in traffic both within the LTN and on surrounding roads.

In the short term there may be a slight increase in displaced through traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this.

Queries about specific streets and roads

Hermitage Road

- 12. Concerns raised on seeing a potential increase in traffic on Hermitage, Vale and Templeton Roads. How are you going to ensure cars will not simply find other roads to cut through?**

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly.

- 13. I live on the very end of Hermitage Road, which is just outside the St Ann's LTN. This road is rat run already, I can't see how it won't make the situation on this road worse?**

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly.

- 14. Action is really needed on Hermitage Road. Lots of residents have flagged the need for a filter on the north side of the road there too, to create a school street for St Mary's/ and a safer cycle route along Hermitage too. Will the council consider a filter there as part of the walking and cycling action plan?**

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly and will explore the issues on Hermitage Road as part of the Neighbouring LTN proposal.

- 15. Will there be any consultation about the traffic and safety on Hermitage road (St Ann's end)?**

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly.

⁹ <https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/>

¹⁰ <https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report>

- 16. It's great that the Council is committed to learning from previous LTNS. What did the Council learn from the partial closure of Hermitage Rd? What then did it learn from the Filtering/closure of the Gardens?**

The council will be preparing a Transport Impact Assessment for the scheme and the lessons learned from the Gardens scheme and any data collected will be fed into the assessment.

Wightman Road

- 17. The traffic calming measures on Wightman Rd have made cycling seem much less safe (it feels like the cyclists are the bollards), to the extent that I now avoid it and actually cycle much less as a result. How can mistakes like this be avoided?**

There are no designs at the moment, but the council will be preparing a Transport impact Assessment to look at these issues and plan accordingly.

We have launched a separate engagement map on the Harringay Ladder area and we would encourage these comments and views to be fed into that exercise. The map is available here: <https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/harringay-ladder-review>

Black Boy Lane

- 18. "Blackboy" Lane has been raised as a road in serious need of intervention given the need to reduce traffic and improve road safety outside Chestnuts School. Is a road closure being considered for BB lane, or if not, what is the alternative?**

There are no designs at the moment. We will consider the feedback from the community on proposed LTN, and that will inform our design process.

Ducketts Green

- 19. Are the boundaries of the LTNs decided already? Our small area (Duckett's Green, Carlingford Rd) is bordered by the St Ann's and Bruce Grove LTNs but not included, so they might actually make things worse for us. I think the LTNs are a very positive step but can they be expanded to include more areas?**

We will consider the feedback from the community on proposed LTN, and that will inform our design process and the exact boundary of the LTN.

The Ladder

- 20. Whilst supporting the St Ann's LTN in principle I have concerns about the effect this might have on The Ladder. Can you tell me if and how that has been assessed?**

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly.

We have launched a separate engagement map on the Haringay Ladder area and we would encourage these comments and views to be fed into that exercise¹¹.

West Green Road and Green Lanes

- 21. I very much support the proposed LTN in St Ann's, but also in Bruce Grove and possibly the Haringey Ladder. Are there plans to introduce measures on roads bounding these areas, particularly West Green Road and Green Lanes? Particularly with respect to excessive and illegal parking, speeding, and lack of cycle safety measures.**

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly. We will consider the feedback from the community on proposed LTN, and that will inform our design process.

- 22. St. Ann's Road- While rolling out the LTNs one by one, will you be planning for longer distance cycle networks along the whole of St Ann's Road, not only the LTN part?**

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including our plans for School Streets¹².

Engagement

- 23. Will there be targeted engagement with people with disabilities?**

We have started discussions with local and national disability groups, and we plan to consult and engage extensively with these groups, and individuals, throughout the process. Throughout the engagement we will seek their expertise to shape the two Equality Impact Assessments (1 about the engagement and 1 about the design) that we are working on. Examples of other consulted groups are listed below:

- *Disability access groups*
- *Schools and young people*
- *Ethnic minorities*
- *Carers and other essential workers*
- *Emergency services*

¹¹ The map is available here: <https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/haringay-ladder-review>

¹² Prior to the consultation launch, you can view the draft Plan here: <https://www.haringey.gov.uk/draftwcp>

24. Why do businesses have much say in the measures taken to reduce traffic in a residential area? How many businesses are actually even based on the roads within the LTN and will there be any reduction in access to any of these?

The views of businesses within the LTN area will be taken into consideration alongside those of residents, not over or above.

LTNs always allow local motor vehicle access. Local residents and businesses can still use cars, as well as receive visitors and deliveries. Access to all shops will be maintained, but your journey may require you to take a different route.

25. Are you engaging with local Residents Associations, Neighbourhood Watches, Friends of Parks?

Yes we will be reaching out to key stakeholders, including TRAs, Neighbourhood watches and Friends of groups in our next phase of engagement.

26. How are you consulting with emergency services?

The emergency services are key stakeholders, and their access will not be detrimentally impacted and where possible it will be improved. The ambulance services, police and fire brigade have been consulted early on in the engagement process, and we will continue to work with them to ensure their access needs are not impacted.

Timeline, Monitoring and Implementation

27. We had really hoped that implementation could start over the summer holidays so the schemes could be embedded for when schools return in September. Can there be any flexibility on trying to implement slightly earlier?

Implementation has been slightly delayed due to the pre election period leading up to the Mayor of London and London Assembly elections in May, during which we are not allowed to carry out any consultation or engagement. The engagement will commence again after the election results with the aspiration to implement a community supported LTN in Autumn 2021.

28. It is likely for traffic - no longer able to use rat-runs - will cause heavy traffic until behaviours and patterns change. Will officers remain steadfast in the implementation of the LTNs when traffic conditions will get worse before they get better?

In the short term there may be a slight increase in traffic to other roads while the scheme beds in. However, LTNs do not simply shift traffic from one place to another. Instead, over time we expect to see an overall reduction in the numbers of motor vehicles on roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling in the medium to long term.

Further remarks and suggestions

- *Great to hear about this initiative. I hope that overall greening and more trees can be an intrinsic part of this*
- *As Co-Chair of Friends of Brunswick Park and Roslyn Road Neighbourhood Watch Rep, I am happy to participate in the planning process and to encourage my community to engage with the process. Fully support LTN.*
- *Interesting on disabilities. I have to drive my son*
- *Good question about disability access. Currently, the parking half on the pavement that seems to be popular in Haringey is very discriminatory for pavement access*
- *Fountain Area Residents Association covering over 800 homes in the Eastern part of the proposed LTN also support the LTN proposal and would like to participate in any consultation: farasecretary@gmail.com*
- *Speeding the project up would be wonderful. It seems likely the benefits of LTN would be more immediately obvious to people in the summer /early autumn and more popular when more people are out on bikes and walking.*
- *I hope there's going to be a borough-wide approach to incorporate innovative proposals such as the Haringey Loop proposal from Haringey Cycle Campaign, to link all the borough's green spaces*
- *I think we should look at how best to ensure schemes can create more social spaces in our community*
- *I'm really concerned about increase in traffic going via Hermitage Road as a rat run to seven sisters road. It has a primary school and a very narrow pavement which is dangerous as it is, adding more traffic would be just insane!*
- *Many residents have flagged the need for a decent cycle route along St Ann's Road for the hospital, access to the park, and also the many schools in the area*
- *There are only 40 people. Restricting questions to the chat is the opposite of engagement*
- *I live on Stanmore Rd, N15 which has very bad rat-running traffic from through traffic.*