EXPERIMENTAL LOW TRAFFIC NEIGHBOURHOOD – St ANN'S

The Haringey (Prescribed Routes) (No. 14) Experimental Order 2022

The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No.45) (Experimental) Order 2022

The Haringey (Charged-For Parking Places) (Amendment No.41) (Experimental) Order 2022

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Statement of Reasons

Haringey is embarking on a programme of implementing Low Traffic Neighbourhoods (LTNs) to deliver the objectives set out in the adopted 2018 Transport Strategy and the public consultation draft of the Haringey Walking and Cycling Action Plan (2021) and as part of our ambitious Streets for People initiative. LTNs are needed across the borough to 1) reduce pollution, especially NO2 and particulate matter, which can affect lung function and breathing, worsening respiratory diseases including asthma in children and chronic obstructive pulmonary disease (COPD) in adults; 2) improve health outcomes related to inactivity; 3) reduce motor traffic collisions; 4) reduce carbon emissions in our attempt to avoid catastrophic climate change and finally 5) reclaim neighbourhood streets for pedestrians and communities and to make safe welcoming, inclusive spaces for all residents.

Introducing the St Ann's LTN is expected to result in the adjustment of motor vehicle travel behaviour of both those living within the LTN and those living outside. Some drivers will adjust routes and behaviour to avoid the St Ann's LTN area, switch to walking, cycling or public transport or even reduce the number of journeys. The proposed St Ann's LTN will contribute to reducing through-traffic in the area; it will also help encourage residents who currently make trips by motor vehicle to switch some local journeys to more sustainable travel modes. A substantial proportion of locally-generated motor vehicle trips (i.e. by Haringey residents) are short. TfL data indicates that over 60% of such trips (accounting for those that are essential/cannot be made by other means, e.g. due to a physical or other disability) could be made by cleaner, more sustainable modes. By making some local motor vehicle trips slightly less attractive (e.g. slightly longer due to restrictions in certain places) and walking/cycling much more attractive (by reducing dominance of vehicle traffic on these streets), a switch from the former to the latter will be encouraged.