

## Low Traffic Neighbourhoods (LTNs)

### Frequently Asked Questions (FAQs)

#### **What is a Low Traffic Neighbourhood (LTN)?**

LTNs are areas with quieter roads which feel safer, encouraging residents to walk, cycle, play and meet in a healthier and more inviting environment. This can be done by filtering roads using planters, bollards or cameras, by banning turns, or by making some roads no entry or exit, giving priority and access to residents who live in the area.

LTNs always allow local motor vehicle access. Local residents and businesses can still use cars, as well as receive visitors and deliveries, but non local traffic cannot drive through the area. When non-local through traffic is reduced in an area, local people often choose to make short journeys on foot or by bike, further reducing traffic.

Emergency services will still be able to access these neighbourhoods.

#### **How will I access my home if you close some roads in my area?**

It is important that every address within the LTN is still accessible by car. Some journeys may take longer and the access point to your property may change. We recognise that people may be inconvenienced by some of the changes. Some people will choose to walk or cycle instead of taking the car. However, this may not be an option for some people therefore it will still be possible to access your property by car. The scheme will also retain access for deliveries, refuse collection and emergency services.

#### **What is a filter?**

A filter is a traffic management measure that stops or limits vehicles passing but allows pedestrians, cyclists and some local traffic through. A filter can be designed in many different ways from a simple row of bollards to more complex designs including seating and planting.

It is likely that we will use cameras to enforce filters in a number of locations wherever possible, rather than permanent closures. This ensures emergency service vehicles will be able to pass through the area unhindered.

#### **Why are LTNs being proposed?**

The areas identified for LTNs are suffering from high levels of non-local (rat running) through traffic. This rat running negatively affects these areas where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this rat running traffic on residential roads.

We know residents not in these areas will be interested to know if, and when, their areas will get LTNs. As mentioned above, Haringey has been divided into 25 LTN areas which is a starting point for exploring LTNs across the borough. The map below provides an indication of the LTN areas which will be subject to public consultation in the draft Walking and Cycling Action Plan (WCAP) later this year. We are progressing engagement on only three at the moment which are being funded by TFL.

### **Will the LTN be introduced? And when?**

At the moment, we are inviting the community to give us their views on transport and traffic related issues in the proposed LTN areas before any designs are drawn up. This is the first step in the process. There will be a further opportunity to engage on the designs later this year.

It is very important that the LTN is supported by the community and that we hear from those living and working in and near the area before any decision is made on the implementation of the LTN.

### **Who are you going to consult on the proposed LTNs?**

First of all, we would like to hear from all members of the community, especially those living and working in the areas. We are building up a list of stakeholders for each of the LTNs and through this engagement, we are asking the community to help identify these stakeholders. The stakeholder list includes all of the following as a starting point:

- Local residents
- Ward Councillors
- Emergency services (Fire Services, London Ambulance and Metropolitan Police);
- Local schools;
- Transport for London (TfL) including TfL buses;
- Local businesses;
- Religious institutions;
- Representatives of taxi companies;
- Representatives of motorcyclist groups;
- Local resident groups (e.g. Living Streets branches and Haringey Cycling Campaign);
- Neighbouring authorities; and
- Local disability groups.

If you think there is anyone else that we should consult, please email us.

### **How can I comment on the scheme?**

The first engagement exercise with the community runs until Sunday 7 March 2021 and during this stage you can provide your feedback using the links/contact details above.

### **I live in Haringey, but my area is not considered for any LTNs. Are there any other transport schemes which will improve walking and cycling in my neighbourhood?**

The Council is in the process of developing its Walking and Cycling Action Plan which will be going to Cabinet in February 2021 for approval to start public consultation later this year. The document sets out a borough wide strategy for the delivery of LTNs and other active travel interventions such as cycleways and walking improvements.

We encourage the community to get involved in the process as the plan will shape how we deliver walking and cycling infrastructure over the next 10 years, including any potential LTN in your area. If you'd like to be notified when we start consultation on this please email us.

### **The area where I live already suffers from significant car parking pressure. Will the proposed LTN make this situation worse?**

With all changes to road layouts and access points it is possible that some streets see an initial increase in motorist activity which may, over the short term, lead to increased parking demand. However, as we have seen in LTNs in other parts of London, once these schemes bed in there is a reduction in car use within the LTN.

When combined with the removal of the huge proportion of rat running motor traffic from the area it means there is unlikely to be an increase in car parking pressure.

LTNs result in more journeys being made by walking, cycling and public transport. These changing travel patterns reduce the need to own a car. This will also reduce car parking pressures over time.

**I am a person with disability who relies on a private car to access facilities and services. How will I be affected by the LTN?**

Private car access for all addresses will be maintained, but your journey may require you to take a different route. We will consult with local groups representing disabled people and individual residents in each LTN area at the earliest opportunity to ensure access for disabled residents is not impacted by any future scheme.

**How will emergency services be affected by the scheme?**

The emergency services are key stakeholders. The ambulance services, police and fire brigade will be consulted early on in the engagement process to ensure their access needs are not impacted.

**Will the scheme negatively impact access to local shops?**

Access to all shops will be maintained, but your journey may require you to take a different route.

Walking and cycling is good for local high streets:

- People who walk and cycle visit their high streets more often as journeys can be made without having to think about parking or traffic.
- Walking, cycling and public realm improvements increase retail sales.
- People who walk to the high street tend to visit more shops and stay longer.

For those who cannot walk or cycle to their local shops it will still be possible to travel by car.

**Will the scheme mean I have to drive a lot further?**

One of the aims of the scheme is to change the way residents view transport and their travel choices so that more journeys are made by walking, cycling and public transport. There will always be those essential car journeys that people need to make and at times, journeys may be longer, or you may need to take a less convenient route. But as residents begin to change their transport choices, and choose to drive less, we hope to see a reduction in overall congestion. This will make the area more enjoyable for everyone, and also benefit those that need to make an essential car journey.

**Will the scheme mean traffic is shifted on to other streets?**

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. LTNs do not simply shift traffic from one place to another. Instead, we 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. This is known as 'traffic evaporation' and has been observed in numerous LTNs around London.

This is why we are making changes across the whole neighbourhood, rather than just looking at the roads with the highest levels of through traffic and making these access-only, which would just move the problem along to the next street. By putting in several carefully placed filters across the whole area, through traffic has no other option but to stay on the main roads.

### **I've heard LTNs make air pollution worse?**

A key way to reduce air pollution in London is to prioritise walking, cycling and public transport over private cars. Evidence from LTNs in other parts of London has shown, that over time, the number of households exposed to illegal levels of NO<sub>2</sub> has been significantly reduced. The Council will be monitoring the air quality in and around any future LTNs.

Separate from the LTN programme, the introduction of the Ultra-Low Emissions Zone up to the North Circular later this year will improve air pollution across the whole borough <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-expansion>. The Council's Carbon Management Team is helping improve air quality and responding to Climate Change. Further details on its programmes and policies can be found here: <https://www.haringey.gov.uk/environment-and-waste/going-green/reducing-co2-emissions>

### **What is the difference between Haringey's engagement on the Bounds Green LTN and Enfield's consultation on their Bowes LTN? How are Enfield and Haringey Councils working together?**

In Haringey, residents are being asked to feedback any transport and traffic issues in the Bounds Green LTN area and make suggestions for changes. This is an early stage engagement exercise.

Both borough projects are at different stages. The Enfield Bowes LTN was implemented on a trial basis under an Experimental Traffic Order (ETO). Given the ETO nature of the scheme, and the funding constraints at the time of the Bowes implementation, the consultation with the community is taking place during the trial rather than ahead of the scheme being implemented. Haringey's will only be implemented after consultation has influenced the design.

Going forward, Enfield and Haringey Councils are committed to working together to develop a wider LTN covering both LTN areas, regardless of the borough boundaries.