

Bowes Quieter Neighbourhood & Bounds Green LTN

High Level Traffic Assessment

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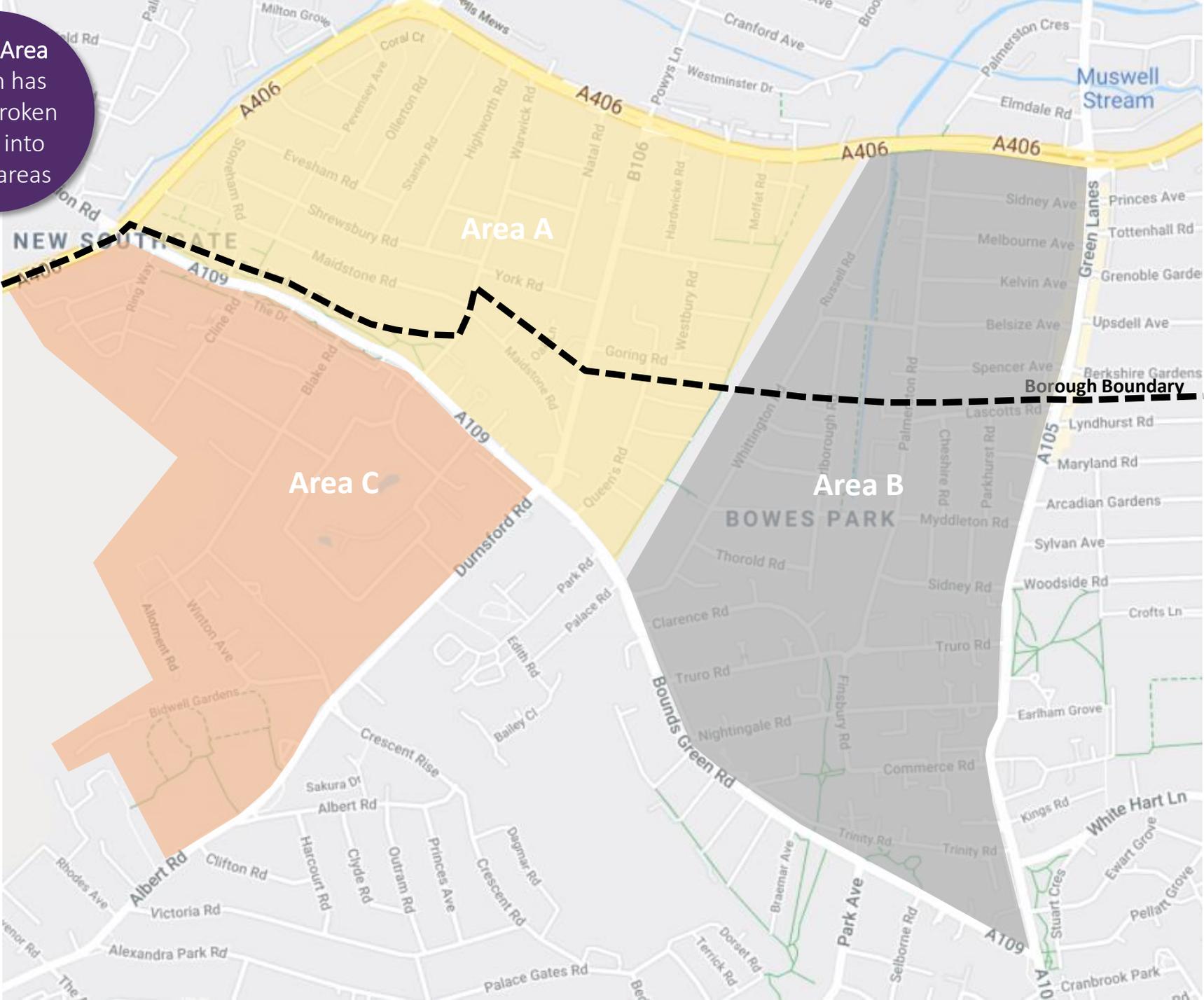




Introduction

- Enfield Council introduced the Bowes Primary Area Quieter Neighbourhood scheme (covering Areas A and B in the following slide) in 2020 as a trial. Haringey Council are looking to enhance the scheme by implementing additional measures as part of the Bounds Green Low Traffic Neighbourhood (LTN) across Areas A, B and C (shown in the following slide).
- A high-level traffic assessment has been undertaken for the area to assess the potential impacts of the proposed Bounds Green LTN being delivered by Haringey Council. Enfield Council has a monitoring programme for the Bowes Quieter Neighbourhood scheme which will report on the impacts of that scheme.
- A Quieter Neighbourhood, or Low Traffic Neighbourhood is where traffic movements across an area are restricted for motor vehicles, because residential streets are being used as through routes instead of the main roads, which is often referred to as rat-running. Introducing a Quieter Neighbourhood, or Low Traffic Neighbourhood helps to create safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather.
- This is done by introducing modal filters (road closed to motor vehicles) at strategic points in the area.
- Access to all addresses for all vehicles is maintained but residents and visitors who drive may have to use a different road to access their address or destination.

Study Area
Which has
been broken
down into
three areas



Introduction

- The Bounds Green LTN measures will be implemented as a trial so that detailed monitoring of the impacts can be assessed once the scheme is in place, and changes can be made in the first 12 months to make the area work better.
- The following slides provide an assessment on the potential impacts on motor traffic as a result of the implementation of the proposed Bounds Green LTN trial scheme.
- Through (sometimes referred to as 'rat-running' traffic) is traffic passing through an area that does not have a start point (origin) or end point (destination) in the area, and is therefore simply passing through, because the route represents the quickest journey. These types of trips have increased over recent years with the use of mapping software such as Google Maps and Waze, directing traffic away from strategic roads and onto minor roads, which in some cases are not suitable for the volumes of traffic they are currently experiencing.
- Due to the COVID-19 pandemic it has not been possible to undertake accurate origin and destination surveys that record the levels of through/rat-running traffic within the study area. Therefore, historic data from 2016 and 2017 has been used to assess the potential impacts of the Bounds Green LTN scheme. This data has been analysed with this assessment reporting the impacts during the AM rush hour (8-9am) and PM rush hour (5-6pm).
- Experience from other LTNs introduced in London in 2020 has shown that after a few months of 'settling in period', the overall traffic levels reduced. The evidence suggests that some drivers shift to other modes like walking, cycling or using public transport or travel at different times of the day, or have stopped/reduced commuting (e.g. work from home).
- This assessment is only a prediction of the Bounds Green LTN. Haringey Council will be undertaking monitoring surveys over a 6-12 month period, once the trial scheme is implemented, which will provide an accurate understanding of the impacts of the scheme. This will be compared to baseline surveys being carried out in September 2021. The monitoring will capture data on traffic and pedestrian flows, bus journey times, emergency service response times and air quality.

Origin & Destination Data Collection

- Origin and destination surveys are surveys that record the entry and exit point of each vehicle passing through an area.
- This is done by number plate recognition and identifies where each vehicle enters and leaves the area. The time taken to pass through the area is also recorded, so we can determine whether a vehicle has passed through the area without stopping, or has stopped in the area.
- Due to the COVID-19 pandemic it has not been possible to undertake accurate origin and destination surveys. Therefore, historic Origin and Destination surveys have been used for Area A (2017) and Area B (2016), to undertake an assessment of rat-running routes through the area, with 2021 traffic counts used for Area C.
- This data has been used to estimate the volumes of traffic that will no longer be permitted to travel through the area and therefore reassign onto the wider. The assessment has been carried out for the busiest hours of the day, the AM peak and PM peak periods.

Reassignment assessment

- Assumptions have been made on the alternative routes traffic could make, if the routes through the area are no longer permitted.
- From the available data, it is not possible to understand the start and end point of all journeys, the data just tells us the entry and exit points through the Bounds Green LTN. Therefore, assumptions have been made on alternative routes based on engineering judgement and using tools such as Google Maps to look at average journey times for alternative routes, with the traffic reassigned onto the nearest available route.
- For some reassigned routes, traffic is expected to reduce on some sections of the boundary roads, whilst increasing on other roads.

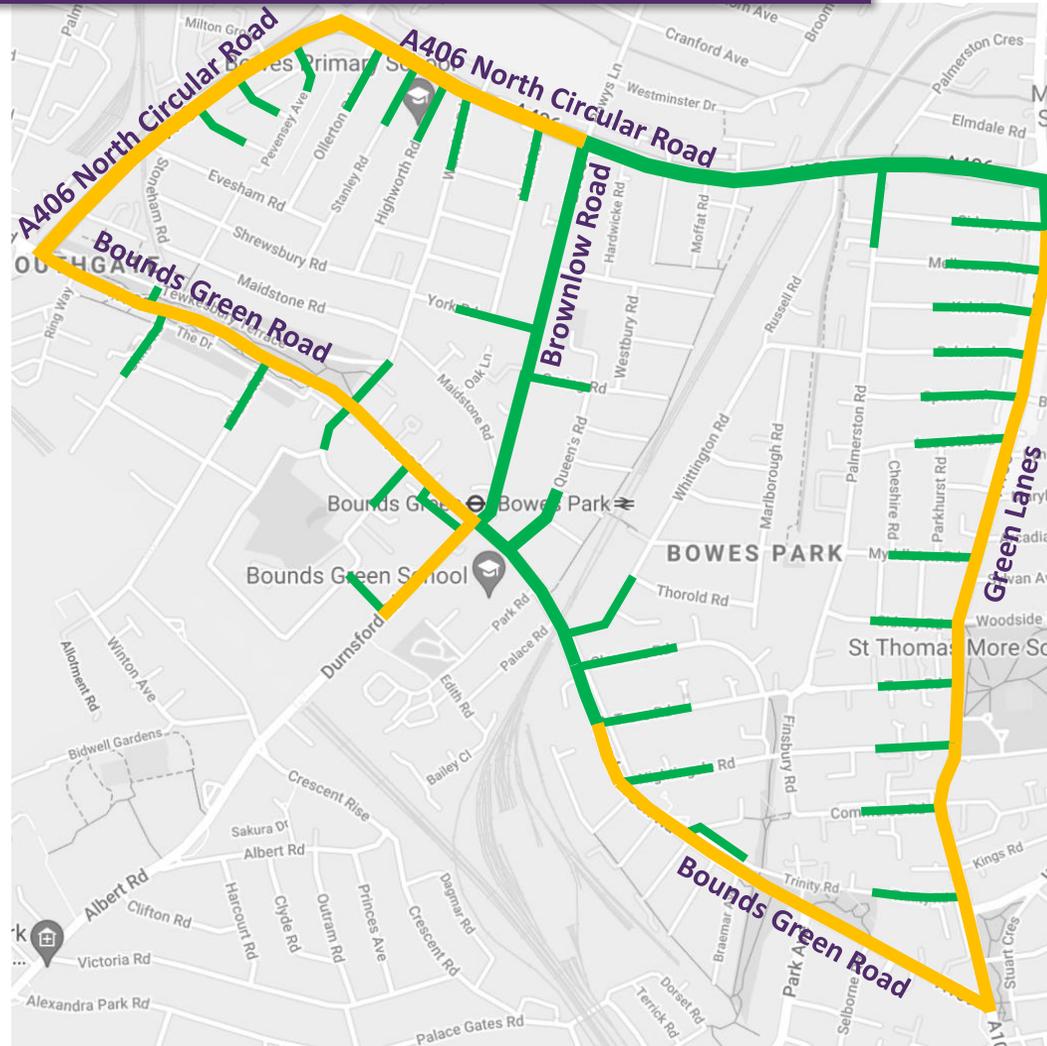
Reassignment assessment

- For the purposes of this initial assessment a ‘worst case scenario’ has been assumed showing the impacts if all motor traffic reassigns. However, evidence from other similar LTN schemes across London shows there has been an overall reduction in motor traffic in those areas, for the following reasons:
 - People choose to travel by different mode – bus, walk, cycle.
 - People link their trips, e.g. rather than going to the shops and back, or work and back, they will combine trips reducing the overall number of vehicles on the road.
 - People on longer trips choose other strategic routes outside the area.
 - People choose to travel at different times of the day.
- The boundary roads are already busy at peak times so can only take a limited amount of additional motor traffic and therefore additional motor traffic beyond that limit will disperse onto the wider network.
- Borough and London wide strategies also support a mode shift away from the private car, such as the ULEZ extension, Haringey’s Walking and Cycling Action Plan and Enfield’s Healthy Streets programme and the Mayor of London’s Transport Strategy.
- The COVID-19 pandemic is also likely to affect how people work and commute, with more home working for example, which may reduce traffic across the network.
- The following slide shows the assessment of the predicted impact of the proposed Bounds Green LTN scheme, assuming COVID-19 travel restrictions are not in place, compared to the current road layout with the Bowes Quieter Neighbourhood in place.

Change in traffic in the AM & PM Peak

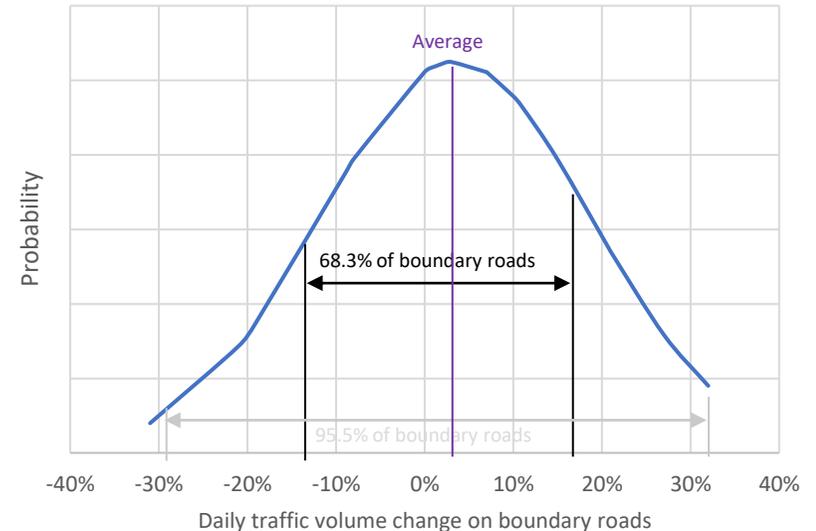
KEY
Reduction or neutral impact
0-25% increase in traffic

The plan indicates the estimated percentage changes in motor traffic flows between the current situation (with the Bowes Quieter Neighbourhood in place) and the proposed Bounds Green LTN. The assessment assumes all traffic reassigns onto the nearest available alternative route, which are the boundary roads on the edge of the LTN area. This assumes the boundary roads are able to accommodate this additional traffic.



Potential impact on boundary roads

- The plan on the previous slide shows that some boundary roads are likely to see decreases and some roads likely to see increases in traffic, with all the internal roads expected to see a reduction or neutral impact as a result of the scheme.
- Analysis undertaken by Sustrans on 6 LTN trials across London shows that, after 6 months, significant change in travel patterns takes place.
 - After 6 months, traffic volumes on boundary roads have been a mixed picture.
 - On average, daily traffic volumes on boundary roads increased by 3% compared to before the trial.
 - In the worst case, daily traffic flow on one boundary road increased by 32%.
 - In the best case, daily traffic flow on one boundary road saw a reduction of 31%.



N.B. Data based on 6 months monitoring reports across 6 trial schemes, for a total of 21 boundary roads. Data has been adjusted to account for underlying changes in traffic volumes due to COVID-19.

The 6 schemes are: Walthamstow Village, St Peter's, Canonbury East, Railton, Oval and Tulse Hill.

Graphic supplied by Sustrans.