

Low Traffic Neighbourhoods (LTNs)

Frequently Asked Questions (FAQs)

(Updated August 2021)

1. 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.

2. 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.

3. 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.

4. 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 found on the LTN webpage 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 only three at the moment which are being funded by TfL.

5. Will the LTN be introduced? And when?

At the moment we are inviting the community to give us their views on proposal for the LTNs through a period of public consultation.

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.

6. 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.

7. 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 approved its draft Walking and Cycling Action Plan for public consultation at Cabinet in February 2021. The document will be published for public consultation this autumn and 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.

8. 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.

9. 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 have been engaging with local groups representing disabled people and individual residents in each LTN area.

To better understand the travel and transport needs of disabled people and carers in the borough, the Council has launched a [‘Disabled People and Carers Survey’](#). If you have a disability or live with someone with a disability, we would like you to let us know. We are specifically interested in feedback from residents with disabilities and those who care for them. This survey is open until 1 September 2021.

10. How will emergency services be affected by the scheme?

The emergency services are key stakeholders. The ambulance services, police and fire brigade have been consulted throughout the process to ensure their access needs are not impacted. Several of our modal filters will be camera enforced and don't use bollards which allows emergency services to pass through while responding to emergency calls.

11. 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.

We have also commissioned a Business Perception Survey for each of the LTN area. This will be an opportunity to engage directly with the traders on the plans for the LTNs. We will shortly be visiting our high streets and trader groups to discuss this survey.

12. 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.

13. 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.

14. 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 NO₂ 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. The Council's Carbon Management Team is helping improve air quality and responding to Climate Change. See [further details on its programmes and policies](#).

15. 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 on proposals for Bounds Green LTN area.

Enfield Council has implemented a LTN in the Bowes area of its borough and both councils are working together to make sure the Bounds Green LTN, and any potential changes to the Bowes LTN, work together regardless of Borough boundaries. Haringey and Enfield Councils will work together to develop an area-wide design for both LTNs.

16. Will residents inside the LTNs be exempt from the filter closures? if LTNs are aimed at reducing the through-traffic, can't ANPR cameras be used to allow residents 24 hour access through all the ANPR filters?

It is extremely important that residents inside (and outside) the LTN areas understand that LTNs are not just about stopping through-traffic, but they are also a behaviour change initiative to get residents in the LTNs areas to think differently about the journeys they make by car. It is particularly important we challenge the residents' shorter journeys by the motor car which could otherwise be made by active travel methods to meet the wider aims of the LTN. 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.

Allowing residents full access to the LTN can be done by ANPR but we would not support such a proposal as it would be counter to what we are trying to achieve. This would not be an LTN.

Transport for London and DfT have also been clear that they wouldn't support this type of scheme and therefore our funding would be withdrawn.

All addresses will be accessible for cars in the LTN area.

17. What is a bike hangar?

We are proposing to introduce 6 Bikehangars within each LTN.

A bike hangar is a secure, on-street cycle storage unit. This replaces an on-street parking bay. Local residents may rent a Bike hangar space by paying an annual fee and key deposit to Cyclehoops. For further information on Bike hangars and details of charges, visit: www.cyclehoop.com

18. What are School Streets?

School Streets are schemes that close roads outside schools at opening and closing time to support children to walk and cycle to school safely and improve air quality outside the school gates. School Streets involved temporarily closing one or more sections of road outside a school to vehicles not belonging to residents. These restrictions would operate for a short period at the start and end of the school day.

We are proposing that the restrictions operate during the following dates and times:

Monday to Friday, term time only (not including bank holidays), between:

8:30am and 9:30am, and

2:45pm and 3:45pm

Residents living within the school street closure areas can apply for an exemption to access the school street closure area.

19. Why are we implementing these changes on a trial basis?

Implementing the LTN under and Experimental Traffic Order (ETO) will allow us to 'test' the designs to see how it works in 'real life' and it also allows us to 'tweak' the design and work with local residents to resolve any emerging issues if required, as all the interventions during the trial phase will be relatively easy to move in response to the issues raised during the trial.

20. How will things improve for pedestrians?

LTNs are areas which experience quieter roads which feel safer for pedestrians and benefit from better air quality. They also enable people to walk, play and meet in a healthier and more inviting environment. Streets with quieter traffic flows have positive social interactions within the community and a better sense of community cohesion.

21. How will you be monitoring air pollution and will the results be published?

We will be extensively monitoring the air quality around Bounds Green, on streets both within and outside the LTN. We will be publishing a monitoring plan on our during the trial.

22. Why are some filters camera-enforced and others have bollards?

As we are proposing a trial scheme, both camera enforced and physical filters will consist of planters and/or bollards placed in the road. Some modal filters are camera-enforced in order to provide a through-route for emergency services.

23. Main roads cannot carry more traffic, and they are also residential. How will this be taken into account?

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.

Once LTNs have been in place for some time, studies show they result in less traffic both inside and outside the LTN boundaries. A [long term analysis in Waltham Forest](#)¹ 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 Lambeth](#)² 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.

24. How are you going to quantify the feedback? Will it be published?

We will be analysing feedback by classifying each comment according to a series of themes. We will then present the findings in a report at the end of each engagement stage. These reports will summarise the feedback gathered in an accessible format, and will be made available on our website

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>