

# St Ann's LTN Monitoring Strategy

August 2022



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# 1. Introduction

## Overview

The Council is committed to carrying out comprehensive monitoring of schemes introduced under its ambitious 'Streets for People' initiative. This report outlines the monitoring and evaluation that will be undertaken in relation to the trial St Ann's Low Traffic Neighbourhood. In summary, a range of qualitative and quantitative monitoring data will be collected and collated across the duration of scheme, including at pre-implementation stage.

The scheme is to be implemented under an Experimental Traffic Order (ETO). In the event that the Council makes changes to the trial LTN while the LTN is in force then this monitoring strategy will be updated as necessary.

## Project objectives

The St Ann's Low Traffic Neighbourhood aims to achieve the following objectives:

- Create healthier streets in St Ann's and parts of the Haringay Ladder, St Ann's and Tottenham Green wards.
- Significantly reduce the volume of through motor traffic on residential streets within the study area.
- Enable an increase in active travel with people choosing to walk or cycle short journey, rather than use the private car.

## The need for monitoring

Monitoring of the scheme is needed to:

- Inform decision makers and the public on the impacts of the scheme
- Establish whether the scheme is delivering the intended objectives
- Inform whether any changes are required to the trial LTN while it is in force, or to any subsequent permanent LTN which replaces it
- Inform whether any changes are required to the Haringey LTN Exemption Criteria and Application Process
- Support continuous improvement in how the council delivers active travel schemes.

## 2. Monitoring Approach

The Council will undertake a comprehensive approach to the monitoring of the trial St Ann's LTN.

Monitoring will include:

- motor traffic within the LTN, on its boundary roads, and in neighbouring areas
- traffic speeds
- journey times on boundary roads
- levels of walking and cycling within and through the LTN
- bus journey times
- emergency response times
- air quality
- collisions
- non-vehicle use of residential streets (via perception surveys)
- economic impacts (monitored through business perception surveys)

It is important that the Council has a robust data baseline before the LTN is implemented as this is necessary to properly assess the impacts of the scheme. Pre-implementation monitoring has already been carried out and will be used as a baseline to assess data collected and collated while the schemes are in force. Wherever possible, the Council will collect data at consistent times with the aim of collecting data 6 months post-implementation and 12 months post-implementation.

The following sections set out more information about the specific monitoring to be undertaken.

### 3. Traffic Monitoring

The Council will monitor all types of traffic both inside and outside the LTN. This includes motor traffic as well as walking and cycling and buses.

#### Motor Traffic Counts

Pre-implementation data was collected in November 2021. Further data will be collected 6 months after it has been implemented and 12 months after. As a default we will use Automatic Traffic Counters (ATCs). These will be deployed each time for 7 full (24 hour) days.

#### Automatic Traffic Counters (ATCs)

ATC surveys are being undertaken across the borough as part of the ongoing monitoring of all the borough's LTN schemes. The data collection sites within St Ann's LTN and on the local surrounding roads that were collected in November 2021 and will be collected post implementation are detailed in Table 1 and set out in Figure 1.

*Table 1: List of ATC locations*

<b>Loc_Ref</b>	<b>Site Ref.</b>	<b>Street_Name</b>
ATC039	ST39	Park Rd
ATC040	ST40	Ritches Rd
ATC041	ST41	Brampton Rd
ATC042	ST42	Rowley Rd
ATC043	ST43	Glenwood Rd
ATC044	ST44	Cissbury Rd
ATC045	ST45	South Grove
ATC046	ST46	Gorleston Rd
ATC047	ST47	Clarence Rd
ATC048	ST48	Conway Rd
ATC049	ST49	Abbotsford Ave
ATC051	ST51	Etherley Rd
ATC052	ST52	Terront Rd
ATC053	ST53	Culvert Rd
ATC054	ST54	Harringay Rd
ATC055	ST55	Cranleigh Rd
ATC056	ST56	Stanley Rd
ATC057	ST57	Outlon Rd
ATC058	ST58	Falmer Rd
ATC059	ST59	B152 St Ann's Rd
ATC060	ST60	A504 W Green Rd
ATC061	ST61	Harringay Rd
ATC062	ST62	Stanmore Rd
ATC063	ST63	Carlingford Rd

ATC064	ST64	Summerhill Rd
ATC065	ST65	Mansfield Ave
ATC066	ST66	Lawrence Rd
ATC067	ST67	Bedford Rd
ATC068	ST68	Beaconsfield Rd
ATC069	ST69	A504 W Green Rd
ATC070	ST70	Bourn Ave
ATC071	ST71	Hermitage Rd
ATC072	ST72	Vale Rd
ATC073	ST73	St Margaret's Ave
ATC074	ST74	Alfoxton Ave
ATC075	ST75	B152 Colina Rd
ATC076	ST76	Colina Mews
ATC077	ST77	A504 W Green Rd
ATC078	ST78	Avondale Rd
ATC079	ST79	Conway Rd
ATC080	ST80	Woodlands Park Rd
ATC081	ST81	Woodlands Park Rd
ATC082	ST82	B152 St Ann's Rd
ATC083	ST83	A504 W Green Rd
ATC084	ST84	Black Boy Ln
ATC085	ST85	Clinton Rd
ATC086	ST86	Station Cres
ATC087	ST87	Dagmar Rd
ATC088	ST88	Cornwall Rd
ATC089	ST89	Alexandra Rd
ATC090	ST90	Cornwall Rd
ATC091	ST91	Penrith Rd
ATC092	ST92	North Grove
ATC093	ST93	Ascot Rd
ATC094	ST94	B152 St Ann's Rd
ATC095	ST95	Avenue Rd
ATC096	ST96	Ida Rd
ATC097	ST97	Avenue Rd
ATC098	ST98	Breamar Rd
ATC204	ST204	B152 St Ann's Rd
ATC205	ST205	Salisbury Rd
ATC206	ST206	Clarendon Rd
ATC207	ST207	B152 Harringay Rd
ATC208	ST208	Black Boy Ln
ATC209	ST209	B152 St Ann's Rd
ATC210	ST210	Elmar Rd
ATC211	ST211	Seaford Rd
ATC212	ST212	Roslyn Rd
ATC213	ST213	Greenfield Rd

ATC214	ST214	Suffield Rd
ATC215	ST215	Westerfield Rd
<b>ATC216</b>	<b>ST216</b>	A10 High Rd
ATC217	ST217	B152 St Ann's Rd

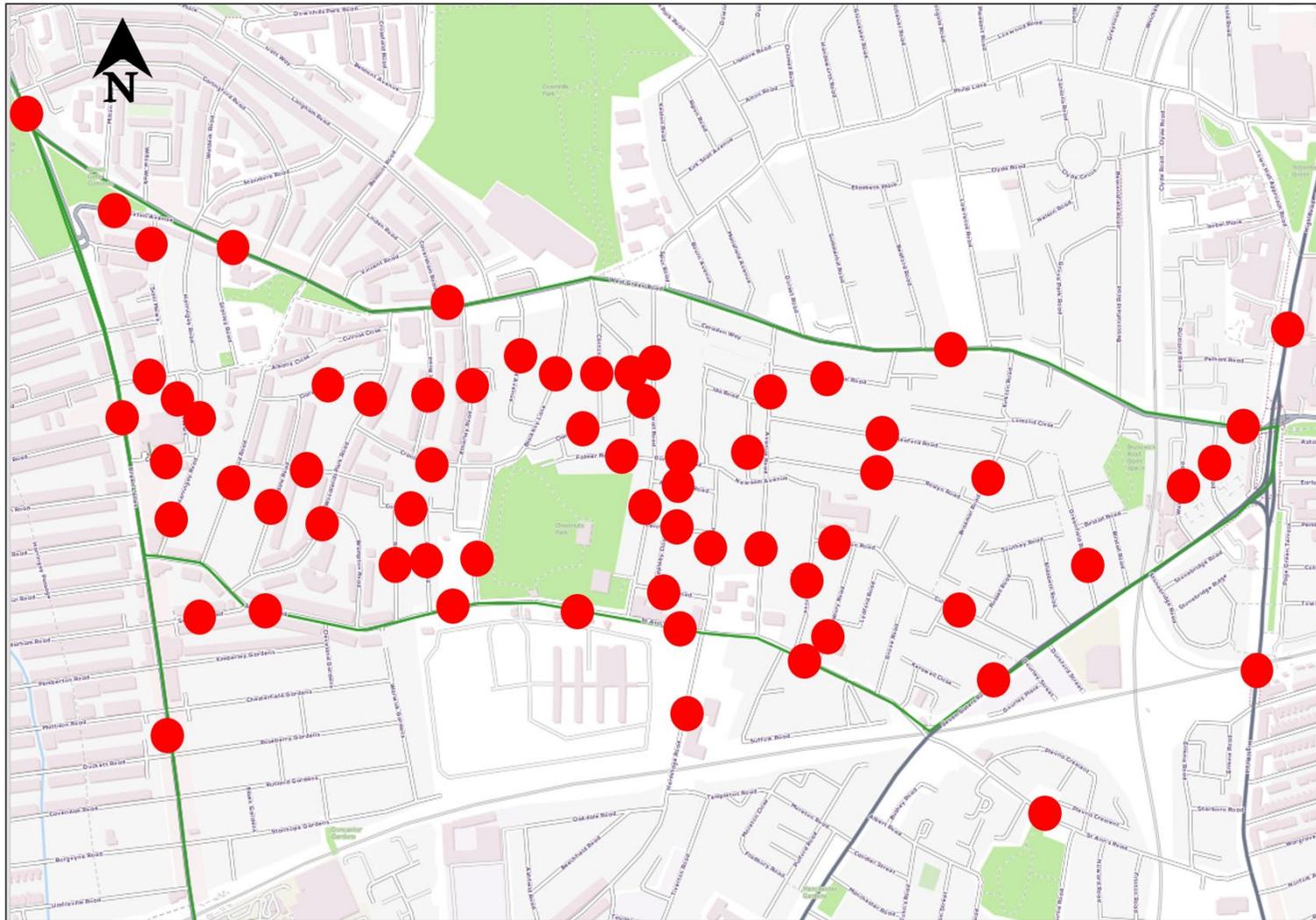


Figure 1 ATC data collection locations

Liaison with TfL will be necessary for data collection on the A503.

## Control areas

Monitoring will be undertaken on some control roads in the borough. The data from these sites will then be used to benchmark against the results from the St Ann's area. Roads around Crouch End will be used for this control area, as traffic patterns here are unlikely to be affected by changes around St Ann's, or the other LTNs at Bruce Grove West Green and Bounds Green. Data was collected at these locations in November 2021 using ATC surveys, with data also to be collected 6 months after the scheme has been implemented and 12 months after implementation in line with the other ATC sites. The specific data collection sites are shown in Figure 2 and detailed in Table 2.

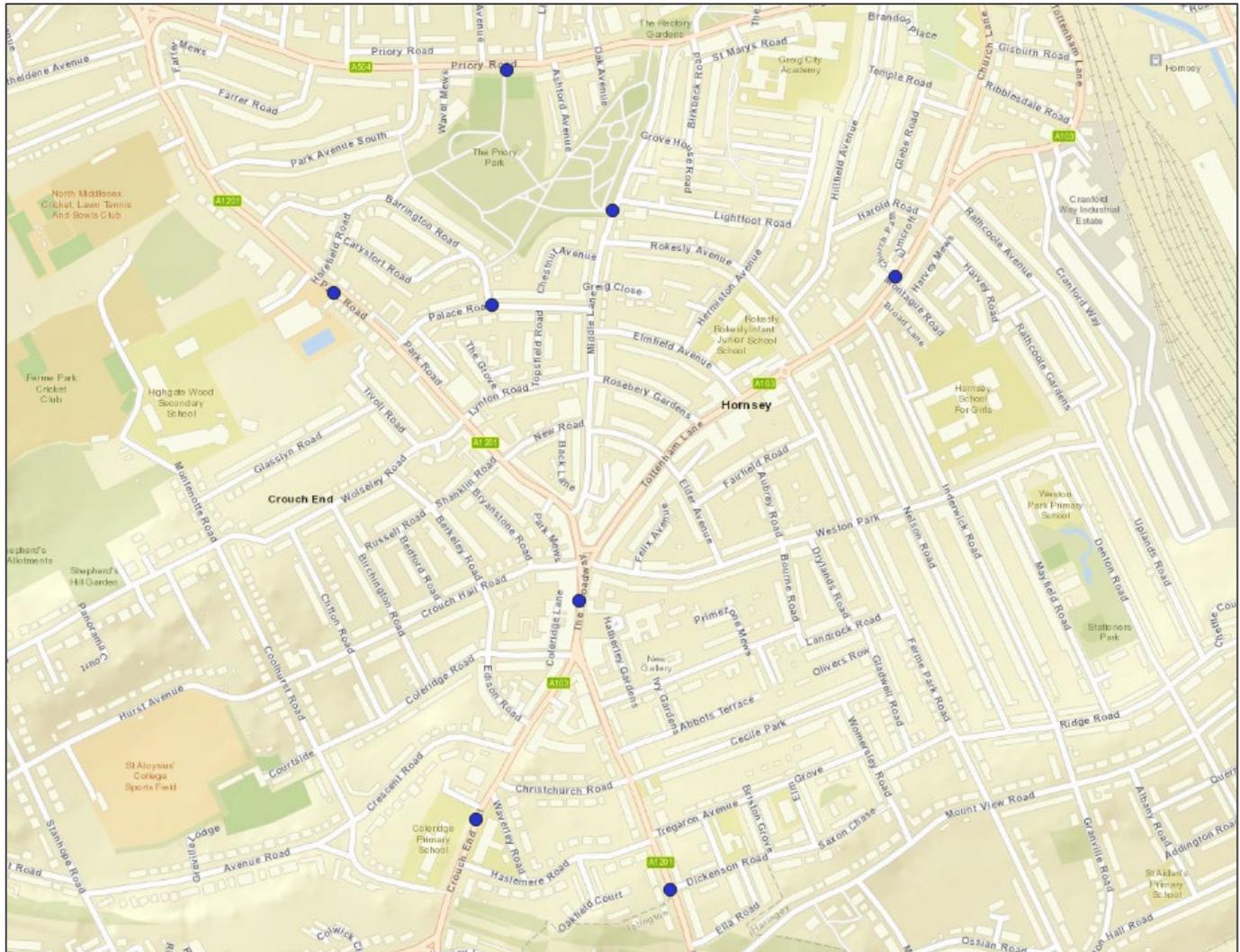


Figure 2: Control area ATC survey locations

Table 2: Crouch End control area

Site Ref.	Street Name	Lat/Long
CE140	A504 Priory Rd	51.586720, -0.125522
CE141	Middle Ln	51.584710, -0.123081
CE142	A1201 Park Rd	51.583531, -0.129500
CE143	Palace Rd	51.583361, -0.125850

## Manual Classified Counts

There will be Manual Classified Counts at some locations in order to understand the turning movements of vehicles. These are captured on camera. Data captures are for two weekdays and a weekend day for 12 hours. Sites are listed in Table 3 and shown in Figure 3.

Table 3: MCC locations

ID	latitude	longitude	Junction	Type
MCC1 9	51.586204	-0.087141	A504 W Green Rd / Cornwall Rd	Priority
MCC2 0	51.585641 1	- 0.084296 6	Avenue Rd / A504 W Green Rd	Priority
MCC2 1	51.581643	-0.091711	B152 St Ann's Rd / Black Boy Ln	Roundabout
MCC2 2	51.581001	-0.084845	B152 St Ann's Rd / Avenue Rd	Priority
MCC2 3	51.582292 7	- 0.098247 4	B152 St Ann's Rd / Glenwood Rd	Priority
MCC2 4	51.581873	-0.097563	B152 St Ann's Rd / Woodlands Park Rd	Priority
MCC2 5	51.590425	-0.103346	A105 Green Lanes / A504 Turnpike Ln / Westbury Avenue	Signal
MCC2 6	51.57941	-0.080723	B152 St Ann's Rd / Seven Sisters Rd	Signal
MCC3 3	51.586302	-0.089344	Black Boy Ln / W Green Rd	Roundabout
MCC3 4	51.586024 1	- 0.093648 5	A504 W Green Rd / Woodlands Park Rd	Priority
MCC3 5	51.584083 3	- 0.074310 9	A504 W Green Rd / Portland Rd / Westerfield	Priority
MCC3 6	51.584034 8	- 0.073581 3	A504 W Green Rd / Suffield Rd	Priority
MCC3 7	51.582274 8	- 0.074203 6	A503 Seven Sisters Rd / Westfield Rd	Priority

MCC3 8	51.582661 5	- 0.073345 3	A503 Seven Sisters Rd / Suffield Rd	Priority
MCC3 9	51.584011	-0.072117	A10 High Rd / Broad Lane	Signal
MCC4 0	51.581337 7	- 0.088059 8	B152 St Ann's Rd/ Cornwall Rd	Priority
MCC4 2	51.585128 2	- 0.093729 9	Woodlands Park Rd / Clarendon Rd	Priority
MCC4 3	51.583648 2	- 0.095006 6	Woodlands Park Rd / Conway Rd	Priority
MCC4 4	51.583628 2	- 0.091036 9	Black Boy Ln / Cranleigh Rd	Priority
MCC4 5	51.583974 9	-0.090243	Black Boy Ln / Clarence Rd	Priority
MCC4 6	51.583618 2	- 0.085956 8	Gorleston Rd / Ida Rd	Priority
MCC4 7	51.581108 2	- 0.086195 1	B152 St Ann's Rd / North Grove / Hermitage Rd	Roundabout

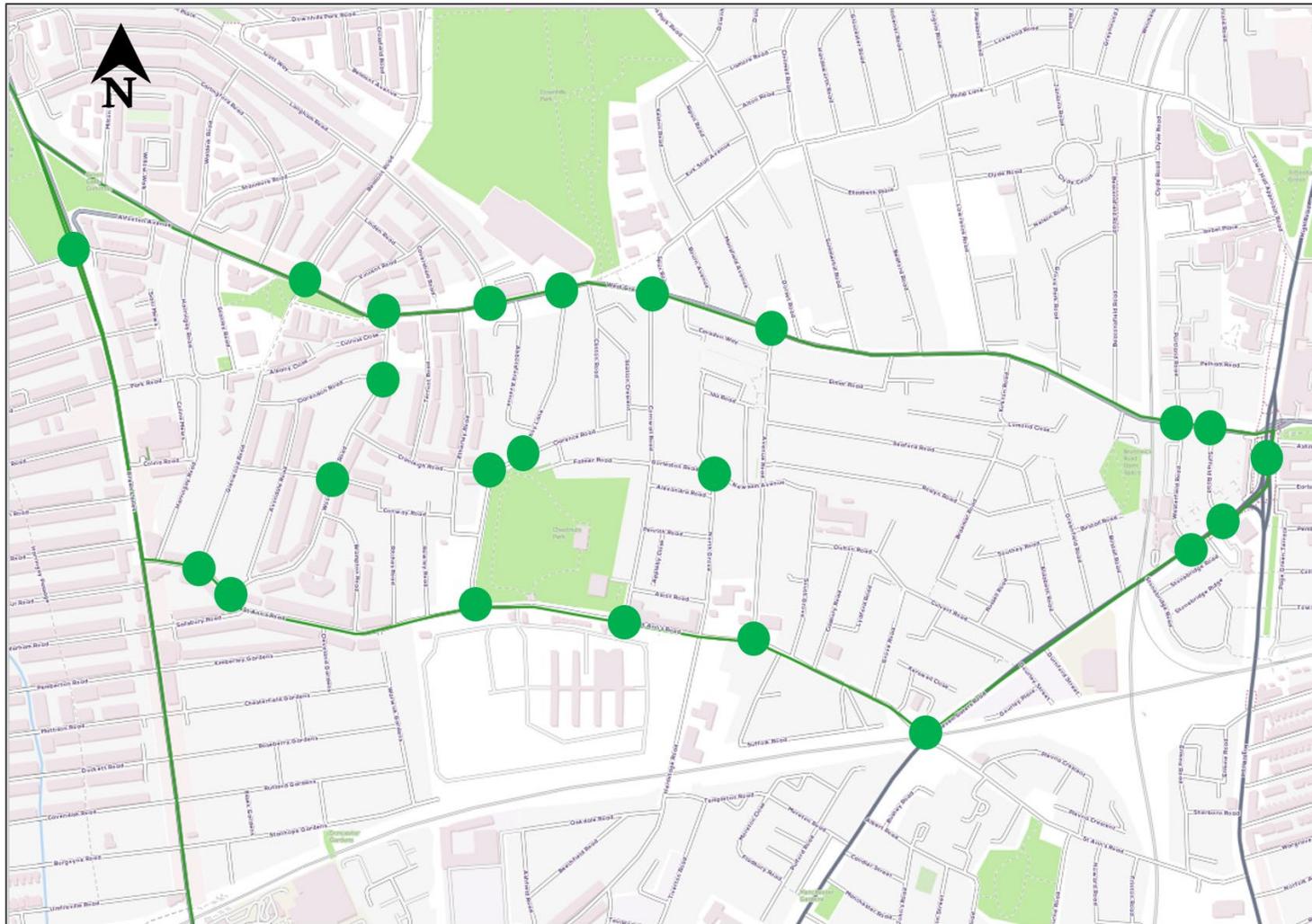


Figure 3: Manual Classified Count locations

## Ongoing data for all traffic modes including walking and cycling

Vivacity cameras have been installed across the borough to provide ongoing data for traffic volumes including motor vehicles as well as pedestrian and cycle flows. This data will also be used to understand traffic trends locally and on a borough wide basis. The locations of the vivacity cameras on the boundary of the St Ann's LTN are listed below and shown in Figure 4:

- West Green Road/ Belmont Road
- Phillip Lane/ West Green Road
- St Ann's Road/ Green Lanes
- St Ann's Road/ Seven Sisters Road

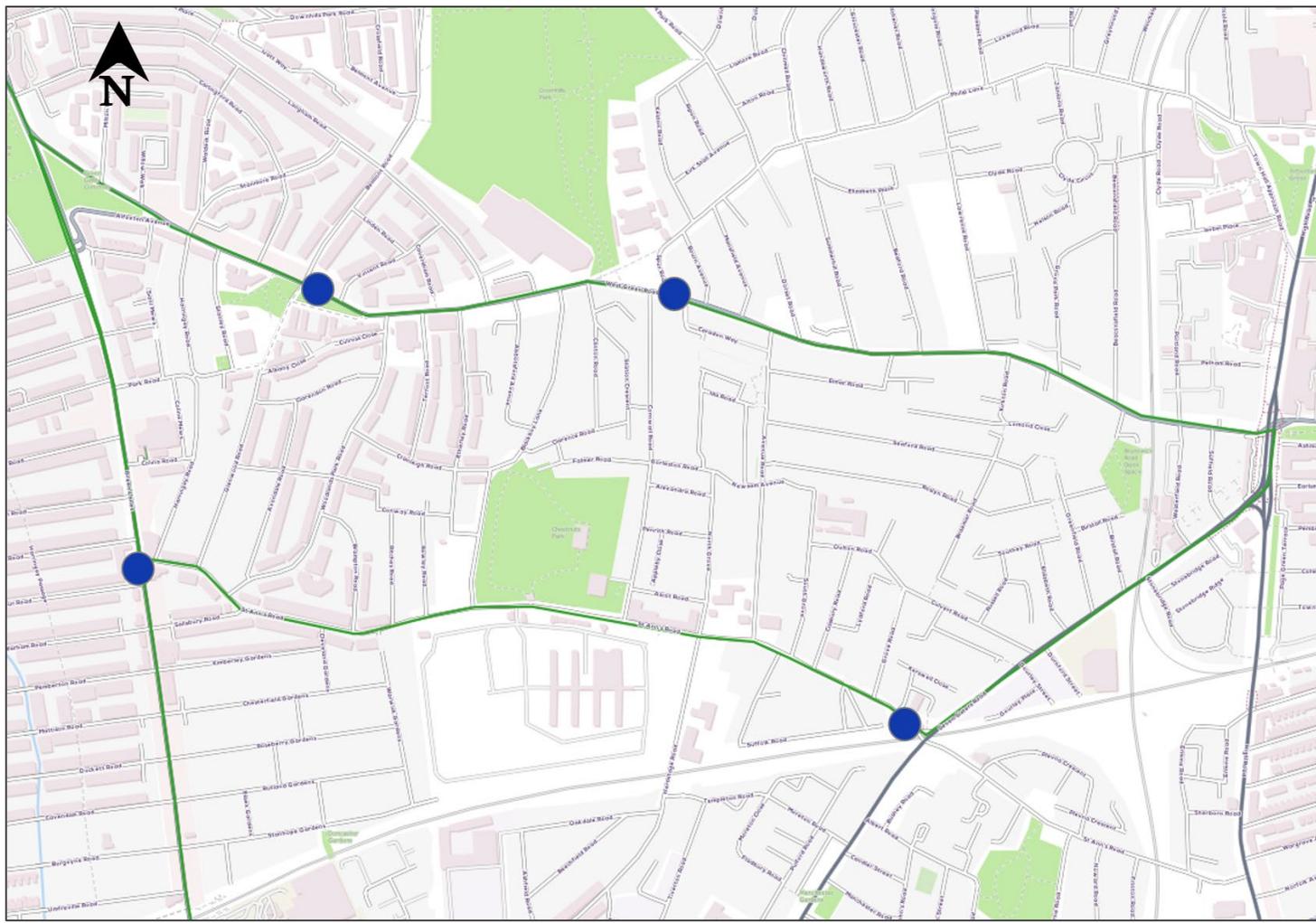


Figure 4: Vivacity cameras within St Ann's

## 4. Air Quality Monitoring

### Existing Data

Haringey's borough wide air quality monitoring programme largely consists of roadside diffusion tubes monitoring NO<sub>2</sub> levels. Although diffusion tubes only capture NO<sub>2</sub> levels, they are a reliable, simple and cost-effective method of capturing data. Air quality modelling services are available which can estimate PM<sub>10</sub> and PM<sub>2.5</sub> levels using data collected from diffusion tubes.

There are two existing roadside diffusion tube sites which will provide air quality data related to St Ann's LTN. These are:

- Green Lanes/ St Ann's Road
- West Green Road/ High Road

### Additional Air Quality Monitoring

In June 2021 diffusion tubes were installed at 12 additional sites across the St Ann's LTN. Figure 5 below shows the locations of existing sites plus the additional sites which have been set up.

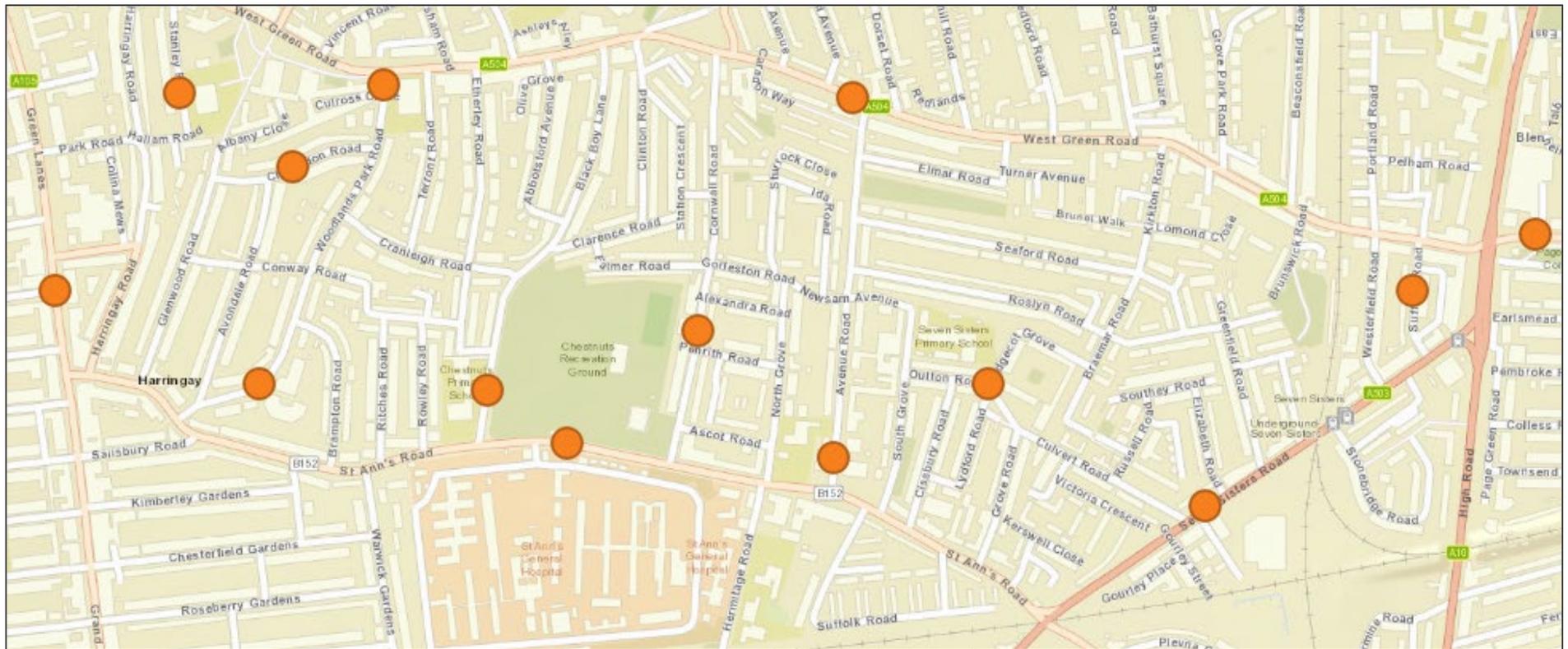


Figure 5: New diffusion tubes

## Air Quality sensors

Haringey Council purchased six air quality sensors that are collecting data continuously allowing live monitoring of air quality changes. These sensors capture CO<sub>2</sub>, PM 1.0, PM 2.5, PM 10, temperature, light, pressure, humidity, NO<sub>2</sub> and O<sub>3</sub> concentration. These have been installed outside of the following schools in the St Ann's and Bruce Grove West Green area:

- Assunnah Primary School
- Harris Academy
- Noel Park
- Park View School
- Risley Avenue School

Figure 6 shows locations of these sensors.

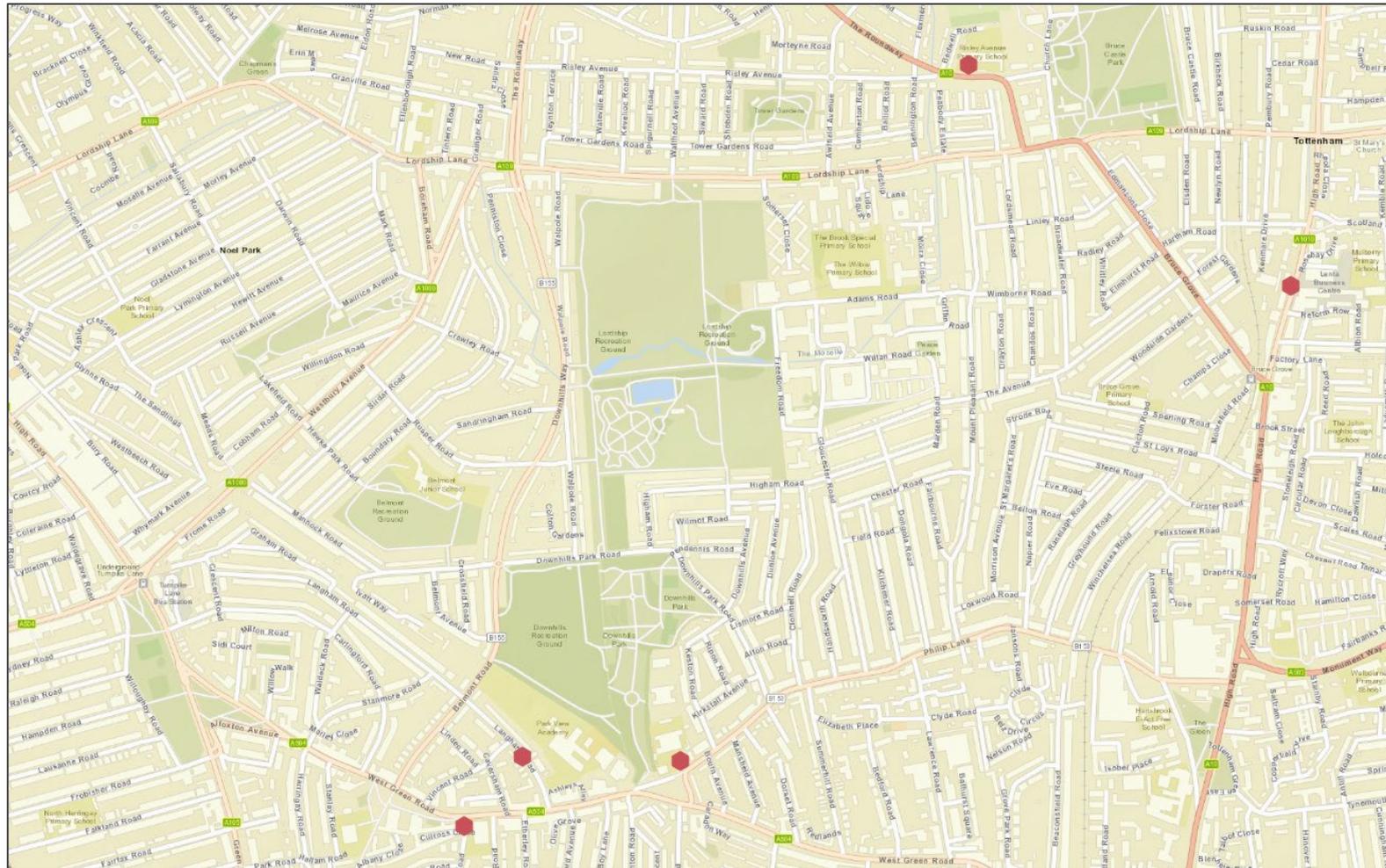


Figure 64: Air Quality Sensor locations

## 5. Other Types of Monitoring

### Bus Journey Times

Bus journey times will be monitored using performance data for Transport for London's bus network. We will assess bus journey time data 12 months after the implementation of the LTN and compare this to the 36-month period prior to implementation.

### Impact on emergency services

The Council will seek feedback on the LTN from the London Fire Brigade, Metropolitan Police Service, and the London Ambulance Service, and monitor emergency vehicle response times throughout the duration of the trial.

### Resident and Business views

During the period in which the trial LTN is in force the Council will keep lines of engagement open with the community and key stakeholders. A Commonplace consultation will take place to capture the views of residents and businesses.

Respondents will be able to identify themselves as residents or businesses either within or outside the area. Feedback will then be reviewed by these groupings to help identify the key issues that are raised and by whom.

A review of comments raised by residents, businesses and stakeholders will be undertaken. As part of this the Council will give consideration to the comments of individuals and groups with protected characteristics. This is a key part of monitoring helping to inform how the scheme is working for everyone.

For the avoidance of doubt, this will run in parallel with the statutory requirements of the trial LTN where formal objections to the Experimental Traffic Order can be submitted.

### Exemptions Monitoring

The Council will seek feedback on the Haringey LTN Exemptions Criteria and Application Process via a dedicated survey to residents.

### Collision Data

Detailed collision data is collected by Transport for London and the Metropolitan Police Service and is available publicly. Because collisions are relatively infrequent, trends may need to be observed over a longer period than, for example, traffic volumes. We will assess collision data 12 months after the implementation of the LTN and compare to the 36-month period prior to implementation.

## Crime and anti-social behaviour

The Council will regularly meet with the Metropolitan Police Service to seek feedback on the scheme including the consideration of preventing crime through design. There will be a review of crime and antisocial behaviour data from the Metropolitan Police Service in the area before and after scheme implementation.