

Bounds Green LTN Monitoring Strategy

August 2022



Contents

Introduction	2
Monitoring Approach	3
Traffic Monitoring.....	4
Air Quality Monitoring	13
Other Types of Monitoring	15

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 Bounds Green 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 Bounds Green Low Traffic Neighbourhood aims to achieve the following objectives:

- Create healthier streets in Bounds Green and parts of the Woodside & Alexandra Park 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 Bounds Green 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.

Enfield Traffic Counts

As part of the implementation of the Bowes LTN, Enfield Council gathered extensive traffic data. Data was captured in July 2020 before the scheme went in and in November 2020 once the scheme was in force (see locations in Figure 1). The Automatic Traffic Counts (ATCs) took place over two weeks in July and two weeks in November. Future traffic counts will follow the same methodology.

We will collect additional data at these same locations, before and after the Bounds Green LTN is implemented, using a similar methodology as Enfield Council.

Additional 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 Bounds Green LTN and on the local surrounding roads that were collected in November 2021 and will be collected post implementation are set out on Figure 2 and detailed in Table 1.

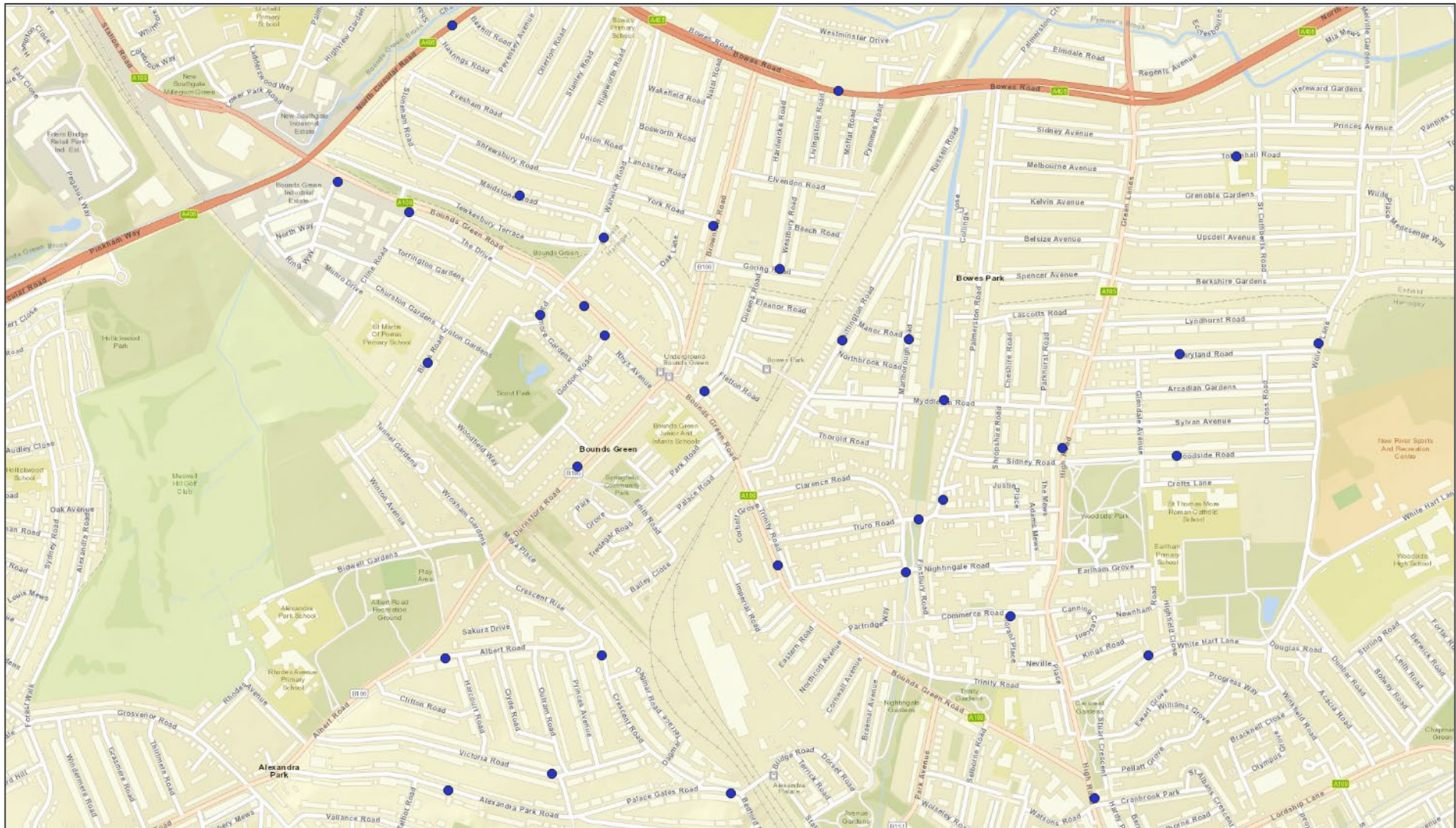


Figure 1 Haringey Council ATC data collection locations

Site Ref.	Street Name	Lat/Long
BG144	Ring Way	51.610695, -0.134727
BG145	Cline Rd	51.610113, -0.132460
BG146	Maidstone Rd	51.610430, -0.128968
BG147	Warwick Rd	51.609612, -0.126294
BG148	Passmore Gardens	51.608083, -0.128307
BG149	Gordon Rd	51.607680349839434, -0.12626916469211572
BG150	Blake Rd	51.607143, -0.131856
BG151	Goring Rd	51.608991, -0.120740
BG152	Queen's Rd	51.606581, -0.123110
BG153	Whittington Rd	51.607578, -0.118740
BG154	Marlborough Rd	51.607611, -0.116637
BG155	Myddleton Rd	51.606416, -0.115522
BG156	Palmerston Rd	51.604448, -0.115571
BG157	Truro Rd	51.604062, -0.116341
BG158	Nightingale Rd	51.603037, -0.116745
BG159	Commerce Rd	51.602176, -0.113435
BG160	A406 N Circular Rd	51.6137736, -0.131106
BG161	A406 N Circular Rd	51.6124925, -0.1188658
BG162	B106 Brownlow Rd	51.609828, -0.122830
BG163	A109 Bounds Green Rd	51.608266, -0.126903
BG164	B106 Durnsford Rd	51.605099, -0.127136
BG165	A109 Bounds Green Rd	51.603157, -0.120774
BG166	A105 High Rd	51.598589, -0.110758
BG167	White Hart Ln	51.601404, -0.109064
BG168	A105 High Rd	51.605472, -0.111786
BG169	Wolves Ln	51.607528, -0.103671
BG170	Tottenham Rd	51.611190, -0.106271
BG171	Maryland Road	51.607311, -0.108085
BG172	Woodside Rd	51.6053194, -0.108155
BG173	Albert Rd	51.601341, -0.131300
BG174	Crescent Rd	51.601405, -0.126352
BG175	Victoria Rd	51.599069, -0.127925
BG176	Palace Gates Rd	51.598696, -0.122275
BG177	Alexandra Park Rd	51.598737, -0.131224

Table 1: ATC locations in Bounds Green

Liaison with TfL will be necessary for data collection on the A406.

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 Bounds Green area. Roads around Crouch End will be used for this control area, as traffic patterns here are unlikely to be affected by changes around Bounds Green, or the other LTNs at Bruce Grove West Green and St Ann's. 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 3 and detailed in Table 2.

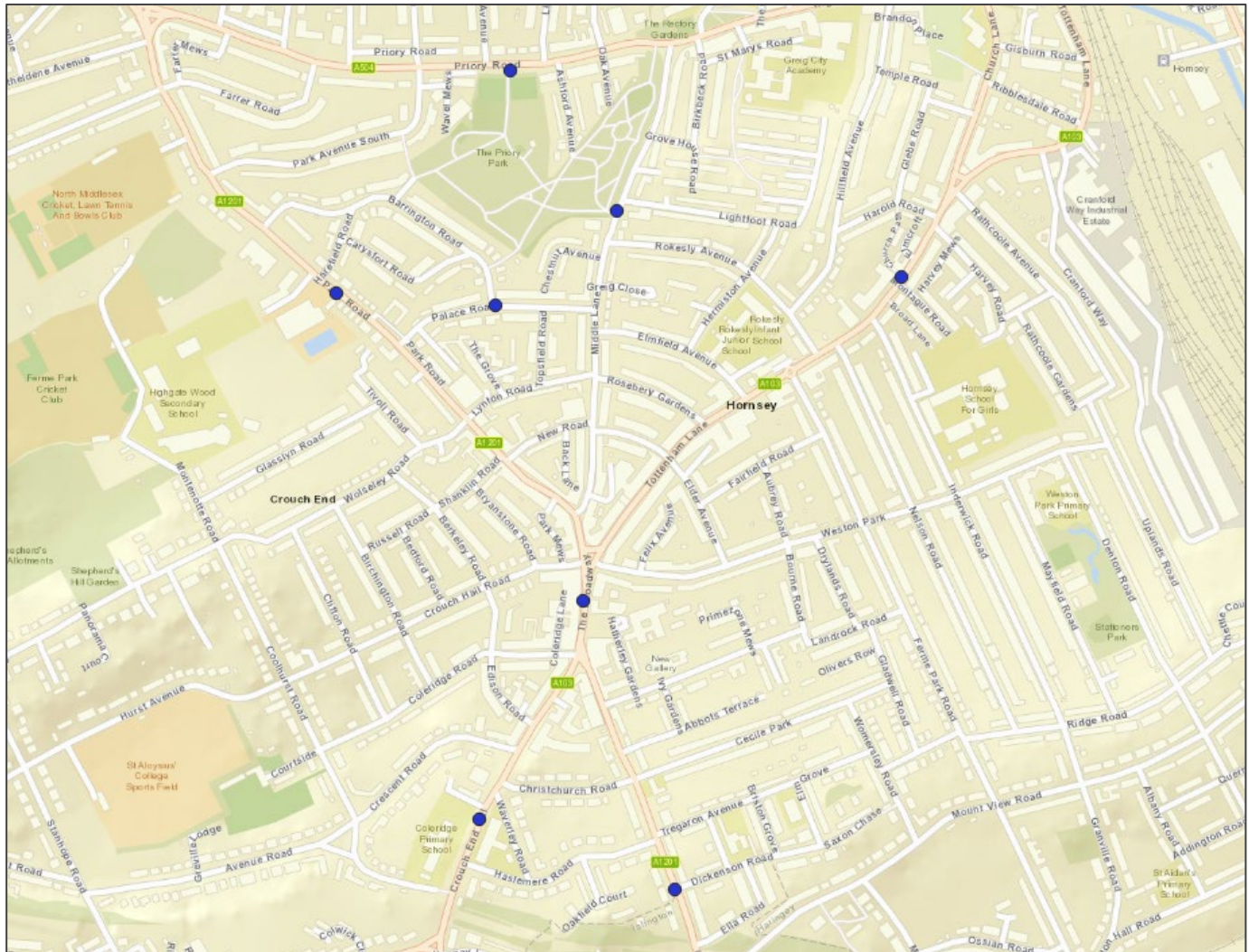


Figure 3 Control area ATC survey locations

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

Table 2: Crouch End control area

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 Bounds Green LTN are listed in Table 3 and shown in Figure 4.

Location	Long	Lat
High Rd/White Heart Ln	-0.111405	51.600442
Park Ave/Bounds Green	-0.115507	51.600608
Bounds Green Road	-0.125928	51.607682
Green Lanes/Enfield Boundary	-0.110369	51.608222
Dunsford Road	-0.12521	51.606209

Table 3: Vivacity cameras locations

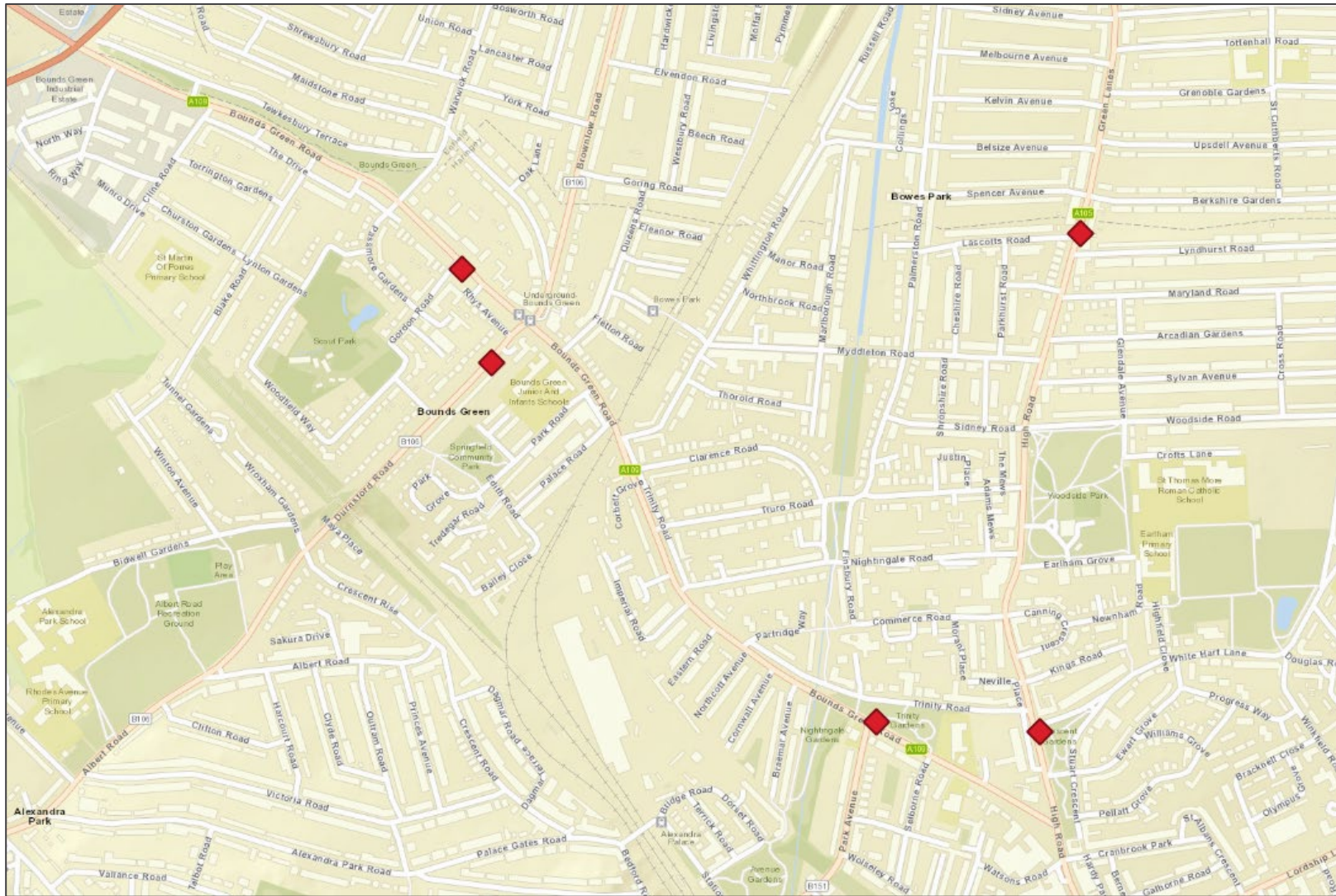


Figure 4: Vivacity cameras within Bounds Green

4. Air Quality Monitoring

Existing Data

Haringey's borough wide air quality monitoring programme largely consists of roadside diffusion tubes monitoring NO₂ levels. Although diffusion tubes only capture NO₂ levels, they are a reliable, simple and cost-effective method of capturing data. Air quality modelling services are available which can estimate PM₁₀ and PM_{2.5} levels using data collected from diffusion tubes.

There are four existing roadside diffusion tube sites which will provide air quality data related to Bounds Green LTN. These are:

- Bounds Green Primary School (Bounds Green Road)
- Wood Green High Road
- Bounds Green Road (w/Northcott Road)
- Victoria Road

Additional Air Quality Monitoring

In June 2021 diffusion tubes were installed at 10 additional sites across the Bounds Green LTN. Figure 5 below shows the locations of existing sites plus the additional sites which have been set up.

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 consider 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.