Bruce Grove West Green LTN Monitoring Strategy

October 2022

Haringey LONDON

Content

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 Bruce Grove West 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). If 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 Bruce Grove West Green Low Traffic Neighbourhood aims to achieve the following objectives:

- Create healthier streets in the West Green, Bruce Castle and Tottenham Central 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.

Monitoring Approach

The Council will undertake a comprehensive approach to the monitoring of the trial Bruce Grove West 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.

Traffic Monitoring

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

Motor Traffic Counts

Pre-implementation data was collected in November 2021. Further data will be collected 6 months after the LTN 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 Counts (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 Bruce Grove West Green 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 on Figure 1.

Table 11: List of ATC locations

Loc Ref	Site Ref.	Street Name
ATC001	BR1	Newlyn Rd
ATC002	BR2	Elsden Rd
ATC003	BR3	Pembury Rd
ATC004	BR4	Pembury Rd
ATC005	BR5	Winchelsea Rd
ATC006	BR6	Greyhound Rd
ATC007	BR7	Steele Rd
ATC008	BR8	Ranelagh Rd
ATC009	BR9	Moorefield Rd
ATC010	BR10	Drayton Rd
ATC011	BR11	Sperling Rd
ATC012	BR12	Chandos Rd
ATC013	BR13	Mount Pleasant Rd
ATC014	BR14	Wimborne Rd
ATC015	BR15	Mount Pleasant Rd
ATC016	BR16	Forster Rd
ATC017	BR17	Kitchener Rd
ATC018	BR18	Dongola Rd
ATC019	BR19	Gloucester Rd
ATC020	BR20	Keston Rd
ATC021	BR21	Clonmell Rd
ATC022	BR22	Downhills Park Rd
ATC023	BR23	Higham Rd
ATC024	BR24	Downhills Park Rd

ATC025	BR25	The Avenue
ATC026	BR26	Walpole Rd
ATC027	BR27	Radley Rd
ATC028	BR28	Handsworth Rd
ATC030	BR30	Vincent Rd
ATC031	BR31	A1080 Westbury Ave
ATC032	BR32	Risley Ave
ATC033	BR33	Tower Gardens Rd
ATC034	BR34	Parkhurst Rd
ATC035	BR35	Adams Rd
ATC036	BR36	Rusper Rd
ATC037	BR37	Waltheof Ave
ATC038	BR38	B153 Philip Ln
ATC178	BR178	Napier Rd
ATC179	BR179	St. Loys Rd
ATC180	BR180	Woodside Gardens
ATC181	BR181	The Avenue
ATC182	BR182	Elmhurst Rd
ATC183	BR183	Hartham Rd
ATC184	BR184	Mount Pleasant Rd
ATC185	BR185	Lordsmead Rd
ATC186	BR186	Broadwater Rd
ATC187	BR187	Linley Rd
ATC188	BR188	A1010 High Rd
ATC190	BR189	A109 Lordship Ln
ATC191	BR190	A109 Lordship Ln
ATC192	BR191	B155 Downhills Way
ATC193	BR192	Sandringham Rd
ATC194	BR193	A1080 Westbury Ave
ATC195	BR194	Carlingford Rd
ATC196	BR195	A105 Green Lanes
ATC197	BR196	Mannock Rd
ATC198	BR197	B155 Belmont Rd
ATC199	BR198	Langham Rd
ATC200	BR199	Wilmot Rd
ATC201	BR200	Havelock Rd
ATC202	BR201	Park View Rd
ATC203	BR202	Jansons Rd

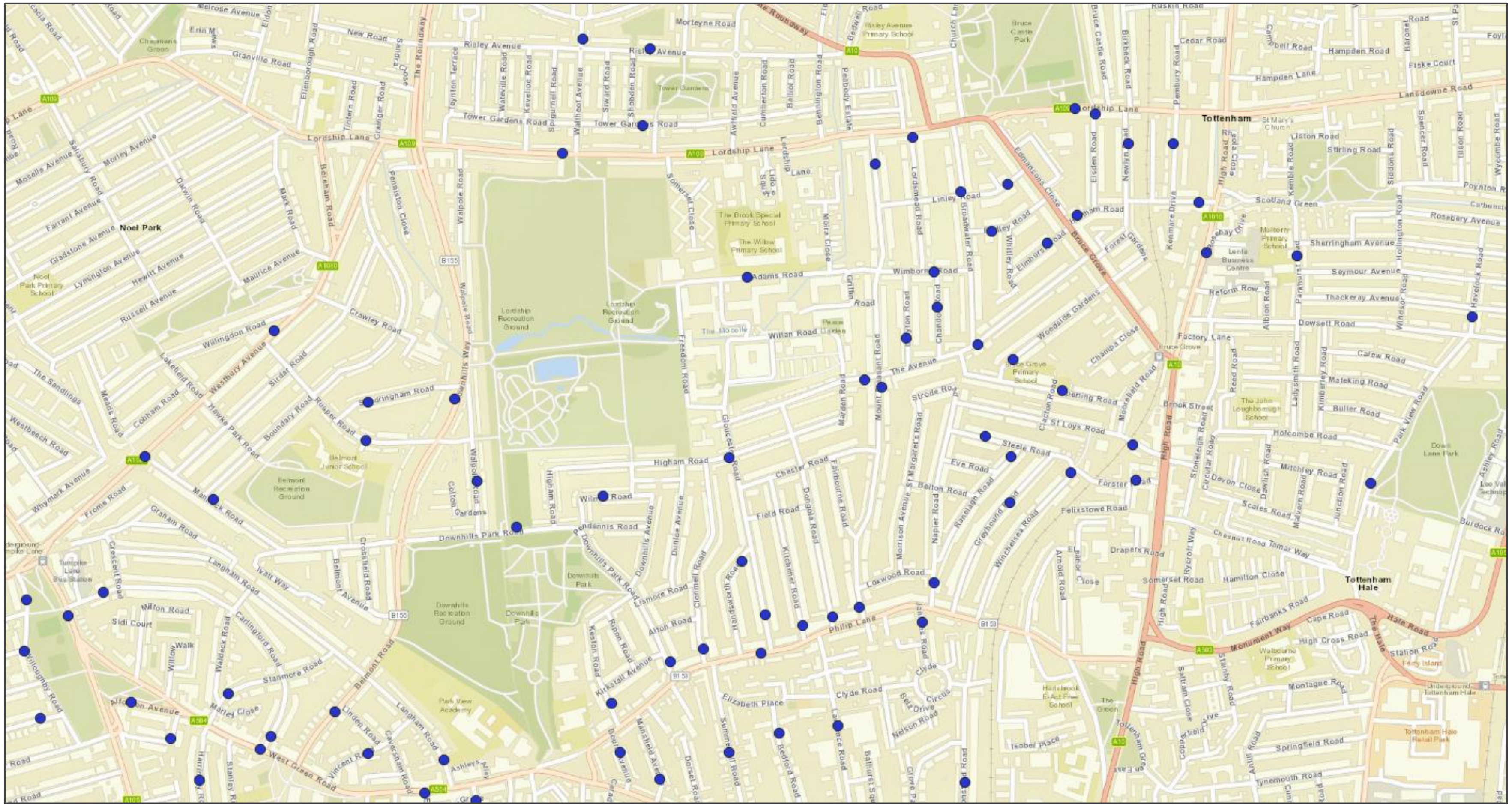

Figure 1: ATC data collection locations

Liaison with TfL will be necessary for data collection on the A10.

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 Bruce Grove West 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 Bruce Grove West Green, or the other LTNs at St Ann's 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.

Table 22: 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

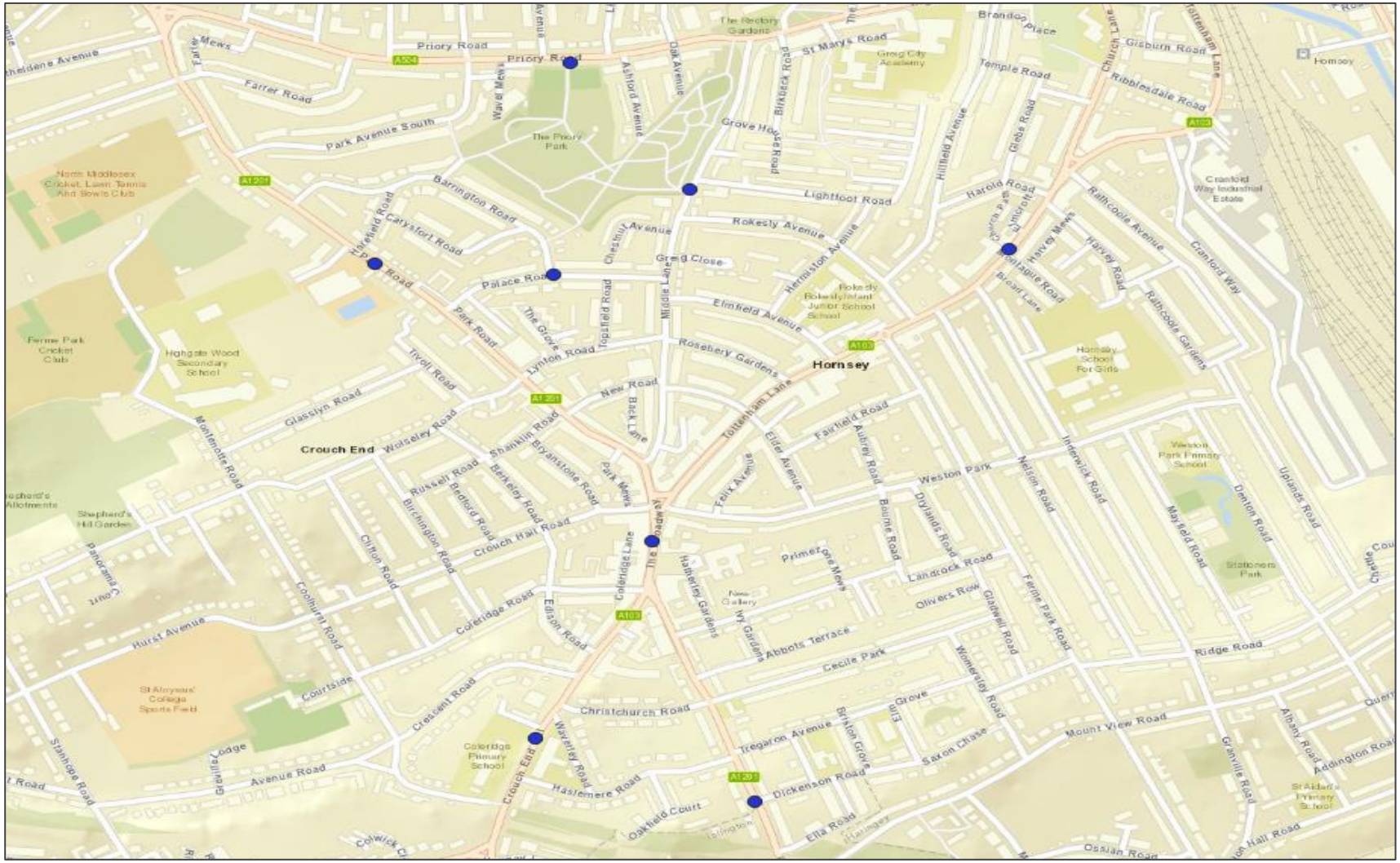

Figure 2: Control area ATC survey locations

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 33: Manual Classified Counts in Bruce Grove West Green

ID	Junction	Type	Arms
MCC01	Adams Rd / Mount Pleasant Rd / Wimborne Rd	Priority	4
MCC02	A10 Bruce Grove / Elmhurst Rd / Hartham Rd	Priority	4
MCC03	Lordship Ln / Lordsmead Rd	Priority	4
MCC04	A10 Bruce Grove / Linley Rd	Priority	3
MCC05	A10 Lordship Ln / Broadwater Rd	Priority	3
MCC06	High Rd / Lordship Ln	Signal	4
MCC07	A10 Bruce Grove / A10 High Rd	Signal	3
MCC08	A1010 High Rd / Dowsett Rd	Signal	3
MCC09	St. Loys Rd / A10 High Rd	Priority	3
MCC10	Sperling Rd / The Avenue	Priority	3
MCC11	The Avenue / Broadwater Rd	Priority	3
MCC12	B153 Philip Ln / Napier Rd	Priority	3
MCC13	A109 Lordship Ln / Mount Pleasant Rd	Priority	3
MCC14	A504 W Green Rd / Langham Rd	Priority	3
MCC15	Downhills Park Rd / Downhills Way / Belmont Rd	Roundabout	4
MCC16	A109 Lordship Ln / B155 Downhills Way	Signal	4
MCC17	A10 High Rd / Philip Ln	Signal	3
MCC18	B155 Belmont Rd / Langham Rd	Priority	4
MCC31	A109 Lordship Ln / A1080 Westbury Ave	Priority	3
MCC32	A109 Lordship Ln / A1080 Boreham Rd	Signal	3
MCC41	A504 W Green Rd / B155 Belmont Rd	Signal	3

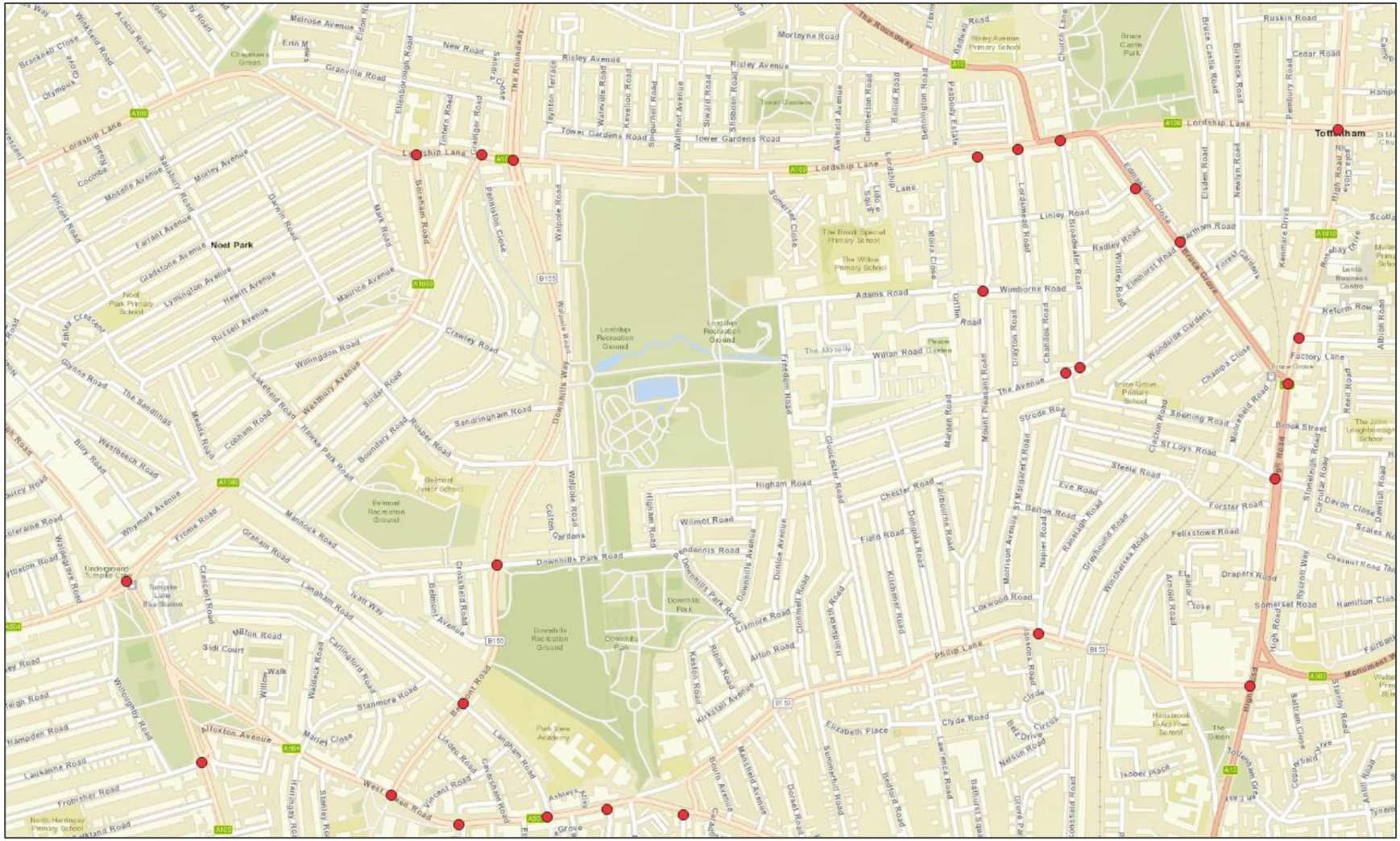

Figure 3: Manual Classified Counts

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 Bruce Grove West Green LTN are listed below and shown in Figure 4:

- Lordship Lane/ Pembury Avenue
- West Green Road. Belmont Road
- Green Lanes/ Westbury Avenue

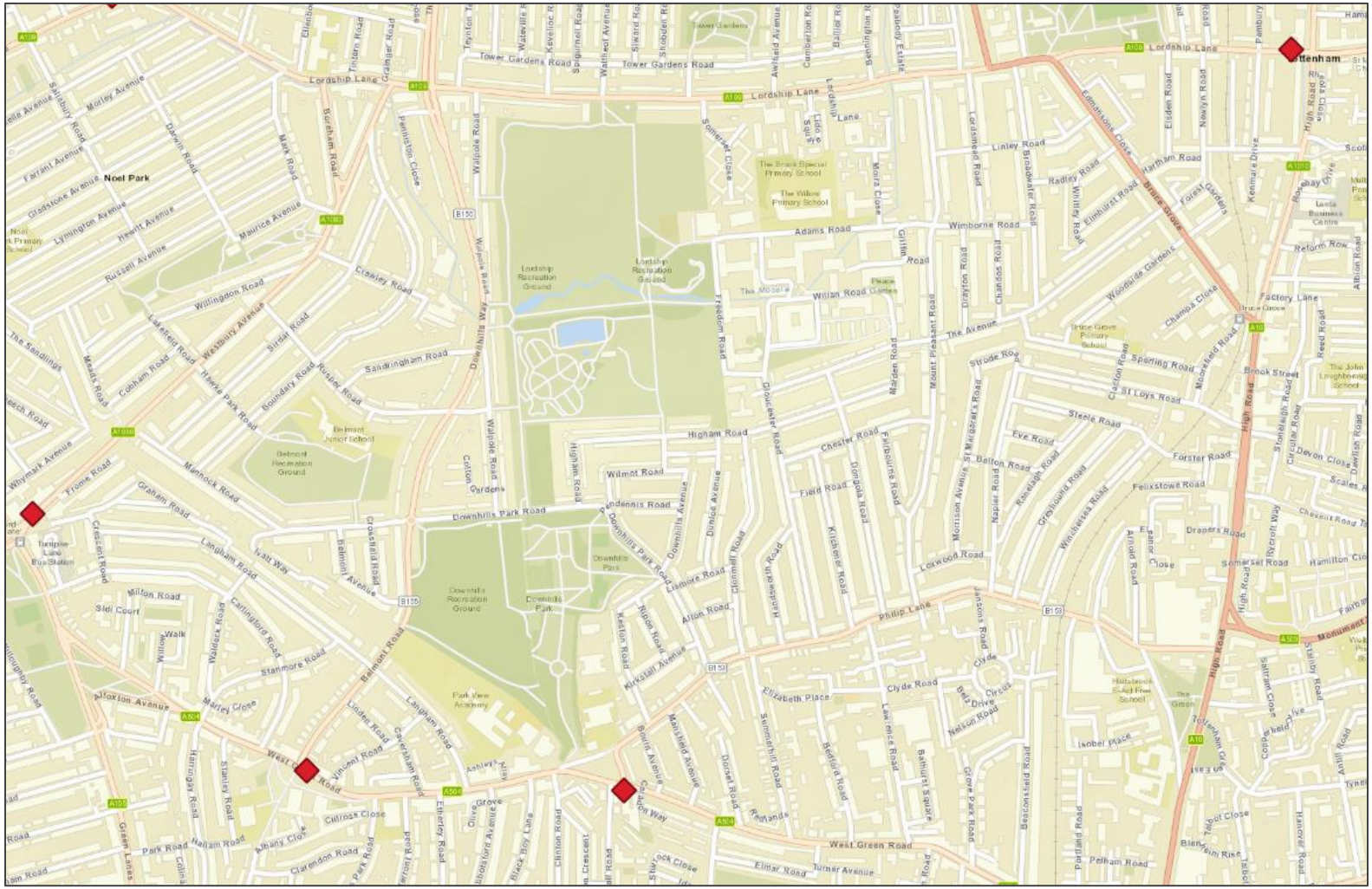

Figure 4: Vivacity cameras within Bruce Grove West Green

Air Quality Monitoring

Existing Data

Haringey's borough wide air quality monitoring programme largely consists of roadside diffusions tubes monitoring N02 levels. Although diffusion tubes only capture N02 levels, they are a reliable, simple and cost-effective method of capturing data. Air quality modelling services are available which can estimate PM10 and PM2.5 levels using data collected from diffusion tubes.

There are five existing roadside diffusion tube sites which will provide air quality data related to Bruce Grove West Green LTN. These are:

- Lordship Lane Primary School
- Westbury Medical. Centre
- Mortuary/ St James
- 639 High Road
- Holy Trinity C of E school

Additional Air Quality Monitoring

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

- Phillip Lane (outside Harris View Primary)
- Langham Road (outside Park View School)
- Downhills Park Road (outside the Grove School)
- Broadwater Road
- Risley Avenue
- Lawrence Road
- Sperling Road (outside Brue Grove Primary School)
- High Road/Phillip Lane
- Bruce Grove
- Downhills Way
- Westbury Avenue
- Green Lanes (outside Turnpike Lane station)

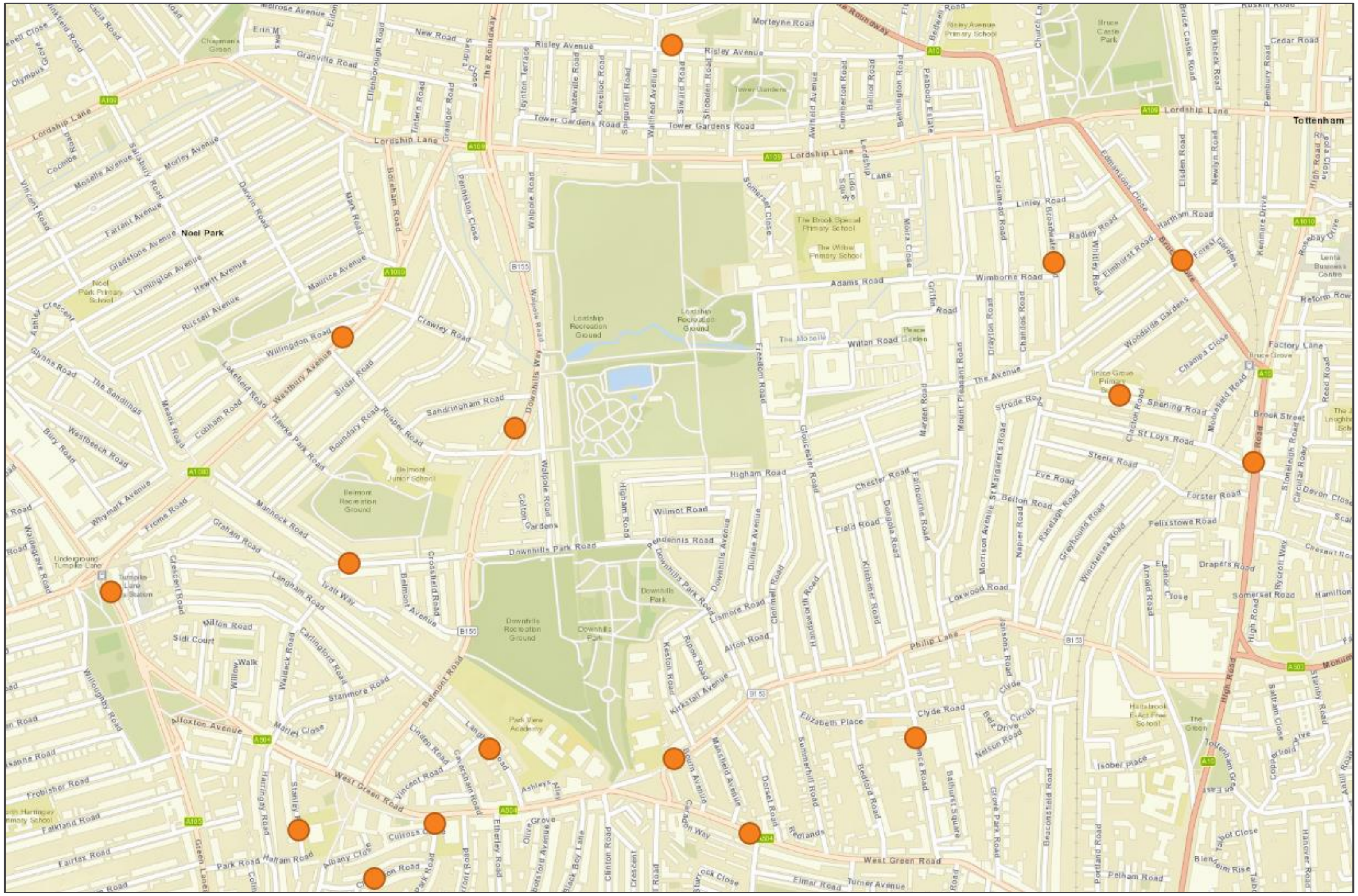

Figure 5: New diffusion tubes (some diffusion tubes are associated with St Ann's LTN)

Air Quality sensors

The Council purchased six air quality sensors that are collecting data continuously allowing live monitoring of air quality changes. These sensors capture $C0_2$, PM 1.0, PM 2.5, PM 10, temperature, light, pressure, humidity, NO_2 and 0_3 concentration. These have been installed outside of schools in the Bruce Grove West Green and St Ann's area:

- Assunnah Primary School
- Harris Academy
- Noel Park
- Park View School
- Risley Avenue School
- St Ann's Primary School (St Ann's LTN)

Figure 6 shows locations of these sensors.

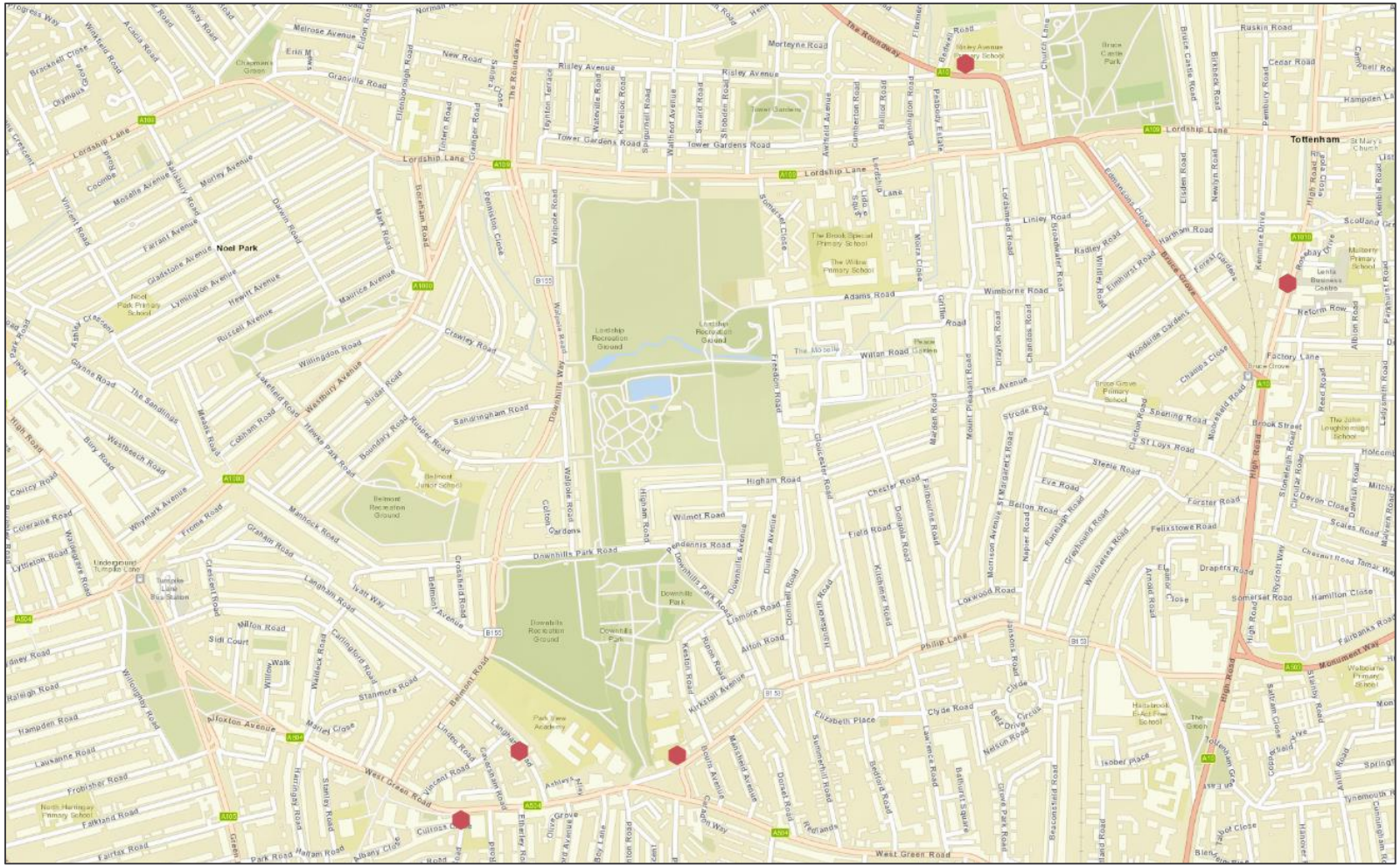

Figure 6: Air Quality sensors

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.