Haringey Kerbside Strategy



Draft for consultation

Haringey LONDON

Introduction and Background

Introducing our kerbside strategy

The Haringey Kerbside Strategy is our plan to transform the borough's kerbside spaces into vibrant, multifunctional areas that enhance the quality of life for all residents and visitors.

This strategy aims to address the significant challenges posed by transport emissions, air and noise pollution, and road safety, while promoting sustainable and active travel. The strategy is structured into several parts:

- **Part A – Introduction and background**: Provides an overview of the current situation, the need for a kerbside strategy, and the policy direction that has informed the development of this strategy.
- **Part B – The vision, priorities and targets**: Outlines the vision for the kerbside, the strategic priorities, and the specific targets that the strategy aims to achieve by 2032.
- **Part C – The kerbside framework**: Details the framework for managing and prioritising kerbside space, ensuring it supports a range of activities and meets the needs of all users.
- **Part D – The kerbside priorities and potential interventions**: Identifies the key priorities for kerbside management and the potential interventions that can be implemented to achieve these priorities.

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The vision

"At present just over **7%** of our kerbside is dedicated to sustainable uses. We want to double this to **15% by 2032**"

Part A

Introduction and background

Introduction and Background

Background

We are **committed to creating safer, healthier, and more liveable streets** in our borough. Our streets face significant challenges, as transport contributes to nearly a quarter of the total emissions in the borough, primarily from motor vehicles. These vehicles also significantly contribute to air and noise pollution and are the main cause of road danger.

We have recognised the need to reduce the number of journeys made by private motor vehicles, especially those powered by petrol or diesel. Our **kerbside strategy aims to address this issue by reallocating valuable kerbside space more fairly and consistently**, encouraging a shift towards sustainable and cleaner modes of travel.

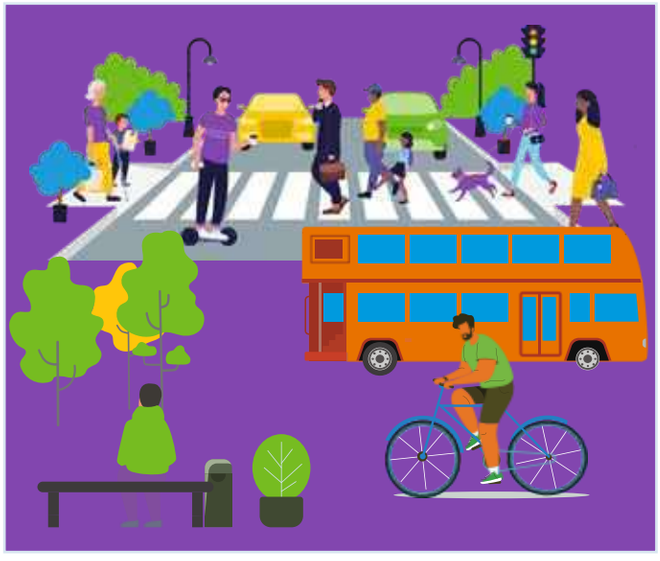
The current situation does not align with our ambition for Net Zero by 2030. For instance, resident parking permits are extremely affordable, while access to bike hangars or community spaces is limited and often more expensive. This disparity does not reflect a fair use of space, especially when most residents do not own a car.

Our strategy is to ensure that the kerbside serves as a multifunctional space that supports walking, cycling, scooting, and wheeling, making our streets more accessible and attractive for everyone.

By **prioritising our kerbside strategy**, we will not only **improve** the **functionality** and **aesthetics** of **our streets** but also **contribute** to a **healthier**, **more connected**, and **more resilient urban landscape**. This strategy builds on a suite of existing policies and strategies, ensuring a cohesive and sustainable approach to urban development.









Introduction and Background

What you said

Defining the kerbside

The kerbside is the space on the road next to the pavement. It is a public space that belongs to all of us and can be utilised for a variety of purposes including parking, street seating, bus stops, cycle parking, waste collection points, deliveries, and even tree planting. The kerbside plays a crucial role in addressing significant issues such as the climate crisis and enhancing the community's wellbeing.

We want to rethink and redesign the kerbside so it becomes a lively, useful space for everyone. By doing this, we can tackle important issues like the climate crisis and make sure our community's needs and creative ideas are represented.

It's the biggest public space we have, and how we manage it affects all of us who live, work, or spend time here. We want to make sure this space benefits everyone, not just those with cars.

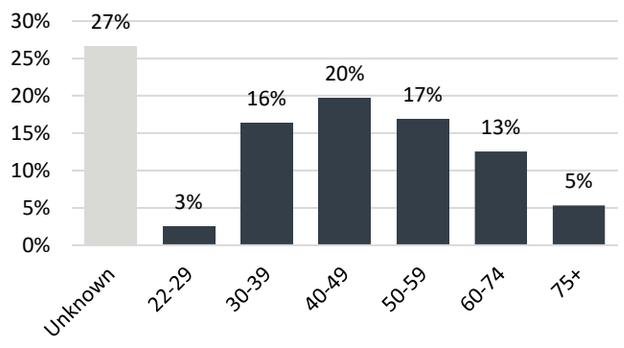


Co-producing the kerbside strategy

We undertook initial engagement via Commonplace from February to March 2025 and received 319 responses:

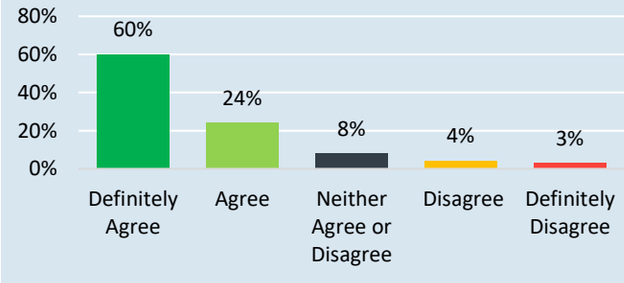
75% of respondents live in Haringey, **13%** work and **11%** commute through

The age breakdown of respondents



84% agree that the kerbside is a public space that everyone should be able to use

The kerbside is a **public space** everyone should be able to use



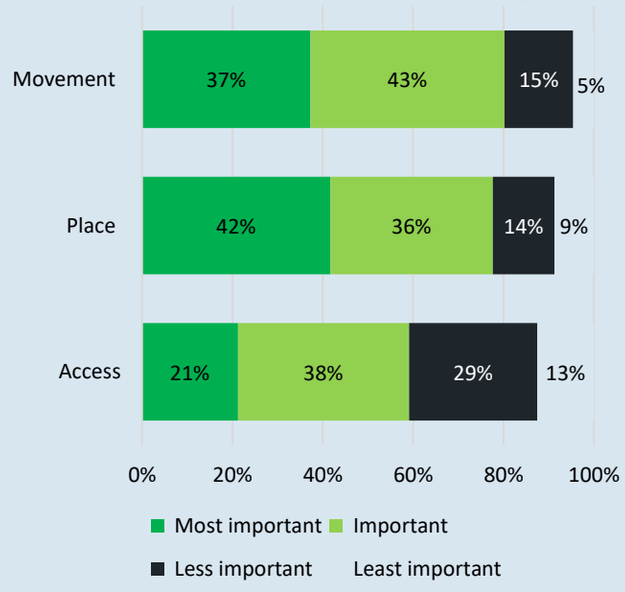
Key findings from the initial engagement

81% rate movement as important in town centres

78% rate place as important in town centres

58% rate access as important in town centres

Thinking about when you use our town centres, rate the importance of **movement, place and access** for you



Introduction and Background

What is the strategic policy direction?

Table A1 Strategic policy direction to kerbside priorities

Policy area	Outcomes	Targets	Kerbside priority
Social context	London outcomes: • Transport investment will unlock the delivery of new homes and jobs	• Make parks and public spaces more inclusive for older people, disabled individuals, and other marginalised groups • Attractive and multi-functional streets everyone can use and enjoy will help strengthen communities, with more places to meet neighbours, play and grow	**Priority 1**: Kerbside that is inclusive, creates places for people and supports local businesses
Active travel	London outcomes: • London's streets will be healthy, and more Londoners will travel actively • Active, efficient and sustainable travel will be the best option in new developments Haringey outcomes: • Active travel is the default choice, with more people choosing to travel by walking or cycling	• Achieve 88% of daily journeys to including walking, cycling and public transport by 2041 • 81% of residents will live within 400m of the strategic cycle network by 2041 • 70% Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041	**Priority 2**: Kerbside that prioritises accessible and active travel
Public transport	London outcomes: • The public transport network will meet the needs of a growing London • The public transport network will be safe, affordable and accessible to all • Journeys by public transport will be pleasant, fast & reliable Haringey outcomes: • A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions for the borough	• Achieve 88% of daily journeys to including walking, cycling and public transport by 2041 • Bus stop within 400m of every home and to be accessible • Bus speeds will improve by approximately 5-15% London-wide by 2041	**Priority 3**: Kerbside that supports efficient bus operations
Road traffic & road safety	London outcomes: • London's streets will be safe and secure – Vision Zero • London's streets will be used more efficiently and have less traffic on them Haringey outcomes: • A well-maintained road network that is less congested and safer	• None to be killed in or by a London bus by 2030 • Interim target - 70% reduction in people killed or seriously injured (KSIs) by 2030 on the 2010-14 baseline	**Priority 4**: Kerbside that supports a less congested and safer road network
Environment & cleaner transport	London outcomes: • London's streets will be clean and also green Haringey outcomes: • An improved air quality and a reduction in carbon emissions from transport	• Reduce road transportation related emissions by 50% by 2025 • Increase tree planting across the borough, with the aim to plant at least 10,000 new trees by 2030 and increase tree canopy cover to at least 30% in every local ward • All taxis & private hire vehicles to be zero emission capable by 2033 • Additional 962 standard EVCPs and 61 rapids EVCPs by 2030	**Priority 5:** Kerbside that is clean, green and resilient to climate change

Part B

The vision, priorities and targets

What We Want To Achieve By 2032?

The Vision

Our vision for Haringey is to transform our kerbside spaces into vibrant, multifunctional areas that enhance the quality of life for all residents and visitors.

We aim to create a kerbside environment that is inclusive, sustainable, and resilient – supporting our broader goals of promoting sustainable travel, supporting local businesses, fostering Healthy Streets outcomes, and achieving Net Zero carbon emissions.

Through this strategy, we are committed to rethinking and redesigning our kerbside spaces to address the pressing challenges of social isolation, climate change, air pollution, and road safety.

We believe that by managing our kerbside effectively, we can create a more connected, resilient, and vibrant Haringey for current and future generations.

At present just over **7%** of our kerbside is dedicated to sustainable uses. We want to double this to **15% by 2032**.

Figure B1 Our Vision for the kerbside in Haringey

By 2032, we envision a kerbside that...	Prioritises people over vehicles, providing ample space for walking, cycling, and social activities	Supports sustainable modes of transport, reducing reliance on private motor vehicles and encouraging the use of walking, cycling and public transport
Enhances the aesthetic and functional quality of our streets, making them safer, healthier, and more enjoyable for everyone	Reflects the diverse needs and aspirations of our community, ensuring that all residents have access to safe, convenient, and attractive public spaces	Integrates seamlessly with and supports our existing policies and strategic objectives, contributing to a cohesive and sustainable urban environment

What We Want To Achieve By 2032?

Priorities and targets

Our strategy is built around five kerbside priorities that aim to transform our streets into vibrant, multifunctional spaces that enhance the quality of life for all residents.

Priority 1: Kerbside that is inclusive, creates places for people and supports local businesses

We are committed to making our kerbside more inclusive and creating spaces that everyone can use and enjoy. This includes supporting local businesses and fostering a sense of community. By 2032, we target to:

- Provide more places to dwell, congregate and socialise with better lighting and wayfinding and more public art.
- Create adaptable urban spaces that encourage social interaction and reduce unnecessary street furniture.
- Support local businesses by promoting street vendors and enhancing public safety.

Priority 2: Kerbside that prioritises accessible and active travel

We want to make active travel the default choice for our residents, especially for short local trips. By prioritising accessible and active travel, we aim to create a healthier and more sustainable borough. Our targets include:

- 70% of residents doing at least 20 minutes of active travel each day by 2041.
- 88% of journeys to include walking, cycling, and public transport by 2041.
- 81% of residents live within 400 metres of the strategic cycle network by 2041.

Table B1 Kerbside priorities and their potential kerbside interventions

Kerbside priorities	Potential kerbside interventions
Priority 1 Kerbside that is inclusive, creates places for people and supports local businesses	• Places to dwell • Community parklets • Business parklets • Multifunctional spaces • Street trading • Reduce street clutter • Footway widening • Street lighting • Wayfinding
Priority 2 Kerbside that prioritises accessible and active travel	• Crossings • School Streets • Play Streets • School keep clears • Modal filters • Short-stay cycle parking • Shared micromobility bays • Long-stay cycle parking • Cycle lanes / tracks
Priority 3 Kerbside that supports efficient bus operations	• Bus stops • Bus stands • Bus lanes • Bus priority
Priority 4 Kerbside that supports a less congested and safer road network	• Yellow / red lines (single / double) • Controlled Parking Zones • Destination parking charges • Permit restrictions • Car club bays • Disabled bays • Loading bays • Loading restrictions (single / double blips) • Cross overs / dropped kerbs
Priority 5 Kerbside that is clean, green and resilient to climate change	• Street trees • Street greening • SuDS • Waste (and recycling) bins and collection • EV charge points • Emissions-based parking charges

What We Want To Achieve By 2032?

Priorities and targets

Priority 3: Kerbside that supports efficient bus operations

Efficient bus operations are crucial for reducing congestion and providing reliable transport options for our residents. To improve public transport, we aim to:

- Ensure a bus stop is within 400 metres of every home and is accessible.
- Improve bus speeds by approximately 5-15% London-wide by 2041.
- Create a public transport network that is better connected, has greater capacity, and is more accessible.

Priority 4: Kerbside that supports a less congested and safer road network

By supporting a less congested and safer road network, we aim to create a more liveable and secure environment for everyone. Our targets for road safety and traffic management include:

- Achieving Vision Zero, with no fatalities or serious injuries on our roads by 2041.
- Reducing the number of people killed or seriously injured (KSIs) by 70% by 2030, based on the 2010-14 baseline.
- Maintaining a well-maintained road network that is less congested and safer.

Priority 5: Kerbside that is clean, green and resilient to climate change

We are dedicated to improving air quality and reducing carbon emissions. By focusing on a clean, green, and resilient kerbside, we aim to address the pressing challenges of climate change and create a healthier environment for future generations. Our targets include:

- Planting at least 10,000 new trees by 2030 and increasing tree canopy cover to at least 30% in every local ward.
- Installing an additional 962 standard electric vehicle charging points (EVCPs) and 61 rapid EVCPs by 2030.
- Reducing road transportation-related emissions by 50% by 2025.
- Ensuring all taxis and private hire vehicles are zero-emission capable by 2033.

These targets reflect our commitment to creating a more sustainable, inclusive, and resilient Haringey, and align with those across Greater London.

By prioritising these areas, we aim to transform our kerbside spaces into vibrant, multifunctional areas that enhance the quality of life for all residents.

Part C

The kerbside framework

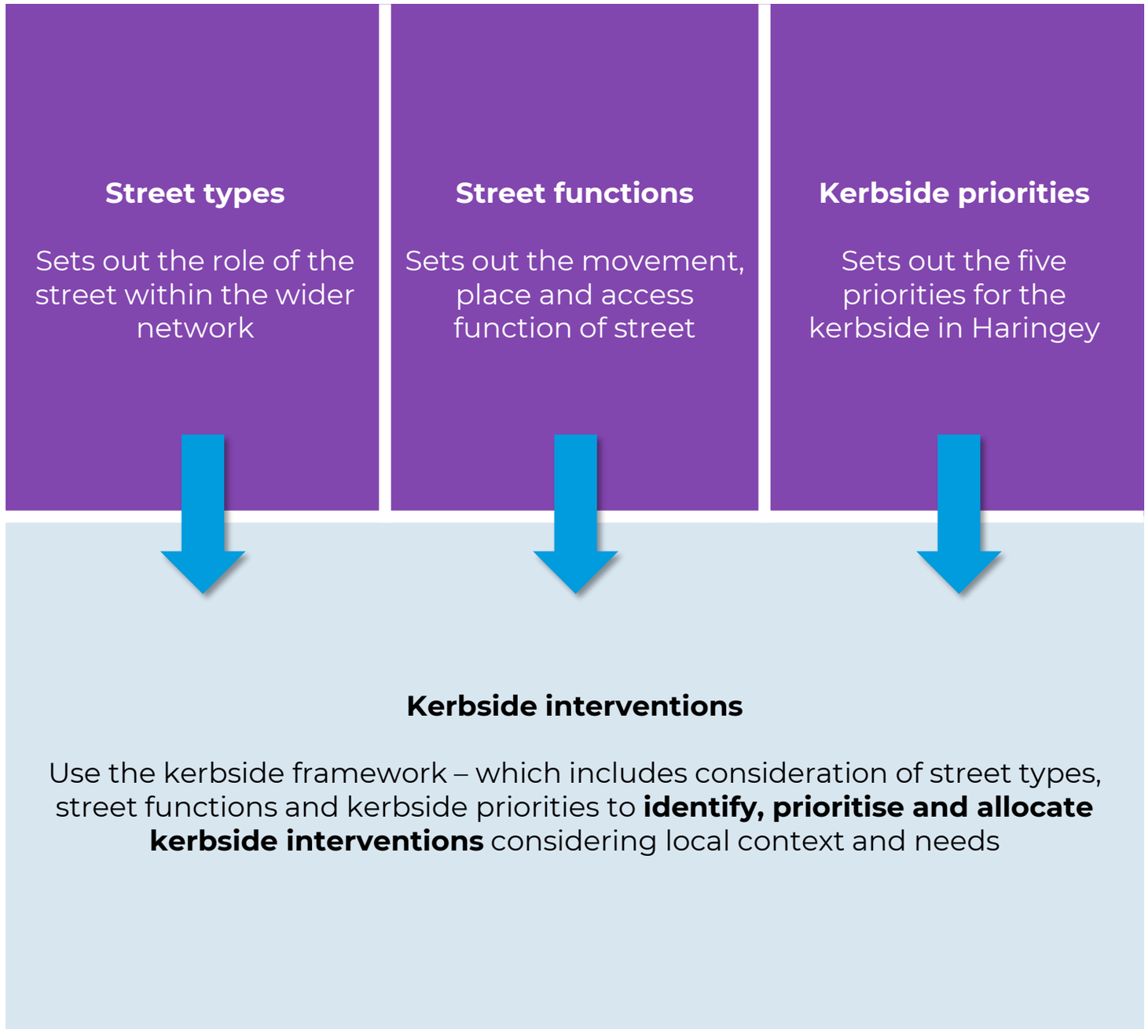
The Kerbside Framework

Introducing the kerbside framework

Our kerbside framework is based on Transport for London's Draft Kerbside Toolkit. This framework is designed to enhance the management and utilisation of kerbside spaces, ensuring they serve multiple functions and meet the diverse needs of the community. The framework includes the following key components:

- **Street types:** The classification of streets into different types is essential for understanding their unique characteristics and requirements. Street types can vary from residential streets to high streets, each with specific needs and functions.
- **Street functions**: Streets serve various functions beyond just facilitating vehicle movement. They are spaces for social interaction, commerce, and active travel. Recognising these place and access functions helps in planning and managing the kerbside effectively.
- **Kerbside priorities:** Establishing clear priorities for kerbside use is crucial. These priorities include promoting active travel, supporting local businesses, enhancing public transport efficiency, and ensuring safety for all road users.
- **Kerbside interventions** (or tools): A range of interventions or tools can be employed to achieve the desired outcomes for the kerbside. These may include measures such as dedicated cycle lanes, parklets, loading bays, and pedestrian zones. Each intervention is tailored to address specific needs and improve the overall functionality and appeal of the kerbside.

By implementing this kerbside framework, we aim to create a more inclusive, sustainable, and vibrant urban environment that benefits all residents and visitors.



The Kerbside Framework

Street types

Introducing the street types

We have classified the streets in Haringey into different types to reflect their characteristics, functions and requirements. The classification includes:

- **Town centre and high streets:** These are vibrant areas that serve as the heart of communities, offering a mix of retail, dining, and social activities. They require careful management to balance the needs of pedestrians, cyclists, public transport, and delivery vehicles.

- **Primary movement corridors:** These streets are major routes that facilitate the movement of traffic, including active and public transport.

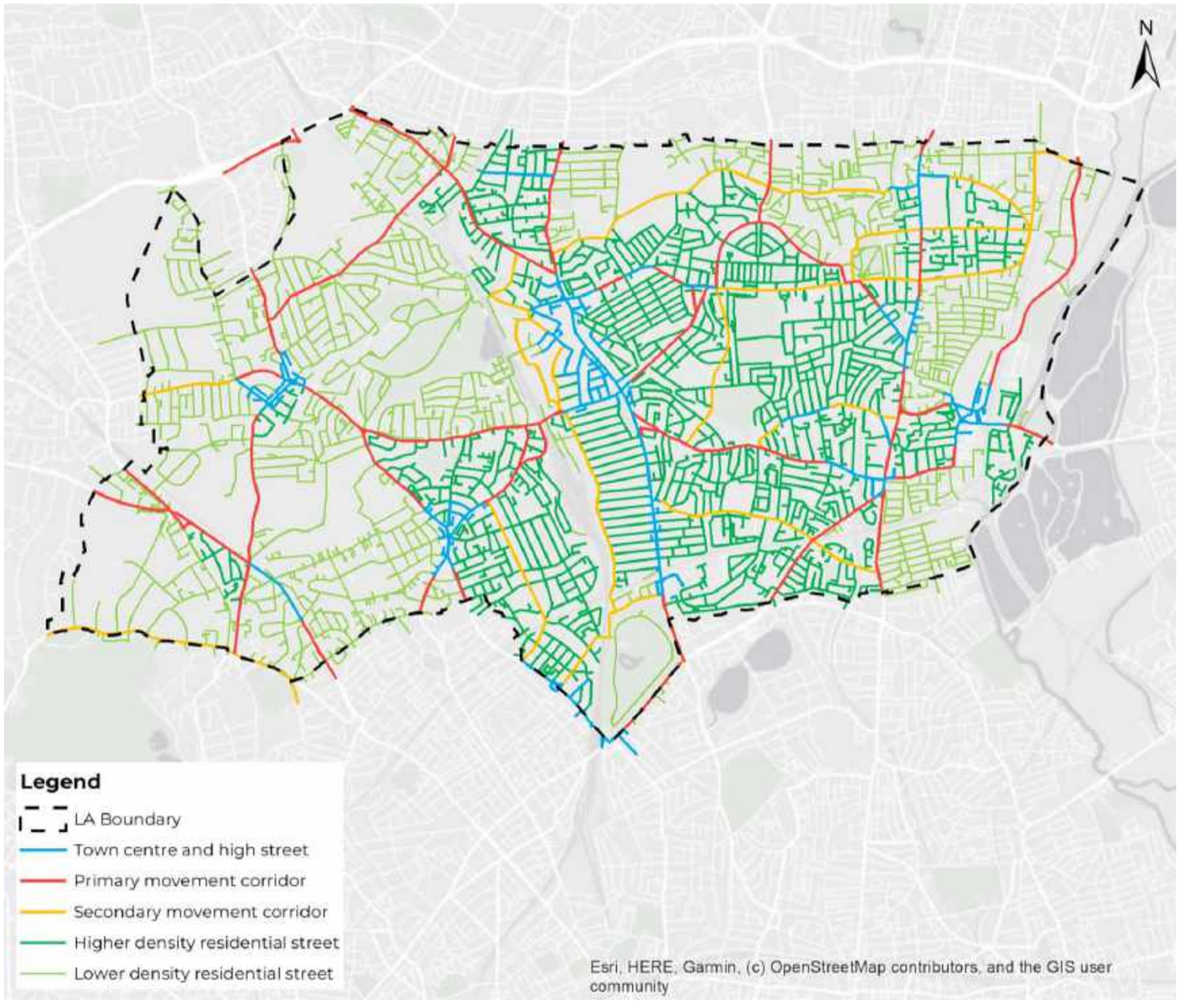
- **Secondary movement corridors:** These are important routes that support the primary movement corridors by distributing traffic to various destinations.

- **Higher density residential streets:** These streets are located in areas with a higher concentration of housing. They need to accommodate a variety of uses, including parking, waste collection, and access for emergency services, while ensuring a safe and pleasant environment for residents.

- **Lower density residential streets:** These are quieter streets with lower housing density and less traffic. They offer opportunities for creating more liveable spaces with features such as green areas, play spaces, and community amenities.

By classifying streets into these types, the kerbside framework aims to provide tailored solutions that enhance the functionality and appeal of each street type, contributing to a more inclusive and sustainable urban environment.

Figure C1 Street types categorisation across Haringey



The Kerbside Framework

Street functions

Introducing the street functions

We have also classified every street in the borough – based on their intended function which includes:

- **Movement:** Streets are essential for facilitating the movement of people and goods. This includes all modes of transport such as walking, cycling, buses, and motor vehicles. Effective management of movement ensures that people and traffic flows smoothly and safely, reducing congestion and improving overall transport efficiency.

- **Place:** Streets are not just for movement; they are also important public spaces where people interact, socialise, and engage in various activities. This function emphasises the role of streets in creating vibrant, liveable communities. Enhancing the place function involves designing streets that are attractive, safe, and accessible for everyone, encouraging social interaction and community engagement.

- **Access:** Streets provide access to homes, businesses, and other destinations. This function ensures that people can reach their destinations conveniently and safely. It includes considerations for parking, servicing and loading, as well as access for emergency services. Effective access management supports local businesses and enhances the quality of life for residents.

By understanding and balancing these functions, the kerbside framework aims to create streets that are not only efficient for movement but also enjoyable places to be and accessible for all users.

Figure C7a Street functions

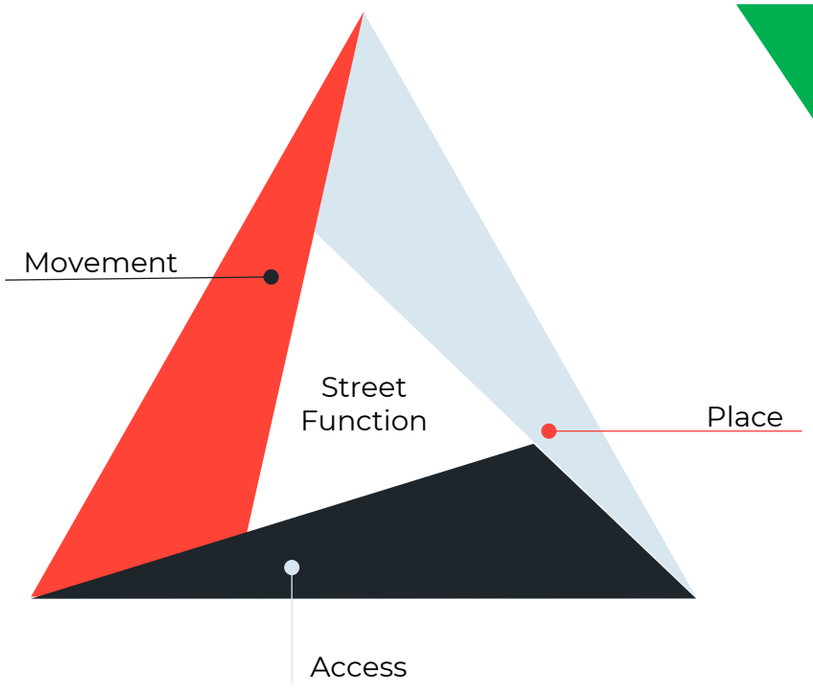


Figure C7b Modal priority

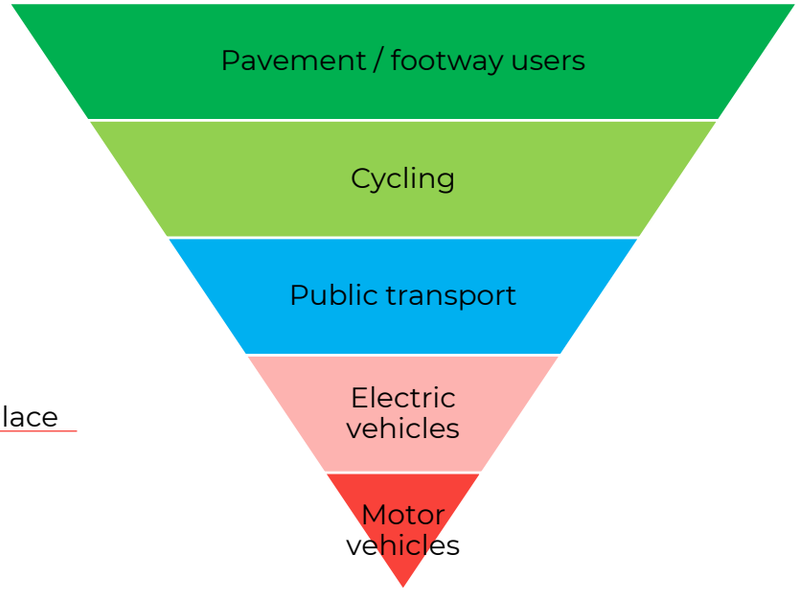


Figure C7c Parking hierarchy

Parking hierarchy
Blue Badge holders
Residents
Essential services
Car clubs
Local business / service operational parking
Visitor parking
Short stay / visitor parking

The Kerbside Framework

Street functions

Movement

The movement function of streets is focussed on facilitating the efficient and safe movement of people and goods. This involves ensuring connectivity through direct and convenient routes for all users, maintaining accessibility for everyone, including those with disabilities and prioritising road danger reduction.

- **Higher movement** – London-wide movement corridors, which may include multiple modes of transport such as pedestrians, cycling, buses and motor vehicles
- **Medium movement** – key Haringey movement corridors connecting neighbourhoods within the borough
- **Lower movement** – local movement corridors within neighbourhoods.

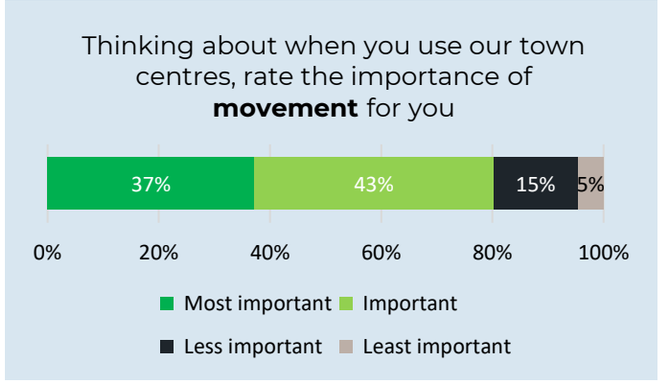
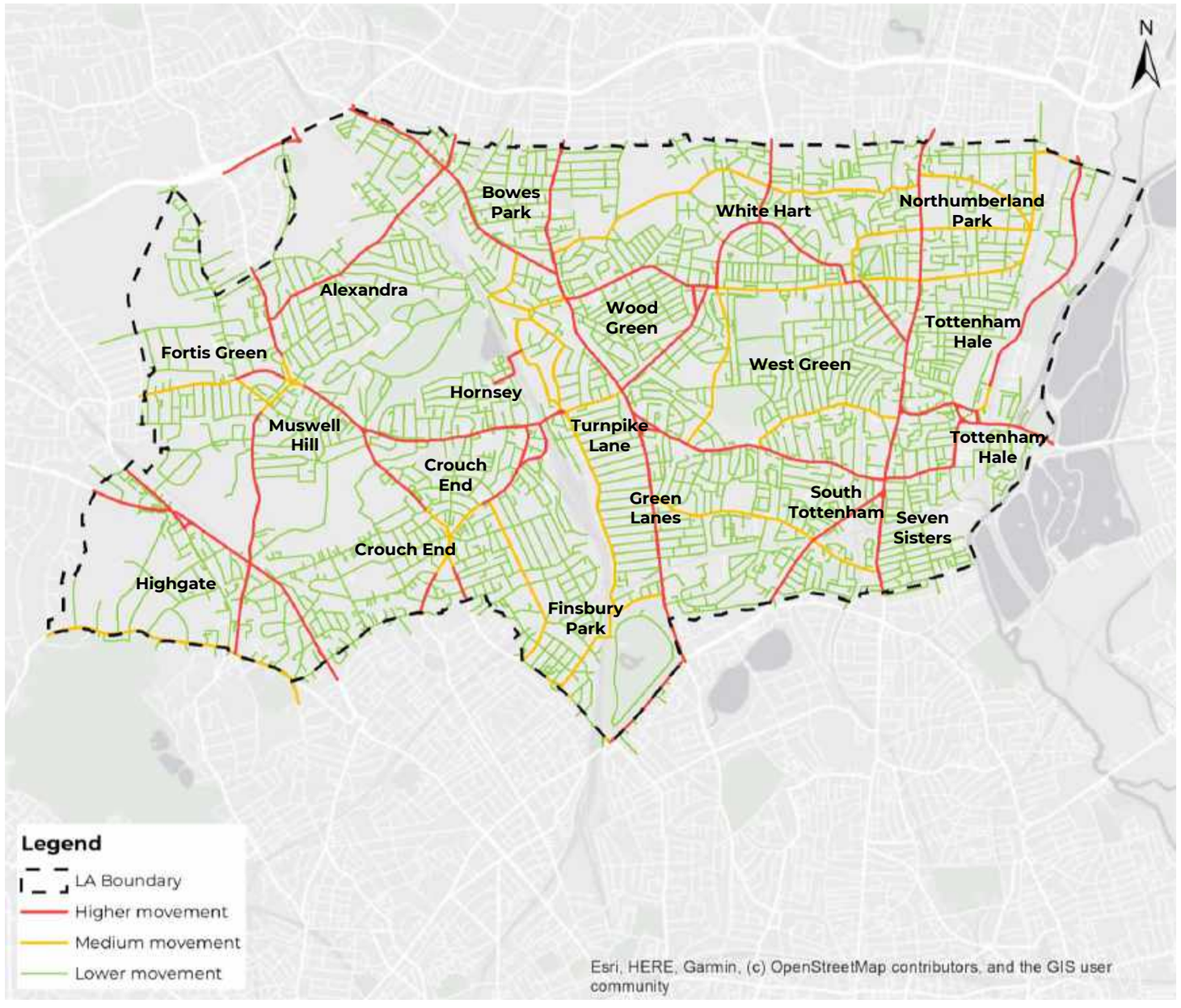


Figure C8 Movement function



The Kerbside Framework

Street functions

Place

The place function of streets emphasises their role as spaces for social interaction, economic activity, and community life.

Our streets should be designed to facilitate social engagement, support local businesses, enhance aesthetic and environmental quality, and host cultural and recreational activities. These elements ensure that streets are vibrant, multifunctional spaces that significantly enhance the quality of urban life for all residents and visitors.

- **Higher place** – serves a London-wide catchment area and categorised as a town centre by the Greater London Authority.
- **Medium place** – serves a Haringey-wide catchment area and includes other town centres and high streets, as well as higher-density residential areas
- **Lower place** – serves a local area or neighbourhood and includes residential areas.

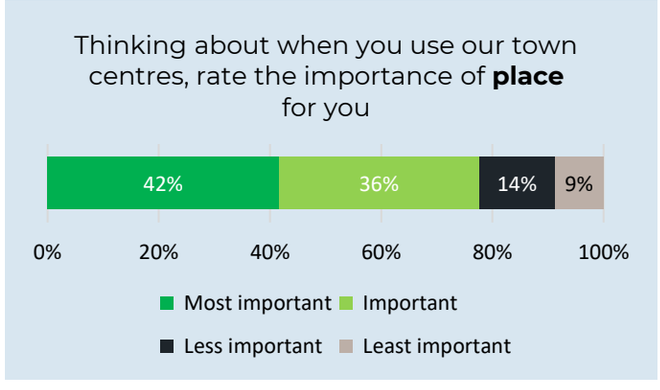
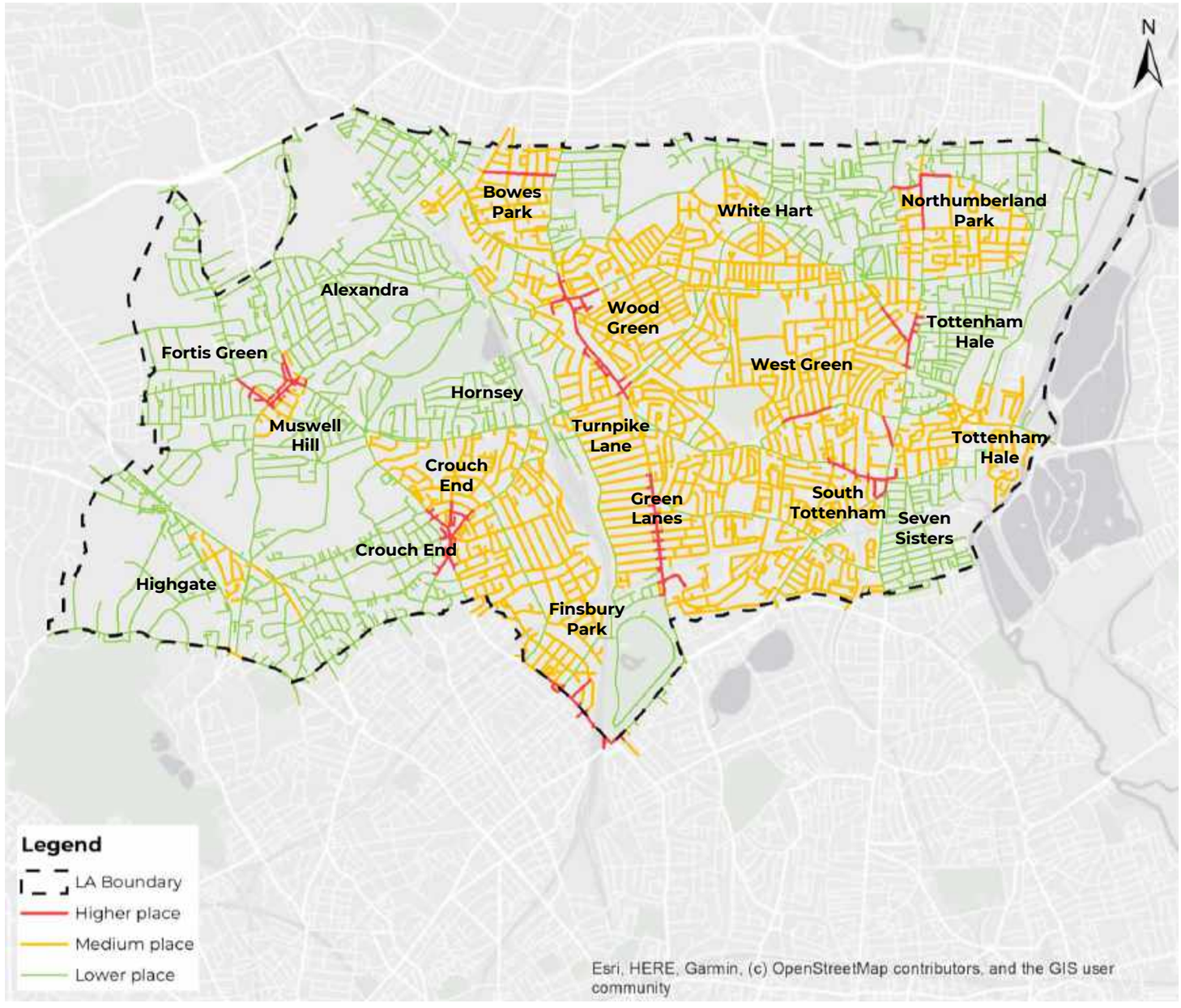


Figure C9 Place function



The Kerbside Framework

Street functions

Access

The access function of streets ensures convenient and equitable access to destinations for all users.

This includes providing direct routes to key locations, accommodating pedestrians, cyclists, public transport users, and motorists, and ensuring inclusivity for people with disabilities. Streets should also integrate effectively with public transport and provide adequate parking and loading facilities to support local businesses and residents.

- **Higher access** – areas that require frequent and easy access to nearby amenities such as shops, housing, or schools. This includes town centres and high streets. This also includes streets that have a higher or medium place function.
- **Medium access** – focussed in residential areas, where there is a need for access to surrounding housing and land uses.
- **Lower access** – located along movement corridors, and streets with minimal need for access to adjacent land uses, such as open space or greenfield areas.

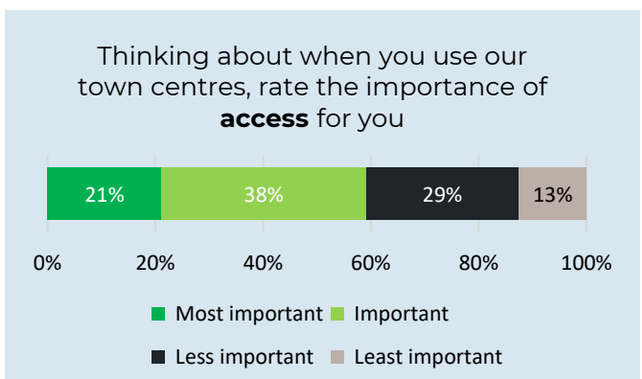
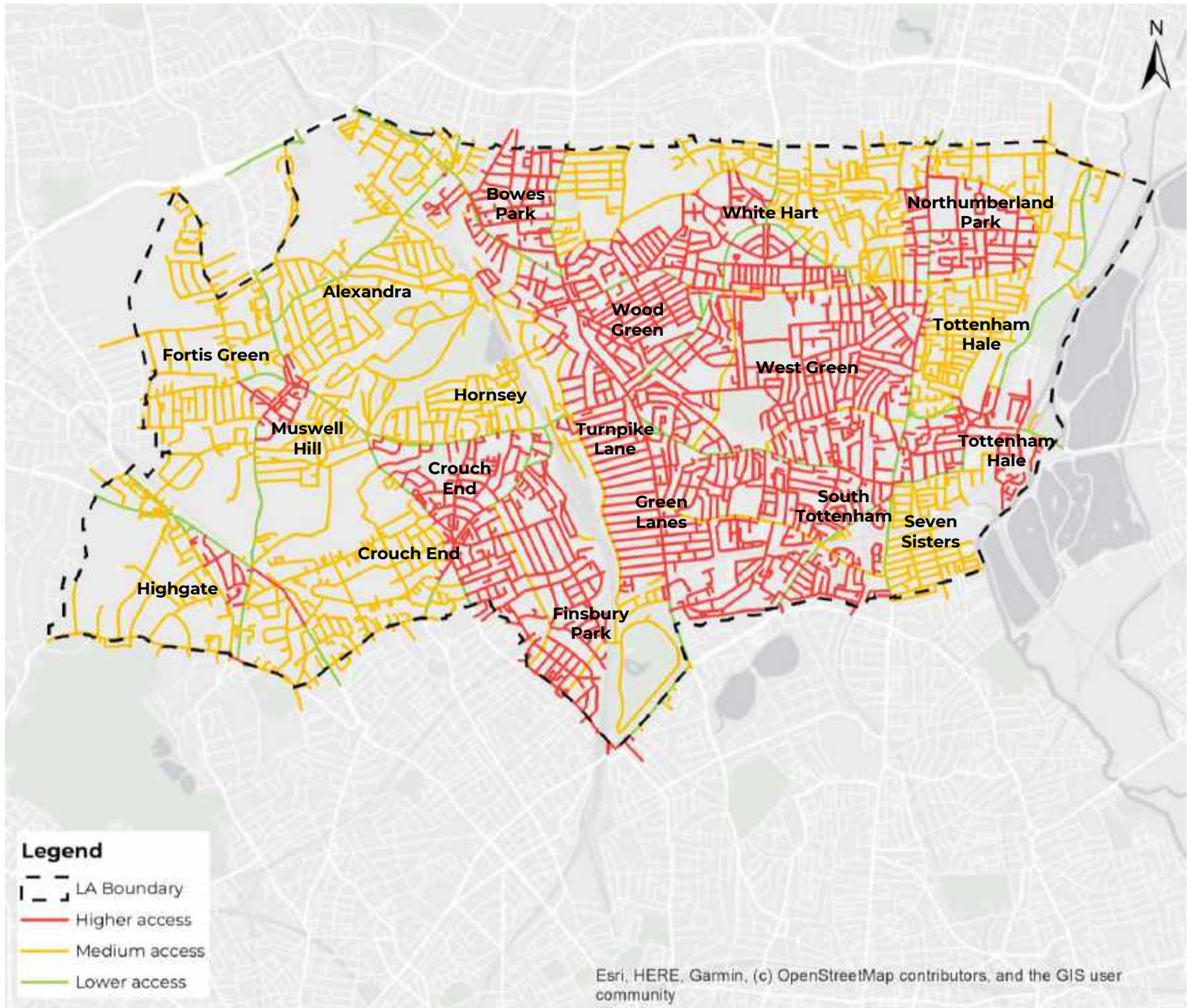


Figure C10 Access function



The Kerbside Framework

Kerbside intervention categorisation

Linking kerbside interventions to function and street type

The final step is to categorise each kerbside intervention based on the function it supports and its priority in relation to the street type – which can be higher, medium, or lower priority:

- **High streets and town centres** prioritise interventions that enhance placemaking to support higher foot traffic and commercial activity, making it essential to provide places to dwell and to reduce street clutter. Footway widening and wayfinding are also high priorities to improve navigation and ease of movement.
- **Primary movement corridors** are key routes for both active travel, buses and other vehicles. Interventions here focus on maintaining smooth traffic flow while ensuring safety.
- **Secondary movement corridors** serve as important connectors within the urban fabric. These streets prioritise interventions that balance traffic flow with active travel and bus needs.
- **Higher density residential streets** require interventions that enhance the living environment for residents balancing the place and access needs with local movement.
- **Lower density residential streets** focus on maintaining a pleasant and safe environment for residents.

By categorising kerbside interventions based on their functions and prioritising them according to street type, the kerbside framework aims to create a more structured approach to prioritising interventions and designing the kerbside.

Table C1 Linking the kerbside interventions to function and street type

Kerbside intervention	Key function			Priority by street type				
	Movement	Place	Access	High streets and town centres	Primary movement corridor	Secondary movement corridor	Higher density residential streets	Lower density residential streets
Street trees		■		Essential (where required and suitable)				
Street greening		■						
SuDS & other (incl. green de-paved pollinator)		■						
Waste (and recycling) bins and collection			■					
Places to dwell		■		Higher	Higher	Medium	Medium	Lower
Community parklet		■		Medium	N/A	N/A	Higher	Medium
Business parklet		■		Medium	N/A	N/A	Lower	Lower
Multifunctional space		■	■	Higher	N/A	N/A	Medium	Medium
Street trading		■		Higher	N/A	N/A	Lower	Lower
Reduce street clutter		■	■	Higher	Medium	Medium	Lower	Lower
Footway widening	■	■		Higher	Medium	Medium	Medium	Medium
Street lighting		■		Essential (where required and suitable)				
Wayfinding		■	■	Higher	Higher	Medium	Medium	Medium
Crossing	■	■		Higher	Higher	Higher	Medium	Medium
School Street		■	■	N/A	N/A	N/A	Higher	Higher
Play Street		■	■	N/A	N/A	N/A	Higher	Higher
School keep clear		■	■	Essential (where required and suitable)				
Modal filter		■		Lower	N/A	N/A	Higher	Higher
Short-stay cycle parking		■	■	Higher	Lower	Medium	Higher	Medium
Shared micromobility bays		■	■	Higher	Lower	Medium	Higher	Medium
Long-stay cycle parking (incl. cycle hangars)		■	■	Higher	Lower	Lower	Higher	Medium
Cycle lanes / tracks	■	■		Higher	Higher	Higher	Medium	Lower
Bus stops			■	Essential (where required and suitable)				
Bus stands	■		■	Lower	Lower	Medium	Medium	Medium
Bus lanes	■			Higher	Higher	Higher	Lower	Lower
Bus priority	■			Higher	Higher	Higher	Higher	Higher
Yellow / red lines (single / double)	■			Medium	Higher	Higher	Lower	Lower
Controlled Parking Zones (incl. parking permits)			■	Medium	Lower	Lower	Higher	Medium
Destination parking charges			■	Higher	Lower	Lower	N/A	N/A
Permit restrictions			■	Lower	Lower	Lower	Higher	Medium
Car club bay			■	Lower	Lower	Lower	Higher	Higher
Disabled bay			■	Essential (where required and suitable)				
Loading bay			■	Higher	Lower	Lower	Higher	Lower
Loading restrictions (single / double blips)	■			Lower	Higher	Higher	Lower	Lower
Cross over / dropped kerbs			■	Lower	Lower	Lower	Lower	Lower
EV charge point			■	Higher	Lower	Higher	Higher	Higher
Emissions-based parking charges		■		Higher	Higher	Higher	Higher	Higher

Part D

The kerbside interventions and actions

Priority 1:

Kerbside that is inclusive, creates places for people and supports local businesses

Table D1 Kerbside interventions, definitions, policy ambitions and targets for Priority 1

Kerbside intervention	Definition	Policy ambition and target	Action	Cost
Places to dwell	Places to dwell (including benches) provide rest, accessibility, and opportunities for social interaction in urban areas	TfL's Healthy Streets suggests that places to dwell (including benches) should be at least every 50 metres on both sides of the road where appropriate and feasible	Install places to dwell every 50 metres on both sides of the road where appropriate and feasible - prioritising higher place areas (such as town centres and high streets)	Low
Community parklet	A community parklet is a small public space created by converting parking spaces into areas with seating, plants, and other amenities	Active travel is the default choice, with more people choosing to travel by walking or cycling	Work closely with the local community to identify opportunities for community parklets	Low
Business parklet	Business parklets are created in collaboration with local businesses to attract customers and provide additional seating	Active travel is the default choice, with more people choosing to travel by walking or cycling	Work closely with the local businesses to identify opportunities for business parklets	Low
Multifunctional space	Multifunctional space is an area designed to support various activities and uses at different times of the day or week	Create adaptable urban places that are flexible and can be used to encourage social interaction	Implement temporary street closures or pedestrian zones during weekends or special events to encourage flexible use	Low
Street trading	Street trading or markets are designed to support local businesses by providing them with an area to reach customers directly and contribute to the local economy	Promote local businesses and street vendors to enhance the vibrancy and economic health of urban areas	Allocate areas for street trading with necessary amenities like waste disposal and seating	Medium
Reduce street clutter	Street clutter refers to unnecessary or redundant objects and structures in streets and public spaces	Reduce unnecessary street furniture and signage to create a more navigable and aesthetically pleasing urban environment	Conduct regular audits to identify and remove redundant or obstructive street furniture	Medium
Footway widening	Footway widening involves expanding the width of pedestrian pathways to accommodate more users and improve accessibility	Enhance pedestrian safety and comfort by providing wider footways, especially in high-traffic areas	Reallocate road space from vehicles to pedestrians where feasible in busy areas, particularly near schools, shopping centres, and public transport hubs	Low / Medium
Street lighting	Street lighting enhances visibility and safety for pedestrians, cyclists, and motorists at night in public places to illuminate the streets	Improve public safety and visibility through well-designed and energy-efficient street lighting	Ensure lighting is evenly distributed and covers all pedestrian areas, including footways and crossings	Low / Medium
Wayfinding	Wayfinding is the process of navigating and orienting oneself in an unfamiliar environment using visual cues and markers	Provide clear and accessible wayfinding to help residents and visitors navigate urban areas easily	Install wayfinding signs at key locations, such as transport hubs, tourist attractions, and commercial areas	Low / Medium

Priority 2:

Kerbside that prioritises accessible and active travel

Table D2 Kerbside interventions, definitions, policy ambitions and targets for Priority 2

Kerbside intervention	Definition	Policy ambition and target	Action	Cost
Crossings	A crossing is a designated place where pedestrians and/or cyclists can safely cross the street	Provide pedestrian and/or cyclist crossings to improve safety and encourage people to walk and cycle	Install improved crossings as needed	Medium
School Street	A School Street is a traffic management scheme that temporarily restricts motor vehicles from accessing streets surrounding a school during drop-off and pick-up times	Increase number of School Streets from 26 to 61 by 2026	Implement an additional 16 School Streets across the borough by 2026	Medium
Play Street	A Play Street is a residential street that is closed to traffic during specified times, allowing children to play safely	Support Play Streets in appropriate locations to create a sense of community, while allowing children to make friendships, be active and play safely in the streets where they live	Continue to encourage residents to apply for both regular and one-off Play Street events and implement those consistent with the guidelines	Medium
School keep clear	A school keep clear is a designated area outside a school where parking is prohibited to ensure the safety of children during drop-off and pick-up times	Make school keep clears available at all schools and compliant (minimum 23.5 metres) to support safety outside of schools	Install compliant school keep clears outside of every school (minimum 23.5 metres)	Medium
Modal filter	A modal filter is a traffic management measure that restricts certain types of vehicles while allowing pedestrians, cyclists, and sometimes public transport to pass through	Install modal filters to support traffic calming schemes where required, justified and suitable	Work closely with the local community to identify model filter opportunities	Low
Short-stay cycle parking	Short stay cycle parking refers to designated areas where cyclists can securely park their bikes	High quality cycle parking that will be easy to find near to shops, town centres and other key trip attractors	Ensure high-quality short stay cycle parking is provided in town centres, outside every shop, gyms, by doctors' surgeries and tube and rail stations	Low
Shared micromobility bays	Shared micromobility bays are designated areas where users can park and access shared bikes, e-bikes, and e-scooters	Promote the establishment and use of shared micromobility bays where necessary, prioritising locations in the carriageway over the footway	Provide shared micromobility bays across the borough to meet demand	Low
Long-stay cycle parking (including cycle hangars)	Long-stay cycle parking refers to secure and covered parking facilities for bicycles, intended for extended periods – this could include cycle hangars for residents	Every household will be able to access secure cycle parking facilities. High quality cycle hubs in key locations such as local underground and rail stations, employment and industrial areas	Install cycle hangars across the borough - prioritising higher density residential streets	Medium / high
Cycle lanes / tracks	Cycle lanes or tracks are designated paths for cyclists, separated from motor vehicle traffic to ensure safety and promote cycling	81% of residents will live within 400m of the strategic cycle network by 2041	Continue to install cycle lanes or tracks on the existing and proposed borough cycle network	High

Priority 3:

Kerbside that supports efficient bus operations

Table D3 Kerbside interventions, definitions, policy ambitions and targets for Priority 3

Kerbside intervention	Definition	Policy ambition and target	Action	Cost
Bus stops	A bus stop is a designated place where buses stop for passengers to board and alight	Bus stop within 400m of every home and all bus stops to be made accessible	Prioritise investment to ensure every home in the borough is less than 400m from a bus stop	High
Bus stands	A bus stand is a designated place where buses wait out of service	Improve the efficiency and reliability of bus services by providing adequate and well-located bus stands – while balancing the need for bus stands with the place and urban realm requirements of a street or area	Locate bus stands conveniently near high streets and town centre, and transfer points New bus stands to be designed to be integrated and consider the public realm	Medium
Bus lanes	A bus lane is a designated part of a road meant for buses only	Bus speeds will improve by approximately 5-15% by 2041 to ensure a public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions for the borough	Enhance bus operations and lanes in line with the bus network	High
Bus priority	Bus priority involves measures that give buses preferential treatment on the road to improve their speed and reliability	Increase the speed and reliability of bus services through dedicated bus lanes and priority measures	Implement dedicated bus lanes and signal priority at intersections to reduce delays	High

Priority 4:

Kerbside that supports a less congested and safer road network

Table D4 Kerbside interventions, definitions, policy ambitions and targets for priority 4

Kerbside intervention	Definition	Policy ambition and target	Action	Cost
Yellow / red lines (single / double)	Yellow and red lines (single or double) are road markings that indicate parking and stopping restrictions, with single lines typically allowing limited stopping times and double lines prohibiting stopping at any time	A well-maintained road network that is less congested and safer	Prioritise yellow and red lines on higher movement and emergency corridors and/or to protect space for sustainable modes (such as bus lanes, cycle lanes / tracks)	Low / medium
Controlled Parking Zones	Controlled Parking Zones are areas where parking is regulated through restrictions and permits to manage parking availability and reduce congestion	A well-maintained road network that is less congested and safer	Support the operation of CPZs and amend on a needs basis	High
Destination parking charges	Destination parking charges control parking for short-term use, typically in high streets and similar destinations, to ensure a regular turnover of parking spaces	A well-maintained road network that is less congested and safer	Where an on-street parking space has been allocated for general use, we will take a flexible approach when introducing or reviewing charges to ensure that they are appropriate to the location. We will operate the 85%ile principle to ensure a regular turnover of parking spaces	Medium
Permit restrictions	Permit restrictions are measures to manage the allocation & availability of parking permits, often to control parking demand & ensure fair access	A well-maintained road network that is less congested and safer	Continue to implement permit restrictions on an as needed basis – large events and misuse	Low / medium
Car club bay	Car club bay is a designated parking space for car club vehicles	Further developing the car club offer, in particular for car clubs using electric vehicles to reduce car ownership and promote sustainable travel	Expand the number of car club bays to ensure every home in the borough is no more than 400m from a bay	Low / medium
Disabled bay	Disabled bay is a designated parking space reserved for vehicles displaying a disabled person's badge	Prioritising accessible parking solutions for residents with mobility restrictions or other specific needs to foster an inclusive community environment	Create more disabled parking bays near entrances to parks and outside pharmacies, GPs, community centres	Low / medium
Loading bay	Loading bay is a designated area where goods or cargo are loaded onto or unloaded from vehicles	Support deliveries and servicing particularly on high streets and in town centres, and residential areas	Ensure adequate loading bays, prioritising high streets, town centres, and higher density residential streets where competition for kerbside space may be higher, with structured loading times to return space to the public realm, addressing the growing need for Uber ride shares and deliveries, and implementing shared loading bays on footways where possible	Low / medium
Loading restrictions (single / double blips)	Loading restrictions, indicated by single or double yellow kerb blips, prohibit loading and unloading activities during specified times or at all times	A well-maintained road network that is less congested and safer	Prioritise loading restrictions on higher movement corridors and/or to protect space for sustainable modes (such as bus lanes, cycle lanes / tracks)	Low / medium
Cross overs / dropped kerbs	Crossover or dropped kerb is a lowered section of the kerb that allows vehicles to smoothly cross from the road onto a driveway or private property	Consider and implement cross overs / dropped kerbs in line with the policy	Resist cross overs / dropped kerbs in line with the policy with the intention to rationalise the number over time	Low / medium

Priority 5:

Kerbside that is clean, green and resilient to climate change

Table D5 Kerbside interventions, definitions, policy ambitions and targets for priority 5

Kerbside intervention	Definition	Policy ambition and target	Action	Cost
Street trees	Trees play a crucial role in enhancing the urban environment by providing shade, improving air quality, reducing stormwater runoff, and contributing to the overall aesthetic and ecological value of the streetscape	Increase tree planting across the borough, with the aim to plant at least 10,000 new trees by 2030 and increase tree canopy cover to at least 30% in every ward	Install street trees across the borough - prioritising gaps in the tree canopy (maximum 15 metres apart), where physically feasible / practical	Low / medium
Street greening	Street greening involves incorporating plants into urban areas to enhance the environment and improve quality of life	Enhance urban biodiversity and environmental quality through increased street greening where appropriate and feasible	Install planters along streets to create green corridors	Low / medium
SuDS and other (incl. green de-paved pollinator)	Sustainable drainage systems (SuDS) are designed to enhance rainwater drainage from nearby footways and carriageways, reducing the risk of surface flooding	Promote the use of SuDS to manage rainfall in a way that mimics natural drainage processes and reduce local flood risk where appropriate and feasible	Work closely with the local community to identify opportunities for urban greening and SuDS as part of street and urban realm improvements – where physically feasible / practical	Low / medium
Waste (and recycling) bins and collection	Waste (and recycling) bins and collection involve the provision and management of bins for disposing of general waste and recyclable materials, ensuring proper collection and processing	Support the provision of bins on street and refuse collection	Provide waste (and recycling) bins on street - prioritising higher place areas (such as high streets and town centres) Prioritise refuse collection across the borough	Medium / high
EV charge point	An EV charge point is a designated location where electric vehicles can be recharged, essential for residents without off-street charging options	To facilitate the transition towards an ultra-low emission vehicle Haringey - by providing infrastructure, education and advice - to improve local air quality and deliver our climate change ambitions. Install an additional 962 standard and 61 rapid charge points by 2030	Continue to install EV charge points on the carriageway so that every household is less than 400 metres (where feasible) from a charge point	Medium / high
Emissions-based parking charges	Emissions-based parking charges are fees that vary depending on the amount of carbon dioxide (CO2) a vehicle emits, with higher emissions resulting in higher parking fees	Reduce road transportation related emissions by 50% by 2025 to provide improved air quality and a reduction in carbon emissions from transport	Continue to support emissions-based parking strategies	Low

Prioritising Kerbside Interventions

Putting the kerbside strategy into action

Prioritising the interventions by street type

To effectively implement the Haringey Kerbside Strategy, we need a way to prioritise the kerbside interventions. We propose to do so by grouping the interventions as essential, higher, medium or lower priority by street type (as shown in the table).

- **Essential interventions** are those which should be provided when required and feasible. This includes street trees, greening and SuDS, waste bins and collection, street lighting, school keep clear, bus stops and disabled bays.
- **Higher priority interventions** are those which should be considered first. On high streets and town centres these are interventions that support placemaking, local business and economy. For movement corridors the focus is on the efficient movement of people and goods. While in residential streets the focus is on local access and placemaking.
- **Medium priority interventions** are those that should be considered second. They are 'nice to haves' if the higher priority interventions have been covered.
- **Lower priority interventions** are those which are less suited to the street type and generally wouldn't be required or needed on that street type. However, this this is context specific and it is noted that there may be streets that differ to this framework.

This approach ensures that the interventions align with the specific needs and characteristics of each street, enhancing the overall functionality and user experience.

	High streets and town centres	Primary movement corridor	Secondary movement corridor	Higher density residential streets	Lower density residential streets
Essential interventions	Street trees, greening and SuDS Waste (and recycling) bins and collection Street lighting School keep clear Bus stops Disabled bay				
Higher priority interventions	• Places to dwell • Multifunctional space • Street trading • Reduce street clutter • Footway widening • Wayfinding • Crossings • Short-stay cycle parking • Shared micromobility bays • Long-stay cycle parking • Cycle lanes / tracks • Bus lanes • Bus priority • Destination parking charges • Loading bay • EV charge point • Emissions-based parking charges	• Places to dwell • Wayfinding • Crossings • Cycle lanes / tracks • Bus lanes • Bus priority • Yellow / red lines (single / double) • Loading restrictions • Emissions-based parking charges	• Crossings • Cycle lanes / tracks • Bus lanes • Bus priority • Yellow / red lines (single / double) • Loading restrictions • EV charge point • Emissions-based parking charges	• Community parklet • School Street • Play Street • Modal filter • Short-stay cycle parking • Long-stay cycle parking • Bus priority • Controlled Parking Zones • Permit restrictions • Car club bay • Loading bay • EV charge point • Emissions-based parking charges	• School Street • Play Street • Modal filter • Bus priority • Car club bay • EV charge point • Emissions-based parking charges
Medium priority interventions	• Community parklet • Business parklet • Yellow / red lines (single / double) • Controlled Parking Zones	• Reduce street clutter • Footway widening	• Places to dwell • Reduce street clutter • Footway widening • Wayfinding • Short-stay cycle parking • Shared micromobility bays • Bus stands	• Places to dwell • Multifunctional space • Footway widening • Wayfinding • Crossings • Cycle lanes / tracks • Bus stands	• Community parklet • Multifunctional space • Footway widening • Wayfinding • Crossings • Short-stay cycle parking • Long-stay cycle parking • Bus stands • Controlled Parking Zones • Permit restrictions
Lower priority interventions	• Modal filter • Bus stands • Permit restrictions • Car club bay • Loading restrictions • Cross over / dropped kerbs	• Short-stay cycle parking • Shared micromobility bays • Long-stay cycle parking • Bus stands • Controlled Parking Zones • Destination parking charges • Permit restrictions • Car club bay • Loading bay • Cross over / dropped kerbs • EV charge point	• Long-stay cycle parking • Controlled Parking Zones • Destination parking charges • Permit restrictions • Car club bay • Loading bay • Cross over / dropped kerbs	• Business parklet • Street trading • Reduce street clutter • Shared micromobility bays • Bus lanes • Yellow / red lines (single / double) • Loading restrictions • Cross over / dropped kerbs	• Places to dwell • Business parklet • Street trading • Reduce street clutter • Shared micromobility bays • Cycle lanes / tracks • Bus lanes • Yellow / red lines (single / double) • Loading bay • Loading restrictions • Cross over / dropped kerbs