Haringey
Streets
for People

Draft Walking and Cycling Action Plan

(Draft for Public Consultation)



2021-2031

Haringey
LONDON

Foreword



The launch of our Walking and Cycling Action Plan (WCAP) comes at an important moment. Its development has coincided with a dramatic shift in the way lots of us use and look at our local street networks. Whilst this document was intended to support our bold and ambitious Transport Strategy and the wider aims of the Borough Plan in providing better infrastructure to support more walking and cycling, the onset of the Covid-19 pandemic has given a greater urgency to our action plan and the need not only to increase cycling and walking in Haringey but to ensure we respond to Covid 19 and the legacy it might create.

We adopted our Transport Strategy in 2018 with the ambition to become a walking and cycling friendly borough and enabling more journeys in the borough to be made by walking and cycling. This WCAP will ensure we deliver the Transport Strategy by setting policies and targets, listing actions, and outlining a monitoring framework to monitor the success of the Action Plan .

The Mayor of London in his 2018 Transport Strategy (MTS) set ambitious targets for the London boroughs, including 80% of all journeys in the Capital to be made by walking, cycling and public transport by 2041. The Haringey specific targets are set out in the document. We adopted these targets as part of the 2019-2022 Local Implementation Plan and this WCAP will help Haringey achieve these. Achieving these ambitious targets will mean that the council will need to make choices between space for pedestrians, new cycle infrastructure and the reallocating of roadspace, including rebalancing parking provision, particularly in our town centres and high streets where space is at a premium.

Since the outbreak of Covid-19, the council's Transport Strategy and this emerging WCAP have become important tools for responding to the virus, helping to deliver new pop up cycleways, pavement widening in town centres, school streets and developing plans for Low Traffic Neighbourhoods (LTNs) to support active travel.

Our High Streets have been particularly affected by the Covid 19 outbreak and in some cases are struggling to survive. We intend to do everything we can to support them. The evidence is clear that adapting our streets to enable more people to walk and cycle makes them cleaner, healthier and more welcoming which encourages more people to shop locally. This WCAP will help our High Streets by increasing the uptake of walking and cycling to these areas and reducing car use. The economic case for more cycling and walking to our High Streets is provided in section 3 of this WCAP.

We have worked with Transport for London, our neighbouring boroughs and other stakeholders to plan a network of safe cycle routes that link parts of the borough to town centres, schools, our parks and green spaces and importantly into the wider London Cycleway network. Near schools we are introducing school streets. The WCAP will continue to support the council's recovery, renewal efforts and harness the opportunities presented from the legacy of Covid 19.

This WCAP is built on a solid foundation and knowledge of our existing network, analysis of it conducted prior to the lockdowns, and the subsequent temporary measures introduced to address the urgent need to provide more space for walking and cycling and protect residential areas from the potential increase in traffic. Our aim in the short term is to work with those who have funded our temporary solutions to make those that work permanently for our residents.

The WCAP schemes form the basis of an emerging high-quality network in Haringey making walking and cycling natural choices. This improved network will be built upon through the duration of the lifecycle of this action plan to implement the key improvements needed. A hierarchy of modes to help deliver Haringey's sustainable transport future is introduced in this WCAP. This hierarchy will help the council plan its investment and funding. To make streets safer for walking and cycling in Haringey, the following modal priority is included:

a) Pavement users
b) Cycling
c) Public Transport
d) Electric Vehicles
e) Motor Vehicles

Councillor Mike Hakata
Cabinet Member for Environment, Transport and the Climate Emergency and Deputy Leader of the Council

Contents

Section	Page
1. Introduction	5
2. Action Plan Policies to support walking and cycling	8
3. The case for Walking and Cycling	12
4. Walking in Haringey today	17
5. Cycling in Haringey today	19
6. Barriers	25
7. Walking in Haringey in the future	33
8. Cycling in Haringey in the future	37
9. Low Traffic Neighbourhoods	46
Future: The active school run	53
Future: Active travel and development	54
Monitoring and learning	61
Appendix A Policy Context	63
Appendix B Covid-19 Borough-wide Active Travel Response	72
Appendix C WCAP Delivery Plan	75



1. Introduction

1.1 This is our draft Walking and Cycling Action Plan (WCAP) for 2021-2031. It is being drafted with input from a team of council officers, councillors, residents and community groups with support from cycling, walking and active travel design consultants.

1.2 This Action Plan sets out how the Council will enable more walking and cycling in the borough, in line with the Council's adopted 2018 Transport Strategy and to fulfil our ambitions to have a reputation for being a walking and cycling borough both regionally and nationally

1.3 This Action Plan contributes towards social justice and supports businesses in Haringey. Enabling more cycling and walking is a social justice issue as hostile, motor-centric streets disproportionately threaten those with the lowest levels of car access. For example, children in poor areas who lack gardens play in streets where cultural, legal and infrastructural norms leave them vulnerable. Those who contribute least to the problem suffer most from its impacts. More walking and cycling to our town centres will create better places with less traffic, more people, and cleaner air, and allowing businesses to flourish. Making our high streets and public places cycle and walking friendly will make them more vibrant, better places to live, to work, to invest in and to raise children in.

1.4 A key part of this Action Plan is the Delivery Plan which identifies the projects and programmes Haringey will deliver through the life of the Plan. The WCAP Delivery Plan, attached to this Plan as Appendix C, provides a costed road map to meeting the aims of the Action Plan and outlines: the future cycling routes, Low Traffic Neighbourhoods, walking schemes, the School Streets programme, the council's behavioural change programme and delivering cycle parking.

1.5 **Vision**

1.6 The vision for this Walking and Cycling Action Plan (WCAP) is simple: by 2031 we want:

- a reputation for being one of the best walking and cycling boroughs, both regionally and nationally
- walking and cycling are natural choices
- active travel to have improved the wellbeing of our residents, reducing obesity and improving air quality
- to reduce motor vehicles use for short trips with a shift to active travel

1.7 This action plan outlines how we will get there. Our aims and objectives are as follows:



What do you think?

2a - To what extent do you support the WCAP vision?

1.8 **People Walking**

- Haringey will have high quality local walking routes
- The borough will be easy to get around on foot, including improved signage and wayfinding
- Walking will be the natural choice for short trips in the borough
- People walking will be the focus of our town centres and shopping areas
- Footways will be of a high standard with even surfaces and free of street clutter
- Streets in the borough's shopping centres will be nice places to walk and spend time
- Main roads will be easy to walk along and safe to cross
- Street lighting will be of high quality throughout the borough
- There will be places to rest, shade, biodiversity and things to look at

Our streets, town centres and places of interest will be accessible by all

1.9 **People Cycling**

- Our cycle routes and facilities will be among the best in London
- We will have an extensive network of attractive and safe cycling routes covering all parts of the borough
- There will be high levels of cycling amongst residents from all backgrounds and communities in Haringey
- Cycling will be considered a safe form of transport for everyday journeys for people of all ages and abilities
- Every household in the borough will be able to access secure cycle parking facilities
- High quality cycle parking will be easy to find near to shops and town centres and other important locations
- Cycle training will be available for everyone who lives in Haringey who wants to learn
- Our streets, town centres and places of interest will be accessible by all
- Wayfinding and signage will make it easy to cycle in Haringey

1.10 **Healthy Streets**

1.11 The Healthy Streets approach is the underlying framework for the Mayor of London's Transport Strategy (MTS). This approach is a system of policies and strategies to put people, and their health, at the heart of decision making. Haringey has adopted the Healthy Streets approach to deliver this Action Plan and the improvements necessary to enable the borough to improve people's experience of walking, cycling and using public transport and also encourage fewer trips by car.

1.12 Healthy Streets can provide high-quality environments with enough space for walking, cycling and public transport use. Streets can be enhanced with seating, shade, trees and greenery, and reduced dominance of vehicles by designing for slower vehicle speeds. They can hold events and activities that entice people out to shop, play and socialise. Adopting the healthy streets approach will help Haringey work towards creating a healthier and more attractive street environment, increasing the number of people walking, cycling and using public transport and changing streets so that quality of life for all people is improved, enabling people to live well and also to reduce inequalities.

1.13 The Healthy Streets approach is not a quick fix to deliver change, it is a long-term plan for improving people's experiences of streets, helping everyone to be more active and enjoy the health benefits of an improved environment.

1.14 Figure 1 shows the ten indicators that are used to measure Healthy Streets. Using these evidence based indicators will help to ensure that streets are made to be more attractive places.



1.15 **Healthy High Streets**

1.16 In 2018 Public Health England adapted the Healthy Streets approach[1] for the context of High Streets. According to their report, good quality design and furniture in local high streets that provide accessible, safe, communal spaces foster social interaction and strong local economies and can be used to create healthier, safer and more cohesive local communities. This distinction between Healthy Streets and Healthy High Streets is supported by the WCAP which recognises the position High Streets play within communities and the important role they have in influencing the health of local communities and local economy.

1.17 According to Pubic Health England, High Streets should:

- be inclusive of people from all walks of life
- be easy to navigate, including crossings
- provide shade, shelter and places to stop and rest
- be walkable and provide options for cycling
- have low levels of noise and air pollution
- provide things to see and do
- have a health-promoting retail offer
- ensure people feel relaxed and safe
- consider the local context of the high street, its features and current use, and how all these factors interact with one another

1.18 **Haringey's targets for Walking and Cycling**

1.19 The MTS sets the following targets for Haringey:

- Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- By 2041 81% of Haringey residents will live within 400m of the strategic cycle network (currently 17%)
- Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

1.20 As part of the Haringey Local Implementation Plan 3 (2019/20 - 2021/22), Haringey adopted these targets. In addition, Haringey adopted a Vision Zero approach towards eliminating all road traffic deaths and serious injuries by 2041.

1.21 Of the 77% of trips by foot, cycle or public transport in 2019 mentioned above, cycling accounts for 3% of all trips, walking accounts for 36% and public transport for 38% of all trips in the borough. Car (and motorcycle) trips accounts for 23% of all trips.

1.22 Currently 17% of Haringey residents live within 400m of the strategic cycle network and 32% of the borough's population travel actively for at least 2 x 10 mins a day. Both these statistics show the scale of ambition needed in this WCAP to deliver the above targets.



1 https://www.gov.uk/government/publications/healthy-high-streets-good-place-making-in-an-urban-setting

2. Action Plan Policies to support walking and cycling



2.1 Policy 1 – Increasing Active Travel

A. Haringey will be a borough where walking and cycling will be the default choice of travel, by improving street environments, supporting accessible and inclusive streets and making it easier for everyone to get around on foot and bicycle, and promoting the benefits of active travel.

B. Haringey will reduce dependency on cars in the borough in favour of active, efficient, and sustainable modes of travel through the provision of high-quality walking and cycling infrastructure.

C. Haringey will use the Healthy Streets approach to put health at the heart of decision making and deliver coordinated transport and street improvements including Low Traffic Neighbourhoods, Liveable Neighbourhoods, new cycleways and footway improvements to enable more active travel.

D. Haringey will develop proposals to promote accessible, safer, and well-planned active travel opportunities to establish itself as one of the most cycling and pedestrian friendly boroughs in London.

E. Haringey will seek funding to deliver a range of behavioural change programmes to enable people to walk and cycle more in the borough and promote social inclusion.

F. Haringey will support active travel by reducing road user casualties, especially among younger and older pedestrians, cyclists and other vulnerable road users and to address the needs of mobility impaired users of all transport modes.

G. Haringey will ensure all active travel improvements improve the health and wellbeing of everyone and tackle the issues of social injustice and social inclusion by making sure everyone has access to safe and sustainable transport choices.

H. Haringey will address barriers to active travel through working in partnership with TfL, neighbouring boroughs, emergency services, transport operators, infrastructure providers, business, community, and other stakeholders, and the public to deliver this action plan.

2.2 Policy 2 – Walking

A. Haringey will unlock the walking potential in the borough by removing barriers enabling more people to travel part or all of their journey on foot, improve the experience of walking in Haringey and reduce car dependency by encouraging mode shift from the car to walking.

B. Haringey will create opportunities for new walking trips, particularly to, from and in town centres and improve walking access to transport interchanges, schools, parks and other destinations.

C. Haringey will reduce the impact of vehicle traffic and parking, making our streets better and safer places to walk and spend time. Trips to school will be targeted through the introduction of school streets to reduce car use and promote walking.

D. Haringey's streets will be improved for walking using TfL's Planning for Walking Toolkit to ensure our streets remove any disabling barriers for disabled people

2.3 Policy 3 – Cycling

A. Haringey will deliver improvements in cycle infrastructure to support more cycling in the borough to:

- create a cycling culture
- improve the health and wellbeing of residents
- address congestion and air quality issues
- ensure nobody is excluded from the benefits of cycling
- reduce the reliance on the car
- benefit businesses and help restore vitality to local high streets and town centres

B. Haringey will address the barriers to cycling to ensure everyone who wants to cycle for their journeys will be able to.

C. Haringey will create opportunities for growing and improving our cycle network to ensure our streets work better for people by reducing the dominance of the car.

D. Haringey will deliver high quality cycling routes, more cycle parking and cycling training.

E. Haringey will design cycle friendly streets and spaces which, as a minimum, meet the London Cycling Design Standards and the new national cycling infrastructure design standards, including the requirement to deliver streets which are coherent, direct, safe, comfortable and attractive.

What do you think?

3a - To what extent do you support Policy 1 - Increasing Active Travel?

3b - What else should be included in Policy 1 - Increasing Active Travel?



What do you think?

3c - To what extent do you support Policy 2 - Walking?

3d - What else should be included in Policy 2 - Walking

What do you think?

3e - To what extent do you support Policy 3 - Cycling?

3f - What else should be included in Policy 3 - Cycling?



What do you think?

3g - To what extent do you support Policy 4 - Low Traffic Neighbourhoods?

3h - What else should be included in Policy 4 - Low Traffic Neighbourhoods?

2.4 Policy 4 - Low Traffic Neighbourhoods

A. Haringey will deliver a network of Low Traffic Neighbourhoods across the borough to:

- significantly reduce traffic volumes not only on the residential streets but across the borough
- achieve traffic evaporation with short trips previously undertaken by cars being switched to other sustainable modes
- increase physical activity through more walking and cycling
- provide healthy and safer routes to schools and other destinations
- benefit local businesses
- create new public space
- deliver improved air quality

B. Haringey will develop a borough wide vision for Low Traffic Neighbourhoods, taking into account the function of the street network, the availability of through routes and the location of key destinations in the borough

C. Haringey will prioritise Low Traffic Neighbourhoods based on where the approach will have the greatest impact, rather than where it will be easiest. This criteria-based approach will include the following considerations:

- Traffic and road danger reduction
- Potential for more walking and cycling
- Reduction in traffic volumes and vehicle speeds including mitigating against the displacement of traffic onto other local roads
- Enabling social distancing and space to meet
- Cycle connectivity
- Safe access to schools and local businesses
- Demographics/deprivation
- Deliverability
- Cost
- Community group engagement
- General suitability/other characteristics

D. Haringey will work with local communities and groups to establish a network of initiatives to assist in the delivery of Low Traffic Neighbourhoods.

E. Haringey will work with the Emergency Services to ensure the Low Traffic Neighbourhoods are designed to minimise the disruption to access by emergency service vehicles.

F. Haringey will ensure the Low Traffic Neighbourhoods benefit everyone, not just those living the Low Traffic Neighbourhood areas.

2.5 Policy 5 – Re-allocating road space to enable sustainable growth and to make walking and cycling safer

A. To provide for future demand and to facilitate sustainable transport Haringey will re-allocate road space to make streets safer for walking and cycling according to the following modal priority:

- Pavement users
- Cycling
- Public Transport
- Electric Vehicles
- Motor Vehicles

B. Haringey will ensure decisions made on re-allocating road space will take into account the competing needs of streets and their users, particularly in our town centres, recognising a street functions as both a link and a place.

C. Haringey will where appropriate reallocate existing car parking and loading for high streets, town centres, schools and other locations, to:

- Enable more cycling and walking
- Improve public transport accessibility
- Facilitate access for freight and servicing including by cargo bike
- Support the viability of the town centres
- Make existing road space more efficient

D. Haringey will seek to re-provide the reallocated car parking spaces from the locations listed in (c) onto adjacent streets where there is existing parking capacity to accommodate them. This approach does not prejudice the parking concessions for people with serious walking disabilities which are set out in the council's Disabled Parking Place Policy[2]



What do you think?

3i - To what extent do you support Policy 5 – Re-allocating road space to enable sustainable growth and to make walking and cycling safer

3j - What else should be included in Policy 5 – Re-allocating road space to enable sustainable growth and to make walking and cycling safer?

2 https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay

3. The Case for walking and cycling

3.1 The Economic Case (including supporting our Town Centres and High Streets)

3.2 Our dependence on the car imposes significant economic costs on society. These include: congestion; road casualties; physical inactivity and the ill health caused by it (e.g. obesity); pollution (and the associated damage to buildings, ecosystems, agriculture and health); as well as the geopolitical costs of maintaining fossil fuel supplies in an increasingly unstable global environment.

3.3 Cycling could substantially reduce these risks, while strengthening the local economy; supporting a local community wealth building approach, supporting local businesses and property values; boosting the economic productivity of a healthy and satisfied workforce; and enabling disadvantaged groups to gain skills and access employment opportunities. Walking and cycling will support the borough's Good Economy Recovery Plan in response to Covid-19 to connect people to new job opportunities and support our high streets.

3.4 According to Cycling UK[3]

- If cycle use increases from less than 2% of all journeys (current national levels) to 10% by 2025 and 25% by 2050, the cumulative benefits would be worth £248bn between 2015 and 2050 for England - yielding annual benefits in 2050 worth £42bn in today's money.
- In 2009, production losses due to mortality and morbidity associated with CVD (cardio vascular disease) cost the UK over £6bn, with around 21% of this due to death and 13% due to illness in those of working age. Physical activities like cycling help combat CVD.
- Occasional, regular and frequent cyclists contributed a 'gross cycling product' of c£3bn to the British economy in 2010. Around 3.6 million cycles ('units') are sold in GB each year.
- The average economic benefit-to-cost ratio of investing in cycling & walking schemes is 13:1
- Academics who studied the cost benefit analysis used by Copenhagen to decide whether to build new cycling infrastructure, concluded that cars cost society and private individuals six times more than cycling.
- On average, cycle commuting employees take one less sick day per annum than non-cyclists and save the UK economy almost £83m.
- Although cyclists may spend less than car-borne shoppers per trip, their total expenditure is on average greater because they tend to visit the shops more often.
- On 9th Avenue (Manhattan), where a high quality cycle lane was rebuilt in late 2008, retail sales increased by up to 49%, compared to 3% borough-wide.

3.5 In June 2016, Arup published a report titled 'Cities Alive. Towards a walking world'[4]. Their report found that walkable environments are not just healthier but also wealthier. The research showed a positive correlations between improved walkability, raised local retail spend, enhanced value of local services and goods and the creation of more job opportunities. Their report references research commissioned by Living Streets which showed that making places better for walking can boost footfall and trading by up to 40%. Using sales tax receipts to compare retail activity before and after street redesigns, New York City's Department of Transportation has recently proved that transforming an underused parking area in a pedestrian plaza in Brooklyn has led to a dramatic increase of 172% in retail sales[5]. The Arup report also reminds the reader that walking is a free mode of transport and creating more walkable environments, together with investment in public transport, can reduce congestion costs and provide long-term transport solutions.

3.6 Good design and the reallocation of road space can help bring high streets to life; creating better places with less traffic, more people, and cleaner air, and allowing businesses to flourish. Making our high streets and public places cycle-friendly will make them more vibrant, better places to live, to work, to invest in and to raise children in.

3.7 There is evidence from across London and the UK of the boost in economic performance and retail vitality that people-friendly high streets can benefit from.

- People who access shops by walking or cycling tend to make more trips to the high street, which can lead to higher monthly spends than those who access shops by car.[6] They also tend to shop more locally, which supports local businesses and boosts the local area.[7]
- Improvements to public spaces have been shown to boost footfall by up to 40%.[8]
- High street walking and cycling projects have been shown to increase retail sales by up to 30%.[9]
- Cycle parking can deliver up to 5 times higher retail spend per square metre than the same area of car parking.[10]
- Cycle freight can be cheaper and faster for making deliveries in an urban area. It is estimated that businesses can save between 39% and 64% on the cost of making short deliveries compared to the cost of using a van.[11]
- There is little evidence of a link between increased car parking and greater commercial success in town centres in London. Instead, a good mix of shops and a quality environment are cited as the most important factors in attracting people to town centres.[12]
- International evidence shows that replacing on-street parking with cycle lanes has little to no impact on local businesses, largely due to businesses overestimating how many of their customers arrived by car. In many cases, there was a positive impact on local businesses.[13]

3.8 Inactivity– Health and well being

3.9 Haringey, like the rest of the UK, is in the midst of an inactivity crisis. Changes to how we work, how we travel, and other social changes have designed physical activity out of our lives. We need to build physical activity back into our daily lives and routine. Enabling more journeys to be made in Haringey by walking and cycling will achieve this.

3 www.cyclinguk.org/campaigning/views-and-briefings/cycling-and-economy

4 https://www.arup.com/perspectives/publications/research/section/cities-alive-towards-a-walking-world

5 https://ww.livingstreets.org.uk/policy-and-resources/our-policy/high-streets

6 Cycling and the economy, Cycling UK, 2016 http://www.cyclinguk.org/campaigning/views-and-briefings/cycling-and-economy

7 The Mayor's Vision for Cycling in London, GLA, 2013 https://www.london.gov.uk/file/1994

8 The pedestrian pound: the business case for better streets and places, Living Streets, 2014 https://www.livingstreets.org.uk/media/1391/pedestrianpound_fullreport_web.pdf

9 The pedestrian pound: the business case for better streets and places, Living Streets, 2014 https://www.livingstreets.org.uk/media/1391/pedestrianpound_fullreport_web.pdf

10 The value of cycling: rapid evidence review of the economic benefits of cycling, Department for Transport, 2016 https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-the-economic-benefits-of-cycling

11 The value of cycling: rapid evidence review of the economic benefits of cycling, Department for Transport, 2016 https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-the-economic-benefits-of-cycling

12 The relevance of parking in the success of urban centres, British Parking Association, 2012 http://www.londoncouncils.gov.uk/services/parking-services/parking-and-traffic/parking-information-professionals/review-relevance

13 The complete business case for bike lanes, CityLab, 2015 http://www.citylab.com/cityfixer/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/

It will also support the borough's health recovery from Covid-19 through, for example, improved air quality to support better respiratory health.

3.10 Haringey has a young, ethnically diverse population. The total resident population in Haringey is 271,222[14]. Our population is expected to increase by 5% by 2030, to 284,989, with the largest percentage growth in older age groups (65+). The borough is also the 4th most deprived borough in London, with deprivation more concentrated in the north east.

3.11 Health and wellbeing in Haringey:

- Over 1 in 5 adults (21.9%) are inactive and do less than 30 minutes exercise a day
- Healthy life expectancy is 65 years for men and 64.5 for women. Healthy life expectancy reduces by 15 years for women and 17 years for men living in our most deprived areas compared to those living in the most affluent parts of the borough.
- Almost 1 in 2 adults are overweight or obese (49.9%). In addition to this, over 1 in 5 children (22%) aged 4-5 and over 1 in 3 children aged 10-11 are obese or overweight (36.7%).
- 1 in 5 adults in Haringey have high blood pressure and a third of our residents are not getting enough physical exercise
- Around 19,900 people in Haringey or 7.7% of the GP registered population, are diagnosed with depression, not significantly different to the London average

3.12 In 2019, Haringey adopted its 'Active Together' – A Physical Activity and Sport Strategy', the vision of which was to create and embed a culture of activity so that Haringey becomes one of the most physically active and healthy London boroughs. According to the Strategy, physical activity can contribute towards a wide range of socio-economic outcomes. The health and well-being benefits associated with being physically active are:

- Reducing the risk of coronary heart disease and stroke by 35%.
- Reducing the risk of developing diabetes and colon cancer by 50% and breast cancer by 20%.
- Reducing the risk of an early death by 30%.
- Tackling obesity and maintaining a healthy weight.
- Reducing the risk of developing depression, dementia, stress, and anxiety by 30%.
- Reducing loneliness and social isolation.
- Improving mobility and balance, reducing the risk of osteoarthritis by 83% and falls by 30%.
- Enhancing confidence, self-efficacy, transferable skills and employment opportunities.
- Offering effective diversionary activities for young people vulnerable to risky behaviours

3.13 Haringey's Health and Wellbeing Strategy 2020 lists the proportion of journeys made through walking and cycling as a key outcome of the strategy. The physical features of a place influence the health of residents in many ways. Air quality, communal facilities, good quality housing and green spaces all contribute to healthy, connected communities and prevention of mental and physical long-term conditions. The strategy's vision for Haringey is that it will be a clean, green and safe borough where people of all ages want to live, work and play, now and in the future.

3.14 Designing and planning future major public developments in Haringey to maximise health and wellbeing of residents – including promoting active travel and social connectedness is a priority of the strategy which can be delivered through this WCAP.

3.15 **Air Quality and Climate Change**

3.16 Transport is the third largest source of emissions in the borough. Whilst low carbon forms of motorised transport do exist, there are still air quality issues associated with these solutions (e.g. tyre wear and braking).

3.17 Air quality is the measure of how clean our air is or how much pollution there is in the air we breathe. The link between travel choices and air quality is direct. Motorised road transport accounts for about half of the particulate matter and nitrogen dioxide which are two of the main sources of air pollution attributed in cities.

3.18 In response to clear scientific evidence and consensus on climate change, and rising public concerns, Haringey Council declared a Climate Emergency in March 2019, being one of the first London Councils to do so.

3.19 Walking and cycling can bring large improvements in air quality and help deliver the actions necessary to meet our climate change challenge. Modal shift away from motorised transport will reduce greenhouse gas emissions from transport and reduce our overall carbon footprint which is key to avoiding to extreme weather events, loss of life around the world, and dangerously high levels of CO_2 concentrations. Active travel will support a green recovery in the borough from the Covid-19 crisis.

3.20 **Social Justice**

3.21 Enabling more cycling and walking and tackling the use of the private car are social justice issues. As mentioned above, transport is third largest source of emissions in the borough yet only 40%[15] of Haringey households have a car and this figure is falling. Car ownership is particularly low in parts of the borough where deprivation is more concentrated. The council is also aware that most of the vehicle traffic in the borough has neither started its journey in Haringey nor is it destined for Haringey. Transport poverty is a reality for many residents in Haringey on lower incomes who struggle with the cost of car ownership and public transport and therefore take active travel modes as part of their daily routines and need these modes to be safe.

3.22 Inequalities also exist by gender, age, ethnicity, disability and other protected characteristic groups identified in the Equality Act 2010.

What do you think?

4a. To what extent do you agree with the cases presented on the Economy, Inactivity, Air Quality and Climate Change and Social justice?

4b. Are there any other cases which should be included in this section of the WCAP?

14 www.haringey.gov.uk/local-democracy/about-council/state-of-the-borough

15 https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports



3.23 Research[16] by CyclingUK found that men do nearly three times as many cycling journeys as women, and travel more than four times as far. TfL's 2016 Attitudes to Cycle report[17] found that 'regular cyclists are more likely to be men, white, working and non-disabled – 20% of men report being 'regular' cyclists compared with 8% of women'. A research report by Sustrans titled 'Women, reducing the gender gap'[18] found that most women don't feel safe and are hesitant to start cycling, Women reported that they feel intimidated on the roads.

3.24 Disabled people face significant barriers to walking and cycling. The most common physical barrier to walking is crossing the road. Having enough time to cross, not finding a safe place to cross the road, signalised crossings that do not work, are all barriers. Obstructions, advertising boards, wheelie bins and parked cars, are commonly encountered and make walking difficult. The most common barriers to cycling among disabled people are lack of appropriate equipment, low availability of safe cycling infrastructure and lack of confidence and support.

3.25 The Mayor of London's 'Vision for Cycling' 201319 revealed that similar numbers of people from white, black and mixed ethnic groups cycle regularly, whilst people from an Asian background cycle less. People of Black and Asian ethnicity are more likely to never cycle at all compared to all other ethnic groups.

3.26 This WCAP is needed to enable those who don't have a car to have a safe travel choice and at the same time advance equality of opportunity by addressing the barriers faced by all. The WCAP will deliver safer and healthier streets, improved health from being enabled to take up active travel options and from improved air quality which will benefit all residents in Haringey.



What do you think?

5a. To what extent do you support the identified priority areas for improving walking infrastructure?

5b. Do you have any comments on our identified clusters with potential for increased walking? Are there any walking routes/paths you would like included in the Action Plan?

16 https://www.cyclinguk.org/article/campaigns-guide/women-cycling

17 https://tfl.gov.uk/corporate/publications-and-reports/cycling-and-walking

18 https://www.sustrans.org.uk/our-blog/opinion/2019/january/how-can-we-challenge-the-cycling-gender-gap

19 www.london.gov.uk/what-we-do/transport/cycling-and-walking/mayors-vision-cycling

4. Walking in Haringey today

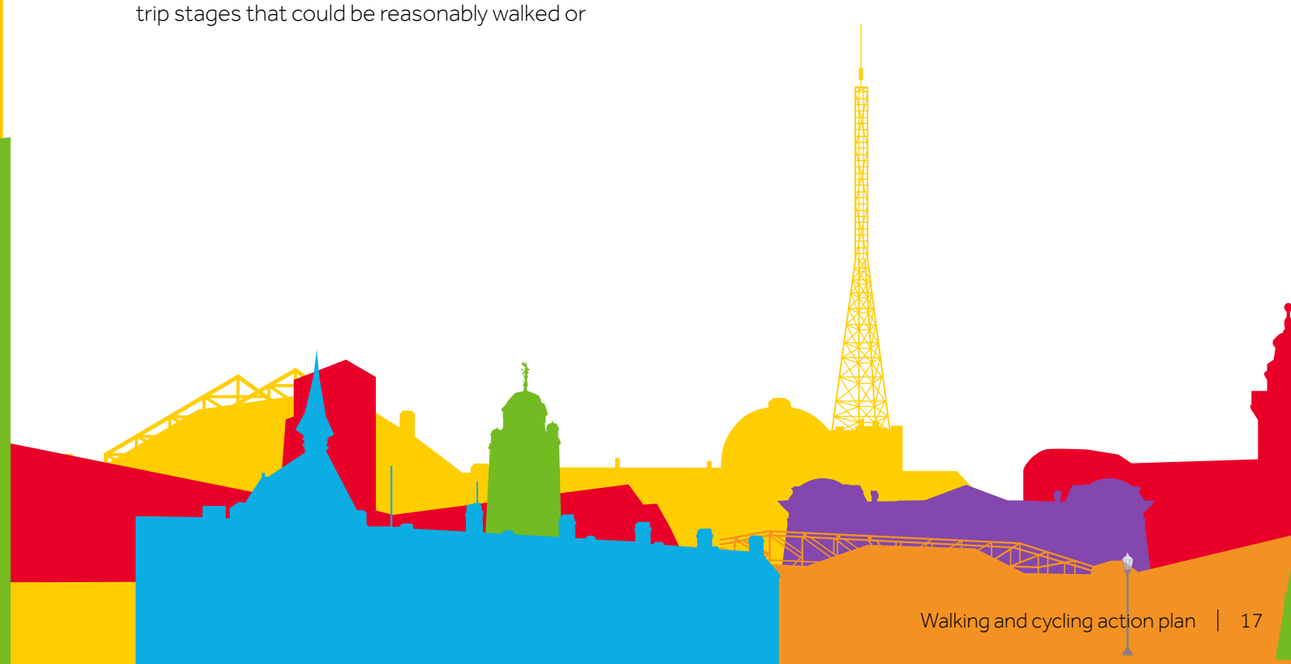
4.1 Walking is, in many ways, the mode of travel that is most important to the aims of this Action Plan. It makes efficient use of street space. It is good for individuals' health. It produces no emissions or noise. It is safe and encourages interaction, which improves lives. It is good for business.

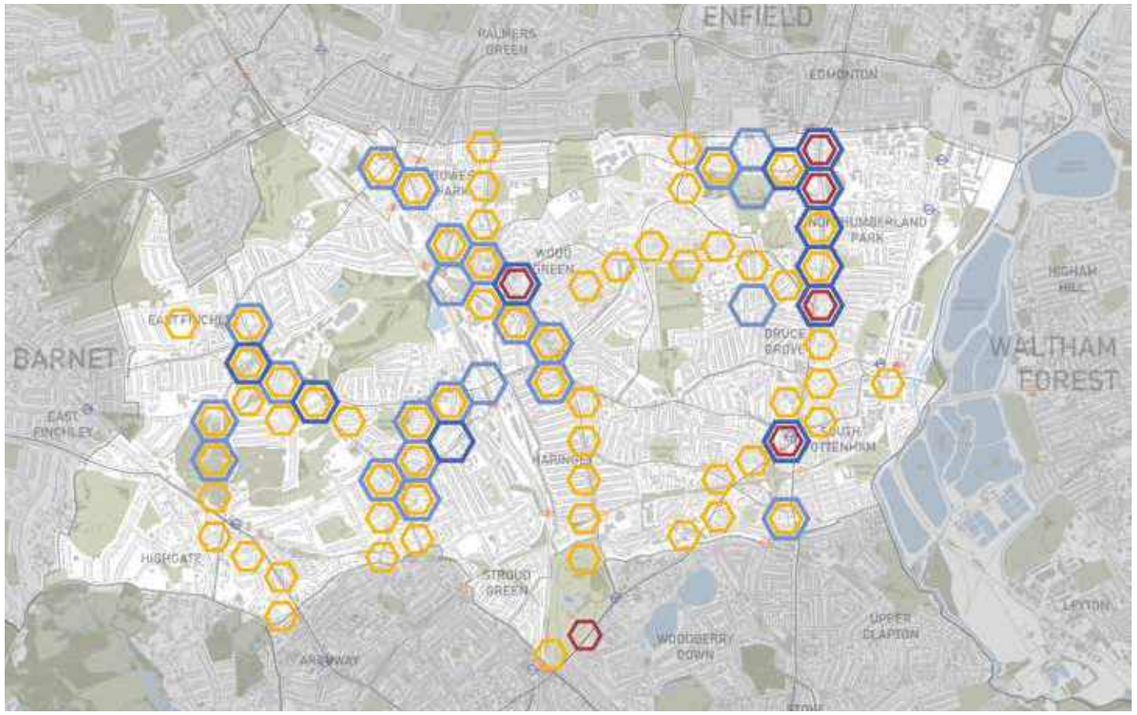
4.2 Walking for leisure is also an important part of living in Haringey for many. We have many excellent green and open spaces located throughout the borough and in the areas around us. These walking assets include Parkland Walk, Railway Fields, Tottenham Marshes, canals and parks. These spaces are popular places for people to walk and also provide vital green steppingstones between our town centres.

4.3 **Walking Potential + Air Quality**

4.4 The London Travel Demand Surveys (LTDS) outputs summarise walking potential based on existing travel behaviours. The survey identifies trip stages that could be reasonably walked or cycled but are currently made in private vehicles. The LTDS collects travel pattern data from c.17,000 persons a year and includes details of all trips undertaken on the day before the interview. Trips and stages made by car, public transport and other modes from 2014/15 to 2016/17 are included in the dataset.

4.5 The plan highlights hexagons ('hexs') within Haringey that have the highest levels of walking potential. The results suggest significant potential for increased walking in several clusters within Haringey, including: A1010 corridor between Bruce Grove and White Hart Lane, Muswell Hill, Crouch End, and Wood Green. To help contextualise current conditions for walking in the areas with highest potential, the plan also includes walking collision data and NO2 concentrations. These additional layers of analysis help to focus on areas which are in most need of support in developing improved walking networks.





LTDS Switchable Trips (2010 - 16)

- 10,750 - 5,885 Walking Switchable Trips
- 5,885 - 3,541 Walking Switchable Trips
- 20,000 - 10,001 Cycling Switchable Trips
- 10,000 - 5,001 Cycling Switchable Trips

4.6 Walking for leisure

Walking for leisure in Haringey is a popular pastime and one we would like to enable more people to enjoy. Working with partners we have developed guidance[20] and information on walks inside and out of the borough. This includes walks that follow the Moselle River by Haringey Friends of Parks forum, a cafe trail, Parkland Walk between Highgate and Finsbury Park and our Walk in the Park guide. The guide, produced with partners, includes a series of orbital and linear walks through our borough's greenspaces, open spaces and historical places.

20 https://www.haringey.gov.uk/parking-roads-and-travel/travel/walking



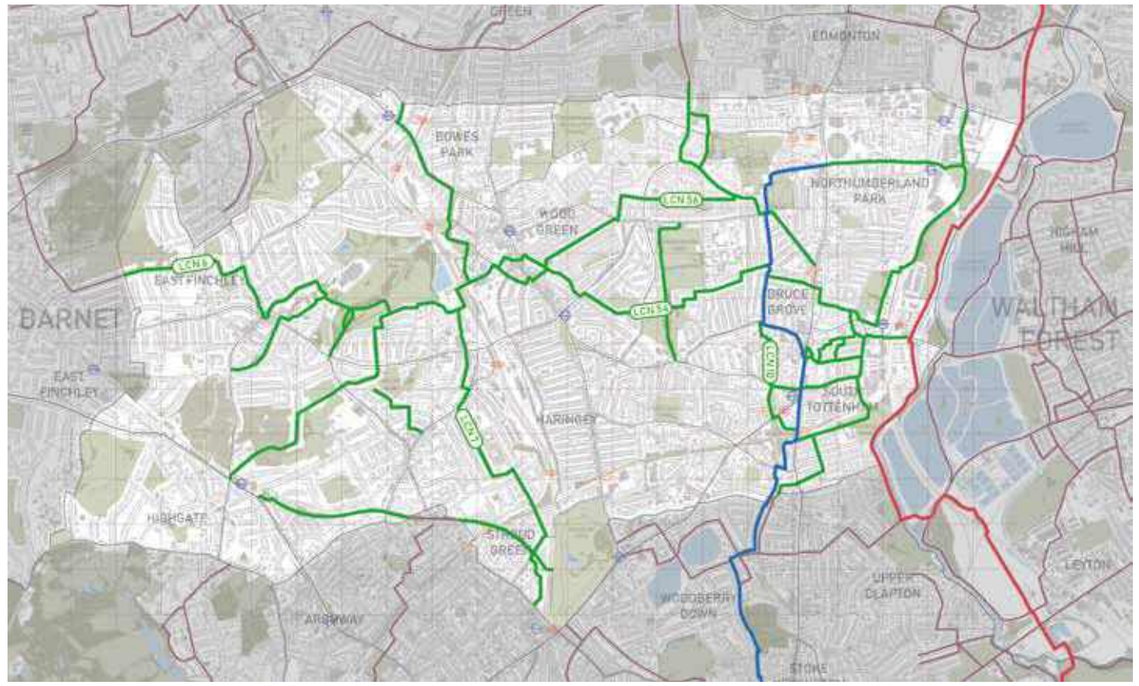
5. Cycling in Haringey today

5.1 Cycling is a popular way to get around in Haringey and becoming increasingly so in recent years. Over the past 10 to 15 years, there has been a significant increase in the number of cycletrips and cycling modal share in London; there has been a 130% increase in cycling trips in London since 2000[21]. This has also translated into more cycle trips and increased modal shift in Haringey.

5.2 There are lots of places to cycle in Haringey and many more destinations outside the borough that are easily within cycling distance, including the majority of central London.

5.3 Existing network

5.4 The existing cycle network in Haringey consists primarily of painted cycle lanes marked on major roads and residential streets. The network does however include Cycle Superhighway 1 (CS1), part of Transport for London's Cycleway network which links the east of the borough with the city via Hackney.



Existing Cycle Network

- LBH Signed Cycle Routes
- Cycle Suerhighway 1
- Neighbouring Borough Cycle Routes
- National Cycle Network 1 (NCN1)

21 Travel in London Report 9 published by TfL in 2016

5.5 The plan above summarises the Borough's existing cycle network and also identifies cycle routes in neighbouring boroughs. The network is largely comprised of routes using quieter residential streets and open spaces, and most of these routes are signposted as part of the London Cycle Network (LCN). The Borough's two key strategic cycle routes are Cycle Superhighway 1 (CS1) and National Cycle Network (NCN) Route 1. The list below summarises key cycle routes within the Borough including NCN Route 1 and CS1:

- LCN 6: Barnet – Alexandra Palace – Hornsey – Camden – West End (Total Length = 19km)
- LCN 7: Elephant & Castle – City – Finsbury Park – Wood Green – Southgate (Total Length = 14km)
- LCN 10: City – Tottenham – Enfield – Cheshunt (superseded by CS1 in sections) (Total Length = 17km)
- LCN 54: Alexandra Palace – Wood Green – Tottenham – Walthamstow (Total Length = 18 km)
- LCN 56: Wood Green – Northumberland Park (Total Length = 5km)
- National Cycle Network 1 (NCN 1) – Dover – London – Harlow - Colchester (Total Length = 396km)
- Cycle Superhighway 1 (CS1) – City – Hackney – Stamford Hill – Seven Sisters - Tottenham

5.6 In addition, the borough also has a number of routes through areas of green space that provide traffic free alternatives mainly during daylight hours.

5.7 Connections into neighbouring boroughs include CS1 into Hackney and the newly constructed segregated cycle tracks at Ferry Lane.

5.8 **Focus on Cycle Superhighway (CS1)**

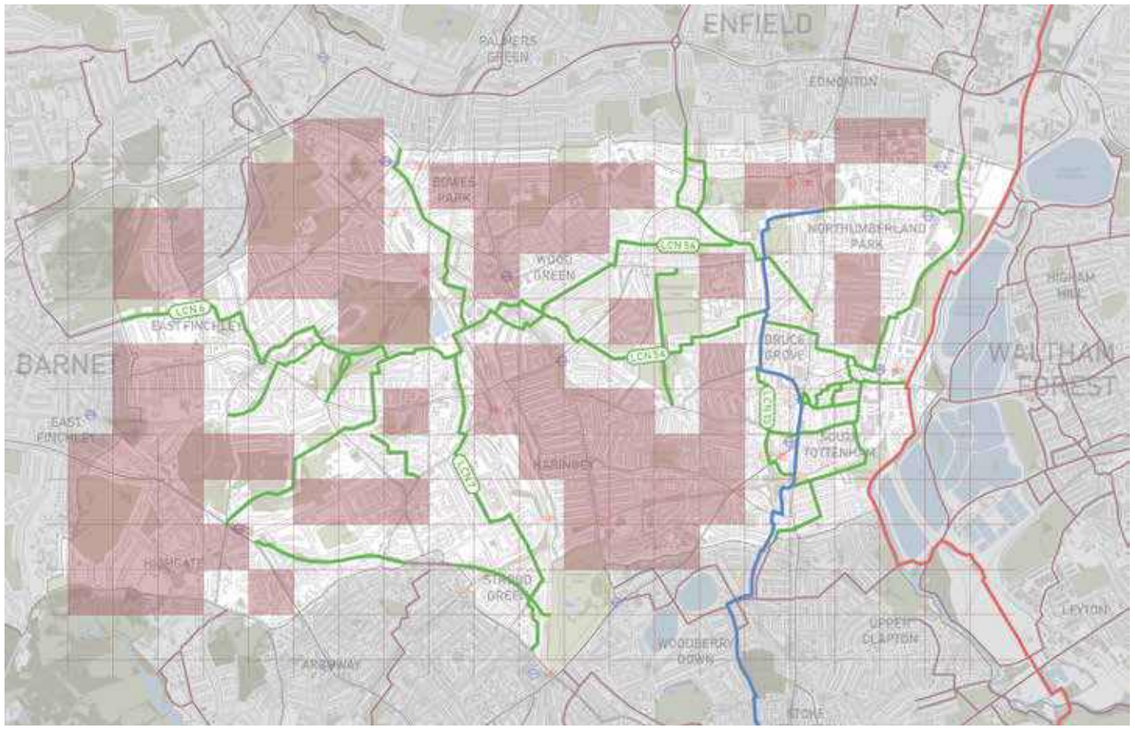
5.9 CS1 links the heart of Tottenham via the south of the borough, into Hackney and the city of London. CS1 is Haringey's flagship cycle route. It is a combination of two-way cycle track located on wide footways and sections of on road cycling on residential streets. Unfortunately the traffic conditions on these sections are hostile and deter most cyclists from using the route.

5.10 Prior to the Covid-19 pandemic we conducted a review of CS1 as part of the development of this WCAP. This review has helped inform the WCAP proposals and has been used as the basis of a proposal for improvements from the Covid-19 initiated Streetspace for London programme.

5.11 **Gaps in the cycle network**

5.12 The Mesh Density Analysis was used to evaluate the distribution of the Borough's current cycle network using a 400m x 400m grid. The Mesh Density Analysis is included in the London Cycle Design Standards (2015) and is used to review the density of cycle networks – the standards recommend that cyclists should not have to travel further than 400m to reach a high quality route. The analysis does not consider the quality of the existing facilities and should be used to





Existing Cycle Network with Mesh Density Analysis

Cycle Suerhighway 1 | National Cycle Network 1 (NCN1) | LBH Signed Cycle Routes | Neighbouring Borough Cycle Routes | Mesh Density - Cycle Network Gaps

5.13 The plan summarises the results from the analysis and highlights cells within the Borough where there are currently no cycle routes or facilities. The analysis identifies gaps in the Borough including four larger areas where there is not a cycle route within 800m: Harringay and St. Ann's, Crouch End, White Hart Lane, and Alexandra. Within these gaps there are also key corridors which have no cycle route or facilities. These include parts of Seven Sisters Road, Tottenaham High Road and Archway Road.

5.14 **Cycling for leisure**

5.15 Cycling is a popular pastime in the borough as well as being a popular mode of transport. Whilst cycling for leisure often involves a ride through green space or quieter streets the conditions need to be right on these routes in the same way they need to be on a busy commuter route.

5.16 We have included access to green space in our analysis of the borough as part of the development of this WCAP and have ensured the green grid, our developing plans for a network of walking and cycling routes into areas of green space, is included in the network developed

5.17 **Cycle parking**

5.18 Having a safe place to leave your bike is an essential part of the cycling journey and is just as important as having a safe route. Without the correct cycle parking provision this can be a barrier to cycling and will put people off cycling.

5.19 Without increased provision of the correct types of cycle parking, in the correct locations, further cycling growth will be limited. We have installed over 1,500 publicly accessible on-street cycle parking spaces. These have been installed along town centres, outside shops, doctors surgeries, local underground and rail stations.

5.20 Whilst the cycle parking provision in the borough has increased year on year it has been implemented as part of other projects and not looked at with a holistic approach. Across London there is currently a widespread lack of sufficient

cycle parking stands and secure facilities and this is a barrier to cycling, as TfL's new cycling parking strategy makes abundantly clear.

5.21 TfL estimates that London needs an additional 36,000 more on-street cycle parking spaces, on top of 145,000 existing ones, just to satisfy existing demand. In 2019 we were successful in securing funding totalling £287,000 to deliver cycle hangars and carry out feasibility work into a cycle hub for Turnpike Lane station.

5.22 In London more than 20,000 cycle thefts are reported each year and unreported thefts could be much higher according to the police. The TfL cycle parking strategy suggests that "25 per cent of people who cycle, and 22 per cent of people who don't, are put off cycling in London for fear of cycle theft. When theft occurred, 34 per cent of victims said they had stopped cycling altogether, or temporarily, as a result."

5.23 Cycle Parking at Stations

5.24 People cycling arriving at stations need to have the confidence that they can park their bike securely near to a station and catch a tube or train rather than find that all stands are filled and have to search far beyond the station to park their bikes. Whilst some of our stations have reasonably good on street parking nearby most are lacking any dedicated facilities for people leaving their cycles at the station to continue their journey to work. We have identified the need for cycle hubs at transport interchanges and this project forms part of the WCAP delivery plan.

5.25 Cycle Parking at Home

5.26 Storing at home for residents who do not have the space, particularly in smaller properties, can be a challenge. This regularly results in cycles being stored on balconies and in hallways creating further access and fire safety issues. In order to address this, we have already delivered 93 bike hangars in the borough providing 558 residents a safe, secure and convenient place to store their bike. Our hangars take up just half a car parking space and offer a cost effective and efficient use of highway space. Delivering cycle hangars continues to be a priority as outlined in the WCAP delivery plan.

5.27 The cost of a space in a hangar is one of the lowest rates in London which is the equivalent to just £3 a month. The council currently has over 1,000 outstanding requests for bike hangar spaces. Locations for new hangars are primarily chosen based on where there is the most demand. Spaces in a bike hangar are allocated on a first come first served basis with a maximum of two per person. On housing estates, we have tried to work with providers to deliver cycle parking solutions for residents but have found a variety of issues preventing implementation. This is particularly the case of secure residential cycle parking solutions.



5.28 Cycle Parking at Destinations

5.29 Like most places the quality and quantity of cycle parking in Haringey in town centres and other destinations varies, and in most places could be increased and improved. Cycle parking introduced on street in Haringey is primarily 'Sheffield stands' or similar located on the footway.

5.30 Cycle Parking for Schools and Colleges

5.31 As part of the wider active travel programme we are working with with schools, colleges and places of further education in the borough to identify and source funding to we deliiver cycle and scooter parking for students and teachers.

5.32 Cycle training

5.33 It sounds very simple but you can't cycle if you don't know how to. Cycle training is a vital part of our active travel provision from children learning to ride a bike for the first time to adults who want to get back into cycling.

5.34 Cycle training is available[22] for anyone who lives, works or studies in the borough. We receive funding for cycle training from Transport for London as part of the Local Implementation Plan and through additional funding streams that support cycling. To book a training course, residents can visit the Cycle Confident – Haringey webpage[23], find the right course and sign up.

5.35 Cycle training in Haringey 2017-2020

	Type of training	17/18	18/19	19/20
Cycle training - adults	Number of adults trained to 'Basic' cycle skills (Level 1)	222	241	183
	Number of adults trained to 'Urban' cycle skills (Level 2)	112	137	98
	Number of adults trained to 'Advanced' cycle skills (Level 3)	64	45	25
Cycle training - children	Number of children trained to Bikeability level 1	1176	811	1032
	Number of children trained to Bikeability level 2	758	451	455
	Number of children trained to Bikeability level 3	169	0	9

5.36 Haringey has provided cycle training to significant numbers of adults and children in recent years. As can be seen in the table above these numbers have actually reduced from 2017/18 levels, in part due to the ceasing of the Borough Cycling Programme which provided funding for cycle training and cycle parking. We have however continued to fund cycle training through the LIP to ensure this vital service continues.

5.37 Switchable trips

5.38 There are millions of short trips every year that are currently driven that could be walked or cycled. The trips that are most easily switched are short trips taken by individuals not carrying much with them and not travelling very far (under 5 kms). There are lots of trips in Haringey that could be switched from private car to active travel but to understand where, we needed to look at data collated by TfL.



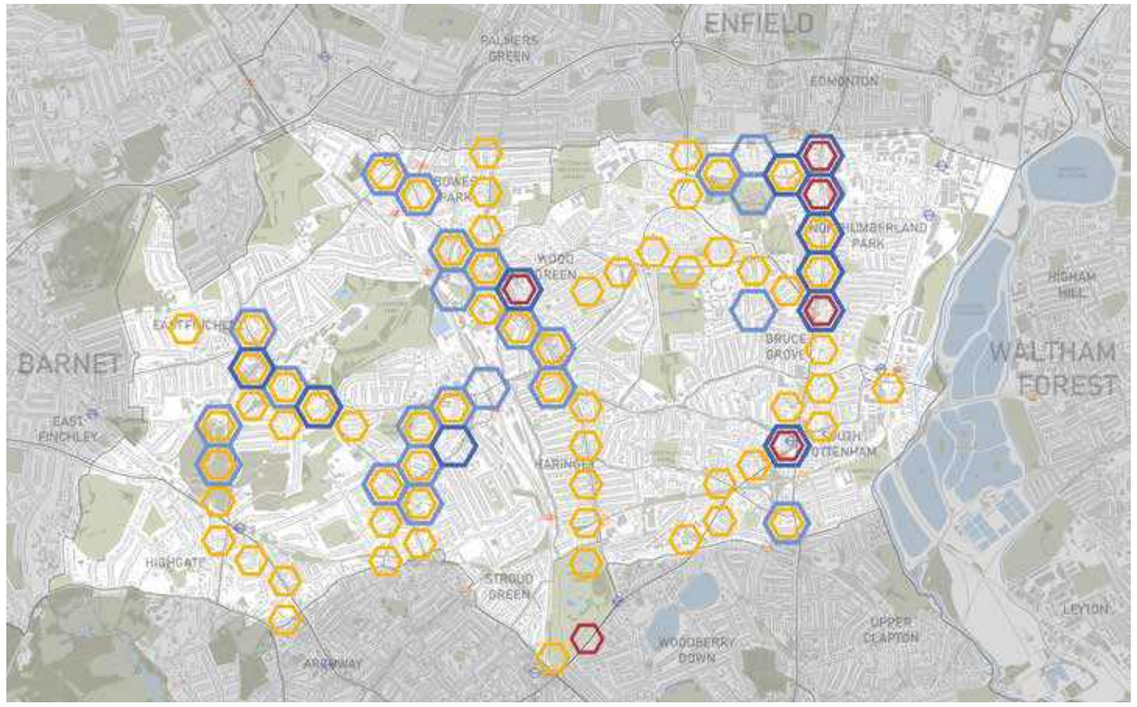
22 https://www.haringey.gov.uk/parking-roads-and-travel/travel/cycling

23 https://www.cycleconfident.com/sponsors/haringey/

5.39 Walking and Cycling Potential

5.40 Transport for London's Strategic Walking and Cycling Analysis uses data from the London Travel Demand Survey (LTDS) to better understand areas with the highest potential for walking and cycling. The survey identifies trip stages that could be reasonably walked or cycled but are currently made in private vehicles. The LTDS collects travel pattern data from c.17,000 persons a year and includes details of all trips undertaken on the day before the interview.

5.41 Trips and stages made by car, public transport and other modes from 2014/15 to 2016/17 are included in the dataset. The potential trips are then plotted to understand where these trips would take place on the local network.



LTDS Switchable Trips (2010 - 16)

- 10,750 - 5,885 Walking Switchable Trips
- 20,000 - 10,001 Cycling Switchable Trips
- 5,885 - 3,541 Walking Switchable Trips
- 10,000 - 5,001 Cycling Switchable Trips

5.42 The plan identifies areas with the highest numbers of 'switchable trips' in the Borough. The key concentrations of potential are focussed around: Wood Green, Seven Sisters, A1010 corridor between Bruce Grove and White Hart Lane, and Muswell Hill

What do you think?

6a. To what extent do you support the council's analysis of the existing cycle network, including gaps in the network?

6b. Are there any parts of the existing cycle network not included in the plan which should be?

6. Barriers

6.1 What are barriers to active travel?

6.2 As with most places, there are existing barriers to active travel in Haringey. These barriers can cause severance to routes that would otherwise be good for walking and cycling or can prevent people walking or cycling for a whole host of reasons. They can be both real and perceived, physical and psychological, and sometimes even cultural or financial. We can address most of the physical barriers through changes to the ways streets function or by enabling people to use a combination of different transport modes to complete journeys.

6.3 Existing infrastructure barriers in Haringey fit broadly into 4 main categories. They are:

- Roads managed by Transport for London (the TLRN)
- Borough main roads
- Railway lines
- Parks and open spaces
- Severance + Barriers to Movement

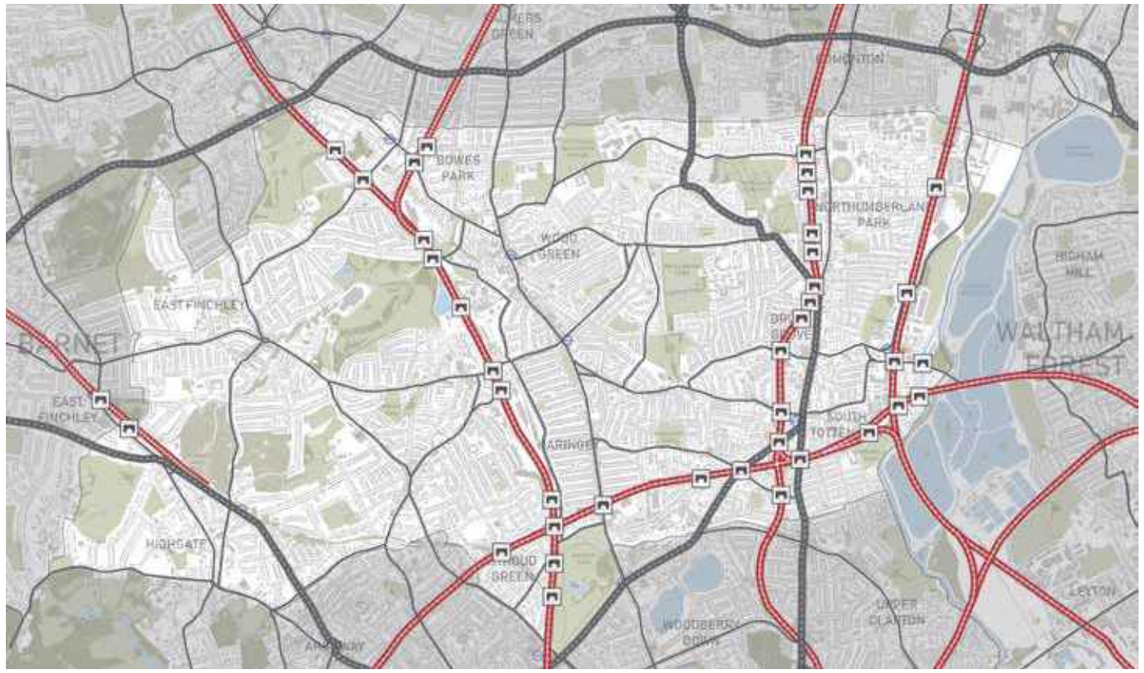
6.4 Providing continuous, accessible and intuitive walking and cycle routes is essential in the development of successful networks. Severance and barriers to movement can become major factors in influencing the ability to follow routes. It is important therefore to identify sources of severance and to consider how their impact to routes can be reduced or removed. For the purposes of the action plan, severance has been broadly summarised below.

6.5 TfL's Playbook analysis also identifies severance based on barriers to pedestrian movement using vehicle flow and road width data, and this is also shown in the plan.

6.6 Hard Severance: typically refers to structural, topographical or geographical features that physically prevent or restrict continuation of a route. The key examples of severance encountered in Haringey include railway structures, waterways and grade-separated highways.

6.7 Soft Severance: refers to features that impact upon the continuity of routes but do not necessarily stop the route altogether and are therefore easier to negotiate. Examples of soft severance in Haringey include major highways and open spaces.

6.8 Bottlenecks: Bottlenecks are gaps in severance features that are critical to the permeability of an area affected by severance. Bottlenecks often form the only route through severance and so the design and feel of these features is crucial. Bottlenecks in Haringey are generally associated with the north-south viaduct trainlines which result in limited crossing opportunities of the railways.



Severance + Barriers to Movement

A Roads B Roads Railways Lines Bottlenecks

6.9 Understanding the location and impact of severance is important for developing the action plan and identifying the routes that need the most support to overcome these challenges and from a neighbourhood perspective the areas (known as traffic cells) between them.

6.10 Additionally, some local roads and even residential streets can be barriers to active travel due to the conditions created by heavy and fast traffic.

6.11 These streets can sometimes have as big an impact in severing parts of the borough from each other for walking and cycling trips.

6.12 They include but are not limited to:

- Geography and environment including topography (the hills of Haringey)
- Road danger
- Confidence and knowledge
- Cultural perceptions and views
- Personal safety
- Accessibility

6.13 Affordability We can't do much about the hills but we can make walking and cycling up them more attractive by making it safer and more fun. This section explores some of the existing physical barriers to active travel in the borough. We strive to address cultural and social barriers through our behaviour change and active travel work discussed in later sections of this document.

6.14 **Topography**

6.15 Haringey is a notoriously hilly Borough and its topography is a key influence upon levels of walking and cycling. The below plan summarises ranges of topography in 100ft increments and illustrates how much this varies across Haringey with the west of the Borough dominated by steep inclines whilst the eastern half of the Borough is much flatter and mainly within the river basin.

6.16 Topography can have a polarising impact upon walking and cycling; hilliness can be a deterrent to increased levels of walking and cycling, but conversely flatter terrains are much more attractive. The impact of topography will be a key consideration in the development of the Borough's action plan and will be considered alongside other key barriers to movement including severance and bottlenecks.



Contour Plan

>300 ft above sea level >300-200 ft above sea level

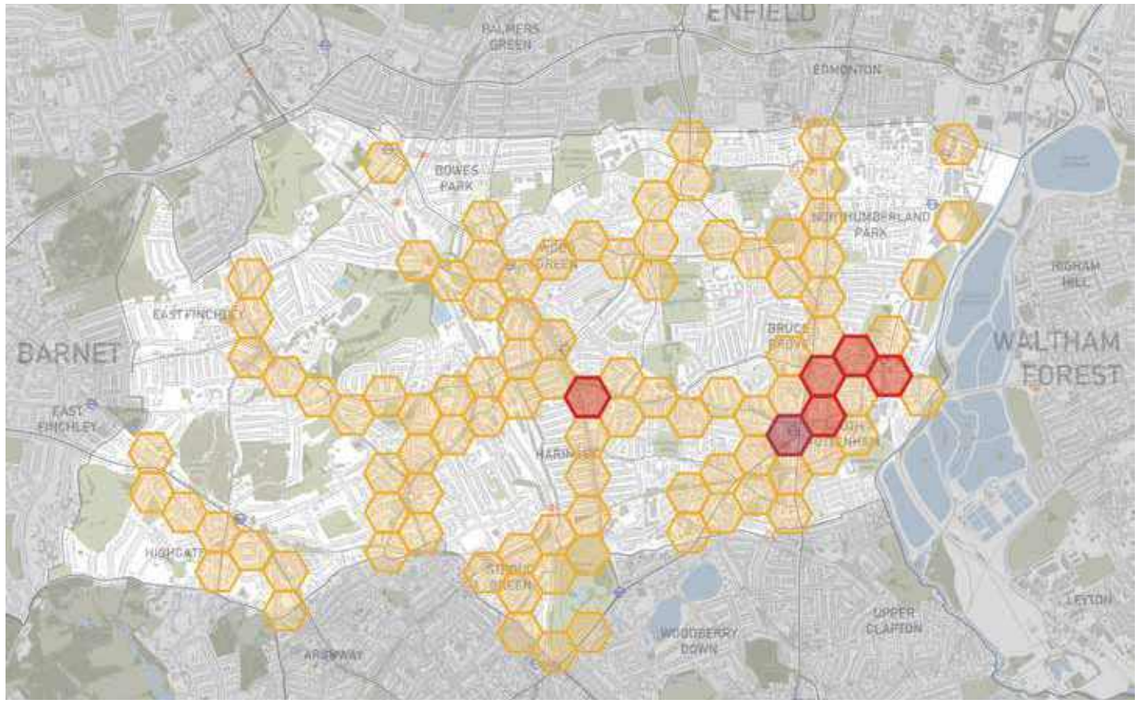
>200-100 ft above sea level <100 ft above sea level

6.17 **Air Quality**

6.18 The quality of environment along streetscapes can have a significant impact upon propensity to walk and cycle. NO2 concentration levels are one of the key determinants of air and environmental quality – NO_2 concentrations are often associated with vehicle emissions and therefore are generally higher alongside roads.

6.19 The NO_2 2016 plan uses data from the London Atmospheric Emissions Inventory (LAEI) which models pollutant emissions and sources within greater London which is part of a GLA and King's College London collaboration. The underlying data has been translated into hex cells to make it easier to interpret the data and identify hotspots for high NO2 concentrations.





N02 2020 Mean Levels

45 - 40.1 µg/m3 | 40 - 35.1 µg/m3 | 35.1 - 30 µg/m3

6.20 Haringey has some of the areas worst affected by poor air quality and there are two key areas with particularly high levels of NO_2 concentrations. The plan identifies areas in red which have some of the highest concentrations of NO2 and are within the top 10% within London. The hex at the junction of the High Road/Seven Sisters Road/West Green Road has the highest concentrations in the Borough and is within the top 2% of London for NO_2 mean levels.

6.21 **Road Danger**

6.22 Like most parts of London, road danger is an issue that impacts on everyone but disproportionately impacts people who walk and cycle and discourages those who do not from doing so.

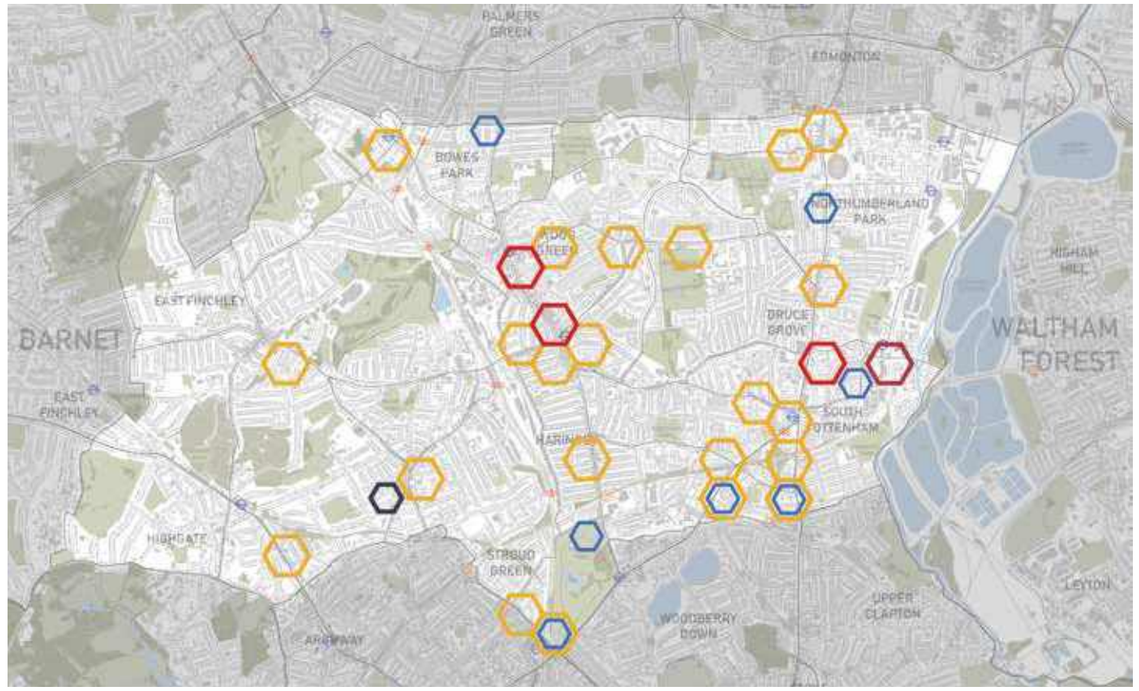
6.23 We work with partners including Transport for London and the Metropolitan Police to address issues associated with road danger through programmes such as Vision Zero, the safer junctions programme, introducing 20mph speed restrictions and traffic calming.

6.24 We know that the issue of road safety is much broader and complex than just people getting hurt through collisions. Fast traffic and fear of being involved in collisions is one of the key barriers to people cycling and often walking more too. It's also one of the key reasons why protected space for people cycling is so important as it removes this psychological barrier.

6.25 Adopting an approach of looking at places people feel it is dangerous walking and cycling as well as where collisions happen will give us the much-needed broader view of road danger in the borough. That has become increasingly apparent during the Covid-19 lockdowns.

6.26 **Collisions**

6.27 The collision plan below summarises KSI (Killed or Seriously Injured) collisions over a three-year period between 2015-17 which involved pedestrians and/or cyclists. Understanding collision data provides an overview of key areas in the Borough where there are potential safety issues for pedestrians and cyclists.



Pedestrian + Cycle KSIs (2016 - 17)

13 - 7 Pedestrian KSIs | 6 - 4Pedestrian KSIs | 4> Pedestrian KSIs

6 - 4 Cyclist KSIs | 4> Cyclist KSIs

6.28 It is worth noting however that Collision Data only records incidents in which the police responded and therefore should not be considered as a comprehensive reflection of all safety issues. The plan identifies several clusters within the Borough where there was a combination of walking and cycling collisions, including: South Tottenham/ Tottenham Hale, Wood Green and Turnpike Lane.

6.29 **Collisions at junctions**

6.30 The plan below (Collision Hotspots 2016-18) summarises TfL collision hotspots at junctions within the Borough involving pedestrians and cyclists between 2016-2018. In doing so, the analysis identifies several points within Haringey where there was a higher number of collisions involving pedestrians and cyclists.





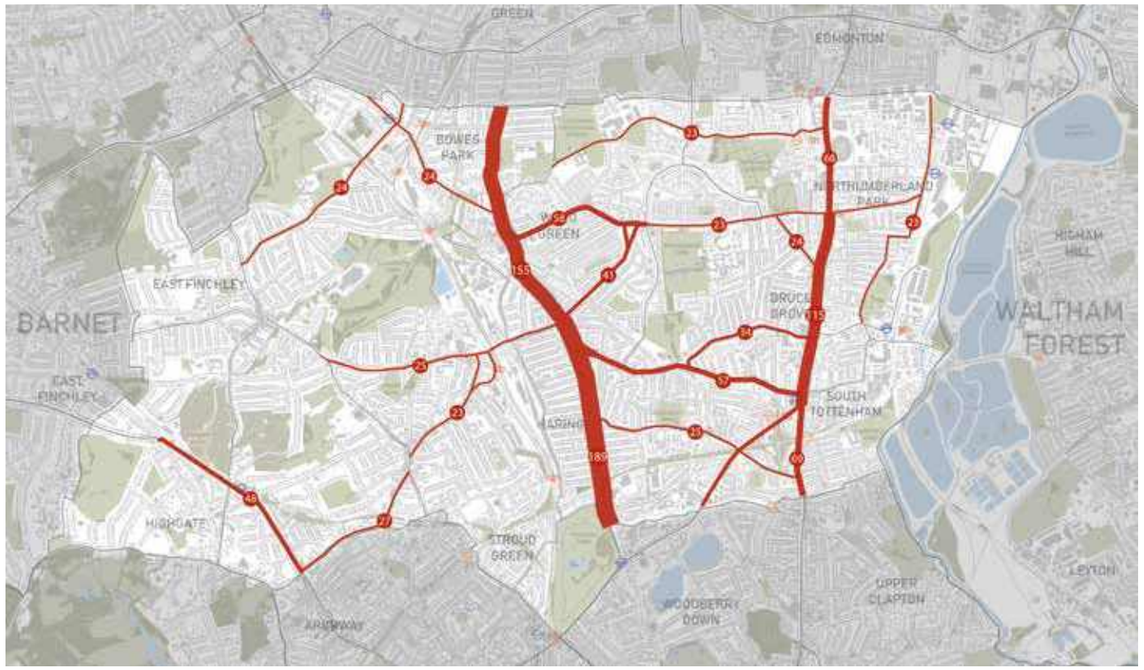
Collision Hotsports: Junctions (2016 - 18)
Number of Collisions

6.31 The plan also identifies corridors within the Borough where there was a cumulation of collisions at junctions along those routes. The table summarises all collisions in the Borough where there were more than four collisions between 2016-18.

Junction	TfL or Borough	Pedestrian Casualties	Cycle Casualties	Total Casualties
HIGH ROAD (N22)/LORDSHIP LANE	BOR	14	1	15
NORTH-SOUTH ROUTE/FERRY LANE	BOR	12	1	13
HIGH ROAD (N15)/WEST GREEN ROAD	TLRN	7	5	12
HIGH ROAD (N22)/TURNPIKE LANE	BOR	7	4	11
HIGH ROAD (N15)/PHILIP LANE	TLRN	8	1	9
HIGH ROAD (N17)/WHITE HART LANE	BOR	5	4	9
HIGH ROAD (N15)/SEVEN SISTERS ROAD	TLRN	3	5	8
WEST GREEN RD/HARRINGAY RD	BOR	5	2	7
HIGH ROAD (N17)/DOWSETT ROAD	BOR	5	2	7
ENDYMION ROAD / GREEN LANES	BOR	0	7	7
BRUCE GROVE/HIGH ROAD (N17)	TLRN	6	0	6
HIGH ROAD (N15)/ST ANNS ROAD	TLRN	3	3	6
GREAT CAMBRIDGE ROAD/WHITE HART LANE	TLRN	3	3	6
LORDSHIP LANE/HIGH ROAD (N17)	BOR	1	5	6
FERRY LANE/FAWLEY RD	BOR	2	2	4
LORDSHIP LANE/THE ROUNDWAY (WEST)	BOR	1	3	4
BRANTWOOD RD/WILLOUGHBY LANE	BOR	1	3	4
THE HALE/BROAD LANE	TLRN	3	0	3
BOUNDS GREEN RD/PARK AVENUE	BOR	3	0	3
HIGH ROAD (N17)/MONUMENT WAY	TLRN	3	0	3

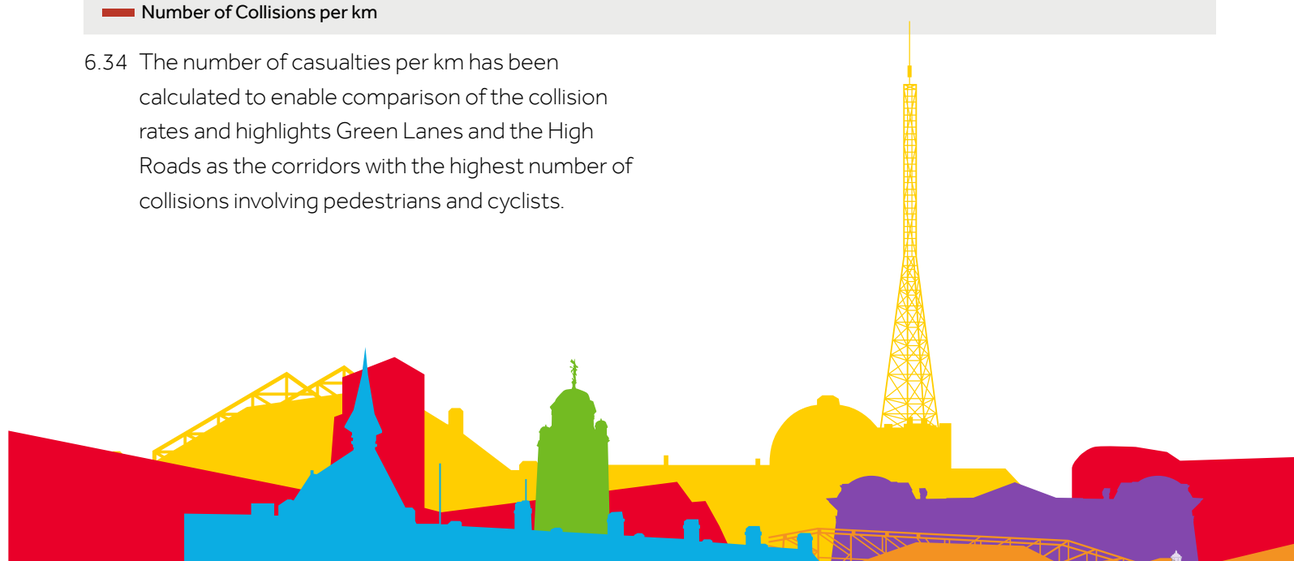
6.32 Corridor Collision Analysis

6.33 The plan below (Collision Hotspots: Links 2016-18) summarises corridors in the Borough where there were the highest number of collisions per km between 2016-18 and more detail is provided in the table below.



Collision Hotsports: Junctions (2016 - 18)
Number of Collisions per km

6.34 The number of casualties per km has been calculated to enable comparison of the collision rates and highlights Green Lanes and the High Roads as the corridors with the highest number of collisions involving pedestrians and cyclists.



Road Section	TFL or Borough road	Casualties rates (casualties per km)	Number of casualties
GREEN LANES	BOR	62	20
HIGH ROAD (N22)	BOR	55	49
HIGH ROAD (N17)	TFLN	55	77
GREEN LANES	BOR	55	91
HIGH ROAD (N22)	BOR	43	36
LORDSHIP LANE	BOR	35	5
HIGH ROAD (N17)	BOR	35	22
TURNPIKE LANE	BOR	32	24
HIGH ROAD (N15)	TFLN	30	17
HIGH ROAD (N15)	TFLN	30	36
HIGH ROAD (N22)	BOR	28	23
SEVEN SISTERS	TFLN	27	48
LORDSHIP LANE	BOR	27	47
GREEN LANES	BOR	26	37
CROUCH END HILL	BOR	25	21
GREEN LANES	BOR	25	10
HIGH ROAD (N22)	BOR	24	54
HIGH ROAD (N17)	BOR	24	2
WEST GREEN ROAD	BOR	21	62
BRUCE GROVE	TFLN	21	32

What do you think?

7a - To what extent do you agree with the barriers to active travel identified?

7b - What barriers have prevented you from walking or cycling?



7. Walking in Haringey in the future

7.1 We want walking to be the natural choice for people who are able to in Haringey. We have a great choice in local centres, amenities and venues we can walk to, green spaces we can enjoy a leisurely stroll of, and even neighbouring parks to wander into.

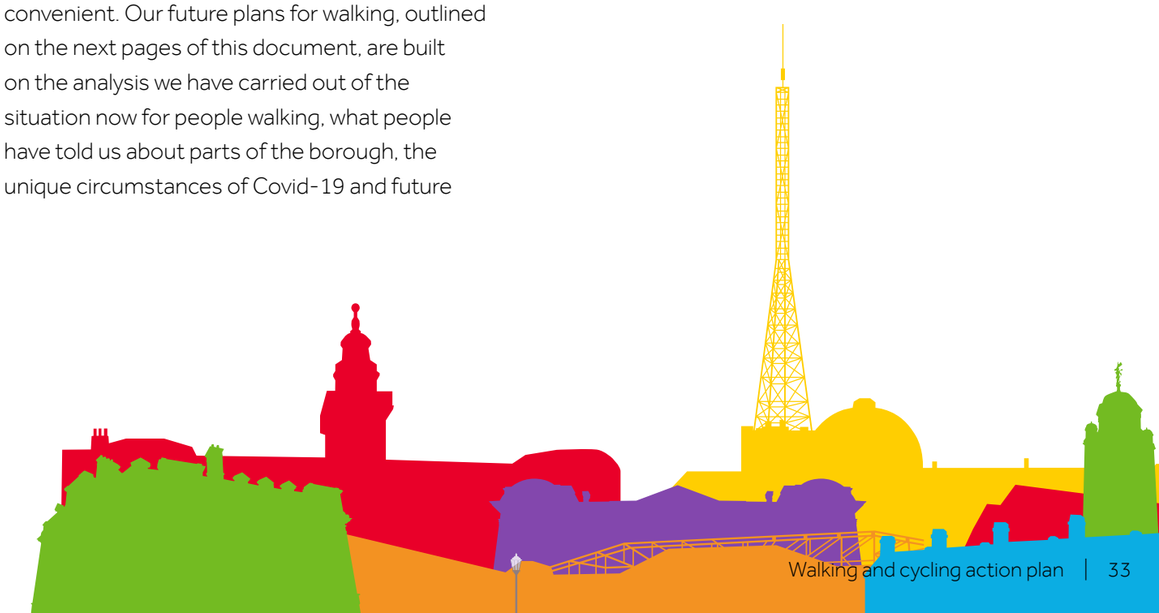
7.2 During the lifecycle of this WCAP we will start to get back to normal, from the changes to day to day life brought about by the Covid-19 global pandemic. However, the period of lockdown and the changes it brought to the way people lived their lives, have given a renewed focus of the importance of being able to make local walking journeys. This includes the priority we give people walking where they meet people moving in cars and the amount of space we give to people walking versus the amount of space we give to parked cars.

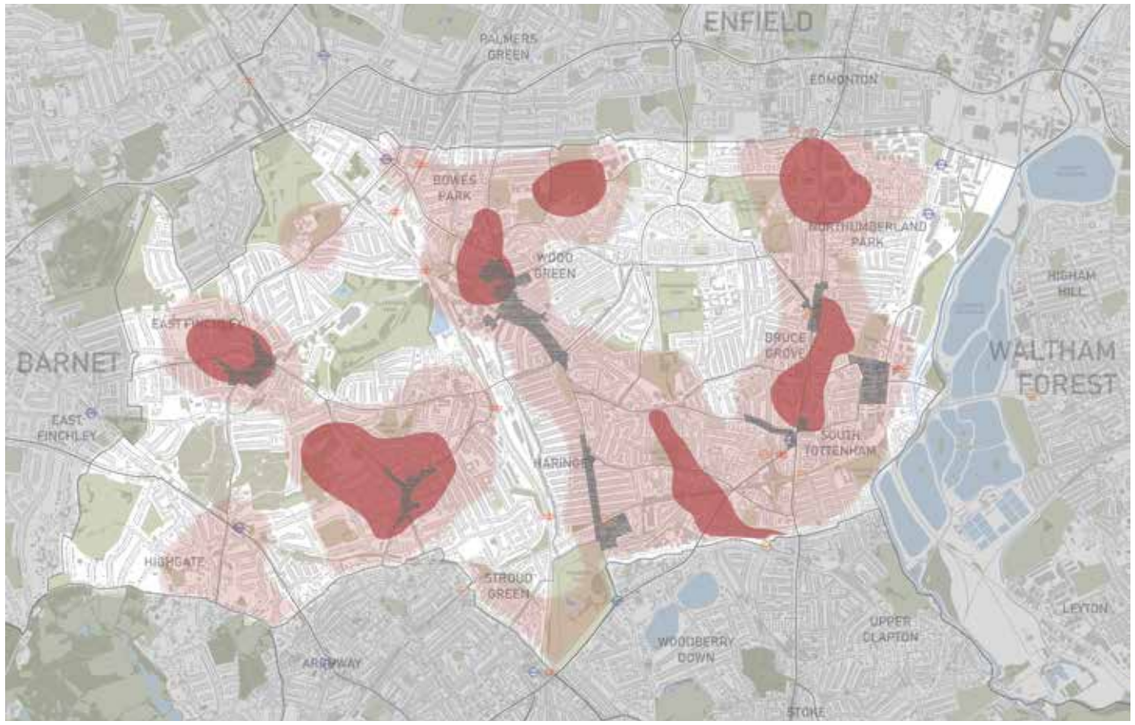
7.3 For people to walk as part of their daily routine, walking routes and street layouts and public spaces need to be safe, direct, attractive and convenient. Our future plans for walking, outlined on the next pages of this document, are built on the analysis we have carried out of the situation now for people walking, what people have told us about parts of the borough, the unique circumstances of Covid-19 and future development both confirmed and proposed.

7.4 Our work programme for walking is built upon the analysis of the existing situations, potential and demand for walking and experimental and temporary schemes.

7.5 **Local Centres + Walking Analysis**

7.6 To better understand demand for walking in Haringey, existing town centres and destination clusters have been mapped to highlight the key areas within the Borough where higher levels of walking activity would be anticipated. The plan identifies the seven key centres of: Bruce Grove, Crouch End, Muswell Hill, Harringay Green Lanes, Tottenham Green, West Green Road/Seven Sisters, and Wood Green. These areas are also identified as Primary Shopping Areas in Haringey's Policy Framework.





Walking Clusters + District Centres

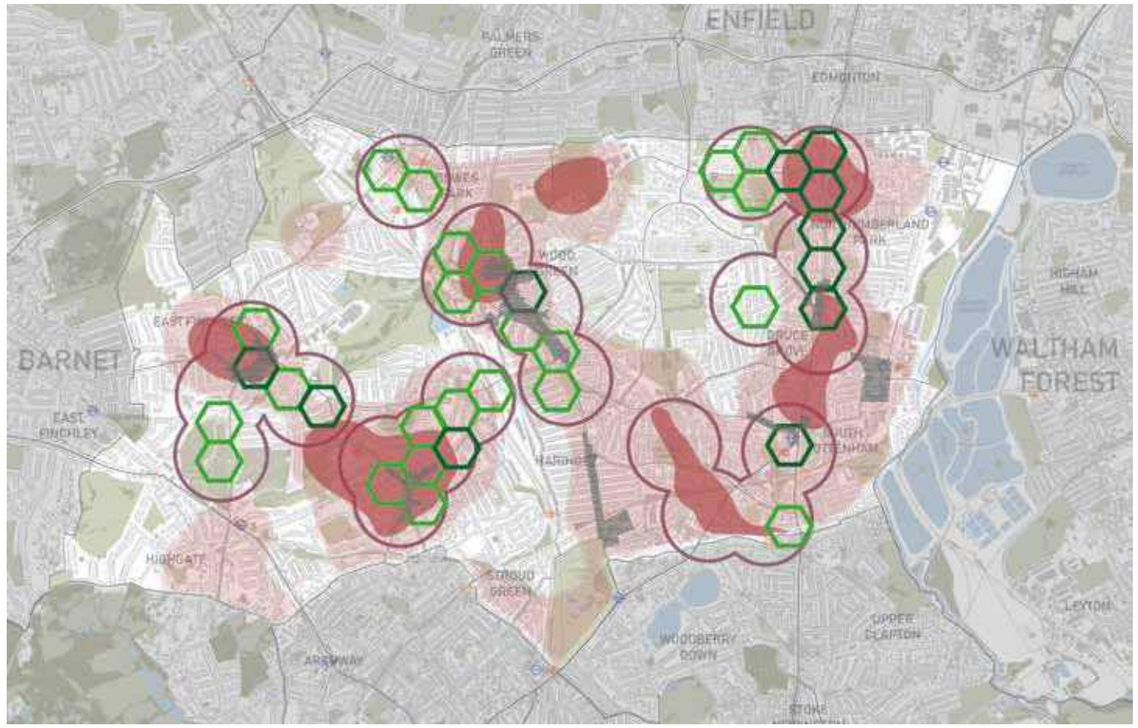
District Centres | Areas of 'High' Intensity Clustering | Areas of 'Medium' Intensity Clustering

7.7 In addition to the district centres, clustering analysis was undertaken to identify areas which had higher concentrations of potential walking destinations. Destinations included retail centres, schools, major employment sites, recreational and leisure facilities and transport interchanges.

7.8 All potential destinations with Haringey were plotted, and then an analysis was undertaken to identify the areas with the highest concentrations of destinations. The Borough's district centres are focussed on the more commercial areas in Haringey. The clusters analysis provides a complementary set of analysis that identifies potentially less obvious clusters of walking destinations but cumulatively could become additional walking zones.

7.9 GAP analysis with Recommended Walking Corridors

7.10 The clusters have been identified by considering areas within Haringey that have the highest potential for increased walking trips that are also part of the existing destination and district centres in the Borough.



Walking Clusters + District Centres + Switchable Trips

District Centres | Areas of 'High' Intensity Clustering | Areas of 'Medium' Intensity Clustering

10,750 - 5,885 Switchable Walking Trips | 5,885 - 3,541 Switchable Walking Trips | Recommended Walking Clusters

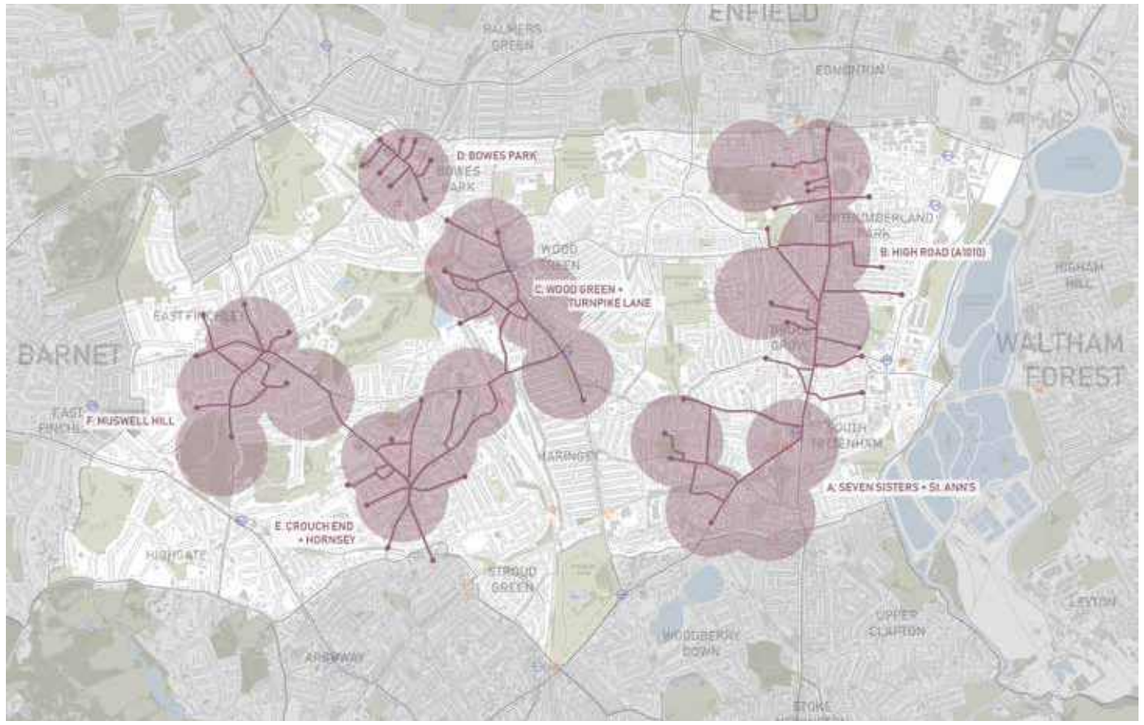
7.11 By combining previously shown maps which outline the potential for switchable trips, with the centre boundaries and areas of intensity we are able to define the key areas for focus in developing the Borough's future walking network:

- Seven Sisters + St. Anns
- High Road (A1010)
- Wood Green + Turnpike Lane
- Seven Sisters
- Crouch End + Hornsey
- Muswell Hill

7.12 Future Walking Clusters and Walking Corridors

7.13 The plan presents the proposed future walking clusters and a series of walking corridors within each cluster. The clusters are intended to provide an area of focus where there is a combination of local centres, concentration of key walking destinations, and significant walking potential.

7.14 The walking corridors have been identified to provide indicative alignments to focus future improvements in those areas and to ensure convenient, safe and intuitive walking routes in the key clusters.



Recommended Walking Clusters + Corridors

Recommended Walking Clusters Recommended Walking Clusters

7.15 The council will deliver these cluster and corridors using the levers and initiatives, such as LTNs. We will also look to the development industry to ensure future development provides the necessary walking links to improve our network and enable more residents to walk safely throughout the borough.

7.16 **Walking for leisure**

7.17 Walking for leisure is important. This includes the ability for people who are less able to enjoy the same routes and places as everybody else. It is something that most people can do, and it is also good for us in a number of ways. We are lucky to have lots of places that are great to go for a walk, especially the borough's green spaces and those in neighbouring boroughs.

7.18 As can be seen in the plan above, our green spaces are located adjacent to many of the walking cluster areas in the borough. This means that they are very close to the areas where people walk a lot in Haringey and where more residential development is planned. In addition to being nice places to go for a walk they are also nice places to walk through and importantly provide links between centres, residential areas and other areas of higher footfall.

7.19 Through the new Local Plan preparation, we are working with TfL and other partners to develop a green grid in the borough to link our town centres and residential areas to our green spaces and those bordering our borough. The green grid will be further enhanced through the implementation of new leisure walking and cycling links through the lifecycle of this action plan.

What do you think?

8a - To what extent do you agree with the identified future walking clusters and corridors?

8b Are there any future walking clusters and corridors not included which should be?

8. Cycling in Haringey in the future

8.1 TfL's 2017 Strategic Cycling Analysis for Haringey suggests that the borough has only fulfilled a small part of its potentially cyclable trips, showing potential increases of 80% with 10-20,000 switchable trips a day. This is undoubtedly partially due to the large gaps in cycle infrastructure for all types of cyclist that exists in some parts of the borough suppressing levels of cycling.

8.2 We know from our analysis of the existing network that these gaps break up our borough into fragments and stop lots of people cycling more whilst preventing others altogether.

8.3 In addition to our analysis the information provided through the development of Haringey's Transport Strategy and more recently through our on-line Covid-19 response engagement have been combined with the analysis of the existing network to help us build a robust plan for cycling in the borough.

8.4 The new plan combines the priorities developed through interrogating this information, combined with conversations with stakeholders and partners including neighbouring boroughs and our emerging network of temporary cycle lanes.

8.5 Strategic cycle network

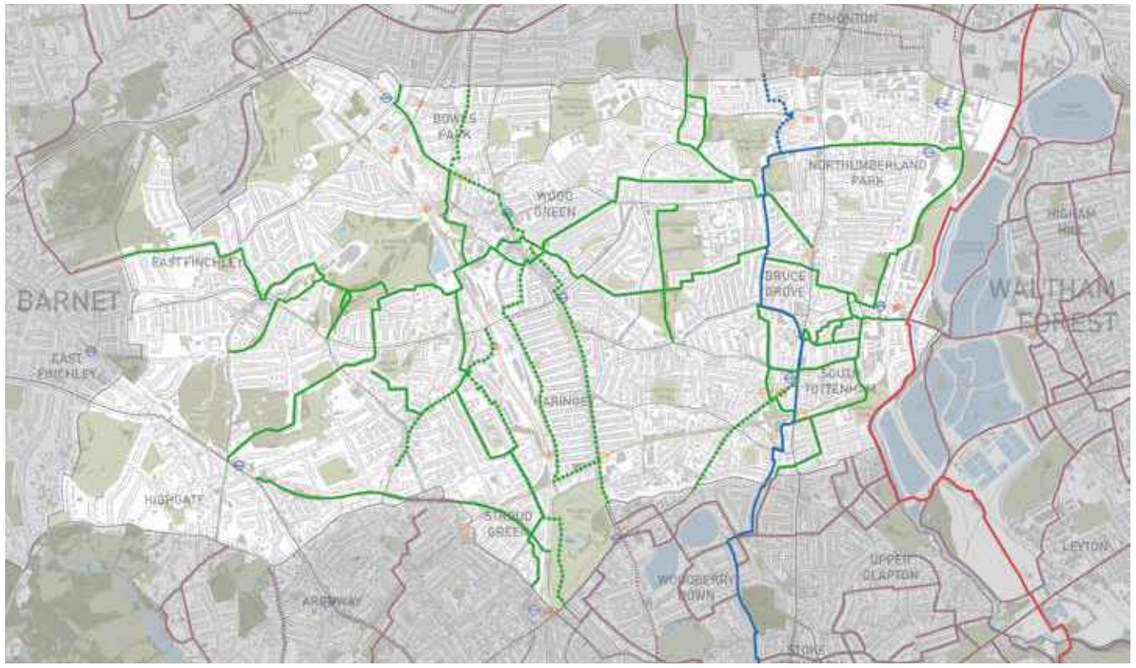
8.6 The key elements of our plan for cycling in Haringey are new cycle routes and the improvement of a number of our existing routes. This network will provide vital joined up high quality cycle routes linking different parts of the borough, with neighbouring boroughs and further afield. These routes will provide crucial alternatives to using public transport for residents trying to get to work or children trying to get to school.

8.7 We hope to refine this network over time, deliver schemes that work and prove popular whilst seeking funding to add more of the key missing links and gateways currently missing. Our network will provide a range of cycle route types from direct/commuter routes on our main roads to quieter routes (quietways) which take cyclists off main roads and onto quieter residential streets and through parks. These routes can be taken for leisure or by less proficient cyclists.

8.8 Our strategic approach to delivering LTNs set out in this WCAP (section 9) will provide an oppoprtunity for enabling more cycling without the need for route segregation. In some circumstances this can be more impactful on our rates of cycling in the borough. This outcome is therefore an important criterion for assessing future LTNs.

8.9 Confirmed Future Cycle Network with Covid-19 Streetspace Measures

8.10 As discussed in more detail in the Covid-19 appendix to this document we have developed a series of temporary and emergency cycle routes to provide alternatives to public transport and prevent the potential large increase in car use which would lead to congestion and gridlock.



Confirmed Future Cycle Network

- Existing LBH Signed Cycle Routes
- Existing Neighbouring Borough Cycle Routes
- Confirmed Future LBH Cycle Routes
- Neighbouring Borough Cycle Routes
- Cycle Suerhighway 1
- National Cycle Network 1 (NCN1)
- Cycle Suerhighway 1 - Extension to LBE

8.11 The plan summarises proposed cycle routes in Haringey and the surrounding Boroughs.

8.12 The main cycling elements of the Haringey's proposed future cycling network includes::

- CS1 Extension into LB Enfield
- Upgrade of existing CS1 Route
- A cycle route on Wightman Road and/or Green Lanes
- Delivery of Quietway 10 between Bowes Park and Finsbury Park in Haringey (extending to Farringdon)
- A new cycle route between Tottenham Hale and Finsbury Park (extending to Camden Town) – this route is also referred to as Cycle Future Route 2 (CFR2) and its alignment was consulted on by TfL in 2019
- New east west connections across the borough.

8.13 Information on proposed routes in neighbouring boroughs has been supplied by Borough officers and provides the latest summary of these developments. Connecting with neighbouring boroughs will be a crucial step in the evolution of Haringey's cycle network to provide high quality facilities that connect with local destinations as well as central London.

8.14 Our neighbouring Boroughs already have, or are developing high quality cycle networks in place that reach close to the Haringey border. The key developments from neighbouring Boroughs include:

- LB Enfield: Extension of CS1 via Bull Lane to Borough boundary
- LB Waltham Forest: New segregated cycle facilities on Ferry Lane
- LB Islington – Quietway 10 to Finsbury Park
- LB Barnet - A1 (Archway Road) connections

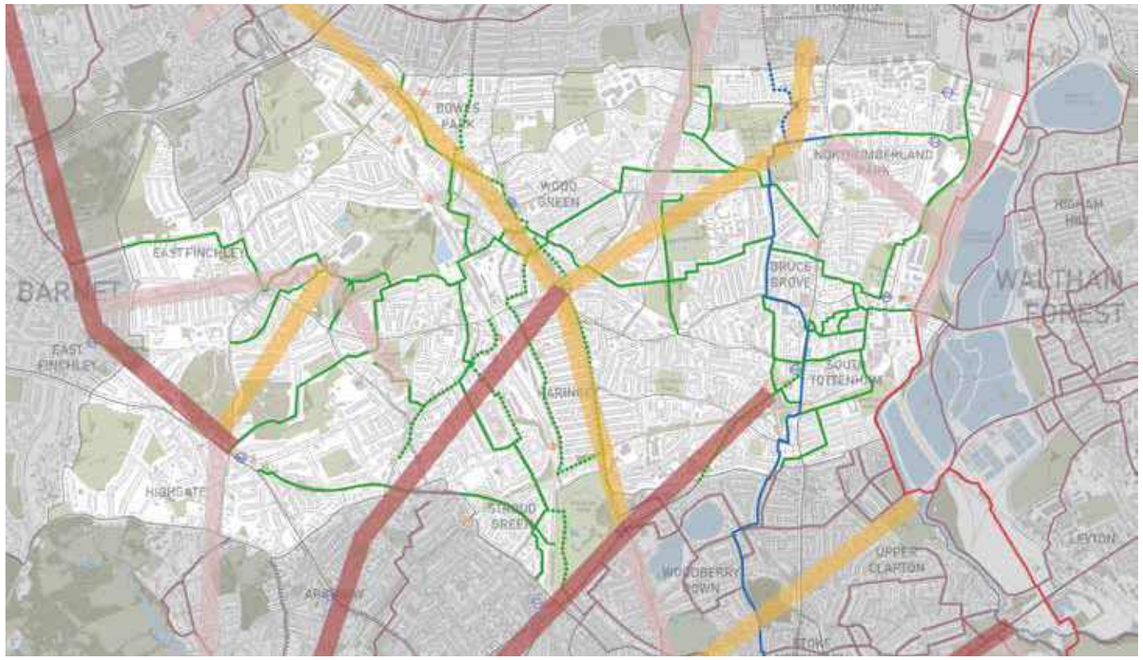
8.15 **Future Cycle Network with Strategic Alignments**

8.16 The Strategic Cycle Analysis (SCA) was developed by TfL to identify key corridors and locations with potential for significant increases in levels of cycling. The analysis also considers connections with public transport and walking to identify key locations for improved interchange. The SCA forecasts used a combination of population and employment forecasts, TfL Cynemon Model outputs and areas with high potential for switchable trips from vehicles to cycling.

8.17 The key output from the SCA is a future network of straight origin-destination connections across London based on the future trends for cycling. These connections are presented in three categories:

- Top Potential Connection: Connections in the top 10% for both current and future cycle trips
- High Potential Connection: Connections amongst the top 15% for current trips and top 10% for future cycle trips
- Medium Potential Connection: All other connections identified through the SCA analysis

8.18 The plan below summarises the SCA analysis in relation to Haringey. The outputs suggest strong demand and growth for routes from central London into Haringey including two 'top potential connections' into Haringey: Camden Town – Tottenham Hale, and Dalston to Lea Bridge Road via South Tottenham. The analysis also identifies potential local connections with the neighbouring boroughs of Enfield and Waltham Forest.



Confirmed Future Cycle Network wih SCA Alignment

- Existing LBH Signed Cycle Routes
- Existing Neighbouring Borough Cycle Routes
- 'Medium' SCA Potential Connection
- Confirmed Future LBH Cycle Routes
- Neighbouring Borough Cycle Routes
- Cycle Suerhighway 1
- 'Top' SCA Potential Connection
- 'High' SCA Potential Connection
- Cycle Suerhighway 1 - Extension to LBE

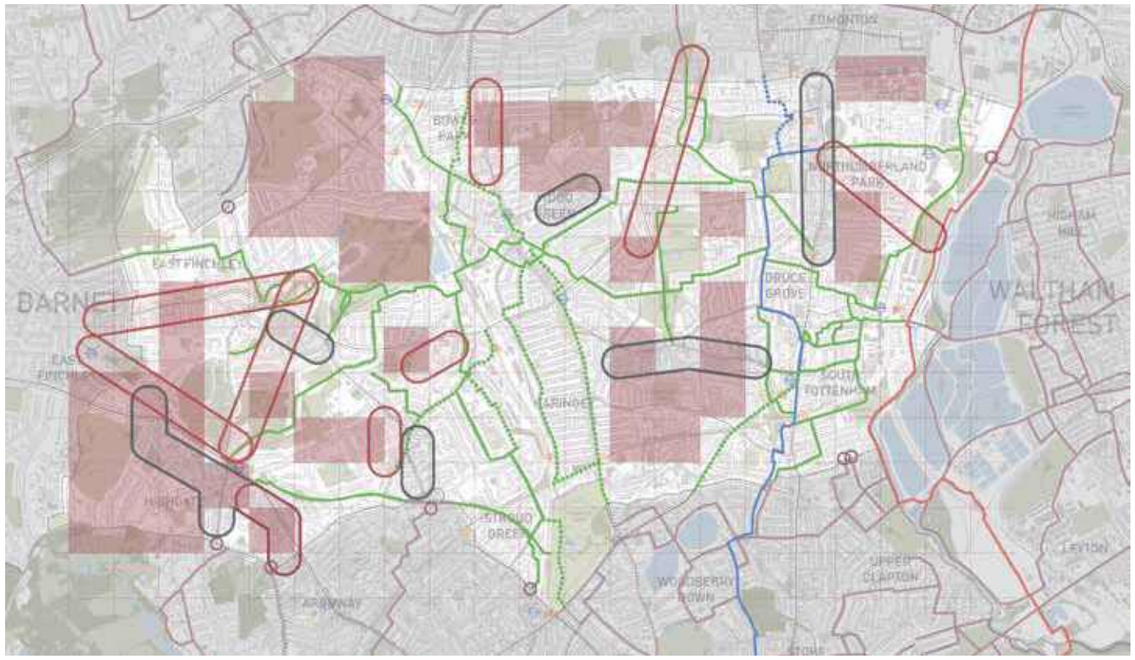
8.19 **Cycling Network Demand**

8.20 This analysis reviews the future cycle networks against the demand analysis to identify areas in the Borough which will require cycling infrastructure in the future to meet anticipated demand. This plan combines the LTDS Cycling Potential Outputs, and Strategic Cycling Analysis (SCA) to identify key areas in the Borough where there is significant captive demand for cycling.

The plan uses a revised Mesh Density analysis to identify 400x400m grids in the Borough where there are no existing or planned cycle facilities.

8.21 GAP analysis with Future Cycle Network

8.22 This plan overlays the GAP analysis on the future cycle network to better understand the key areas for developing additional cycle corridors in response to future demand. The combined analyses identifies several areas with a combination of high captive demand and no proposed cycle facilities, including: North Tottenham, St. Ann's, Highgate and Wood Green/ Bowes Park. These areas form the basis of the recommended cycle corridors later in this document.



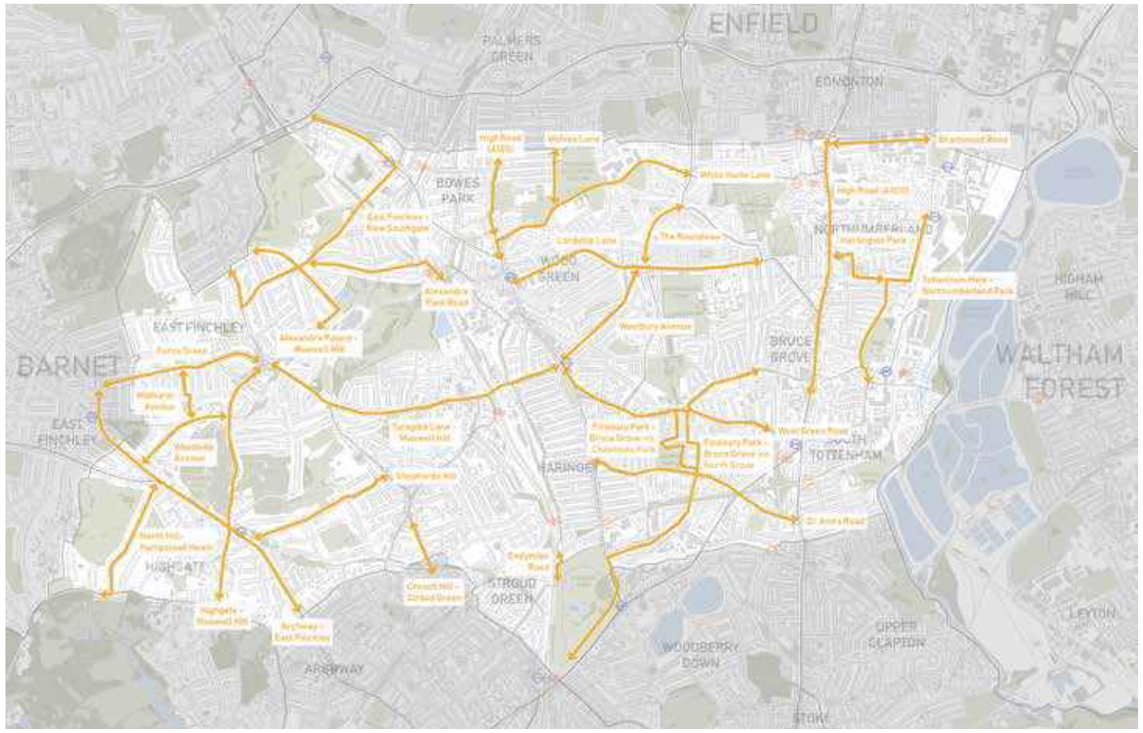
Confirmed Future Cycle Network wih SCA Alignment

- Existing LBH Signed Cycle Routes
- Existing Neighbouring Borough Cycle Routes
- Poor Air Quality Gaps
- Confirmed Future LBH Cycle Routes
- Neighbouring Borough Cycle Routes
- Cycle Suerhighway 1
- Cycle Network Mesh Density Gaps
- Poor Air Quality Gaps
- Cycle Suerhighway 1 - Extension to LBE
- Neighbouring Borough Connections

8.23 Recommended Cycle Corridors

8.24 Based on the findings from the GAP analysis and Future Cycle Network review, a series of corridors have been developed that would help respond to future demand and gaps in the proposed future networks. The plan below has provided indicative alignments for these corridors:

- Brantwood Road
- High Road (A1010)
- Tottenham Hale – Northumberland Park
- Hartington Park
- West Green Road
- Finsbury Park – Bruce Grove
- Endymion Road
- Westbury Avenue
- The Roundway
- Turnpike Lane
- White Hart Lane
- Wolves Lane
- High Road (A105)
- East-Finchley – New Southgate
- Alexandra Park Road
- Alexandra Park – Muswell Hill
- Turnpike Lane – Muswell Hill
- Shepherds Hill
- Crouch Hill – Stroud Green
- Archway – East Finchley
- Highgate – Muswell Hill
- Fortis Green



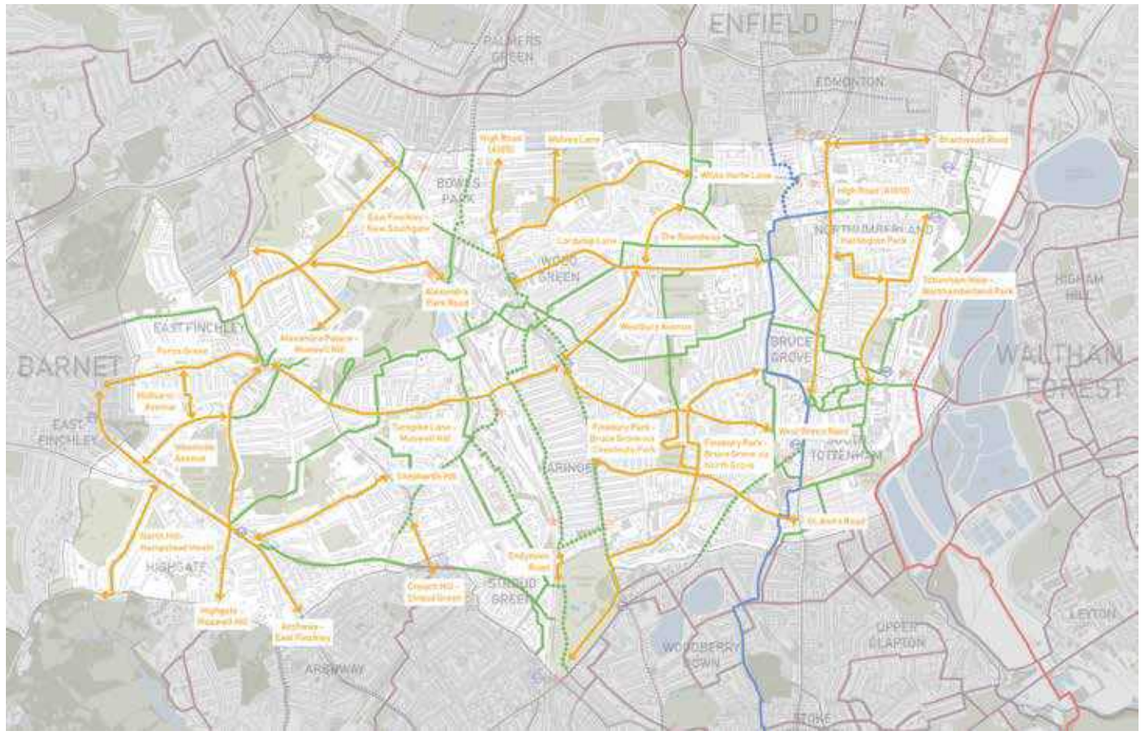
Recmmended Cycle Corridors

- WCAP Recommended Cycle Corridors (Subject to consultation + detailed design)

8.25 GAP analysis w/ Recommended Cycle Corridors

8.26 The recommended cycle corridors have been overlaid onto the gap analysis of Haringey's proposed future cycle network to illustrate how these corridors will supplement the Borough's existing and proposed cycle routes. The resulting network would create a comprehensive range of routes that would fulfil future demand for cycling and ensure that everyone in Haringey has easy access to a high-quality cycle route.





Confirmed Future Cycle Network wih Recommended Connections

- Existing LBH Signed Cycle Routes
- Existing Neighbouring Borough Cycle Routes
- Confirmed Future LBH Cycle Routes
- Future Neighbouring Borough Cycle Routes
- Cycle Suerhighway 1
- National Cycle Network 1 (NCN1)
- Cycle Suerhighway 1 - Extension to LBE
- WCAP Recommended Cycle Corridors

8.27 Refocus on Cycle Superhighway 1 (CS1)

8.28 Cycleway 1 is Haringey's flagship route and links the heart of Tottenham via the south of the borough, into Hackney and the city of London. It is a combination of two-way cycle track located on wide footways and sections of on road cycling on residential streets. Unfortunately the traffic conditions on these sections are hostile and deter most cyclists from using the route. Despite the conditions on these sections it is still a popular route with residents and people cycling through the borough.

8.29 The need for a higher quality route with greater capacity on the Cycleway alignment is now of strategic importance.

8.30 Haringey is exploring opportunities to improve levels of provision on this group. Any future proposal will increase levels of service, enable thousands of new residents to use the route to access local shops, services and amenities but also importantly provide a higher quality cycle spine route in the east of the borough. Enhancing the route has started and will continue to be enhanced in parallel with the Bruce Grove West Green Low Traffic Neighbourhood. Longer term, the priority CFR2 route will be designed to help improve CS1.

8.31 The scope of the CS1 enhancements include:

- Broadwater Road - modal filtering
- Philip Lane – Extend light segregation through zebra crossing, relocate zig-zag markings, and temporary bus stop boarders (possible centreline removal and widen cycle facilities)
- A10 High Road (Seven Sisters) – relocate cycle track and shared-use track away from busy footway areas
- Improvement of CS1 between Ermine Road in South Tottenham and the Hackney Boundary at Holmdale terrace

8.32 In addition to the improvements to the existing

8.33 Cycleway 1 in the borough there is a potential to extend the route and connect to the London Borough of Enfield and its Cycle Enfield network. This CS1 connection to Enfield is a priority extension. Officers will work with Enfield to deliver this section.

8.34 Cycling for leisure

8.35 A good cycle network provides for all types of cyclists and all sorts of cycle trips and cycling for leisure is just as important as cycling to work or school. We are blessed with lots of green spaces both in the borough and nearby that are all easily cyclable in distance but haven't always been easy to cycle to. Our planned cycle network will unlock these green spaces to people cycling. This will link to local networks such as the green grid which is a network of walking and cycling routes into and out of areas of green space in Haringey and next to the borough.

8.36 Cycle training

8.37 We plan to continue to deliver our successful cycle training programme for people who live, work and study in the borough. At the time of preparing this plan we are unsure the available budgets for cycle training available from TfL but have assumed this vital service will recommence as soon as possible to do so.

8.38 In the longer term we hope to increase the number of people we train and widen the training offer for the bike to include training for using specialist bikes such as cargo bikes. The number of people we can train and the types of training we can offer is however determined by the amount of funding we receive. For this reason, we are exploring all funding options and opportunities for increasing cycle training in the borough.

8.39 Cycling for everyone

8.40 We will introduce infrastructure that enables anyone who wants to cycle. We will ensure through the correct application of design standards and engaging experts such as Wheels for Wellbeing that our new cycling infrastructure is suitable for everyone including those who use specialist cycles.

8.41 Whilst the infrastructure is important so are cycles to cycle on. Not everyone can afford a cycle for them. For some people it is just because a new bike is too expensive whilst for others it may be the type of cycle they need to suit their needs.

8.42 For this reason, we hope to work with a number of stakeholders to improve this situation. We hope to continue to work with community groups to enable more people to cycle.





8.43 We will also continue working with local bike shops and retailers to support the successful second-hand bike markets and the 'try before you buy' cycle scheme in the borough. In the past we have encouraged retailers to attend Council events to promote their initiatives and products.

8.44 **Lordship Recreation Ground Cycle Training Track**

8.45 We are blessed in the borough with a special piece of cycling infrastructure in Lordship Recreation Ground. The cycle training track is an amazing place for people to learn to cycle.

8.46 We hope in the duration of this plan to make some additions to it to bring it up to date so children can use it as a part of learning to navigate road space on two feet and wheels safely.

8.47 **Cycle parking**

8.48 Our plans for cycle parking are built on the aim that people who cycle should have somewhere safe to lock their bike at home, work, school or wherever they are visiting and everywhere in between. We know how important good cycle parking is. Simply put if you can't lock your cycle somewhere safely, you're unlikely to use it. This includes at homes, places you visit, schools, shopping areas and transport interchanges.

8.49 Included in our plan are a number of ways in which we want to improve the quality and level of provision of cycle parking in Haringey. This includes through the provision of secure cycle parking at stations in the borough and through the continued roll out of cycle hangars providing secure cycle parking close to our residents' homes.

8.50 **Cycle parking at home**

8.51 Whilst we have 93 cycle hangars on street already in the borough, we currently have over 1,000 outstanding requests for bike hangar spaces. Cycle hangars are usually located on street parking spaces which have been reallocated for cycle parking purposes. This is consistent with Policy 5 of this WCAP.

8.52 Locations for new hangars are primarily chosen based on where there is the most demand. Initially locations are identified via requests received from the general public. A dedicated mailbox has also been set-up where residents can submit their requests – **cycle.parking@haringey.gov.uk**. Installation sites are selected using agreed selection criteria, and a scoring system:

- The date a request is received
- The level of demand in an area
- Equitable distribution throughout the wards in Haringey

8.53 Assessments are undertaken by a council engineer and Cyclehoop, which supplies and installs bike hangars. We try to locate hangars as close as possible to the address from where the initial request came from, whilst considering the appropriateness of the location in terms of practicality and safety. It is important to create natural surveillance of the bike hangar to provide confidence that bikes will be safe, which is why we tend to locate them outside a property.

8.54 Spaces in a bike hangar are allocated based on a priority system that considers each individual's personal circumstances.

8.55 Whilst meeting demand is important it is also vital that safe secure cycle parking options for residents are available throughout the borough and not only where we already have demand. We therefore aim that by 2030 there is a residential cycle parking hangar or similar within a 3-5 minute walk of every home.

8.56 In addition to cycle parking in houses we will continue to work with housing providers to ensure cycle parking is available for those who want it on estates. We will also continue to ensure developers introduce cycle parking in new developments to the levels outlined in the London Plan. We will continue to strive for better cycle parking in developments to suit all types of user.

8.57 **Cycle parking at stations**

8.58 Transport for London's cycle parking strategy states it plans to have a minimum 20 cycle parking spaces within 50 metres of every underground and rail station outside zone one, and 30% spare capacity.

8.59 We propose to introduce a network of secure cycle parking hubs at all stations in the borough together with cycle stands to provide a choice of parking facilities. The cycle hubs will be ideal for local people looking to include cycling as part of their daily commute or who worry about bike theft when shopping locally.

8.60 **Cycle parking at destinations**

8.61 As part of the cycle parking action plan we will ensure provision of cycle parking facilities at all sporting, leisure and shopping destinations within the borough. We will work closely with stakeholders to identify the key locations for the provision of Sheffield cycle stands in town centres, near shops and places of interest.

8.62 **Cycle parking for Schools and Colleges**

8.63 We will continue to provide cycle and scooter parking at schools and colleges to further promote active travel by children and students.

8.64 **Cycle parking and Covid-19**

8.65 The Covid-19 pandemic has meant the suspension of most traditional funding streams with very limited funding available for cycle parking. There is however a real requirement to provide high quality cycle parking at all the different places we have focused on from where people live, to where they work, and everywhere they stop in between.

8.66 We have therefore made plans as part of this WCAP to continue to provide more and better-quality cycle parking throughout Haringey. In some places the pandemic and changes in travel choices have made the needs for cycle parking in some locations even more acute. We will work with TfL, the DfT and other stakeholders and partners to progress our plans outlined in this document. This includes both the introduction of temporary and low-cost cycle parking solutions where people need them and planning for a better network of cycle parking throughout the borough.

What do you think?

9a - To what extent do you agree with the council's future cycling routes and the recommended cycle corridors?

9b - Are there any cycle corridors not included which should be?

9. Low Traffic Neighbourhoods

9.1 Background

9.2 Low Traffic Neighbourhoods (LTNs) are area-based traffic management schemes that aim to reduce or remove non-residential motor traffic from residential areas, as well as reduce the number of short trips made by vehicles which could be walked or cycled. LTNs are normally introduced to support walking and cycling but can also bring a wide range of benefits for everyone especially those who live, work or study in them.

9.3 LTNs can polarise opinions. LTNs by their nature will cause some temporary disruption to car journeys and may make travelling by motor vehicle less direct. In the short term, there can be a level of resident and driver frustration as drivers learn to navigate the LTNs, but in the medium term, providing they are implemented well and given time to change behaviours, many car journeys are removed from roads all together as drivers opt for other sustainable transport modes. This is discussed in the 'Case for LTNs' section detail later on in paragraph 9.20.

9.4 LTNs are most effective when applied to an entire urban area or traffic cell (the area between main roads, railway lines or natural boundaries like large areas of parkland). This is down to the fact traffic is best managed across an area and doing something on a street by street basis will often just move problems to neighbouring streets.

9.5 A range of features are introduced as part of LTNs. These measures work together to make it more difficult for motor traffic to travel through an area meaning it is only trips originating from local addresses or delivery and service vehicles that can be made. Features that are normally introduced in LTNs include one-way streets, banned turns and features called modal filters where roads are closed to motor traffic (at one end or in the middle) removing the ability of non-local traffic to drive along a street.

9.6 Access to all addresses by motor vehicle is still possible and deliveries and servicing can still take place. Emergency Services access will still be possible. However, some access arrangements will be altered which means some residents will no longer be able to use existing access routes in the area. Only the ability for motor traffic to travel through residential areas is removed. This removes popular short cuts for car drivers sometimes known as 'rat-runs'. The removal of non-local traffic allows streets to be redesigned and spaces to be repurposed to people and greening. Traffic levels and speeds reduce significantly, meaning people can enjoy the streets they live in, spend time with their neighbours, help activate new spaces for people with planting and children can play out without the fear of road danger.

9.7 There are additional wider benefits in improved road safety and reduced traffic volumes also provide the perfect conditions for more walking and cycling. This in turn provides benefits to local air quality, public health, increases social inclusion and mobility, and also provides a wide range of other social, environmental and economic benefits.

9.8 TFL's Strategic Neighbourhood Analysis (SNA)

9.9 TfL published its SNA earlier this year which sets out a series of strategic-level spatial analyses to inform a London wide picture of potential suitability of different areas for LTNs and the challenges/opportunities in each. This analysis has helped informed our approach to LTNs, including our criteria for assessing the suitability for LTNs. The SNA can be found on the TFL Streetspace webpage[24] as appendices 6(a) and 6(b). We have used the SNA, to interpret a Haringey specific approach which is set out below.

9.10 Defining and determining locations for Low Traffic Neighbourhoods

9.11 Decisions about the locations and numbers of LTNs will be made using the criteria-based approach set out below. LTNs can perform several purposes at once, such as addressing residents' concerns with through traffic while providing a safe walking and cycling connection.

9.12 LTNs will be located where the greatest impact at the lowest cost can be achieved, rather than where it will be easiest.

9.13 Haringey's criteria are:

1. **Potential for more walking and cycling**
   LTNs should help create a coherent and safe street for walking and cycling. LTNs should help connect different parts of the Haringey cycling and walking network together with routes via low-traffic, filtered streets. These routes should be clearly signposted within the LTN and should line up with the crossing points of streets. These can often remove the need for segregated cycleways.
2. **Reduction in traffic volumes and vehicle speeds including mitigating the displacement of traffic onto other local roads**
   LTNs will need to be designed to mitigate the potential impacts on the wider road network. LTNs should lead to traffic reduction, particularly where LTNs cover a wider area or several are implemented together. This is in part because of the reduction in through traffic, and in part due to making it more convenient for residents to travel by foot or cycle for shorter trips than it is to travel by car, shifting some trips to other modes.
   To effectively monitor the impacts of the LTN on traffic volumes, assessments will need to be carried out before, and at intervals during the implementation of the LTN. This monitoring will help the council identify how the LTN is operating and if any alterations/ additional measures are needed to mitigate the impacts. The monitoring will include car ownership indicators, observational assessments, perception surveys, traffic counts, bus journey time data from TfL, as well as air quality monitoring.

24 https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding



3. **Road danger reduction**

   LTNs should be designed to reduce the number of people killed and seriously injured on Haringey roads (including pedestrians). Increasing the potential for more walking and cycling and reducing the volumes of traffic will reduce conflicts on our roads. LTNs will be required to calm speeds of any local or servicing traffic remaining in the cells.

4. **Enabling space to meet**

   LTNs should enable residents, businesses, and visitors to move around, and meet within, the neighbourhoods, including at a safe social distance during the Covid-19 pandemic.

5. **Cycle connectivity**

   LTNs need to create cycle friendly networks from people's front door, fit for everyone to cycle from children to older adults. These networks should connect to identified cycle routes, either quiet routes or strategic routes along main roads.

6. **Safe access to schools and local businesses**

   LTNs should substantially reduce traffic levels outside schools. This will create safer and cleaner access for parents, pupils and teachers and will enable more school journeys to be made by bicycle or on foot. LTNs should support the local economy by increasing footfall in Haringey's town centres. They should also complement the council's aspirations for re-allocating road space to enable sustainable growth and to make walking and cycling safer.

   To support local businesses LTNs need to plan for the access for freight and servicing when developing measures particularly how they relate to the main roads around them.

7. **Demographics/deprivation**

   LTNs need to consider the positive impact they can have on issues of social justice and social isolation. Understanding and overcoming the effect demographics and deprivation can have on people's choices of transport will be a key consideration. Interventions need to be tailored to ensure everyone benefits from safer and cleaner streets.

8. **Accessible for wheelchairs, mobility scooters and walkers**

   LTNs should create neighbourhoods which are accessible for wheelchairs, mobility scooters and walkers. Quieter and safer roads will mean those who would normally travel by car are more likely to feel able to travel actively. This leaves more space for families with young children and the mobility impaired to make journeys without fear of high traffic volumes or speeds.

9. **Deliverability, cost, and general suitability/ other characteristics**

   LTNs need to be funded and be value for money. The infrastructure costs should be kept low. Using temporary materials might be a solution when funding is constrained. Restricting motorised vehicle access with temporary materials not only has the advantage of being lower cost, it also affords the opportunity for alterations to be made relatively quickly and easily and to take on board community feedback.

   LTNs need to ensure they are deliverable by making sure everyone understands the scheme and supports it, particularly local representatives and the community. Every LTN will have different and distinct characteristics unique to their areas.

   There will not be a 'one size fit all' approach. Each LTN will need to consider local context, geography, demographics, and community aspirations.

   LTNs will need to ensure concerns over personal safety are overcome by involving the emergency services and designing in measures to:

- ensure quieter areas do not result in increased crime and disorder; and
- that natural surveilence and street lighting exists to improve actual and perceived personal safety.

10. **Community engagement with residents and other groups**

    Engagement on LTN proposals is crucial to successful implementation. Residential streets often generate a sense of ownership and belonging for those who live on them and can have a major influence on their quality of life. Haringey has an active Living Streets network and other group networks such as the Haringey Cycling Campaign and residents associations which should be harnessed. Communicating the schemes simply, clearly and engagingly will be essential to achieve community trust and buy in. Co-design approaches where councils work with the community to design schemes can often produce the best results.

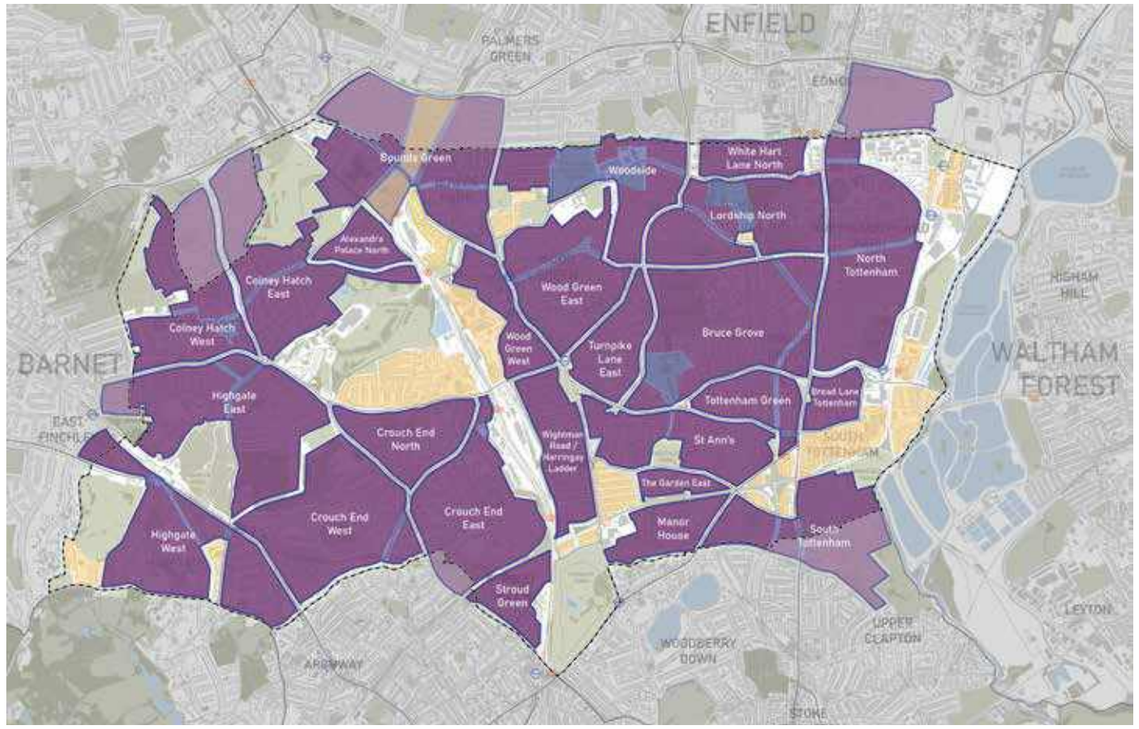
9.14 **Identifying LTNs in Haringey**

9.15 The starting point for identifying locations is to analyse where the key lines of severance are across the borough. The ability of main roads to accommodate and absorb larger volumes of traffic provides an underlying justification for filtering traffic away from residential streets. Severance can also be achieved by railways, rivers, and non-residential land such as parks and industrial land. The areas in between the lines are referred to as 'residential cells'. The cells form the areas of the LTNs. An LTN can be one cell or a collection of cells depending on the scale, type and objectives of the intervention.

9.16 The Map below shows our analysis of severance and will form the basis of considering LTNs across the borough. We have identified 82 cells in total in the borough. Of these 82 cells 23 are already self-enclosed and require little change with regard deterring or removing through traffic. The remaining 59 traffic cells in the borough are porous to non-local motor traffic and have been separated into 22 LTNs which form the strategic basis for assessing LTNs. These 22 LTNs are listed in the delivery plan.







Low Traffic Neighbourhoods - LBH Cell Clusters

- Recommended LTN Cell Boundaries
- Existing cells with no through-access for vehicles
- --- LB Haringey Borough Boundary
- LBH cell clusters

9.17 **Designing Low Traffic Neighbourhoods**

9.18 LTNs generally do not require significant civil engineering. There are a variety of different types of intervention available, which may be appropriate depending on the specific local challenges.

These include:

- Modal filters: bollards, planters or banned turns, cycle contra-flows, bus gates, cameras/ enforcement
- Measures to enhance public realm and urban greening e.g. planters, pocket parks at modal filter locations in either a temporary or semi-permanent form, and if there is scope for more permanent features, sustainable drainage systems (SuDS)



- Cycle parking, preferably on the carriageway rather than the footway. This may serve as destination parking e.g. Sheffield stands at shops or for short stay on residential streets, or for home-use by residents e.g. cycle hangars
- The inclusion of school streets
- It may be appropriate in locations with local cafes and restaurants to use modal filters and road closures to make space available on-street for tables and chairs.

9.19 We will consider using a range of tools to implement LTNs, including the use of experimental traffic orders, trials and temporary materials to introduce measures quickly. Using trials will allows the council to adjust interventions and determine what changes would be needed to make a layout permanent should it prove successful.

9.20 **The Case for Low Traffic Neighbourhoods**

9.21 Over past decades, there has been a significant increase in traffic volumes on residential streets, resulting in greater noise, air pollution and road danger. This has been made worse by the introduction of sat nav apps which lead increasingly more traffic through residential areas. At the same time, car ownership across London has been falling. Less than half of the population in Haringey owns a car. This means the majority of traffic on our residential roads is from vehicles which have not originated or are not destined for the borough. Maintaining this trajectory is therefore not an option. Increasing through-traffic and an increase in short journeys made by cars which could be travelled by foot or bike, need to be tackled. Creating LTNs will not only achieve this but also improve the environment for residents to walk, cycle and reclaim streets for play and community interaction.

9.22 During the height of the Covid-19 lockdown, London witnessed how creating more space to walk and cycle can reduce traffic and improve air quality. Traffic on streets reduced dramatically and in turn, London's toxic air pollution improved in some areas. Less traffic on our streets created safer, quieter streets and improved the experience for walking and cycling, including increasing the time people spend in their local shopping areas.

9.23 Whilst a relatively new term, modal filtering has been a commonly used traffic management tool since the 1970s, as car ownership and use expanded. Haringey does not currently have any LTN areas although there are some examples of interventions which have resulted in similar outcomes. One example is the filtering of streets known as 'The Gardens Neighbourhood' in N4.

9.24 As mentioned earlier LTNs can divide opinions. LTNs designed and implemented properly, and over time, have the best chances of success. Piecemeal and isolated LTNs can cause spillover congestion in the short term, which is a common cause for concerns to LTNs. However, whilst it can take time for traffic patterns to change as a result of the LTN, vehicle evaporation does occur. Measures will be needed to alleviate traffic flows on main roads as a consequence of the LTNs.

9.25 **Vehicle Evaporation**

9.26 Predictions of traffic problems caused by LTNs almost always fail to materialise and that significant reductions in overall traffic levels across an area can happen as a result of people making different choices about their mode of choice and the journeys they make.

9.27 Experience from LTN interventions in London have shown, in the short term, some neighbourhoods experienced increases in congestion and worsening of traffic. This can occur in the period immediately after implementation as traffic patterns and journeys adjust. Evidence from the Walthamstow Village scheme[25] in Waltham Forest shows that the displacement of traffic soon evaporates entirely as drivers adjust routes and behaviours to avoid these areas, changing modes of transport or even cancelling journeys.

9.28 LTNs are not a quick fix but provide a medium to long term solution to improve our residential areas, improving air quality and enabling more walking and cycling. Traffic evaporation is well-evidenced across a number of schemes.

25 https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-

The most comprehensive study of vehicle evaoporation was carried out by Sally Cairns, Carmen Hass-Klau, and Phil Goodwin in 1998 and followed up in 2002[26].

9.29 This brought together experience from 70 case studies of roadspace reallocation from general traffic, across 11 countries, with opinions from 200 transport professionals. It showed that people make all sorts of different decisions when driving conditions change including finding alternative routes, alternative modes and different frequencies of journeys.

9.30 According to a review of the study by London Living Streets[27], in half of the case studies, there was an 11% reduction in number of vehicles across the whole area where roadspace for traffic was reduced, including the main roads. This research showed that LTNs do not simply shift traffic from one place to another, but lead to an overall reduction in the numbers of motor vehicles on roads.

9.31 Low Traffic Neighbourhoods in Haringey

9.32 Responding to Covid-19 has increased the community appetite for LTNs in Haringey and TfL has also prioritised funding for LTNs across London as part of the London Streetspace Plan. This has enabled the council to focus resources to identifying the areas of the borough where LTNs were needed. The council developed proposals for three LTNs which were submitted to TfL and subsequently were awarded Streetspace Plan funding. These LTNs are:

- St Ann's
- Bruce Grove West Green
- Bounds Green

9.33 The delivery of these three LTN proposals is subject to funding and consultation. We will develop additional LTN proposals using the criteria approach set out above as funding opportunities are identified. We are committed to working closely with our emergency services partners. The less traffic there is on London's streets, the quicker and easier it is for police, ambulance and fire services to get to their destination.

What do you think?

10a - To what extent do you support the council's criteria based approach for identifying future LTNs

10b - Are there any other criteria we should include?

10c - To what extent do you agree with the council's assessment of vehicle evaporation and its case for LTNs?

the-scheme-and-during-the-trial/

26 www.rachelaldred.org/writing/thoughts/disappearing-traffic/

27 https://londonlivingstreets.com/2019/07/11/evaporating-traffic-impact-of-low-traffic-neighbourhoods-on-main-roads/

10. Future: The active school run

10.1 We know that the school run is a major contributor to congestion in the morning. Children being driven to school also means they are missing out on the opportunity to be active before and after school. Being active before school through walking or cycling there, like being active during school, is shown to help children with concentration through the school day

10.2 Children being driven to school contributes to issues with their health, like obesity and adding to air pollution generated at busy times by motor traffic. We want to work with our schools, parents and children to make the school run more active. We know we also have to provide the right infrastructure so parents and children want to walk, cycle and scoot to school. We will continue to deliver active travel initiatives such as Stars in Schools with our partners including TfL.

10.3 School Streets

10.4 We plan to introduce 'School Streets' at primary schools throughout the borough. 'School Streets' are time traffic management schemes that partially or fully close streets outside schools.

10.5 We plan to introduce improvements in streets around every primary school in the borough by 2031. The Council has adopted a separate but complementary school streets action plan.

10.6 Walking and cycling to school

10.7 We plan to link schools to places people live in the borough through our walking and cycling networks. In areas where there are clusters of schools such as the St Ann's area we will focus on developing proposals for the wider area that prioritise children walking and cycling to school.

10.8 Our planned temporary strategic cycling network will serve existing and planned schools in the borough with many other schools and places of education located on or near other routes included in our planned network. Additionally, we are working to provide more space for children and parents walking, cycling and scooting to school both in the short term through emergency measures and our longer-term programme of school streets.

10.9 We will work with partners including TfL to provide cycle maintenance sessions, cycle parking and other supporting measures near to schools. This will include introducing cycle parking outside schools in place of car parking and converting road space to space for active travel.

What do you think?

11a - To what extent do you support the active school run priorities?

11. Future: Active travel and development

11.1 Development in the borough is managed through the planning process using policies in the London Plan and Haringey's Local Plan. Planning and developments have the potential to support more walking and cycling in Haringey. We will work with developers to ensure that people walking and cycling are prioritised throughout the entire lifecycle of development and ensure Haringey's Site Allocations deliver the objectives of this WCAP.

11.2 This will mean from the outset people walking, cycling and spending time will be central to the design of new streets. Our cycle parking requirements included in planning policy provide more for people cycling and different types of cycle.

11.3 Developers will be required to ensure their designs deliver the aspirations set out in this WCAP. Walking and cycling should be considered as an integral part of schemes which they bring forward. During construction we will work with developers to minimise the disruption to people walking and cycling. There will be a specific focus on maintaining key walking and cycling routes particularly walking routes to town centres and transport interchanges, and cycling routes included in the cycle network.

11.4 We will ensure that developments do not create car use and do support active travel. We will ensure developments enable their residents to embrace active travel from the outset. This includes through the delivery of travel plans for developments and new schools in the borough. New housing provides the opportunity for new pieces of infrastructure to be introduced and often provide once in a lifetime opportunities to rethink and make real change to the way streets work in parts of the borough.

What do you think?

12a - To what extent do you support the active travel priorities?

11.5 New developments and particularly high-density housing can bring with them lots more people wanting to use existing streets and public transport networks. Walking and cycling if planned and provided for, can be the natural choices for people living in new developments, particularly those with good public transport links.

11.6 We will use all the tools at our disposal including the adoption and delivery of our Site Allocations in the Local Plan, pre application discussions, the planning application process and securing S106 contribution to ensure the development industry help deliver this WCAP.

11.7 Regeneration of the Tottenham area has provided an opportunity for new walking and cycling links to be introduced. New residents of developments in the borough are provided with welcome packs that include active travel incentives and information. We will look to expand this offer to existing borough residents, particularly those who live near major development sites.

11.8 Local Centres + Key Future Developments

11.9 Understanding the developmental context and potential is crucial to developing Haringey's future walking and cycling network. Significant growth and change is expected in the Borough with large areas sitting within the boundaries of various strategic priorities.

11.10 The cumulative potential of the developments in Haringey will significantly change the distribution of the borough's population and how people move around Haringey.

11.11 Tottenham

11.12 The Tottenham AAP has been prepared in order to ensure that the scale of development and change proposed for Tottenham through 2026 and beyond is positively managed and guided by a planning framework. The AAP includes land within the area identified as capable of delivering 10,000 new homes and 5,000 new jobs. It provides a basis for developments including establishing a new retail centre at Tottenham Hale, the intensification and diversification of existing industrial estates, and mixed leisure development around Tottenham Hotspur stadium.

11.13 The Tottenham AAP seeks to provide the following:

- New north - south walking and cycling links between Ferry Lane and Watermead Way and on towards Meridian Water with potential to tie-in to Enfield's Network.
- Enhanced east-west walking and cycling connections towards Tottenham
- Green Grid walking and cycling accessibility into the Lee Valley, Tottenham Marshes and Walthamstow Wetlands

11.14 Improvements included in the development masterplan for Tottenham Hale will enhance connectivity to the station, retail and residential destinations and unlock the cycle network in the east of the borough providing a missing link towards the Lea Valley, Walthamstow Wetlands and the Enjoy Waltham Forest network.

11.15 Future High Streets Fund for Tottenham High Road

11.16 Through a comprehensive consultation and engagement programme, Haringey Council and residents and businesses in Tottenham developed a 10-year Strategy for Tottenham High Road (2019-2029). The Strategy for Tottenham High Road includes the below key objectives:

- Greening the High Road to tackle pollution
- Brightening up the High Road, making public space more usable
- Introducing play space
- More safe/secure bike parking and areas to cycle
- Improve the experience for both pedestrians and cyclists

11.17 Wood Green

11.18 The vision for Wood Green is that it will become North London's most prosperous and green town centre. The draft Area Action Plan (AAP) sets out policies, proposals and site allocations for future development within the Wood Green area. It covers an area from Bounds Green Road in the north to Turnpike Lane in the south and from Alexandra Park in the west to High Road in the east. It includes plans to increase the number of residential dwellings in the area by 1,700, but also significantly increase the amount of employment space (56,000 sq. m), town centre retail (13,500 sq. m) and other uses (55,000 sq. m).

11.19 The AAP's 'Transport Modelling and Analysis' identifies recommended corridors and design measures in response to TfL's Cynemon Forecast modelling and the anticipated increase in jobs and residents generated by the AAP. TfL's Cynemon model uses a combination of existing and future cycle flows, and existing and proposed cycle infrastructure to forecast changes in cycle flows up until 2041.

11.20 The Cynemon outputs forecasted the highest increases in cycle flows on the Tottenham High Road (A10), Green Lanes (A105), and Seven Sisters Road (A503). Based on these findings, the report recommended the following improvements to the cycle network:

- Extension of Cycle Superhighway 1 to Wood Green
- Segregated cycle route on Lordship Lane to Church Lane, Tottenham (also identified in WCAP)

11.21 In addition to the above routes, the AAP has recommended improvements to walking and cycle facilities on the following alignments through Wood Green:

- High Road – A105 (Turnpike Lane LUL Station – Borough Boundary)
- White Hart Lane (High Road A105 – Great Cambridge Road A10)
- Bounds Green Road (High Road A105 – New River Path)
- Station Road (Park Road – High Road A105)
- Hornsey Park Road (between The Mall – Turnpike Lane)
- New River Path + Mayes Road (Martins Walk – Station Road)
- Coburg Road (Mayes Road – Railway Underpass)

11.22 The AAP includes the creation of new local links for walking and cycling in the town centre area including new walking and cycling links from Alexandra Palace Station, Wood Green Common, the Cultural Quarter, the Clarendon gasworks site, and Clarendon Road into Wightman Road. Also included within the development proposals are cycle parking for new dwellings and for a cycle hub near to Wood Green underground station. Included within the plan is a local cycle network that links into the wider borough network.

11.23 There will be opportunities to develop the network further with and link to existing and proposed cycle routes in the Wood Green area. Improvements for people walking will be also progressed throughout the area as part of the AAP including addressing pinch points and severance from busier roads.

11.24 Applying principles that are included in our Transport Strategy, the Mayor's Transport Strategy (MTS) and associated design guidance from TfL would be a good measure of the provision in terms of walking and cycling from the AAP. For example, in the MTS there is an aim for 80% of residents to be within 800m of a high-quality cycle route by 2041 and a 400m mesh density as per best practice guidance for walking and cycling. The proposals included above, and the local network proposed would provide that.

11.25 The AAP includes plans suitable for anticipated levels of 7% mode share for cycling. Providing high quality cycling infrastructure on the alignments included either in the form of low or traffic free routes or protected space for cycling on the strategic roads included will provide the required infrastructure capable of providing capacity for those trips generated by the development. It will also future proof the development and the town centre providing capacity for additional demand from switched trips, in line with the aspiration of this WCAP. More details of the proposals can be found in the cycling action plan table in the rear of this document.

11.26 Cycle Hire

11.27 London is continuing to see an increase in cycling usage as more money is being spent on cycling facilities and more people are considering taking up cycling as a form of transport. A cycle hire scheme in Haringey could add further momentum to this trend and increase the accessibility of cycling to certain groups.

11.28 The introduction of cycle hire schemes in other parts of London has helped to increase cycle modal share and ultimately encouraged more people to cycle on private bicycles.

11.29 Cycle hire can be provided in a number of ways ranging from a fully docked system such as the Santander scheme operated by TfL or undocked schemes using geofencing operating in a number of boroughs in London.

11.30 The recent improvement in technology in this industry has resulted in a wider choice of systems and bicycles that can be offered through bicycle hire schemes. The introduction of electric assist bicycles in particular, which can be either docked or undocked, provides even greater accessibility. This is particularly important in a borough such as Haringey where topography and specifically the borough's hills can be a barrier to some people cycling.

11.31 One of the barriers to providing a successful bicycle hire scheme is ensuring that cycles are available where they are needed to meet peaks in demand. The competing demands on public realm is one of the main issues facing successful implementation as space is at a premium around key trip generators / attractors.

11.32 Key benefits of cycle hire

- Provision of a new individual transport mode (accessibility, connectivity with other modes, resilience to the public transport network, options for users)
- Increase in the levels of cycling through reduced barriers to cycling such as access to a bike, maintenance and theft
- Help to create a more walking and cycling focused borough with less motorised traffic
- Health benefits associated with increased levels of cycling
- Journey time and journey time reliability benefits associated with cycling when compared to other modes in London
- Reduction in overcrowding on buses and the underground in central London
- Promote leisure activities and tourism

11.33 Whilst cycle hire schemes bring numerous benefits, one of the major criticisms of the recent dockless systems introduced in cities including London, is that people leave bikes on footways when they have finished using them. They are often left in locations that are inconvenient to most, problematic to some and dangerous to others, especially those with mobility issues, visual impairments or using prams or wheelchairs. A key feature of any future cycle hire scheme in Haringey will therefore be the use of specific bays or docking stations where users should leave bikes once finished using them.

	How does it work?	Strengths	Weakness
Docked Scheme	Fixed 'posts' or docking stations to which the bicycle is attached	Easy to find a cycle Docking station terminal provide additional functionality Can accommodate different types of cycle; traditional and electric assist Cycles charge whilst docked Temporary docking stations can be installed for events and during the summer months Easy to add docking stations to the scheme	More expensive to set up and maintain than an undocked scheme

Hire Stations	Hire stations equipped with cables (attached to a wall or existing cycle standards), which area attached to bicycles when docked. Bicycles are taken out and returned by use of telephone and pin code	Able to accommodate up to ten bicycles in aa single car parking space (compared to four with the fixed system)	Bicycles are prone to falling over and being regarded as untidy on the streetscape Cycles are more vulnerable to damage
Undocked	Bicycles are self-locking; a metal pole is locked through the spokes. Bicycle is then left in a specified geofenced area and accessed by telephone and pin code	Extremely flexible and convenient for the user once they have located and accessed bicycles	Difficult to find bicycles and the system relies on trust in terms of returning bicycles and communicating to the cycle the location of a returned bicycle

11.34 Staff Pool bikes and cargo bikes

11.35 The Council have a pool bike scheme for staff which focuses on providing bicycles to staff for work related trips as well as leisure trips when the bikes are available.

11.36 In addition to the pool bikes, the council has introduced cargo bikes on its fleet which are available for staff use.

11.37 Dockless Bike Scheme and E-scooters Hire

11.38 The Council's Transport Strategy supports dockless bikes hire as a means for reducing the use of the private car and increasing access to bikes. The Council have been engaged with TfL, London Councils, neighbouring boroughs and operators to explore how these could operate in London.

11.39 E-scooter hire are being trialled in some parts of London. Haringey is not taking part in these trials but we are involved in the pan-London planning of these trials which are being led by TfL and London Council's. Haringey's priority is active travel and the benefits associated with walking and cycling. However, we support the use of sustainable and safe micromobility options as a means of tackling private car use and reducing air pollution.



11.40 **Reallocation of the kerbside space**

11.41 The effective management of kerbside space is important for people walking and cycling. Footways and cycleways need to be coherent, easy to use, step free and safe. Badly parked cars, vans and lorries can seriously impact the ability of people walking and cycling, especially those who find either more difficult or have things or children with them.

11.42 It's not just ensuring existing kerbside space is protected that is important either. By making better use of road space we can provide more space for everyone. Many of our town centres are located on busy roads meaning walking and cycling to and through them can be difficult. Where possible especially near our towns and centres and places of interest we will strive to rebalance this by providing wider footways, space for people to cycle safely and more space to tree planting and greening.

11.43 We will include cycle parking as part of the parking mix in space normally only dedicated to car parking.

11.44 We will also look at opportunities to repurpose parking spaces into more active uses of kerbside space in locations near to retail. These alternative uses include planters and on-street cycle parking, space for people walking and planting.

11.45 Our commitment to provide space for people to store cycles safely near their home will mean the introduction of more residential cycle hangars as part of the parking mix in Controlled Parking Zones (CPZs).

11.46 We will review hours of control in CPZs to remove opportunities to migrate cars during the working day to avoid operational hours.

11.47 **Street trees and planting**

11.48 Street trees are a key part of a resilient street network, providing numerous benefits. They of course provide a vital home for nature and biodiversity but also help reduce flood risk by intercepting rainfall.

11.49 Trees are also great for people walking and cycling. They add to the street environment and provide colour, shade and affect levels of emissions, particulates and not forgetting happiness.

11.50 Wherever possible we will introduce street trees as part of our walking and cycling schemes. Considerations of access requirements, including pavement width, will be part of any design work to implement new trees.

11.51 **Gateways**

11.52 Where we make changes to streets, trees or planting could bookend streets in the borough. Combined with street design features that prioritise active travel and SUDS these gateways will announce to people they are entering a new street environment. This includes both into residential areas and town centres.

11.53 They will provide places to dwell on the way into and out of our commercial centres, and announce to drivers they are entering streets where people live, people will be walking and cycling, and children will be playing.

11.54 **Electric charging points**

11.55 Where we introduce electric charging points to support the adoption of electric vehicles in the borough we will ensure this is not done at the cost of people walking and available footway space. Where charging points are installed on the public highway we will locate them on build-outs in parking bays. As part of these electric charging point installations we will look to add planting, cycle parking and where feasible charging capability for both electric cars and e bikes.

11.56 **Public transport**

11.57 We recognise the important role of an efficient and reliable public transport network and the need to improve connections between cycling and this network. By providing connections to public transport interchanges and major stops in combination with secure cycle parking facilities visitors have greater travel choices. In addition, bus lanes can provide space for people cycling.

As part of this WCAP we will:

- Carry out bus lane reviews to consider an increase in operational hours and where feasible make them wider so people can cycle in them and feel safer. This is particularly important where separate space for cycling can't be introduced.
- Introduce bus gates that benefit areas where people walking and cycling, and to improve bus journey times
- Build cycle routes to public transport interchanges and major stops
- Ensure high quality cycle parking that meets demand at public transport interchanges
- Make improvements to key walking routes to public transport interchanges

11.58 **Events**

11.59 The borough hosts a number of world class sporting and leisure destinations which are extremely well utilised throughout the year with visitors travelling from around the world to events. Provision for quality integrated transport is essential to ensure that visitors to these venues can travel sustainably using public transport, walking and cycling.

11.60 We are already working closely with venues and promoters to provide sustainable transport solutions for events whilst minimising the impact on residents and businesses.

11.61 The Tottenham Hotspur stadium redevelopment has provided infrastructure to support more people walking and cycling to the stadium, with Cycle Superhighway 1 already running to the stadium from the south. However we recognise that we need to do more to promote walking and cycling at all venues and ensure that there is a fully integrated walking and cycling strategy for all large venues.

11.62 **Play Streets**

11.63 Play streets were a common site across London and other cities in years gone by and have had a bit of a resurgence in recent years. They are a great way to explore the potential for streets to be used differently by people who live in them with places normally given over to moving motor vehicles for adults become places for children to socialise and play.

11.64 We will continue to work with local communities to get play streets implemented in Haringey and look to make permanent changes to streets to reduce motor vehicle access where play streets have shown the potential benefits. We hope to make it easier for residents to request and organise play streets including innovative ways to marshal them through the delivery of this WCAP.

11.65 **Car Free Day**

11.66 We fully support the Car Free Day initiative and will continue to support it in the borough. In fact we propose to start using the annual event as an opportunity to trial closing roads to motor traffic in our town centres but also in residential areas so people can have the opportunity to experience where they live with different traffic conditions.

11.67 This will allow streets and places in the borough to be used differently whilst we can learn what goes well and what doesn't with the aim of the making successful trials permanent in the longer term.

11.68 **Maintenance**

11.69 Routine maintenance, particularly resurfacing, provides an opportunity to change the look and feel of streets. The amount of line marking can be reviewed and where feasible removed to reduce vehicle dominance and soften street aesthetics.

11.70 Central hatching can be replaced with wider cycle and semi segregation as relatively cost-effective approaches to introducing space for cycling. Centre line markings can also be removed reducing the dominance of motor traffic.

12. Monitoring and learning

12.1 Monitoring where people walk and cycle and arguably more importantly where they don't helps inform our work on supporting active travel. It is also important to understand where traffic is heavy as this indicates where there are trips that could be switched to walking and cycling.

12.2 We have used existing data, and projections based on this such as the Strategic Cycling and Walking Analysis to evaluate our existing network and to understand where people would walk and cycle more if we made changes to support this.

12.3 Road danger is another area where we must understand what is happening on our streets and how changes we make alter things, both to ensure those changes are right and to improve on designs to make even better design solutions in the future.

12.4 Similarly, among the negative impacts and externalities of motor vehicle use are issues with air quality and emissions and the barriers to active travel and social inclusion that busy roads can be.

12.5 Throughout the lifecycle of the Walking and Cycling Action plan we intend to improve our monitoring capability for active travel.

12.6 This will include a focus on both the numbers of people walking and cycling in Haringey, where people are, and aren't choosing to, and the negative externalities associated with motor traffic as described above. The table on the next page outlines our proposals for this action plan.



What we will monitor	Where we will monitor	How we will monitor
Number of people walking	On key walking routes, in town centres and residential areas	Surveys conducted as part of scheme development. Post implementation surveys (e.g. video, Pedestrian Level of Service) Dedicated pedestrian counters at key locations e.g. walking routes in new developments Gather data as part of public engagement surveys London Travel Demand Survey
Number of people cycling	On key walking routes, in town centres and residential areas	Surveys conducted as part of scheme development. Post implementation surveys (e.g. video, Pedestrian Level of Service) Dedicated cycle counters on cycleway network Gather data as part of public engagement surveys London Travel Demand Survey
Traffic volumes and speeds	On key routes, town centres and residential areas	Traffic speed and volume surveys Ibus data Engagement surveys Perception reports
Road danger	On key routes, town centres and residential areas	Traffic speed and volume surveys Collision data Engagement surveys Perception reports
Air quality	On key routes, town centres and residential areas	Air quality monitoring stations

Appendix A - Policy Context

13. Haringey policies that support active travel

13.1 For any action plan to be successful it has to be supported by a commitment from those who will deliver it. In the preceding years to this action plan we have been talking to and working with the residents and businesses of the borough to develop a number of key policies and strategies. This next section explains how our Walking and Cycling Action Plan is supported by and contributes to achieving the key aims and objectives of the borough and the people who live and work here.

13.2 Haringey Borough Plan (2019 – 2023)

13.3 The Borough Plan sets out our five priorities for Haringey. These priorities were developed following significant engagement with residents and partners.

13.4 The Borough Plan consists of a set of 20 outcomes, grouped under the five priorities, and measures of success for each of these outcomes. There are a number of outcomes that are relevant to the delivery of the WCAP and the the delivery of the WCAP would help achieve many of the outcomes of the borough plan.

13.5 In People the Borough Plan introduces the vision for a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential.

13.6 Outcome 5 is Happy childhood: all children across the borough will be happy and healthy as they grow up, feeling safe and secure in their family and in our community.



13.7 In Outcome 7: 'All adults are able to live healthy and fulfilling lives, with dignity, staying active, safe and connected in their communities' the borough plan focuses on increasing life expectancy and removing health inequalities.

13.8 People Objective 8 states 'All adults are able to live healthy and fulfilling lives, with dignity, staying active, connected and free from harm in their communities' whilst Outcome 8 strives for 'Strong communities where people look out for and care for one another'.

13.9 All these outcomes and objectives can be supported or achieved through the delivery of high-quality walking and cycling infrastructure and there are other outcomes associated with mental health and wellbeing that overwhelming evidence suggests more people walking and cycling more can help achieve.

13.10 In Place the Plan focuses on the environment transport and sustainability and the links with this action plan is even more obvious with a vision for a place with strong, resilient and connected communities where people can lead active and healthy lives in an environment that is safe, clean and green.. Outcome 9, 'a healthier, active and greener place' includes objectives to protect and improve parks and green space, plant more trees including on street and increased levels of physical activity and reduction in levels of emissions and poor air quality near schools. The Council's target is to increase physical activity by an average of 0.4 percentage points year on year by 2022/23 and deliver the Air Quality Action Plan.

13.11 Outcome 10 of the plan is 'a cleaner, accessible and attractive place aims to provide safer and accessible public spaces for everyone, safer and cleaner streets and a mode shift towards walking, cycling and public transport (81% by 2022/23, 88% by 2041).

13.12 Outcome 11: A culturally engaged place Foster strong and diverse cultural activities Support a range of events in the borough, from sport at White Hart Lane and music festivals in our parks, Improve connectivity around the borough especially for pedestrians and cyclists

13.13 Included in objectives to support the realisation of Outcome 11 is a commitment to deliver major infrastructure projects to improve transport links in the borough, including improvements at Tottenham Hale and Seven Sisters, and make it easier to cycle around and through the borough by working with Transport for London on new cycle routes and an improved walking, cycling and bus networks, as well as public transport interchanges. We will look to coordinate and manage all street works, liaising with utility companies, neighbouring boroughs and Transport for London, to minimise disruption and congestion on the road network.



13.14 In Economy the plan aspires to a growing economy which provides opportunities for all our residents and supports our businesses to thrive. The Council wants to work with the community to build a growing economy and thriving local businesses, supported by a community wealth building approach.

13.15 Outcome 16 focuses on Regeneration with social and economic renewal at its heart, focused on Tottenham and Wood Green

13.16 In Your Council the plan focuses on the way the Council works. It focuses on the need to make savings and spend efficiently and effectively whilst stating the importance of engaging with residents and businesses in making change. Outcome 17 is a Council that engages effectively with its residents and businesses making them feel engaged and displaying high levels of trust. This includes innovative approaches to engagement using people centred design approaches ensuring involvement in the process.

13.17 Haringey Transport Strategy 2018

13.18 In 2018 Haringey adopted its Transport Strategy. The strategy has been designed to deliver a step change in transport policy for the borough, one that enables walking, cycling and public transport.

13.19 This means a shift in policy direction from prioritising motor vehicles to one of prioritising active travel and public transport.

13.20 The response to our public consultation on the strategy overwhelmingly supported the prioritisation of active travel and reducing the use of the motor car. People understood the need to tackle associated issues such as climate change, air pollution and improving the health and wellbeing of Haringey residents.

13.21 The strategy includes four key outcomes. Active travel, and more specifically enabling more walking and cycling is central to achieving these outcomes which are:

- A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- Active travel the default choice, with more people choosing to travel by walking, cycling and public transport
- An improved air quality and a reduction in carbon emissions from transport
- A well-maintained road network that is less congested and is safer

13.22 The Transport Strategy will be delivered through a number of Action Plans, including this Walking and Cycling Action Plan, a Parking Strategy and the Local Implementation Plan.

13.23 There are a number of priorities included in the Transport Strategy that the WCAP can deliver. These include:

- To get more people to choose walking, cycling and public transport as means of travel by making Haringey one of the most cycling and pedestrian friendly boroughs in London
- To deliver our health ambitions by promoting active travel
- To improve air quality by pursuing projects and programmes to reduce vehicle use, particularly diesel powered vehicles and increase the use of electric vehicles for journey which need to be made by car.
- To support alternative means of transport to motor vehicles such as through behavioural change programmes and increasing car clubs/ car sharing
- To reduce road user casualties, especially among children, pedestrians, cyclists and other vulnerable road users
- To address the needs of mobility impaired users of all transport modes

13.24 To achieve these outcomes we will work with key partners such as the government, GLA, TfL, private sector developers, public transport operators, the community and the voluntary sector.

13.25 **Key facts included in the 2018 Transport Strategy are:**

- 56% of adults, 37% of 10/11 year olds and 23% of 4/5 year olds are overweight or obese
- Over 26% of the population in Haringey are physically inactive
- 3% of journeys are by cycle and 37% by walking
- Just under 40% of vehicle movements in Haringey could be replaced by cycling

13.26 **Local Implementation Plan 2019-2022**

13.27 Haringey's Local Implementation Plan (LIP) sets out how the Council intends to deliver more sustainable transport. The LIP includes the infrastructure and initiatives that will support the delivery of the transport objectives as outlined in the Mayor Transport Stratetgy (MTS).

13.28 Given the expected population growth, issues around capacity on the public transport network are only likely to get worse. The LIP also identifies the lack of coherent joined up cycle network in the borough, reducing the potential for active travel.

13.29 **Haringey Local Plan (2017)**

13.30 The Local Plan describes how the Council will address the need for local and strategic development. This includes the need for housing, employment opportunities, leisure, and retail provision.

13.31 SP7: Transport states: ... 'the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services'.

13.32 Also of relevance to the WCAP the Local Plan states 'the Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub.'

13.33 The Council has started working on a New Local Plan with a First Steps engagement document published in 2020, working towards adoption in 2023.

13.34 **Air Quality Action Plan**

13.35 Haringey's Air Quality Action Plan (AQAP) outlines the action the borough will take to improve air quality in Haringey between 2019-2024. The plan highlights the adverse impacts on health of poor air quality and the often-strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas.

13.36 Haringey is committed to reducing the exposure of people in the Borough to poor air quality in order to improve health. The plan includes actions under seven broad topics:

A. Monitoring and other core statutory duties: maintaining monitoring networks is critical for understanding where pollution is most acute, and what measures are effective to reduce pollution. There are also several other statutory duties undertaken by boroughs, which form the basis of action to improve pollution;

B. Emissions from developments and buildings: emissions from buildings account for about 15% of the Nitrogen Oxides (NOX) emissions across London so are important in affecting Nitrogen Dioxide (NO2) concentrations;

C. Public health and awareness raising increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;

D. Delivery servicing and freight: vehicles delivering goods and services are usually light and heavy-duty diesel-fuelled vehicles with high primary NO2 emissions;

E. Borough fleet actions: our fleet includes light and heavy-duty diesel-fuelled vehicles such as minibuses and refuse collection vehicles with high primary NO2 emissions. Tackling our own fleet means we will be leading by example;

F. Localised solutions: these seek to improve the environment of neighbourhoods through a combination of measures; and

G. Cleaner transport: road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric).

13.37 **Climate Change Action Plan**

13.38 In March 2021 the Council approved the Haringey Climate Change Action Plan (HCCAP) setting out how the borough will become net zero carbon by 2041. A zero-carbon borough is a huge ambition and to do this all have to make fundamental changes in everything that we do. We know that some communities in the borough do not have high car ownership, yet they are blighted by the worst air quality and their access to public transport and active travel options is limited. So, by improving sustainable transport options we deliver air quality and carbon reduction improvements, with healthier lifestyles and increase mobility to jobs and services. This WCAP supports the HCCAP in all its ambitions.

13.39 **London policy context**

13.40 Whilst the link between this WCAP and borough policies and strategies are important it is also vital that our work on walking and cycling supports the aims of the Mayor's Transport Strategy and the infrastructure we build meets the needs of our residents and visitors by opening up the borough to people walking and cycling.

13.41 **The Mayor's Transport Strategy**

13.42 The Mayor's Transport Strategy (MTS) is the guiding policy document for transport in London. The central aim is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

13.43 We are committed to supporting the Mayor in achieving these aims. We have our own targets around walking, cycling and public transport that will contribute towards achieving the aims. This includes our bolder target of 88% of all trips in Haringey to be walking, cycling or public transport by by 2041.

13.44 There are of course a number of aims and outcomes that are particularly relevant to the Walking and Cycling Action Plan:

- By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day. For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.
- To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041,
- To have 70 per cent of Londoners living within 400 metres of a high-quality, safe cycle route by 2041





13.45 Also included in the MTS are a number of outcomes that the WCAP can help deliver:

- Outcome 1 London's streets will be healthy, and more Londoners will travel actively
- Outcome 2 London's streets will be safe and secure
- Outcome 3 London's streets will be used more efficiently and have less traffic on them (annual vehicle km)
- Outcome 4 London's streets will be clean and green
- Outcome 5 The public transport network will meet the needs of a growing London
- Outcome 6 Public transport will be safe, affordable and accessible to all
- Outcome 7 Journeys by public transport will be pleasant, fast and reliable
- Outcome 8 Active, efficient and sustainable travel will be the best option in new developments
- Outcome 9 Transport investment will unlock the delivery of new homes and jobs

13.46 **Liveable Neighbourhoods**

13.47 Liveable Neighbourhoods are an integral part of the Mayor's Transport Strategy 2018. There is a focus on delivering improvements for people walking, cycling and using public transport with the aim of reducing the negative externalities associated with transport in London.

13.48 There is an annual competition open to all London boroughs with bids accepted of between £1 million to £10 million. Each project programme is 5 years (2-year development and delivery and 3 year post monitoring). The programme and its funding has been paused during the Covid-19 pandemic.

13.49 Throughout project delivery there should be a strong emphasis on the engagement of the local community.

13.50 Liveable Neighbourhoods should deliver Healthy Streets. Whilst supporting walking and cycling is a key focus, proposals should also benefit/address issues with the public realm, road danger, biodiversity freight, and antisocial behaviour/crime.

13.51 Behaviour change initiatives developed as part of the programme should be inclusive. They should enable people of all backgrounds and ages to walk, cycle and use public transport more.

13.52 **Liveable Neighbourhood Objectives**

13.53 The Liveable Neighbourhood objectives are derived from the objectives of the MTS and contribute to the overall aim that by 2041 80 per cent of Londoners' trips will be on foot, by cycle or by using public transport. The Liveable Neighbourhood objectives are:

- To encourage more people in neighbourhoods to walk, cycle and use public transport
- Increase the number of trips made by walking, cycling and public transport
- Reduces barriers to walking, cycling and accessing public transport
- Create safer neighbourhood public realm improvements
- Reduce road danger, fear of road danger and the number of killed or seriously injured
- Improve personal security and reduce the fear of crime for the travelling public
- Fewer car journeys to create opportunities for neighbourhood public realm improvements
- Reduce motor traffic dominance and increase the use of streets and public spaces
- Improve the efficiency and safety of freight movement
- Reduce pollution to create more attractive neighbourhoods for people
- Improve the quality and resilience of public realm
- Ensure neighbourhoods have good connections to public transport
- Neighbourhoods should support the provision of good quality public transport

13.54 **Vision Zero**

13.55 Vision Zero is a new approach to road danger reduction being adopted by countries and cities across the world. London has placed itself at the forefront of this approach by developing its own Vision Zero Action Plan and including guiding principles in policies and strategies. The Mayor's Transport Strategy includes a goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. This is supported by the Vison Zero Action Plan that includes the following outcomes:

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions which see the majority of collisions, and ensuring safety is at the forefront of all design schemes
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders
- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents

13.56 **Healthy Streets**

13.57 Healthy Streets is part of TfL's new approach to looking at streets and what they provide for people. It uses a set of indicators that can be used to assess existing highway layouts and proposed layouts to see if they will deliver for people. The Healthy Streets indicators are:

- Pedestrians from all walks of life
- People choose to walk and cycle
- Clean air
- People feel safe
- Not too noisy
- Easy to cross
- Places to stop and rest
- Shade and shelter
- People feel relaxed
- Things to see and do

13.58 Adopting the Healthy Streets approach should lead to improvements against these indicators when change is made. The approach is embedded in TfL's delivery approach including that of the Liveable Neighbourhoods programme with the outcomes of both contributing to Healthy Streets and Healthy People in the Mayor's Transport Strategy 2018.

13.59 **TfL Planning for Walking toolkit**

13.60 The recently launched Planning for Walking Toolkit gives advice for planners and designers involved in the redesign or creation of public realm, including streets, off-road footpaths and public spaces across London.

13.61 Ensuring good practice urban design principles are embedded in the planning and design process for all publicly accessible parts of the city is a central theme.

13.62 The document highlights the different types of walking trips and importance of walking especially as part of public transport journeys. The toolkit states that nearly all public transport trips include at least one walking journey stage, with people walking on average between four to 10 minutes to reach public transport.

13.63 People walk more if they live in an area that has good public transport. The toolkit states the importance to work collaboratively with local authorities, developers and landowners to create a cohesive accessible and inclusive city-wide walking network.

13.64 The toolkit introduces the importance of the Healthy Streets approach and working with the

local community to develop ideas.

13.65 Three scales of delivery are required to fulfil these objectives:

- At the city level planning for London's rapid growth by better integrating transport modes that are linked by walking trips. Better understanding walking as part of connected trips is crucial for encouraging more walking, particularly in outer London.
- At the neighbourhood level planning for walking as part of area wide initiatives is vital so that people can access local amenities, employment zones and town centres by foot easily and conveniently. New developments should be designed for active travel and link with existing areas successfully.
- At the local place level designing high-quality environments with enough space for dwelling, walking, cycling and public transport use. Streets should be designed for people walking and reduce the dominance of motor vehicles. A well-designed street has the potential to act as the stage for events and activities that will entice people out to shop, play and socialise.
- Project proposals for improvements to the experience of walking should align with design objectives set out across each of these scales, to ensure that there is a continuity of design approach that is backed up by evidence.
- The Walking Action Plan sets out a spatial approach for delivering improvements to encourage walking by highlighting priorities across central, inner and outer London. It suggests that planners working out a design brief for a specific street should align design requirements with the following general spatial priorities where appropriate. The plan suggests that in Haringey, (located in inner London) these should:
- Improve walking access to high streets and town centres, by reducing severance over major roads through the upgrade or installation of new crossing facilities and creating more attractive walking routes
- Improve walking access to key transport hubs and strategic interchanges by enhancing the quality of the public realm and the space allocated for people to walk.

13.66 **Borough and Local Area Walking Plans**

13.67 Local authorities in London are encouraged to produce a local walking plan that sets out clear objectives for strategising public realm interventions that are based on the local characteristics and priorities of the borough.

13.68 The toolkit suggests that a walking plan would consist of a vision statement and a target for increasing walking trips over a defined period of time that would lead to a series of objectives with a clear list of demonstrable measures to gauge progress. These objectives would be rooted in a clear evidence base that demonstrates key issues for walking and relates development priorities to overcoming barriers to walking, while linking existing and planned trip attractors.

13.69 Some of the city scale tools presented in Part C provide guidance for how this can be undertaken. At a more detailed level, the local walking plan should, alongside supplementary Area Action Plans and Neighbourhood Plans, set out area-based priorities, such as:

- improvements needed for links to schools and transport hubs
- mitigation of severance issues
- integration of new developments
- reduction of crime through improvements to natural surveillance
- increasing active frontage and land use mix
- maximising the connectivity and quality of local open green spaces and towpaths

13.70 **The London Cycle Design Standards (LCDS)**

13.71 The London Cycle Design Standards is the go-to document for cycle design in London. LCDS is split into 9 chapters that focus on different aspects of designing for people cycling including solutions for different street types, junction design and consideration of different types of cycles and accommodating those who are less experienced, confident or require more consideration than your stereotypical cyclist.

13.72 **The Cycleway Assessment Criteria**

13.73 TfL's Cycleway Assessment is based upon 6 critical criteria. These criteria that focus on the quality of the route and the amount and type of interaction with motor traffic are the new benchmark by which TfL will assess proposed cycling infrastructure to be included in the pan London Cycleway network. The criteria are expanded upon in an assessment of each section of a proposed cycle route. They include a series of sub criteria which form the basis of the overall assessment.

13.74 These criteria are used to assess the existing level of service for people cycling along a route and the potential improvement through the implementation of a scheme. Only schemes that improve the existing score and meet or exceed the 6 criteria progress to adoption in the Cycleway network. The criteria which will be an integral part of the development of Haringey's Cycle Network are included below:

- Total volume of motor traffic (where people cycling would mix with traffic)
- Speed of motor traffic (where people cycling would be sharing with general traffic)
- Appropriate width for cycling
- Kerbside activity has a minimal impact on people cycling
- Interaction between heavy goods vehicles (HGVs) and people cycling minimised
- Collision risk between people cycling and turning vehicles minimised





Appendix B

Covid-19 Borough-wide Active Travel Response

14. Introduction

14.1 The outbreak of the Covid-19 pandemic has impacted the development and delivery of our Walking and Cycling Action Plan.

14.2 The need to provide space for people to socially distance whilst safely walking to shops or cycling to work and avoiding public transport has amplified the need to rethink how space is allocated on our streets. This can and has already influenced the development of the WCAP.

14.3 **Policy and guidance**

14.4 The unique circumstances of the Covid-19 pandemic led the government and more locally the Mayor of London to announce widespread changes to the way local authorities were to manage streets in the short to medium term and how funding was to be allocated and distributed.

14.5 **Department for Transport**

14.6 The Department for Transport launched its Covid-19 response in March 2020 with amendments to the statutory consultation process aimed at helping local authorities introduce measures to provide more space for people walking and cycling quickly.

14.7 The Secretary of State for Transport has stated the importance of local authorities prioritising space for people walking, cycling and public transport in addition to more space for people to socially distance whilst in town centres and other busy places.

14.8 **Transport for London**

14.9 In London, the Mayor of London announced a number of key policies and structural changes to funding, that have had a significant impact on the development and delivery of the WCAP and other transport programmes and schemes. Business as usual funding has at the time of writing been ceased for Local Implementation Plans (LIPs) and other TfL funded programmes such as the Liveable Neighbourhood programme.

14.10 This has meant a cessation on all planned works with the aim of delivering a rapid city-wide response. TfL launched the 'Streetspace for London' programme of work focused on enabling more people to walk and cycle through three key areas:

- Quickly building a strategic cycling network, using temporary materials and including new routes, to help reduce crowding on the tube and trains and on busy bus routes
- Changing town centres so local journeys can be safely walked and cycled where possible, for example with wider pavements on high streets to give space for queues outside shops as people safely walk past while socially distancing
- Reducing traffic on residential streets, creating low-traffic corridors right across London so more people can walk and cycle as part of their daily routine

14.11 **Funding**

14.12 A series of funding sources have been made available from both the Department for Transport and Transport for London.

14.13 These opportunities were for local authorities to develop and deliver schemes that could be implemented rapidly using temporary materials and then converted into permanent schemes at a later date if successful.

14.14 **Haringey's Transport & Highways response to Covid-19**

14.15 Once we understood that Covid-19 and the associated restrictions on travel and contact were here to stay for a while we knew the council had to act quickly in some instances, particularly places where footway widths didn't permit social distancing. We also set about planning, for our response to Covid-19 in the short term, and how we can transition from the current situation with temporary and experimental solutions to reallocate space into a robust permanent high-quality walking and cycling network for Haringey. In line with TfL guidance and our own developing WCAP this included looking at key strategic cycle routes and the best areas for consideration for low traffic neighbourhood type treatments.

14.16 Covid-19 has led to an acceleration in the delivery and a reprioritise of a number of key active travel projects we had already planned and the need for a number of other new projects. These include key strategic cycle routes to help people cycle safely in the borough to town centres, schools and green spaces and from the borough to further afield to work or socialise.

14.17 **Informing and engaging**

14.18 To support our Covid-19 response, help develop the WCAP to inform the longer term development, we engaged the community in conversation over road space, priorities and design using the online engagement platform Commonplace. As part of the borough's





response to Covid-19 we asked people who live, work, study and travel through Haringey about how to:

- make it easier and safer for people to walk and cycle locally,
- shop on their local high street,
- reach their local green spaces, schools and NHS sites,
- maintain social distancing and
- how best to avoid an unacceptable increase in car use and congestion.

14.19 The next section of this document focuses on the schemes that were developed as part of our Covid-19 borough-wide active travel response.

14.20 **New Cycleways**

14.21 The development of a London wide temporary strategic cycle network is a core part of TfL's response to the Covid-19 pandemic.

14.22 Details on our cycleway schemes prioritised during the Covid 19 pandemic and an update on their progress can be found on our website: **www.haringey.gov.uk/parking-roads-andtravel/travel/transport-strategy/haringey-sstreetspace-plans**

14.23 **Low Traffic Neighbourhoods**

14.24 Another strand of TfL's Streetspace for London programme and supported by Covid-19 reactive government transport policy is the introduction of Low Traffic Neighbourhoods.

14.25 To find out more about our LTN projects please visit our website - **www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey**

14.26 **Footway Widening**

14.27 As an immediate reaction to the need for more space for people to walk to the shop queue safely and visit vital amenities we introduced temporary pavement widening schemes at a number of locations.

14.28 A tranche of 19 schemes were funded retrospectively by TfL. These locations, which have all been removed, can be found on our website - **www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/haringey-s-streetspace-plans**

14.29 In addition to the immediate pavement widening schemes, further locations in the borough that required pavement widening have been identified in partnership with local businesses and residents. Haringey's Highways service already has a programme for pavement improvement which will form the basis of any decisions on future pavement widening schemes.

14.30 **School Streets**

14.31 As part of our response to Covid-19 we looked at the space available in front of our schools with the aim of providing more space for socially distanced walking, cycling and scooting to school. We have looked at all school in the boroughs with this aim in mind and have developed proposals to increase space for people.

14.32 At some locations this will involve closing the street in front of the school entrance either fully or partially at school arrival and departure times. At other schools we are widening pavements to enable social distancing. Further information on School Streets can be found in the Delivery Plan. **www.haringey.gov.uk/parking-roads-and-travel/travel/smarter-travel/school-streets**

