Draft Walking and Cycling Action Plan Consultation Report

Prepared for Haringey Council

February 2022





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# **Executive Summary**

- London Borough of Haringey Council (LB Haringey) undertook a 10-week nonstatutory consultation on the draft Walking and Action Cycling Plan (WCAP) to understand and gather feedback on the draft plans, future vision, and delivery plan. The draft WCAP consultation was designed to present the plans to the public and stakeholders and give them a voice in shaping the future of active travel in the Borough. This report summarises the engagement work that was undertaken on the proposals.
- This report focuses on the outcomes of the public consultation process that ran from 08 November 2021 – 10 January 2022 and consisted of a range of digital and physical events throughout the engagement period. Engagement activities included a dedicated engagement platform on Commonplace, which included all the latest and relevant information, four pop-up events across the borough and two digital public meetings. Physical copies of the consultation documents were made available at local Haringey libraries.
- Engage Communicate Facilitate (ECF), an independent specialist community engagement consultancy, were instructed by Haringey Council to manage the engagement and consultation process. The engagement process was designed to ensure the widest range of voices in the community are able to provide their ideas and views on the draft WCAP.
- Based on the feedback received, ECF have identified the following key observations for consideration.
- The analysis has found strong general support for the draft WCAP proposals, and the majority of participants stated they welcome better and further opportunity to walk and cycle in the Borough.

- However, the analysis showed there were areas of concern for residents which included:
  - Some were concerned the Low Traffic Neighbourhood (LTN) policy would increase congestion and pollution in the Borough.
  - Strong views were expressed among participants that the plans were lacking evidence and detail to support the elderly, disabled and those more reliant on motor vehicles.
  - Requests for public transport to be given greater priority in the draft WCAP.



# INTRODUCTION

# **1. Introduction**

1.1. This consultation report provides an overview of the results from the public consultation that took place on the draft Walking and Cycling Action plan (WCAP).

1.2. The draft WCAP sets out how the Council will deliver its aspirations outlined in the 2018 Mayor of London's Transport strategy, the 2018 Haringey Transport Strategy and the government's Cycling and Walking Plan. The draft WCAP included a series of visions, proposals and a delivery plan to improve walking and cycling in the Borough.

1.3. The purpose of the consultation was to inform residents, community groups and businesses on the development of the draft WCAP, and to increase people's understanding of the case for more active travel, LTNs, improved walking and cycling routes in Haringey, including the benefits for the community, businesses and the environment.

1.4. The consultation ran for a 10-week period and included a series of digital and physical events that aimed to reach a broad range of residents, the public and stakeholders in Haringey.

1.5 As part of the consultation process, the consultation activities included: a dedicated engagement platform (Commonplace), community pop-up events, digital public meetings, social media snap polling, bespoke accessible surveys and political engagement. Alongside the plans, the delivery plan was presented and feedback was invited from all consultees.

1.6 This consultation report will help inform the decision taken by the Council regarding the amendment of the policies outlined and walking and cycling plans identified for implementation.





Public Consultation on draft Walking and Cycling Action Plan (WCAP)





# 2. Methodology

2.1. Working closely with LB Haringey officers, ECF produced a Communications and Engagement Plan to outline the methodology to support the draft WCAP consultation process.

2.2. The methodology was designed to reach a wide range of public and stakeholders, including those with protected characteristics (as defined by the 2010 Equality Act), and to encourage them to participate in the consultation process. The plan also included measures to ensure those who are typically seldom heard in these processes were able to provide their feedback.

2.3. Given the context of evolving COVID-19 restrictions, the methodology included a range of digital and physical events to support an inclusive and fair engagement process, in which people could choose how they participate.

### Commonplace

2.4. At the heart of the methodology was the establishment of an Engagement Hub through which people would be able to provide their views. As such, the draft WCAP was published on a Commonplace website (haringeywalkingcycling.commonplace.is), alongside all key supporting documentation and an interactive map of the borough. The Commonplace website was also supported by a page on LB Haringey's website (https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy/draftwcp).

2.5. In addition to the information published, participants had three separate activities they could participate in, to provide their views. These varied in length to ensure time pressed individuals were able to participate. The three activities were:

- A survey on the draft WCAP Vision and Policies. This survey was designed by LB Haringey officers and asked 34 questions, which were a mix of qualitative and the quantitative questions to assess support for the vision and policies and allow for suggestions for improvement to be made.
- A survey on the WCAP Delivery Plan. This survey was designed by LB Haringey officers and asked six quantitative questions and one qualitative question, specifically on the Delivery Plan
- A Delivery Plan Interactive Map which allowed individuals to pinpoint issues and interventions they would like to see across the Borough.
  Of the three activities, this was the quickest for individuals to complete.

2.6. Paper copies of the surveys were made available at local libraries across the Borough to ensure people who were not online could participate in the process. A translation information sheet was also made available outlining how to request the documents in different languages.

2.7. The Commonplace platform provided a series of adjustable settings that allowed individuals with visual or cognitive disabilities to engage with the information. Residents were also able to request materials in an Easy Read format, or in another language.

# 2. Methodology

# Public Meetings and Webinars

2.8. In addition to the publication of the Engagement Hub, a series of activities were held to garner feedback from residents and stakeholder groups. Drop-in sessions were held in physical locations to provide a means through which people could interact with the project team, and the Webinars were held on Microsoft Teams to provide a virtual environment for interaction.

2.9. The following pop-up sessions were held:

- Saturday 20th November 10am 2pm Marcus Garvey Library, 1 Philip Lane, London, N15 4JA
- Saturday 27th November 10am 2pm Alexandra Park Library, Alexandra Park Road, London, N22 7UJ
- Saturday 4th December 10am 2pm Hornsey Library, Haringey Park, London N8 9JA
- Saturday 11th December 10am 2pm St Ann's Library, Cissbury Road, London, N15 5PU

2.10. At these sessions, members of the project team were present to encourage individuals to participate in the consultation process. This was achieved through the distribution of leaflets with QR codes directing people to the Commonplace site. Information boards were also displayed, and passers-by were able to leave their suggestions.

2.11. Two webinar sessions were held as well, and took place at the following times:

- <u>Wednesday 15 December 2021, 6.00pm 8.00pm</u>
- <u>Thursday 6 January 2022, 6.00pm 8.00pm</u>

2.12. Each session comprised a presentation on the Vision, Policies and Delivery Plan as well as a justification for the proposed measures followed by an interactive question and answer session, with individuals able to ask their question verbally or in writing.

### Other Feedback Channels

2.13. A short quantitative survey was produced that asked residents about their existing travel habits, barriers to walking and cycling, and how they would like to travel in the future. This survey was advertised through an online digital marketing campaign which saw advertising feature on various social media channels, and websites, including several foreign language news publications that residents in Haringey regularly use. The digital marketing campaign also directed residents to the Engagement Hub.

2.13. Individuals were also able to email the Transport Planning team at LB Haringey to provide their feedback.

2.14. Stakeholder groups were also written to, a list is contained in the appendices, and asked to provide their view on the draft WCAP, and also inform their membership that the consultation was taking place.

## Summary

2.15. Taken together, residents and stakeholder groups were given several means through which to participate in the consultation process. The summary that follows covers each of the channels outlined above.

# **FEEDBACK AND ANALYSIS**

# 3.0. Participants

3.1. This section of the report covers participation rates in the consultation process.

3.2. Demographic data was collected through the Commonplace platform, the paper surveys and through the snap survey. That data is summarised here.

# **Overall participation**

3.3. There was the following level of participation across each of the engagement channels:

- 533 individuals responded to the Vision and Policies survey
- 253 individuals responded to the Delivery Plan survey.
- 412 individuals responded to the Delivery Plan map.
- 706 individuals responded through the snap survey.
- 90 emails were received from local residents.
- 13 responses were received from stakeholder groups.

3.4. It is estimated a total of 1,500 - 2,000 individuals have participated in the consultation on the draft WCAP.

# Overall engagement

3.5. The draft WCAP Commonplace website was visited by 5,964 individuals and the draft WCAP Commonplace map website was visited by 1,840 individuals. In total, there were over 7,000 contributions made through the Commonplace, including survey responses, pins on maps and individuals agreeing with the comments others had made.

3.6. Throughout the process a digital advertising campaign was undertaken to drive participation. Adverts were shown on various different platforms, including Facebook and Snapchat, generating the following exposure:

- 1.4m impressions
- Interactions from 8,873 individuals and a click through rate of 0.63%
- A maximum reach of 408,965

3.7. Adverts were published on Polish, Albanian, Turkish and other foreign language websites, thereby broadening the reach of the consultation process.

3.8. In addition, approximately 110 individuals participated across the two webinar sessions, and it is estimated the team spoke to between 600-800 individuals across the four pop-up sessions.

# 4.0. Participant Demographics

4.1. This section breaks down the demographics for each of the activities through which demographic data was collected.

# Vision and Policies and Delivery Plan Survey

4.2. Participants were asked to provide their age, ethnicity, gender, as well as whether they identified as having a long-term physical or mental condition or illness. The data for participants in the Vision and Policies Survey and for the Delivery Plan Survey have been consolidated as the table was hosted on the same platform. Most respondents chose not to answer any questions.

4.3. Most individuals who participated in the process identified as "White" with only 16% identifying in a non-white ethnic group.

4.4. 17% of individuals who participated identified as having a long-term physical or mental health condition or illness lasting longer than 12 months. Of those, 33% identified as having a mobility issue.

Ethnicity	Count	%
White	215	83.66
Mixed/Multiple ethnic groups	8	3.11
Black/African/Caribbean/Black British	5	1.95
I prefer not to say	9	3.50
Other	12	4.67
Asian/Asian British	8	3.11
Total	257	100.00

Figure 1: Please tick the box that best describes your ethnicity

Disability	Count	%
Νο	203	79.61
Yes	44	17.25
I prefer not to say	8	3.14
Total	255	100.00

Figure 2: Do you have any long-term physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Type of disability	Count	%
I prefer not to say	4	8.70
Mobility	15	32.61
Other	9	19.57
Hearing	2	4.35
Respiratory	5	10.87
Mental Health	7	15.22
Sight	4	8.70
Total	46	100.00

Figure 3: If yes to the above question, please give details of the nature of this:

# 4.0. Participant Demographics

4.5. Most participants (53%) identified as male.

4.6. There was an even age-group spread in terms of the individuals who provided an answer to the surveys. 24% were aged between 45-54, and 14% are under the age of 34.

## Delivery Plan Map

4.7. The same questions were asked of individuals who provided a suggestion through the Delivery Plan Map exercise, and the following was true of those who participated:

- 76% individuals identified as White.
- 20% identified as having a long-term physical or mental health condition or illness, with 33% identified as "Other" when asked to state the type of condition or illness.
- 58% identified as male when asked their gender.
- 32% of individuals identified as between the age of 35-44.

# Snap Survey

4.8. Individuals who completed the Snap Survey were also asked to provide the same information, and did so at a higher rate than through the Commonplace website. The following data was provided by those who participated:

4.8.1. 51% of individuals who responded were under the age of 44.

4.8.2. 74% identified as White.

4.8.3. 18% identified as having a long-term physical or mental health condition or illness. A range of conditions were stated when individuals were asked to state what their condition or illness is.

4.8.4. 59% identified as female when asked their gender, and 1% identified as non-binary.

Gender	Count	%
Male	253	53.38
Female	192	40.51
Non-binary	1	0.21
Prefer not to say	28	5.91
Total	474	100.00

Figure 4: Please tick the box that best describes your gender

Age	Count	%
16 - 24	7	1.51
25 – 34	58	12.53
35 – 44	99	21.38
45 – 54	111	23.97
55 – 64	78	16.85
65 - 74	64	13.82
75+	31	6.70
I prefer not to say	15	3.24
Total	463	100.00

Figure 5: What age group are you?

# 5.0 Feedback and Analysis Vision & Policies Questionnaire

As part of our analysis, we have identified seven key reoccurring themes in respondent feedback:

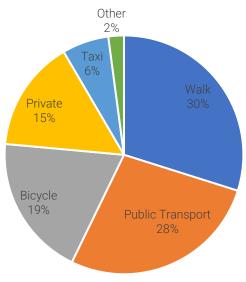
- 1. Supportive of the vision
- 2. Improving accessibility
- 3. Walkable places
- 4. Cyclable places
- 5. Investing in street space
- 6. Tackle the climate emergency
- 7. Greener school travel

These seven identified key themes have been in the analysis as a means of measuring participant agreement to the proposed plans.

5.1.1 In the Vision & Policies consultation survey, 17 quantitative and 17 qualitative questions were asked to test the sentiment towards the draft Walking and Cycling Action Plan and the proposals. The quantitative questions were tested through a five-point Likert scale in which the higher scores indicated more support to the proposition. Participants did not have to submit an answer to each individual question and could submit their survey without answering all questions. The qualitative questions included a free text box and provided participants with the opportunity to provide their feedback. This section analyses the responses received.

5.1.2 The first question asked participants to select the option or options that fit with how they currently travel in the Borough. Responses showed that walking (30%) was the most common mode of transport chosen by residents, closely followed by use of public transport (28%), and then cycling (19%). Only 15% of respondents said they currently use private vehicles to travel in the Borough.

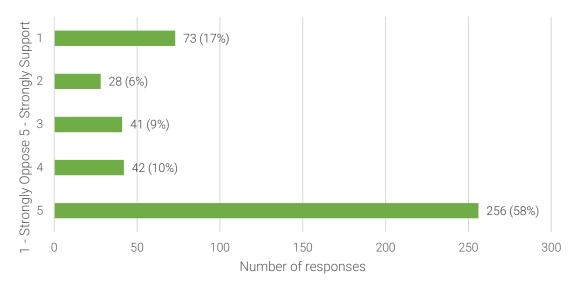




# **5.0. Feedback and Analysis** Section 1 – Walking and Cycling Plan Vision

5.1.3 Of the 440 responses that were submitted to this question, the majority of participants (58%) picked the most positive option. Comparatively, (17%) chose the most negative option for this question. This indicates strong general support for the draft WCAP vision.

To what extent do you support the walking and cycling action plan vision?



5.1.4 Section 2 asked participants to what extent they supported the draft WCAP policies, and gave participants the opportunity to suggest what else should additionally be included in each of the five policies.

# Policy 1- Increasing Active Travel

5.1.5 58% of respondents picked the most positive option when answering the question, *"To what extent do you support the increasing active travel policy?"*, 14% opting for the most negative option, indicating strong general support for proposals to increase active travel in the Borough.

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

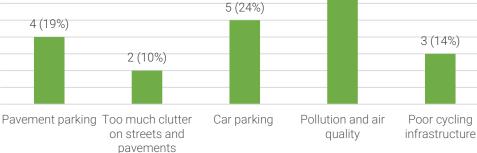
5.1.6 Of the seven recurring themes in this consultation, the most common themes to be referred to in this question were the need to improve accessibility and public transport, and the need to invest in street space (cleanliness, safety, street infrastructure). These interests were also reflected in the nature of the suggestions and criticisms which featured in the written responses to this question.

# Existing issues

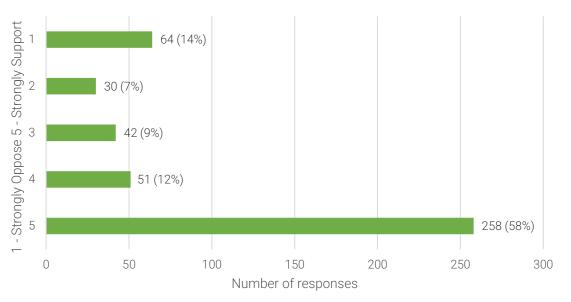
5.1.7 The main existing issues raised in the responses to this question were:

- High levels of pollution and low air quality in the area
- High volume of car traffic and cars parked on streets
- Poor maintenance and quality of street space and cycle infrastructure.

To what extent do you support the increasing active travel policy?



7 (33%)



# Q3b. Existing issues, by number of respondents

Number of respondents

Existing issues

# Suggestions

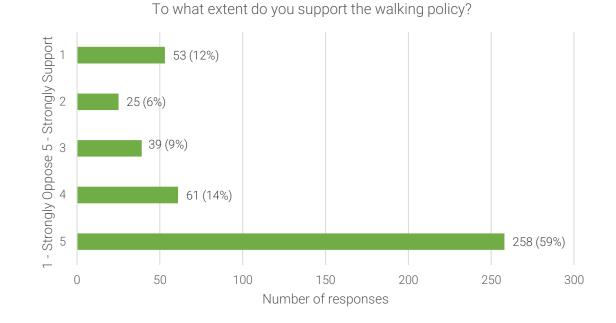
5.1.8 The most common suggestion mentioned was for Policy 1 to develop more focus on the important role of public transport in facilitating active travel. The following comments capture this:

- "No mention of public transport? Efficient and reliable public transport encourages people out of their cars and thereby increases walking/active travel."
- "A recognition of the role of public transport in encouraging active travel"
- "An assessment of public transport, particularly bus routes, and congestion that makes travel west east difficult."

5.1.9 Other common suggestions were to improve cycling infrastructure and cycle parking to incentivise active travel, and that more consideration needs to be given to disabled and those with reduced mobility. Examples of respondent feedback are below:

- "More secure cycle parking (replacing car spaces) outside leisure and retail facilities. Incentives for families to ditch the car-based school run where possible".
- "Policy as it stands at the moment is extremely alienating for disabled and chronically ill people."





5.1.10 436 participants took part in this question, with 73% of those that said they either '*Strongly Support*' or '*Support*' the draft WCAP policy for walking indicating strong support for the policy.

### Page 16

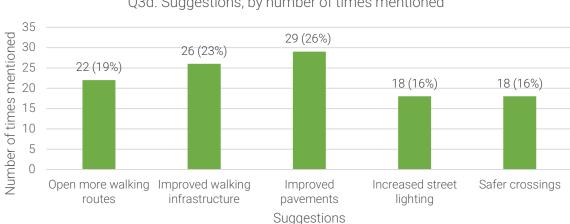
# "3d. What else should be included in Policy 2 – Walking?"

5.1.11 Of the 7 recurring themes, the most common to be referred to in this guestion were need to invest in street space (cleanliness, safety, street infrastructure) and the desire for walkable places.

5.1.12 The two most frequent issues to be mentioned in the responses to this question were regarding the high rates of pollution and concerns for safety.

5.1.13 The most common suggestion that was reported in participant responses to improve Policy 2 was the need to prioritise widening and improving pavements for pedestrians. The following comments represent the discussed views:

- "Wider pavements on high streets, more division from high-speed traffic. Less . litter and mess."
- "Improving the safety of pavements (some are in a bad state) and cleanliness of • the streets would make it more pleasant to walk around. The amount of rubbish and dog mess is still very high."



Q3d. Suggestions, by number of times mentioned

Another key suggestion which was expressed by participants was the need for more planned and well-lit walking routes in the local area. The following comments are examples of these suggestions:

- "Increased street lighting. Better pavements. Cleaner streets."
- "For people to want to walk, it needs to be pleasant to walk. That means paths should be at least some distance from busy, noisy, pollutant-heavy roads. I would happily walk down Turnpike Lane more, for instance, but it is constantly full of traffic."

### Roads and places

Turnpike Lane, Green Lanes, and Seven Sisters Road were frequently referenced by participants in their responses to this question.

# • Policy 3 – Cycling

5.1.7 The results to the question that asked participants to rank their support for the draft WCAP cycling policy were similar to the walking policy. Of the total 393 participants that took part in this question, 63% of participants opted for the most positive option. 70 (18%) participants chose the most negative option, which is slightly greater than the walking policy findings.

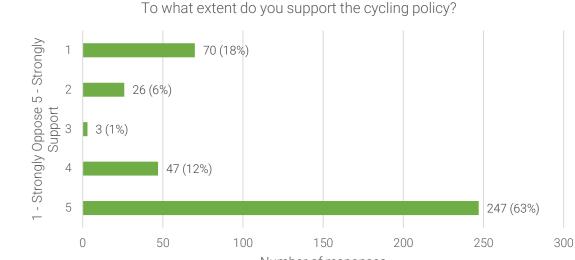
3f. What else should be included in Policy 3 - Cycling?

5.1.19. In a subsequent qualitative question, respondents were asked whether anything else should additionally be included in Policy 3. Out of the 393 respondents which took answered Question 3e, 260 (66%) gave a written response. General opinion on Policy 2 in the written responses were largely neutral.

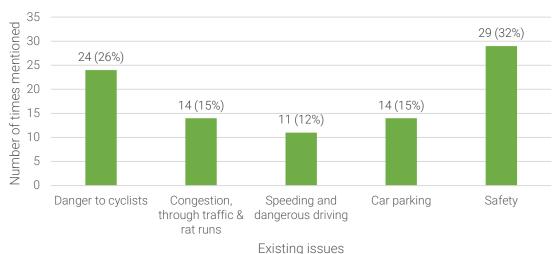
5.1.20. Of the seven recurring themes, Cyclable places was the most significant theme (mentioned 201 times) to emerge from the data on this question.

## Existing issues

5.1.21. The graph to the right demonstrate the most common issues mentioned question on Policy 3 were regarding the lack of safety for cyclist, concerns for increased traffic congestion, dangerous driving and speeding that takes place in the Borough.



Number of responses



### Q3f. Existing issues, by number of times mentioned

# Suggestions

5.1.22. When respondents were asked what else should be included in Policy 3 there were a variety of suggestions. The most frequent suggestions in this question called for more cycling infrastructure, cycle parking, and segregated cycle paths.

## Concerns and criticisms

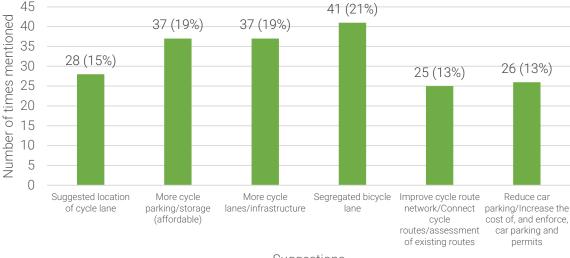
5.1.23. The most common future concerns and criticisms emerged from the consultation data on Policy 3 included statements emphasising that not all can use a bicycle as well as concerns from respondents that the plans unfairly prioritised cycling over other modes of transport.

## Road and places

5.1.24. Green Lanes, Muswell Hill and Finsbury Park were identified as potential locations for improvements to cycling infrastructure and cycle parking. See the following comments for examples:

- "It is essential that there is a bike lane on Green Lanes between Turnpike Lane and Finsbury Park".
- "Introduce cycle only tracks throughout the borough, and build elevated radial routes into traffic nodes such as Finsbury Park, Muswell hill, Wood Green etc."





Suggestions

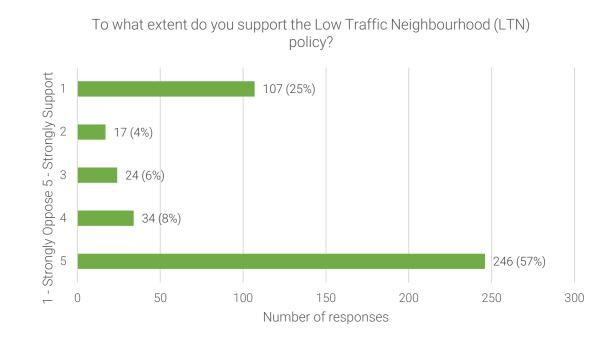
# Policy 4 – Low Traffic Neighbourhoods

5.1.25. Responses to the policies continued to be supportive, as 57% of participants chose one of the two positive options for the question, '*To what extent do you support the Low Traffic Neighbourhood (LTN) policy*?'. However, the proportion of negative response to Policy 4 increased in comparison to earlier questions, with 25% of respondents that opted for the most negative option. These findings indicate a more polarised participant opinion, but an overall general support for LTN policy.

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

5.1.26. In the subsequent qualitative question, respondents were asked whether anything else should be additionally included in Policy 4. Out of the 428 respondents which took part in the previous question (question 3g), 236 (55%) gave a written response. Unlike the previous written responses to the policies, analysis on the feedback received to this question was more critical.

5.1.27. Of the seven recurring themes in our analysis, the most common theme mentioned in this question is that respondents were supportive of the vision. Similarly, the most common suggestion found in this question stated participants would like more LTNs to be established in their areas. The critical responses are best represented in our analysis of concerns and criticisms that we will now turn to.



5.1.28. The primary concern found in respondent feedback was LTN's would cause more pollution and residential congestion, with a total of 50 mentions (21%). The following responses represent these concerns:

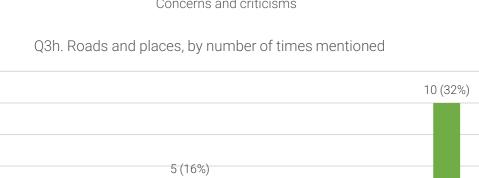
- "This will just create very poor air quality in different places. It will adversely • affect businesses".
- "Experiment failed last year and created misery for residents and businesses. • Pollution everywhere. Keep things as they are".

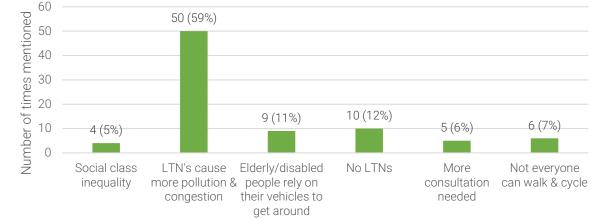
5.1.29. Traffic, congestion, and pollution were the most common existing issues that were discussed in written responses to this question.

# Roads and places

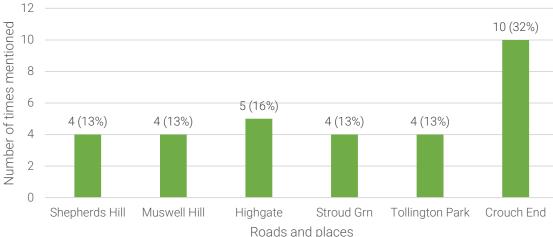
5.1.30. Amongst positive responses, Crouch End is a place of interest that is frequently recommended as a site for a potential LTN.

Q3h. Concerns and criticisms, by number of times mentioned





Concerns and criticisms



### Policy 5 – Reallocating Road space to enable sustainable growth and to make . walking and cycling safer

5.1.9 Similarly, 59% of participants chose the most positive option of the reallocation of road space, however 19% remain opposed to the policy of reallocating road space.

3j. What else should be included in Policy 5 - reallocation of road space?

5.1.32. In a subsequent gualitative question, respondents were asked whether anything else should additionally be included in Policy 5. Out of the 424 respondents who answered the policy 5 quantitative question (question 3i) 198 (47%) gave a written response. The written responses to Policy 5 were broadly positive.

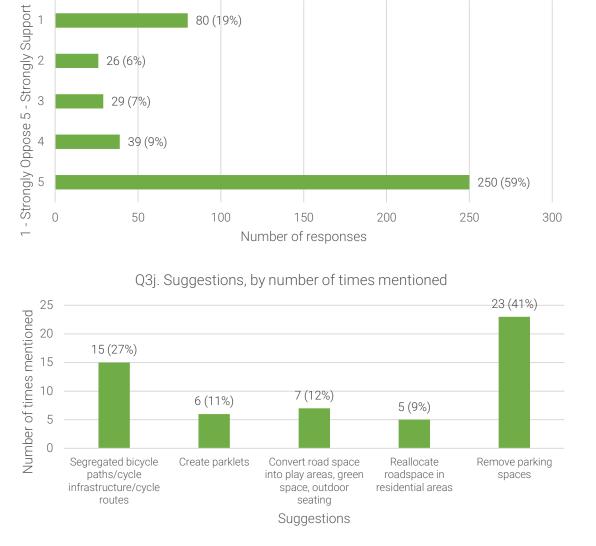
5.1.33. Of the 7 recurring themes, the most common found were respondents are supportive of the vision and the need for cyclable places. This is reflected in the suggestions which were made in the response to this question.

5.1.34. When respondents were asked what else should be included in Policy 5, the most common suggestions identified included a need to remove parking space across the area and to install segregated bicycle paths. The following comments articulate these views:

- "Reducing car ownership and use is key to the success of the WCAP as well as . Haringey's climate targets. Reallocation of road space should include kerb space and it should be made clear that reducing parking and therefore disincentivising driving, especially for short trips, is a key objective".
- Suspension of parking on all designated bike routes. Whilst there will be problems in • finding space to park the cars, this is essential to freeing up road space so that cyclists have space to ride with motorists.

To what extent do you support the reallocation of road space policy?

80 (19%)



# 5.0. Feedback and Analysis

# Section 2 – The Walking and Cycling Action Plan Policies

# Existing issues and roads

5.1.35. The most common issues raised in participants responses were regarding concerns for unsafe streets, noise and air pollution, and dangerous junctions. Monument Way has been identified as a particularly dangerous junction. The following comment articulates these concerns:

• "Better cycle routes down Tottenham High Road and the crazy junction with Monument way."

# Concerns and criticisms

5.1.36. The largest criticism that was articulated by respondents was the negative effect the plans may have on disability access and disabled people.

# **5.0. Feedback and Analysis** Section 3 – The case for walking and cycling

5.1.10 Section 3 questioned participants to what extent they supported the case for walking and cycling, including the economy, inactivity, air quality, climate change and social justice. 61% of participants chose the most positive option with a further 9% choosing the second most positive option. 20% chose one of the two most negative options and 11% were neutral. This indicates overall support for the Council's case for walking and cycling in the Borough.

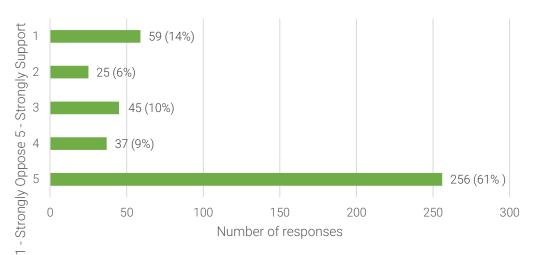
"4.b. Are there any other cases that should be included in this section of the draft WCAP?"

5.1.11 In the survey, one qualitative question was asked relating to other cases which should be included in the draft WCAP. 101 comments were received in relation to this question, 45% of opinion feedback was supportive of the draft WCAP vision.

5.1.12 Of the seven recurring themes, the most common that arose were respondents are supportive of the vision, wanted to see improved accessibility and public transport in the Borough. The main comments to emerge from respondent feedback are as follows:

- Greater priority should be given to air quality, and a reduction of idling cars in the Borough. Some respondents have suggested introducing fines for idling traffic. Supported by this was the need for further research and modelling on redirecting traffic along main roads.
- The WCAP needs to recognise the timing and context, for instance, plans should have considered electric charging point and the shift to low pollution vehicles.
- Some respondents have also suggested greater consideration of elderly and disabled users noting the greater need for public transport.

Supporting the themes above, the respondents also highlighted future consideration must be paid attention regarding social justice, and the worsening air quality on main roads.



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

# **5.0. Feedback and Analysis** Section 4 – Walking in Haringey today

5.1.13 Of those 418 comments received, a majority of participants 69% stated they *'Strongly Support'* or *'Support'* the identified priority areas for improving walking infrastructure. 20% said they either *'Strongly Opposed'* or *'Opposed'* the proposal, indicating a general consensus in support amongst participants.

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

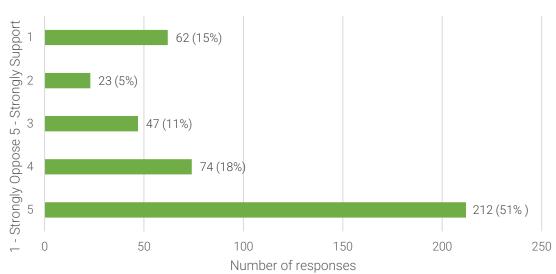
5.1.14 Overall, 136 comments were received. Of the seven recurring themes, the most common that arose were respondents were supportive of the vision, a desire for greater investment in street space and walkable places. Examples of commentary are listed below:

- "Let's encourage safe and inclusive walking on pavements and in parks rather than on roads."
- "Retain any widened pavements implemented to facilitate social distancing. Consider also using extra width for young children to safely cycle on, introducing them early to active travel."

### Roads and Places

5.1.15 Through analysing the data, issues pertaining to dangerous roads, crowded places and dangerous junctions were frequently identified. Tottenham High Road, Shelbourne Road, Muswell Hill and Green Lanes received 65% of total mentions from respondents, and include the following suggestions:

- "Would like to see some routes to the east of the Tottenham High Road, Carbuncle Passage from High Road to Tottenham Marshes Bridge, Shelbourne Road as a north to south route that is residential. more needs to be done to support safe access to green spaces via Tottenham Marshes Bridge and clean routes from Northumberland Park station to the marshes and also Watermead Way underpass."
- "There has also been an increase in the use of the Greenways from Park Road to Queen's Wood and Muswell Hill. There is a danger point where this route crosses Wood Vale."



# To what extent do you support the identified priority areas for improving walking infrastructure?

# **5.0. Feedback and Analysis** Section 5 – Cycling in Haringey today

5.1.16 When looking at the sentiment towards the council's analysis of the existing cycle network, including gaps in the current network, participants expressed mixed opinions. 35% of participants opted for the most positive option, with a further 24% who said they '*Support*'. 24% opted for '*Strongly Oppose*' or '*Oppose*' and a further 17% were neutral, indicating an overall support for the Council's cycle analysis.

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

5.1.17 In the consultative survey, one qualitative question was asked relating to the existing network. Overall, 156 comments were received in relation to this question.

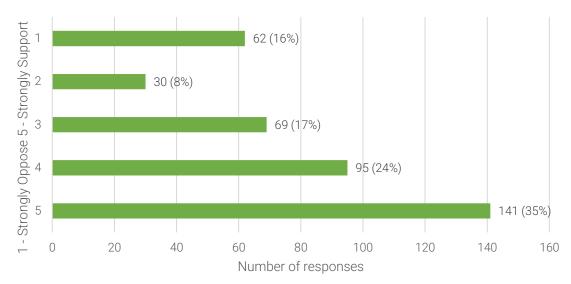
5.1.18 In relation to this question, the key themes identified and suggested most frequently from respondent feedback were introducing cyclable places and safer and cleaner streets. An example from the survey is shown below:

"Any new sensible cycle lanes would be excellent."

5.1.19 Those who expressed positive sentiment did so on the basis of the following areas:

• Fully supportive of the vision and plans, with provisions for safeguarding cyclists and improved infrastructure.

- Respondents welcome plans and proposals for improving the local cycle network.
- Plans should be developed and introduced quickly across the Borough.



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

# **5.0. Feedback and Analysis** Section 5 – Cycling in Haringey today

## Existing Issues

5.1.20 A majority of respondents to this question raised concerns on current dangerous roads and junctions. Respondents would like to see improvement to current cycle networks, a summary of the comments received can be found below:

- Greater consideration needs to be paid to the dangerous roads and junctions, and the impact this has on cyclist safety.
- Linked to this were several requests for segregated cycle lanes across the Borough, and for better signage. Areas referenced most frequently included Park Road, Green Lanes and St Anns Road. Some respondents felt that unaware or aggressive drivers are a key issue to cyclist safety in Haringey.
- A number of respondents raised issues on unsuitable cycle lanes for cyclists which include poor roads and uneven pavement surfaces.
- Cycling in Haringey is considered dangerous and the network is not connected properly to the wider London cycle network. Green Lanes and Wightman Road were frequently mentioned as unsuitable cycling routes.

# **5.0. Feedback and Analysis** Section 5 – Cycling in Haringey today

# Suggestions

5.1.21 In response to this question, 60% respondents were critical of the existing walking and cycling network and subsequently supported the draft WCAP vision. Among those comments, the following suggestions emerged:

- Introduce segregated cycle networks to help improve the safety of cyclists. Respondents felt that cycling on main roads should have consistent paths, not intermittent paths that force cyclists to be alongside drivers.
- There needs to be better consideration and coordinated effort between all London boroughs on improving the cycle network. Requests have been made to better link all local cycle networks together, within the borough and with neighbouring boroughs of Islington and Hackney.
- Respondents would like to see more cycle infrastructure and segregated routes, especially in the East-West traverse.
- Respondents requested to see plans developed on the following routes:
  - Green Lanes to St Anns Road.
  - Glenwood Road Belmont Road.
- There has been significant commentary supporting efforts for improved lighting alongside the cycle network, especially around Finsbury Park to improve cycling at night.

# Roads and Places

5.1.22 Green Lanes, Turnpike Lane, Finsbury Park, Bounds Green Road received significant mentions from respondents, and include the following suggestions:

- "It is essential there is a bike lane on Green Lanes between Turnpike Lane and Finsbury Park."
- "There could be a Haringey cycle route on a north-south axis from top of Lordship Rec to both Finsbury Park and Stamford Hill via Downhills Park."
- "It would be great to see a dedicated cycle lane on St Ann's Road to better connect CS1 with the borough."

"6c. Please provide any other comments on this section"

5.1.23 In this section respondents were asked to provide any additional information and comments they wished to be included in the survey.

5.1.24 Of the seven recurring themes in respondent feedback, supporting the vision and cyclable places were the most frequently mentioned. Examples are shown below: "Overall, this is incredibly promising and shows a bold intention to make our lives better through enabling us to get around in ways which are healthier, cheaper and without noise pollution or congestion."

• "I strongly support the proposal to include a cycle lane on Green Lanes. Cyclists need to be able to use the main roads safely and not always be diverted via back streets."

# Roads and Places

5.1.25 This section was a free text response. Green Lanes, Wightman Road, Seven Sisters Station, Wood Green and Shepherds Hill received the largest number of mentions in relation to cycling.

Further suggestions were made in relation to the existing cycle network, and are detailed below:

- "What are solutions for problems identified in the gap analysis? The proposals to bridge the gaps are missing from the WCAP."
- "A large programme of cycle hangar installation is desperately, desperately needed."
- "It would be great if the overarching plan could be split into smaller sections with earlier deadlines so the public can follow progress and witness accountability."

5.1.26 Overall, there was concern on future increase of traffic and the impact this could mean for climate change.

# 5.0. Feedback and Analysis Section 6 – Barriers

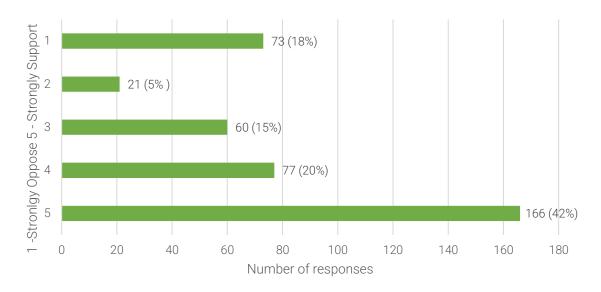
5.1.27 Overall, the sentiment amongst participants for this question was positive. 62% of participants opted for one of the two most positive options, compared with 23% of participants who chose one of the two most negative options.

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

5.1.28 Overall, 282 comments were received to this question. An analysis of these comments found they were broadly negative towards the current barriers in the borough.

5.1.29 Of the seven recurring themes, the most common that arose were respondents who were supportive of the draft WCAP vision, improving accessibility and tackling the climate emergency. Examples are listed below:

- "Air pollution is always a major problem, and deters me from walking on busy roads."
- "Age and strength. Some of us have to use cars to some degree to get around."
- "Few places to rest while walking in the area as there are plenty of hills."
- "Lack of dedicated routes to get around. I do cycle in the borough but only after having to preserve through a lot of fear. I feel unsafe in many of these sections that are in Haringey."



# To what extent do you agree with the barriers to active travel identified?

# 5.0. Feedback and Analysis Section 6 – Barriers

# Existing issues

5.1.30 The main barriers identified to walking and cycling were dangerous roads, safety and pollution. The main themes that emerged in regard to the barriers are detailed below:

- Poorly lit streets which make walking or cycling difficult and unsafe.
- The volume of cut-through traffic in the borough, which acts as a rat run and the road surface is poor.
- Poor cycling infrastructure and segregation between motorists and cyclists, which prevents cyclists from moving freely and with ease in the borough.
- Concerns about high levels of pollution, and trip hazards from poorly maintained pavements.

# Suggestions

5.1.31 Suggestions on how to address barriers in Haringey included:

- Requests for increased cycle infrastructure, including more bike hangers, increased surveillance to help prevent bicycle theft, segregated cycle lanes and better signage.
- More detail has been requested on the detailed plans for addressing barriers to walking and cycling in the Borough.
- Reducing vehicle use. Respondents mentioned that dangerous roads and junctions, as well as speeding cars and rat running act as a barrier to walking and cycling in Haringey.

- Some respondents have argued this needs to be an educational and behaviour change campaign to achieve more active travel. Without this, residents are unlikely to travel actively.
- A significant number of individuals used this section to raise concerns around the volume of traffic on the residential streets which make it difficult and unpleasant places to live.
- There was commentary on safety at night for women, concerns were raised around bad lighting or anti-social behaviour.
- In this question, there were many requests for explanations on what the improved cycling and walking infrastructure is, and where it will be implemented in Haringey. Comments also suggested the maps were not clear or detailed enough for respondents to understand the Council's vision.

# **5.0. Feedback and Analysis** Section 7 – Walking in Haringey in the future

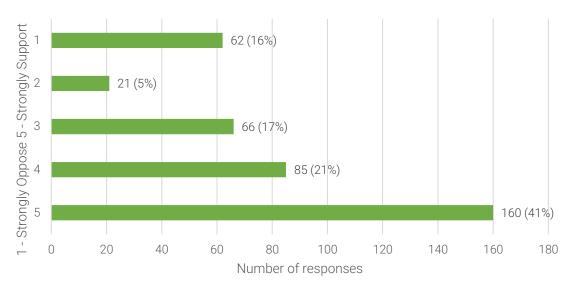
5.1.32 When looking at sentiment towards the identified walking clusters and corridors, participant responses indicate an overall positive response. 62% of participants opted for one of the two most positive options when answering the questions, *"To what extent do you agree with the identified walking clusters and corridors?"*, 21% opted for one of the two most negative options. 66 participants (17%) said they were neutral to this question.

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

5.1.33 97 comments were received in relation to this question. Respondents would like to see improvement to current walking corridors and more green space. The overarching themes included safe and cleaner streets and walkable places.

5.1.34 Those respondents who expressed positive sentiment did so on the following basis:

- There is potential to create an attractive area with green spaces throughout the Borough.
- Haringey should become an area with benches and parklets to ensure that people, not cars, are able to travel actively, breathing clean air.
- Encourages safer walking routes in the Borough, which connects places together and walking for leisure.



# To what extent do you agree with the identified walking clusters and corridors?

# **5.0. Feedback and Analysis** Section 7 – Walking in Haringey in the future

# Roads and Places

5.1.35 Seven Sisters, Green Lanes, and Archway Road received the highest number of comments in relation to this question. Comments generally focused on improved pedestrian crossings, wider pavements and green spaces. Respondents made the following comments and suggestions:

- "Improved pedestrian crossing on Archway Road."
- "Missing links are Turnpike Lane to Seven Sisters and Harringay to Manor House along Green Lanes. As these corridors are both popular walking and cycle corridors, these must be included."
- "Extend the walking cluster on the Ladder further south towards Finsbury Park & up to Manor House."

# Existing issues

5.1.36 The majority of the respondents were critical of the existing network. Among those • who were critical, the following suggestions emerged:

- The clusters and corridors that have been identified are too narrow, and it is unclear where the improvements will be introduced.
- Current walking infrastructure is not safe or accessible, there are damaged pavements, bad lighting which make the streets unsafe.
- Current roads are too car centric and do not allow for safe pedestrian passage.
- There was commentary and support to keep open footpaths so the local community could enjoy walking, for instance Parkland Walk.

# Suggestions

5.1.37 The following suggestions were received to improve the future walking corridors and clusters:

- Improving the urban environment of Green Lanes would make a big difference and reducing the car-dependency of the Arena Shopping Centre is an opportunity to improve the area.
- Requested to remove traffic from roads to address the current volume of traffic. Many questioned the traffic on Alexandra Palace Park, which should be for walking and cycling.
- Suggestions also included revised plans and funding so that residents and communities can better understand the vision and implementation. For instance, Stroud Green and Highgate were frequently mentioned as key walking routes in Haringey that needed to be included as part of the WCAP.
- Safer passage and access to footpaths and walking clusters should be built around parks.

# **5.0. Feedback and Analysis** Section 8 – Cycling in Haringey in the future

5.1.38 In response to the questions, "*To what extent do you agree with the council's future cycling routes and the recommended cycle corridors?*", participant feedback indicates general support (62% opted for '*Strongly Support*' or '*Support*'). Slightly more participants (18%) chose the most negative option, than those who chose the most negative option for the identified future walking clusters and corridors (15%).

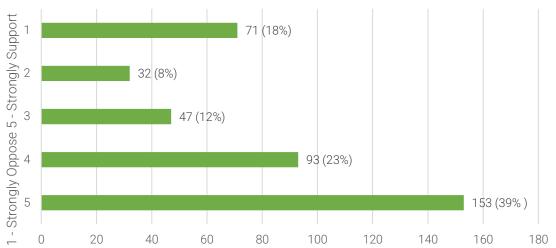
"9b. Are there any future cycle routes and corridors not included which should be?"

5.1.39 147 responses were received to this question, with a range of positive and negative feedback. The most frequently mentioned overarching themes included cyclable places, investing in streets spaces and accessibility.

5.1.40 Those 25 respondents (18%) who expressed a negative sentiment did so for a range of reasons, the most frequent arguments include the following:

- Haringey cycle routes are sufficient as they are and do not require/want any further changes.
- Too much emphasis and road space given to cyclists when they are the minority road users.
- The current plans are not ambitious enough and have too many gaps, this leaves cyclists vulnerable to other road users.

5.1.41 Those respondents who expressed positive sentiment (10%) for future cycle routes and corridors, did so predominantly as an advocate for additional cycle policy, infrastructure and road space allocated to cyclists. A number of roads and areas were referenced in their responses in relation to requests for further cycle routes and corridors and is analysed below.



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

Number of responses

# **5.0. Feedback and Analysis** Section 8 – Cycling in Haringey in the future

# Roads and Places

5.1.42 Of those respondents that referenced a road, area or place in their feedback, Green Lanes was mentioned most frequently, followed by Finsbury Park, Wightman Road, and Wood Green. A selection of responses referencing these locations is shown below:

# Green Lanes

- "Haringey Green Lanes needs to be given massive priority (I see it is currently unfunded which is disappointing and concerning). It is the highest corridor for collisions by some mile which is not surprising having cycled along it many times myself! It's dangerous with such a massive presence of parked vehicles, heavy congestion and dangerous vehicle manoeuvring."
- "The Green Lanes cycle lane is a must! Without that the map is missing one of the most important strategic routes."

# Finsbury Park

- "Yes, no direct routes from Finsbury Park to Crouch End for example."
- "It misses out on the area around the north west corner of Finsbury Park where cyclists and pedestrians frequently cluster."
- "The route connecting Wightman Road to Finsbury Park should be a priority."

# Wightman Road

- "Wightman Road is not a suitable alternative to a cycling route on Green Lanes."
- "Wightman road would need the junction at Turnpike Road redesigned for a cycle route there to work."

# Wood Green

- "We need cycle lanes east west between Wood Green & Tottenham, e.g. White Hart Lane."
- There is an easy opportunity to create a flat and safe cycle route from the Gardens area to Wood Green, using Langham Road as a connector to the existing east-west route to the North."

5.1.43 A number of suggestions and potential concerns were raised as part of respondent feedback; the following were mentioned most frequently:

- A significant number of respondents requested more segregated cycle lanes in the Borough and referenced safety was the prime reason that currently dissuades them from either feeling more comfortable when cycling or choosing to cycle more.
- Requests for further cycle infrastructure was another common theme to arise in respondent feedback, this included more bike hangers, cycle training and clearer road signage.
- Some residents requested for all cycle lanes to be connected, creating a Borough-wide cycle route.

# **5.0. Feedback and Analysis** Section 9 – Low Traffic Neighbourhoods

5.1.44 Section 9 of the survey asked residents the following questions:

- 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?
- 10d. Please provide any other comments on this section.

Questions 10a and 10c were quantitative and 10b and 10d qualitative. The below section analyses the responses given in this section.

5.1.46% of respondents picked the most positive option when answering the question, "To what extent do you support the council's criteria based approach for identifying future LTNs?", with 26% opting for the most negative option, indicating overall support but within the context of some opposition.

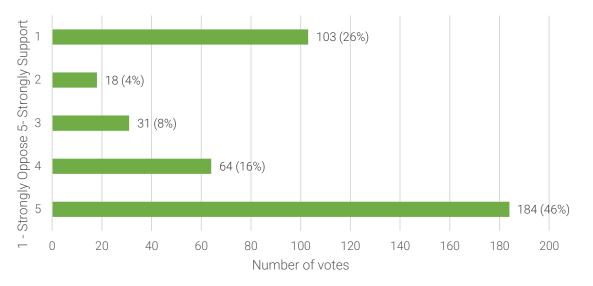
"10b. Are there any other criteria we should include?"

5.1.46 122 comments were received to this question. Greatest sentiment given was negative (39%). The most common themes given for this sentiment includes:

- Some residents are concerned about the potential for displaced traffic and increased pollution, should further LTNs be introduced. Muswell Hill, Wood Green and Shepherds Hill were areas mentioned where residents are concerned about increased traffic and pollution, following the introduction of further LTNs.
- A number of comments criticised the current draft WCAP criteria for LTNs and alternatively suggested the inclusion of a road safety classification, accident rates and greater consideration given to LTN boundary roads.

• The potential impact on public transport, particularly buses, and emergency vehicles was a concern raised by a number of participants.

# To what extent do you support the council's criteria based approach for identifying future LTNs?

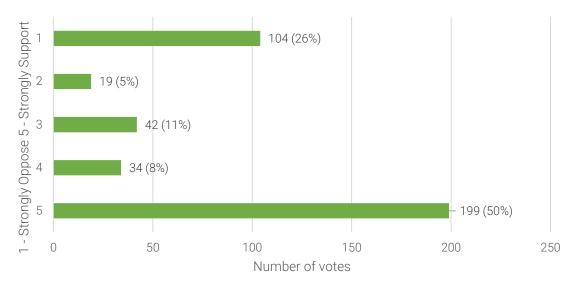


# **5.0. Feedback and Analysis** Section 9 – Low Traffic Neighbourhoods

5.1.47 Respondents made a number of suggestions on what they felt is currently missing from the LTN policy. The most popular suggestions were as follows:

- The topic of equality was raised frequently by participants. This included suggestions that greater recognition and consideration should be given to those who are less able to walk and/or cycle, such as the disabled or elderly. There were also comments concerned about the potential financial impact of LTNs to businesses. Some residents stated that LTNs have a disproportionately negative impact on residents in affordable housing.
- There were several requests for additional LTN neighbourhoods, including areas with high density of schools and boundary roads to LTNs. Endymion Road to Stroud Green, Muswell Hill, Crouch End and Highgate were referenced areas that participants would like to see access reduced to traffic.
- A number of requests were received for a prioritisation plan and timeline for the draft WCAP.

5.1.48 Similar to Question 10(a), this question divided participant opinion. 50% of respondents chose the most positive option when answering this question, compared with 26% who chose the most negative option. Again, this suggests a general agreement for the Council's assessment of vehicle evaporation and its case for LTNs, however there exists a minority who remain against.



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

## **5.0. Feedback and Analysis** Section 9 – Low Traffic Neighbourhoods

"10d. Please provide any other comments on this section."

5.1.49 Participants were asked if they had any further comments they would like to add to the LTN policy. 137 comments were received and the most common sentiment was negative (41%), followed by positive (28%). Among those who expressed a negative sentiment to the LTN policy, the following themes emerged:

- Some residents do not believe LTNs will result in traffic evaporation and are concerned this will result in displaced traffic, causing increased congestion and pollution levels in other areas of the Borough.
- The current reasoning behind LTN is flawed and would like to see further explanation and evidence for introducing LTN policy.
- Some residents were keen to stress that not all journeys can be undertaken on foot or bicycle and require the use of private vehicles.

5.1.50 Those who expressed a positive sentiment to LTN policy did so based on the following themes:

- Supportive of the overall LTN vision.
- Would like a network of LTNs introduced in Haringey. One participant offered the following comment:

"I strongly approve of the idea that a network of LTNs is often a better option than protected cycle lanes for encouraging cycling. I believe disincentives to drivers need to be quite strong to evaporate traffic."

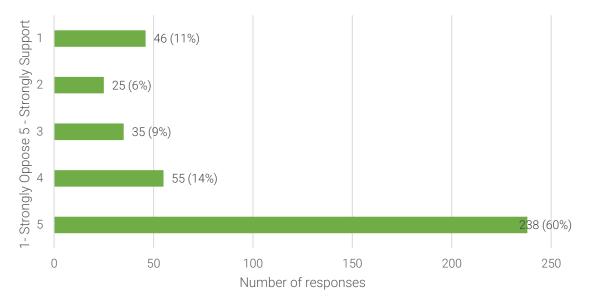
- Supports the vision of less private vehicles in the Borough and suggests the reduction of parking as an incentive and means to allow more road space for other users.
- Some residents offered support for the policy, however felt that more "*noise*" and justification for the policy should be made to clearly explain its benefits. Participants suggest more rigorous analysis and explanation would improve the case for further LTN introduction.

## **5.0. Feedback and Analysis** Section 10 – Future – Active School Run

5.1.51 Section 10 consisted of one quantitative question that asked participants their level of support for the active school run priorities, as set out in the draft WCAP. An analysis of the 399 responses received is found below.

5.1.52 60% of respondents picked the most positive option when answering the question, *"To what extent do you support the active school run priorities?"*, compared with 11% who opted for the most negative option. This indicates a strong general support for the draft WCAP's active school run priorities.

#### To what extent do you support the active school run priorities?



## **5.0. Feedback and Analysis** Section 11 – Future – Active Travel and Development

5.1.53 Section 11 consisted of one quantitative and one qualitative question relating to level of support for the draft WCAP's active travel priorities.

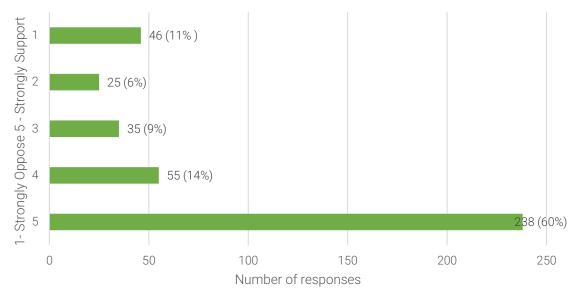
5.1.54 In response to this question, 60% of respondents said they strongly supported the draft WCAP's active travel priorities, followed by 11% of respondents who said they strongly opposed the policy. Overall, this suggests a general support for the policy.

5.1.55 Question 12(b) asked respondents to provide any other comments related to active travel priorities and a variety of answers were given in response. The following themes emerged:

- A significant number of respondents stated they would like public transport added to the list of active travel priorities.
- More cycle and walking infrastructure introduced, including modal filters, segregated cycle lanes and wider pavements, to support resident's active travel.
- Greater recognition that not all residents have equal access and ability to actively travel, and greater consideration given to those individuals/groups.
- Some stated that further parking restrictions were necessary to ensure the smooth travel of the active travel modes.
- As likewise seen in other questions, some residents remain sceptical about the active travel priorities and state the measures will result in increase congestion and pollution. One resident offered the following comment:

"This is all counter-productive. It will result in more congestion, which will result in more pollution. It tries to suggest it is encouraging healthy activity. What it really means is more time stuck in traffic and less time for healthy activity."

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



## **5.0. Feedback and Analysis** Section 12 – Additional comments

5.1.56 Question 13, "Please use this space if you have any further comments on the above proposals, including any changes you would like to see", was the last question of the draft WCAP vision & policies questionnaire and gave participants the opportunity to offer any further comments they had on the proposals. 152 comments were received, 27% of those expressed a negative sentiment and 13% were positive.

5.1.57 The main themes to emerge from respondent feedback were as follows:

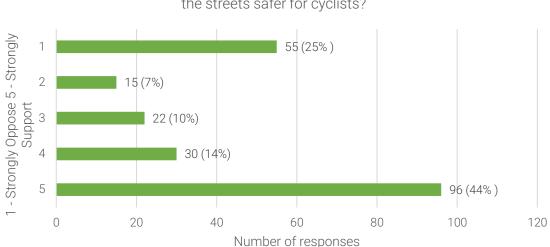
- Greater reference and priority should be given to public transport in the WCAP, including improve infrastructure and services, as well as more bus route options to reduce reliance on private motor vehicles.
- The proposals do not consider those who are unable to take part in active travel, including disabled, elderly, those with more than one young child and those with health issues.
- Some wanted further parking restrictions introduced in the Borough. Suggestions included greater enforcement, increased parking charges and more no parking zones.
- Requests for more cycling and walking infrastructure to support the proposals. Requests included more bike hangars, ensuring all bikes lanes are segregated and connected and introduction of an e-bike hire scheme for the hillier areas of the Borough.
- Some used the question to state their opposition to LTNs with concerns more would increase congestion and pollution, as well as concerns that LTNs will stifle the production of local business.

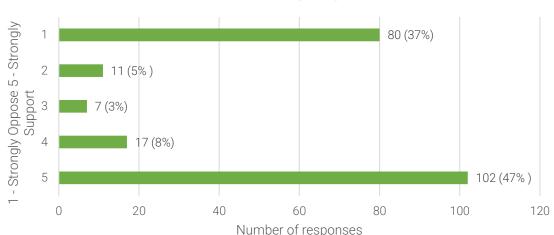
## **5.2. Delivery Plan Questionnaire** Quantitative analysis

5.2.1 In the survey, 6 quantitative questions and 1 qualitative question was asked to test sentiment towards the draft WCAP Delivery Plan. The 6 quantitative questions were tested through a five-point Likert scale in which the higher scores indicated more positivity to the proposition. Participants did not have to submit an answer to each individual question and could submit their survey without answering all questions. The qualitative question was a free text box and asked participants, *"Is there anything else you would like to see included in the delivery plans?"* This section analyses the 223 responses received to the Delivery Plan Questionnaire.

5.2.2 The question, "Cycleways – Do you agree with the cycling routes identified to make the streets safer for cyclists?", tested the sentiment towards the cycle routes identified in the draft WCAP Delivery Plan. 44% chose the most positive option when answering the question and a further 25% chose the most negative option indicating some differences of opinion.

5.2.3 The results from the question regarding LTNs were polarised. The average score for this question was slightly greater than 3, showing a slight margin of approval for the delivery plans for LTNs in the Borough.





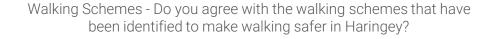
## Low Traffic Neighbourhoods - Do you agree with the delivery plans for Low Traffic Neighbourhoods (LTNs) in the borough?

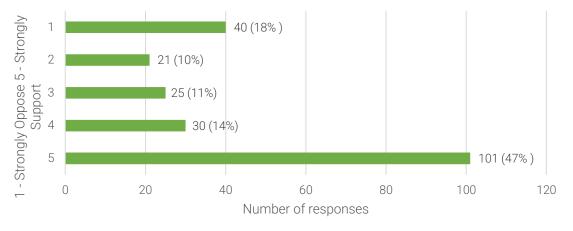


## **5.2. Delivery Plan Questionnaire** Quantitative analysis

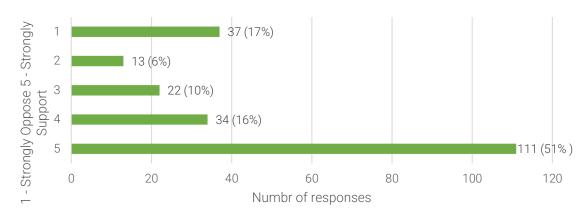
5.2.4 In response to the question, 'Walking Schemes – Do you agree with the walking schemes that have been identified to make walking safer in Haringey', a majority of participants (61%) chose the top two most positive options compared with 28% who chose the two most negative options. This indicates strong overall support for the identified walking schemes in Haringey.

5.2.5 Responses to the question on School Streets again indicates general support for those plans in the delivery plan. 51% of participants opted for the most positive option, with 17% choosing the most negative option.





School Streets - Do you agree with the delivery plans for schools streets to make our streets safer and cleaner for children, parents and teachers?

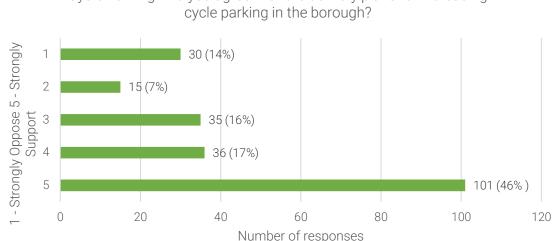


## 5.2. Delivery Plan Questionnaire **Quantitative analysis**

5.2.6 The results given for the guestion, 'Cycle Parking – do you agree with the delivery plans for increasing cycle parking in the borough', were slightly more mixed. The average given to what extent participants agreed with the delivery plans for increasing cycle parking in Haringey was 3.8, suggesting a slight preference for support. Slightly more (40%) participants chose the middle three score options (support, neither support or oppose, and oppose) for this guestion than other guestions.

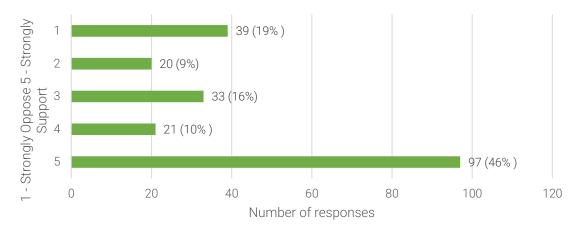
5.2.7 46% of participants chose the most positive option when answering question, "Active Travel Projects – Do you agree with the delivery plans which will enable and promote active travel for our communities and residents?", with a further 10% who said they 'support' the policy. Compared with 28% of participants who opted for 'strongly oppose' or 'oppose', this indicates a general overall support for Active Travel Projects.

The next section analyses the feedback received to the one qualitative question, relating to the delivery plan.



Cycle Parking - Do you agree with the delivery plans for increasing

Active Travel Projects - Do you agree with the delivery plans which will enable and promote active travel for our communities and residents?



# **5.2. Delivery Plan Questionnaire** Qualitative analysis

5.2.8 Overall, 167 (163 digital surveys and 4 paper copies) comments were received to this question:

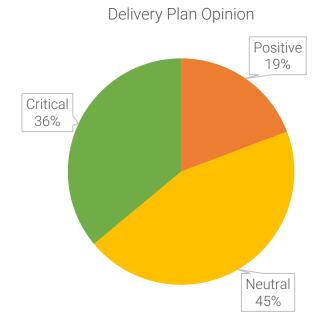
• "Is there anything else you would like to see included in the delivery plans?"

44% of comments received were neutral to the delivery plan, followed by 36% negative and 19% positive.

Of those who expressed a positive sentiment to the delivery plan, they did so predominantly based on overall support for the draft WCAP's vision and strategic aims to increase active travel in the Borough and to realign road priorities to meet ambitions in the 2018 Haringey Transport Strategy and the 2018 Mayor of London Transport Strategy.

Among those who were critical, the following themes emerged:

- Some suggested that more cycle lanes and LTNs will divert traffic to other areas of the Borough, increasing congestion and pollution in these areas.
- Negative sentiment received regarding LTN policy as a whole.
- Some residents felt that the consultation was under advertised and would have preferred more borough-wide physical events.
- Concerns that the current version of the delivery plan does not consider accessibility to active travel enough and should make a more concerted effort to recognise the needs of disabled, elderly residents and those with young children.
- Some felt the plans are biased towards cyclists, whilst only representing a small proportion of Haringey's population.



# **5.2. Delivery Plan Questionnaire** Qualitative analysis

## Suggestions

5.2.9 Of those that provided suggestions on how to improve the draft WCAP, the following themes emerged in the analysis:

- Requests for increased cycle infrastructure, including more bike hangars on High Streets and near residential areas and increased surveillance to help prevent bicycle theft.
- Greater consideration and attention needs to be given in the Delivery Plan to disabled residents and those with mobility issues, who rely on carer support or using motor vehicles. Some residents felt that disabled and elderly residents were marginalised by the Delivery Plan outlined in the draft WCAP.
- Linked to this, there were several requests for more explanation of where the funding for the measures in the Delivery Plan is going to come from. Some felt the plan was hypothetical and unfunded, so therefore difficult to comment on.
- Some stated further explanation should be included in the Delivery Plan as to why active travel and reduced use of personal vehicles is advantageous for all the community. Without this education, it is the view of some, that the Council may fail to incentivise residents to travel more actively.
- Some wanted the Council to ensure all cycle lanes in the Borough are segregated and continuous, to help ensure cyclists feel safe in light of difficult interaction with vehicles. Main roads, such as Green Lanes, have been identified as particularly unsafe for cyclists with some calling for a cycle lane to be installed there specifically.

- There was commentary supporting efforts to reduce car use in the borough and support for an acceleration in the introduction of LTN with some advocating the introduction of a borough-wide LTN scheme. Areas identified as ideal for an intervention included Shelbourne Road and Alexandra Park Road.
- A significant number of individuals used the question on the Delivery Plan to ask the council not to close Shepherds Hill to traffic, as it is perceived this measure will cause increased congestion and pollution down Wood Vale and Wood Lane. There were some suggestions that Wood Lane and Wood Vale should be included in an LTN area.

5.3.1 The Delivery Plan Interactive Map was analysed according to the 12 postcode districts in LB Haringey and is referenced to throughout this section of the report, these are:

- N10 Cranley Gardens, Fortis Green, Highgate Wood, Muswell Hill
- N11 Bounds Green, Brunswick Park, New Southgate
- N13 Palmers Green
- N15 Harringay, South Tottenham, Tottenham, West Green
- N17 Tottenham Hale
- N18 Upper Edmonton
- N2 Coldfall, East Finchley
- N22 Alexandra Park, Bowes Park, Noel Park, Wood Green
- N4 Brownswood Park, Finsbury Park, Stroud Green
- N6 Highgate, Parliament Hill, Queen's Wood
- N8 Crouch End, Hornsey

## Themes

5.3.2 Out of the seven key occurring themes identified, 'safer and cleaner streets' was the most prevalent issue across all of the responses and was the most frequently mentioned in the N10, N11, N17, N6 and N8 postcodes. This tended to relate to respondents wanting to see road surfaces and pavements being improved, traffic enforcements to prevent dangerous driving and speeding, and littering being addressed. Some examples referencing this theme are shown below:

- "The pavements here are difficult to navigate a myriad of different surfaces, kerbs, bumps, if you have mobility issues or are pushing a bugging it's tricky." (N22)
- "This Junction is a death trap. cars ploughing into pedestrians crossing on a green man every day." (N11)

5.3.3 The second most recurrent theme was 'cyclable places' which was the most mentioned theme in the N4 and N15 postcodes. This was most related to people wanting to see segregated cycle lanes and the introduction of proper cycle infrastructure to encourage cycle travel. This was followed by 'walkable places', which was mentioned frequently by respondents and related to people wanting to see the implementation of pedestrian crossings and lighting to make walking at night safer. Some examples referencing both themes are shown below:

- "A continuous, protected cycle lane is needed here as cyclists are constantly squeezed by motor traffic." (N4)
- "Vans are often parked over the cycle lane here and nothing is ever done about it. So dangerous for cyclists having to then navigate in speeding traffic." (N4)
- "Make this pedestrian crossing a joint cycle / pedestrian crossing like the one on Alexandra Palace Station Road." (N22)
- *"Pedestrian crossing needed here."* (N11)

5.3.4 Five existing issues and future concerns were identified in the analysis: dangerous roads, pollution (noise and air), traffic and congestion, car parking and the unsuitability of the plans. Dangerous roads were overwhelmingly reported as a key issue amongst all postcodes and a cause for future concern pending the implementation of the plans.

5.3.5 Issues were raised pertaining to dangerous roads including excessive speeding, dangerous drivers, dangerous junctions and rat running. Dangerous roads were identified 104 times in the N15 postcodes, with respondents identifying West Green Road, Broad Lane, Downshills Park and Tottenham High Road as key areas of concern. Some examples referencing this issue can be found below:

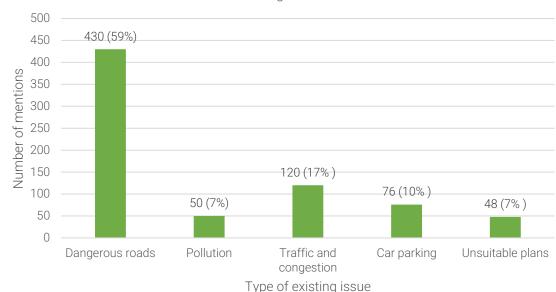
- "One of the most dangerous routes to cycle in Haringey. There needs to be a segregated cycle going both directions. The road is certainly wide enough. You have to compete with dangerous, speeding drivers and bus drivers who it honestly feels like they want to kill you." (N15)
- "Cars use this road as a shortcut and drive extremely fast without taking due care with oncoming cyclists. The road is narrow due to parking on both sides, leaving little room for avoiding the oncoming cars." (N22)
- "Durnsford Road, all the way to Muswell Hill is very congested and unsafe for cyclist. Particularly the fact that it is a slope means cyclist have to go slowly and aggressive drivers make it very unpleasant and unsafe." (N11)

5.3.6 The second most frequently mentioned issue was traffic and congestion. This has been identified as particularly prevalent in N15 and N6 postcodes. It was mentioned that existing traffic issues would be exacerbated with the implementation of the draft WCAP, particularly for residents living outside of the LTN boundary. There was also concern that added pressure will be placed on existing rat runs.

Some examples referring to traffic and congestion are as follows:

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- The High Street often has high traffic. This means high levels of pollution for roads that are used by children to get to school." (N6)
- "The main reason that cycling on Wightman Road is so risky is the sheer volume of motor vehicles more than 80% of which are through traffic [...] there is no possibility of Wightman Road becoming a safe and desirable route for cyclists unless the through traffic is eliminated." (N8)
- "Traffic/Parking/Quality of life on Shelbourne Rd is not acceptable anymore. There are lorries going down this narrow road, rat runs, overgrown hedges, multiple white vans per household all just makes it a miserable environment. Shelbourne Road has to be a top priority for an LTN. This is unacceptable and cannot continue." (N17)



Existing Issues

5.3.7 Respondents demonstrated concerns the plans were unsuitable was mentioned substantially in N6. Comments pertaining to this issue related to the allocation of Wood Lane as an boundary road to an LTN, noting its current cycle route and congestion issues. Some comments included:

- "This road should not be a "core route" for vehicles. It is a narrow residential road and should not be used as a cut through by inappropriate traffic. Pupils getting to local schools should walk or get public transport. Provision of specific bus services for local schools should be looked at as part of this project. There should be no need for parents to drive." (N6)
- "Wood Lane is already a traffic bottleneck particularly at the lights heading towards Muswell Hill Road. Any measure that directs more traffic towards Wood Lane (in either direction) is no a well-though through idea. Wood Vale, Queenswood Road and Wood Lane should be a one-way road for traffic (from Cranley Gardens towards Muswell Hill Road)." (N6)
- "Why is Wood Lane being considered as a corridor between two LTNs when it's already weight restricted and a cycle route? This proposal makes no sense and is dangerous." (N6)

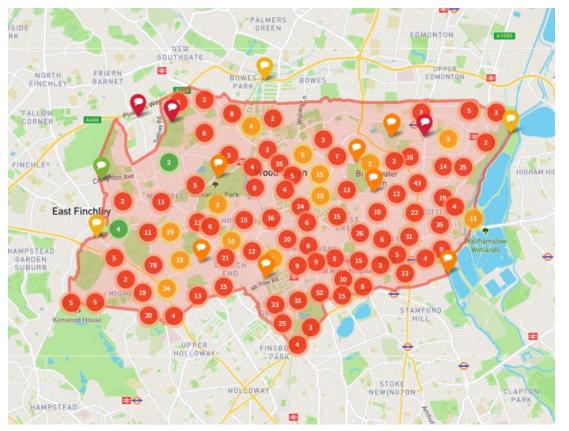


Figure 7: Screenshot of the Delivery Plan Interactive Map, as featured on the Commonplace map.

#### Suggestions

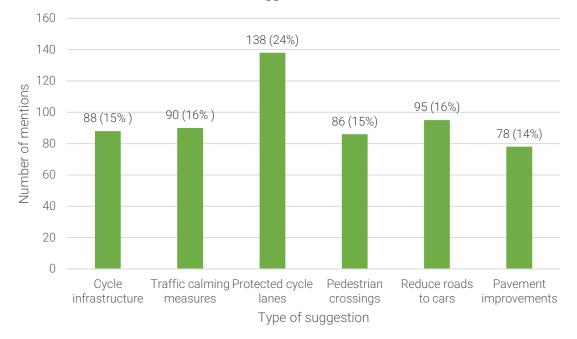
5.3.8 Respondents offered a variety of suggestions for the plans that can be broadly summarised into the following: cycle infrastructure, traffic calming measures, protected cycle lanes, pedestrian crossings, reduce roads to cars and finally pavement improvements.

5.3.9 The most popular suggestion was in relation to protected cycle lanes, this was the most common in the N8, N4 and N15 postcodes. Generally, respondents stated the benefits of protected cycle lanes would have on active travel would be worthwhile for cyclists and car users. It was also noted as having benefits for pedestrians, as it would ensure that cyclists would not cycle on the pavements in response to dangerous roads. Respondents provided examples of certain routes and roads where they would like to see the implementation of protected cycle lanes, some examples of which can be found below:

- *"Provide cycle lanes from the crossings to link up with the Midnight Alley cycle lane through Downhills Park."* (N15)
- "Create a segregated cycle route on Shepherds Hill to encourage active travel amongst Highgate Wood pupils." (N8)
- "Endymion Road between Hornsey Gate and Green Lanes: very busy and very narrow road. Needs a physically separated cycle lane." (N4)

5.3.10 The second most popular suggestion from respondents was to reduce roads to cars, with this being the most prevalent in the N6 and N17 postcodes. Those that called for this suggestion were generally most supportive of the vision, wanting more Low Traffic Neighbourhoods to be implemented in the area. Some examples of frequent comments regarding this suggestion can be found below:

- "Close Wood Lane to through traffic as part of a LTN, it is completely unsuited to the traffic it has, let alone the rat run it will be if Shepherds Hill gets closed." (N6)
- "Cromwell avenue has become a popular cut through with a lot of traffic in rush hour completely unwelcome for residents and those leaving local schools. It is a narrow road and should be blocked in some way, only accessible to residents." (N6)



Suggestions

5.3.11 Traffic calming measures were identified as the third most popular suggestion - noted especially in the N8, N4 and N17 postcodes. Respondents stated the current roads are dangerous due to high levels of speeding. Therefore, they suggested the implementation of traffic calming measures like speedbumps and traffic cameras to make the roads safer for pedestrians and cyclists alike. Some respondents called for the implementation of a 20mph speed limit. An example of some of the responses in relation to traffic calming measures can be found below:

- "This part of the Archway Road suddenly turns into a bit of a racetrack with cars going at high speed. Needs to be made more cyclist and pedestrian friendly with some traffic calming measures." (N19)
- "Plenty of cars seem to use Poynton as a cut through. There is a real need for better speed control, the existing speed humps do little to control the speed of some cars." (N17)

5.3.12 Other suggestions included the implementation of additional lighting to make active travel safer at night. There was also particular mention in N17 for planting trees and improving the façade of the public realm to make it more appealing for people to engage in active travel.

5.3.13 As part of the Delivery Plan Interactive Map, participants were able to agree with specific comments made by other participants. The below comments are the five comments that received the most agreements on the map:

• "A dedicated, separated cycle lane is desperately needed on Green Lanes." (N8)

- "Walking on Wood Lane is almost impossible because of the high volume (and high speed) of rat runners and the narrow pavements. Cars frequently park on the pavement while waiting for people coming up from the tube station. It's a nightmare for the mobility." (N6)
- "Walking and cycling on this road is a dangerous endeavour. Part of the road does not have a pavement on one side, forcing pedestrians to cross the road. However, there is not safe crossing, putting small children at risk. Cars also park on the narrow pavements, completely blocking it, again forcing pedestrians onto the road. This is especially risky for children and elderly people who are not able to react quickly to oncoming traffic. The road is narrow with cars frequently driving far above the speed limit. There are no deterrents to fast driving. Close the road to though traffic, allow only local traffic. Install parking bays on the road, and in all other places institute parking/stopping restrictions so no one parks on the pavement. Install deterrents to fast driving." (N6)
- "The WCAP document appears to show Wood Lane at the boundary between two proposed LTNs, implying that through traffic would not be allowed down, e.g. Shepherd's Hill, but would redirect down Wood Lane and Wood Vale. Wood Ln is already very narrow and cannot cope with yet more motorised traffic. It would make walking and cycling very unpleasant and dangerous." (N6)
- "Ban all parking on Green Lanes except deliveries and make the Ladder a low-traffic neighbourhood." (N4)

5.3.14 As demonstrated in Figure 7, comments were received on the map across the Borough. However, a significant number culminated around the east of the Borough, particularly around Seven Sisters, Tottenham, Stroud Green and Wood Green.

# 5.4. CAN Digital Survey

## Snap Survey

5.4.1 During the consultation process, a Snap Survey was hosted online by CAN Digital, a digital advertising agency, to capture information about existing and desired travel habits, and to ask people for the barriers to walking and cycling in the Borough. Once the individual completed the survey, they were encouraged to visit the Commonplace website and complete the full surveys that were hosted on the site.

5.4.2 The survey was completed by 706 individuals, the demographics are broken down at the start of the report. All questions asked were quantitative, the data is summarised below.

Why do you enjoy cycling or walking?

5.4.3 A series of options were provided for individuals to select from (multiple choice selection), and the table below provides the counts and percentages for each:

Why do you enjoy cycling or walking?	Count	%
Keeping Active	566	80.17
Exercise	526	74.50
Mental health reasons	409	57.93
Reduced travel cost	393	55.67
Reduced journey times	335	47.45
l don't enjoy walking or cycling	54	7.65

Figure 7: Responses to "Why do you enjoy cycling or walking?"

5.4.4 The options that emphasise the health benefits of active travel were those most selected. Only 8% of respondents said that they did not enjoy walking or cycling.

How do you travel currently in Haringey?

How do you travel currently in Haringey?	Count	%
Walk	615	87.11
Bus	481	68.13
Cycle	369	52.27
Tube	366	51.84
Car	326	46.18
Taxi	127	17.99

Figure 8: Responses to "How do you travel currently in Haringey?"

5.4.5 Most individuals who responded walk to travel around Haringey. More than 50% of individuals also stated they cycle. There was also high number of individuals who use public transport. Fewer than half of respondents use a car to travel around Haringey.

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# 5.4. CAN Digital Survey

#### How would you like to travel in the future?

How would you like to travel in the future?	Count	%
Walk	587	83.14
Cycle	503	71.25
Bus	384	54.39
Tube	310	43.91
Car	241	34.14
Taxi	86	12.18

Figure 9: Responses to "How would you like to travel in the future?"

5.4.6 Walking and cycling were the two most popular means of travel when people were asked about how they would like to travel in the future. 52% of respondents currently travel by bike and 71% would like to do so in the future. This was the only mode of transport that saw such an uplift in the data.

What stops you from cycling or walking in the area?

What stops you from cycling or walking in the area?	Count	%
I don't have access to a bike	100	14.16
I can't store my bike safely	293	41.50
Unsafe - too much traffic	420	59.49
I prefer to use public transport or a car	108	15.30
Accessibility	52	7.37
Walking areas feel unsafe	188	26.63

Figure 10: Responses to "What stops you from cycling or walking in the area?"

5.4.7 When asked what prevents people from cycling or walking In Haringey, 60% of respondents said it is unsafe due to the amount of traffic. 42% also stated the lack of safe bike storage prevented them from cycling, which is a theme that has been drawn from all the feedback received.

#### Conclusion

5.4.8 There is a demonstrable appetite among of those living in the Borough to cycle more. Looking to the future, the favoured modes of transport are walking, cycling, and using public transport. This is favoured over the use of a car, with the data suggesting individuals will be willing to give up car use as their primary mode of transportation in the future.

5.4.9 However, the key barrier preventing people from cycling is safety and the same is true for walking. Too much traffic and a lack of bike storage means fewer people make the decision to cycle in the Borough. Combined with our findings elsewhere, action needs to be taken in the Walking and Cycling Action Plan to tackle this.

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# 5.5. Public meeting

5.5.1 As part of the two public meetings, feedback from participants was collated and analysed. The key themes identified are found below.

## Demographics

5.5.2 Demographic data was not collected on the individuals participating in the public meetings.

#### Public meetings summary

5.5.3 From the two public meetings, the most common theme in responses received was in relation to safety as a prominent concern for both cyclists and walkers and the need to improve roads or pavements. Suggestions to improve road safety for pedestrians and cyclists includes improved road/pavement surfaces, segregated cycle lanes to prevent pedestrians/cyclist collisions and increased road space for both users by reducing the number of cars.

5.5.4 Another common theme amongst participant's feedback was that they would like an established regular feedback loop between Haringey Council and the community on specific programme goals and funding initiatives, to monitor progress and be kept informed. One resident offered the following comment:

"You've mentioned you have a list of things you would like to do but are uncertain about what funding you will get. How will you keep us updated about that, as it would be nice to see how you got funding and what the next priorities will be?"

5.5.5 A number of comments raised throughout the public meetings were made in relation to specific locations within the Borough – ranging both in support of the plans and in opposition. Below are some examples of comments received during the public meetings that refer to specific locations:

#### Wightman Road

- "I cycle along Wightman Rd and now it's more dangerous than ever due to traffic calming measures."
- "I have a q regarding Wightman Road it has changed beyond recognition, designed to do something with the traffic there to slow the traffic. but as a cyclist I would never contemplate cycling there as there's no space, in the future it would need to be redesigned over again."

#### Green Lanes

• "So disappointed there wasn't a 'what is the aspiration for Green Lanes, Tottenham High Rd, and Finsbury Park' section."

## Finsbury Park

- "One of your proposed cycle routes would be going through Finsbury Park, how will that be safe at night it's basically a no-go area in the evening. How will those cycle routes be safe?"
- "During Covid enormous pressure occurred on the path and walk and bridge at its southern edge into Finsbury Park had to be closed as it was not possible for people to remain 2m apart. We propose a much wider bridge at this point."

#### Brownlow Road

• "My experience is that little is done to address the 10,000 cars a day which use Brownlow - my understanding is that it will be addressed when the LTN is in place and I find this puzzling as the LTN will be crossed by Brownlow Road, so the only way to get across is through the Brownlow rd. Also very concerned about pollution."

# 5.5. Public meeting

5.5.6 Some residents criticised the draft WCAP proposals for being inaccessible for disabled and elderly residents. One resident offered the following comment:

"Regarding equality impact assessment, there is a lack of consideration for those with disabilities. I have lung condition so I need a car and I must support relatives who need help."

5.5.7 Another key theme to arise from feedback was support for the draft WCAP and its ambitions to tackle the climate emergency. Some participants highlighted the issue of noise and air pollution in the Borough and several requests were received for Haringey Council to introduce an electric vehicle policy.

## 5.6. Email correspondence

5.6.1 As part of the engagement process, a dedicated project email address was shared and distributed on all project channels, and emails were collated for analysis. This was intended to provide respondents an opportunity to share their feedback throughout the engagement process. In total 90 emails were received.

#### Demographics

5.6.2 Demographic data was not collected on the individuals participating in the process through this means.

#### Email Summary

5.6.3 The emails received included a range of feedback from respondents, including overall feedback on the proposals, comments relating to specific sections of the draft WCAP, suggestions on what could be further included and comments regarding specific locations.

5.6.4 From the emails received, the most common theme in responses was that the proposals in the draft WCAP would increase congestion and pollution in other areas of the Borough, where plans were not proposed. One resident offered the following comment: "These proposals are very poorly conceived: they will cause great disruption, they will increase emissions and traffic congestion, and are being introduced for the benefit of only 3% of the population, i.e.. those young and fit enough to ride a bike. Everyone else, those who use buses, the elderly and the less fit who rely on occasional car use will suffer great inconvenience, delays and diversion from their normal routes. Given the greater traffic miles and build up it will produce, it will also affect pedestrians and residents in general through increased pollution. The cycle lanes we already have are barely used, and slow down the buses, an essential public and collective service."

5.6.5 Another common theme amongst respondent's emails were requests for an extended consultation period due to some residents being unaware the consultation was being undertaken.

5.6.6 Some respondent's emails requested Haringey Council consulted neighbouring boroughs and aligned approaches to cycle lane plans. Requests to consult with Barnet Council arose most commonly. One resident offered the following comment: *"Whatever proposals you make should be compatible with the equivalent proposals in Barnet."* 

5.6.7 Another common theme was residents would like pathways in Haringey improved, to ensure Haringey's pathways are accessible and easy to use for all. Some residents have commented that the current pathway condition being too narrow and with imperfections, means they are not able or not comfortable with walking in these states.

# 5.6. Email correspondence

5.6.8 A significant number of emails received made comments to specific locations – ranging both in support and opposition to the draft WCAP plans. Below are some examples of comments received that refer to specific locations:

## Shepherds Hill

- "Plans to close Shepherd's Hill to traffic would clog the smaller residential streets nearby. That would increase air pollution on those roads where it cannot disperse as easily."
- *"For example, Have the team actually worked out how much traffic uses Shepherd's Hill, and where it would have to go?"*
- "The way the LTN has been drawn up, suggesting that this road, rather than Shepherd's Hill, will be the way to go between Crouch End and Highgate is extremely worrying. I am not someone who doesn't believe in setting up LTNs. I think they can be very useful, and am absolutely pro encouraging more walking and cycling in London. But quiet and narrow residential roads that are already struggling with the volume of traffic and where children and walkers are already in danger from car traffic, should not be turned into thoroughfares and I'm very worried about this."

Queenswood Road, Wood Lane, Wood Vale

- "I live on Wood Vale, in your map to become the sole route of crossing between Highgate and Crouch End. This is, I'm afraid, quite impractical since Wood Lane narrows down to a single lane (not one in each direction) and queues form already on a daily basis."
- "Wood Lane, Queenswood Road and Wood Vale are already very congested with much of the roads not able to function as two lane."

• "Wood Vale/Queenswood Road/Wood Lane isn't covered in a LTN, despite being a residential road, bisecting an ancient woodland (Queen's Wood), providing access to leisure facilities in Shepherd's Cot, already being a cycle route and being extremely narrow at the top (Wood Lane). Shepherd's Hill would seem to make more sense as a boundary road between LTNs."

#### Southwood Lane

- "Southwood Lane has been designated a cycle lane. How can you add a cycle lane when again this lane is too narrow in places for two cars to pass each other?"
- "The proposal to site a cycle track on Southwood Lane is completely misconceived. The Lane is already very difficult to navigate, with even standard size vehicles passing each other with difficulty, and the pavements are very narrow. Despite this difficulty it is a key route between Archway Road and Highgate Village. To impede this further will increase the risk of accidents and/or lead to congestion on (the much longer) alternative routes, with adverse effects in terms of emissions and pollution."

# 5.7. Stakeholder correspondence

5.7.1 During the consultation process, the project team have received responses from the following organisations:

- National Health Service, North Central London CCG
- Liberal Democrat Group
- Transport for London
- Severe and Complex Needs Families Group (SCALD)
- Canal & River Trust
- Joint response from the following organisations:
  - Haringey Living Streets
  - o Haringey Cycling Campaign
  - Friends of the Earth Tottenham & Wood Green
  - o Muswell Hill Sustainability Group
  - o Haringey Clean Air Group

We have also received feedback correspondence from Crouch End Neighbourhood Forum, Friends of Queens Wood and Connaught Gardens Residents. Responses from these groups have been analysed and included in the feedback analysis. The responses are also available to view in the appendices.

## National Health Service

5.7.2 Comments were received that can be summarised as follows:

- Encouraging people to increase their physical activation, as a key focus of Haringey's Early Help and Prevention Programme and Haringey's Physical Activity and Sports Strategy.
- WCAP should include opportunities and changes that reflects the differing levels of need of Haringey residents.

- The inclusion of a map of community toilets available across the Borough
- Inclusion of community events and activities to encourage more sustainable travel.

## Liberal Democrat Group

5.7.3 Comments raised by the Haringey Liberal Democrat Group consisted of concerns about the lack of funding, prioritisation and tangible goals detailed in the draft WCAP. The group also stated they would like to see an improved cycling culture, more focus on commuting and some concerns with the current process of bike hanger allocations.

## Transport for London (TfL)

5.7.4 TfL stated they are supportive of the overall aims and vision of the draft WCAP, which align with TfL's own priorities. They would however welcome further explanation of how the proposals tie in with London's overall strategy for cycling and how the New Cycle Route Quality Criteria will be used to assess existing and proposed cycle routes in the borough. TfL also stated they would like greater consideration of the role of public transport, particularly the bus network, in the draft WCAP plans.

## Severe and Complex Needs Families Group (SCALD)

5.7.5 A representative from SCALD argued that concerns of people with disabilities and their carers are being ignored in the draft WCAP and fail to consider the needs of those who rely day to day on access to motor vehicles. SCALD report that many of those they represent feel they have not been 'listened to'.

# 5.7. Stakeholder correspondence

#### Canal & River Trust

5.7.6 The Canal & River Trust express support for Haringey Council's draft WCAP and its vision. The Trust emphasise that all resources should be capitalised on to improve opportunities to walk and cycle and remove barriers, and as part of this aim Lee Navigation should be valued as a key active travel and leisure resource. The Trust note that some policy aims, including path design and lighting, is not appropriate in some locations due to the impact and restrictions on nature and biodiversity.

Joint response (Haringey Living Streets, Haringey Cycling Campaign, Friends of the Earth Tottenham & Wood Green, Muswell Hill Sustainability Group, Haringey Clean Air Group)

5.7.7 A group response from the above organisations states their support in the draft WCAP's intent and welcomes the application of the modal hierarchy and the overall direction of policies 1-5. The group requests that a series of priorities, investment plans and measurable goals are added to the plan, as well as an assessment of quality and type of intervention.

5.7.8 A full copy of the responses received from the above organisations has been included in this report in the appendices.

# 5.8. Pop-up sessions feedback

5.8.1 During the four pop-up sessions, that took place in various locations across Haringey, feedback on the draft WCAP was collected on post-it notes and marked on a map of Haringey. The comments added to the map throughout these sessions have been collated and summarised below:

5.8.2 A significant number of participants requested more segregated/protected cycle lanes in the Borough, with reference to Alexandra Park Road, Green Lanes and Tottenham Lane as key areas that need additional and/or improved cycle lanes. One participant stated the need for continuous cycle lanes, as part of this request.

5.8.3 Some residents commented that they would like further LTNs to be introduced, including several requests for an LTN surrounding the Haringey 'Ladder'.

5.8.4 Alexandra Park Road and Durnsford Road were identified as dangerous roads for walking and cycling, especially for those with young children, due to speeding and congestion.

5.8.5 Another common theme in respondent feedback were requests for reduced pavement parking, particularly on Green Lanes and Cresthort Road/Palace Gates Road.



# 6.0. Feedback summary

6.1 Based on all the feedback received, a feedback summary has been drawn:

- Respondent feedback indicates general overall support for the draft Walking and Cycling Action Plan (WCAP) and Delivery Plan. This being said, opposition to the proposals existed throughout the feedback received and some respondents remained unconvinced by the vision proposed.
- Of those seven key themes identified, the most frequently mentioned were improving accessibility, walkable places, cyclable places and investing in street space. Overall, tackling climate change and greener school travel appeared less frequently.
- The analysis has found that a key reason that prevented residents from engaging with more active travel included too many dangerous and inaccessible roads to pedestrians and cyclists in the Borough. Frequent reference was made to Green Lanes, Tottenham High Road, Wightman Road and Durnsford Road as key areas of concern.
- A key theme to arise in respondent feedback were requests for greater cycle and walking infrastructure, including improved road and pavement surfaces, more bike hangers in the Borough, more segregated cycle lanes and a review of current cycle and footpaths.
- Some participants were concerned the proposals, particularly the Low Traffic Neighbourhood (LTN) policy, would result in increased congestion and pollution in the Borough, especially in neighbourhoods surrounding LTN boundaries.
- Participants requested greater detail given to priorities, goals and funding in the plan, particularly in relation to the Delivery Plan.
- Strong views were expressed that the draft WCAP should include greater consideration and inclusion of those less able to participate in active travel or need further support, including disabled and elderly.
- Likewise, participants stated public transport is underrepresented in the current draft WCAP and should be more widely acknowledged as a sustainable mode of transport.





# **Appendix: Response from NHS Haringey CCG**

## "Response:

Firstly, we welcome the Strategy and the focus on encouraging people to become more physically active, including urban design to do so. We want to suggest a few areas where we think the Strategy could be strengthened through ensuring there is appropriate alignment between it and its resulting action plan and wider strategies focussing on physical activation amongst the population, including those groups who may find it more difficult to adopt healthy lifestyles.

## Key points to add in

- Encouraging people to increase their physical activation, whether by walking or cycling or other means in order to improve their mental and physical health is a key priority across the Haringey partners.
- It is a key focus of Haringey's Early Help and Prevention Programme and <u>Haringey's Physical Activity and Sports Strategy</u>. Increasing physical activation is also recognised as key in addressing long standing heath inequalities that exist amongst those from more deprived communities in Haringey.
- The approach we are developing is to understand how the differing needs of the population could be matched to solutions. Many people can be more physically active and are able to access a range of solutions and opportunities, including walks and cycling, for themselves a 'universal offer'. However, we also know that some groups of people may need a some encouragement, help and support to become more physically active. We provide an example below of a multi-agency approach between the Council, NHS and voluntary and community sector to support older people.

CASE STUDY: Haringey's Early Help and Prevention programme recognises physical activity as key in preventing ill health, and supporting people to age well. The programme aims to support people to become more physically active through a whole population approach that includes a universal offer for all, to a more targeted offer that is focused on supporting those who are less mobile for various reasons, such as a medical condition, to increase their physical activation. Across Haringey there are a number of initiatives that are either already underway or planned to support residents to become more physically active and fall into these universal or targeted categories. These initiatives range from universal offers, such as the <u>Haringey wellbeing walks</u> programme which is open to all Haringey residents and involves regular group walks at different park locations, to more targeted offers that might involve initially getting the individual to become more physically active in small ways, for example encouraging them to get to the end of their street or front garden. Supporting those who are less mobile to become more

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- physical active is key to improving health and wellbeing outcomes, and addressing health inequalities. Haringey partners are taking a healthy neighbourhoods approach to tackle health
- Haringey partners are taking a healthy neighbourhoods approach to tackle health inequalities prevalent amongst those living in the east of the Borough where the greatest deprivation lies. Developing a targeted physical activation offer which meets the needs of people who have a long term health condition or at risk of a long term condition is key to the healthy neighbourhoods approach. Coinciding with the Early Help and Prevention Programme, this involves developing an offer which meets the needs of those who are not mobile and making use of existing physical activity opportunities available, and ensuring these individuals are supported to take up physical activity as appropriate to help with the management of their condition. It is key that the WACP includes opportunities and changes that reflect the differing levels of need of Haringey residents and how those who might not be currently physically active will be encouraged to become active through the plan.

# **Appendix: Response from NHS Haringey CCG**

- Haringey's Physical Activation and Sports Strategy should also be referenced in appendix A with a blurb 'The vision of Haringey's Physical Activity and Sport Strategy is to create and embed a culture of activity so that Haringey becomes one of the most physically active and healthy London boroughs. We want to ensure that all of Haringey's residents have the encouragement, opportunity and environment they need to lead active, healthy and fulfilling lives. By working collaboratively and cooperatively, as a whole system, we will seek to transform attitudes and behaviours and make it easier for residents to embed physical activity into their everyday lives' The below diagram is useful to include either in appendix A or under making the case page 14.
- Both the Early Help and Prevention Programme and the Physical Activity and Sports Strategy recognise that behaviour change is fundamental to getting more people physically active, and people move through the behaviour change journey at different paces, face different challenges and require different levels of support. A diagram of the behaviour change journey is below. Both the programme and strategy put emphasis on identifying key touch points (e.g. in Health or social care setting, education settings) where we have the best opportunity to engage with residents in ways that will meaningfully and positively impact on their deliberate and incidental activity levels. We think changing behaviour is key to getting those residents who might not normally (e.g. due to a medical condition, low motivation) engaged with walking opportunities and making use of the changes proposed by the WCAP.



(Source: Sport England – Behaviour change journey based on the Transtheoretical model of behaviour change)



# **Appendix: Response from NHS Haringey CCG**

## Other suggested additions

- A suggestion was made to include a map of community toilets available across the borough in the plan, as toilet provision is key to encouraging people to get out and about. There is a map of toilets already on the council website at <u>https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/publictoilets/map-public-toilets-haringey</u> that you could reference or use.
- Add to Active Travel Projects on page 91
  - 'Personal Travel Planning Project' Annually 2 wards door knocking & various community events aim to engage 5,000 residents to encourage 'pledges' to travel more sustainably; estimated annual cost £40,000 unfunded
- Either under above on page 91 or Walking p83
  - 'Walking Projects' a series of annual events and activities (e.g. Xplorer an intergenerational fun orienteering activity, development of faith based walking groups etc) targeting inactive communities to encourage more walking; estimated annual cost £25K unfunded."

# **Appendix: Response from Liberal Democrat Group**

"I am writing in response to the current WCAP document that is out for consultation on behalf of the Liberal Democrat group in my role as Spokesperson for Environment and Sustainability.

Please find comments to various items listed throughout the document below. Some comments have reference to specific page numbers listed next to them in brackets.

I look forward to these comments being taken on board, and a revised version of the document presented - addressing the areas raised.

## 1. Unfunded Plans

This document contains plans for:

34 cycle tracks, of which 32 (94%) are unfunded

25 LTNs, of which 22 (88%) are unfunded

8 walking schemes, of which 7 (88%) are unfunded

49 school streets, of which 29 (59%) are unfunded

4 cycle parking schemes, of which 3 (75%) are unfunded

These unfunded schemes are proposed to be financed from further grants, mainly from TFL. There is no mention of what the plan will be if these grants don't come to fruition. There is no priority list associated to assess what the council may consider enough of a priority to do off its own capital spending. With TFL's current financial predicament, and Haringey council's poor record on bid winning, this entire document reads as more of a wish list than a serious plan for the future. This is despite the council recently finding an extra £30 million in spending for self-serving improvements to the Civic Centre, enough to cover every single unfunded plan in this document.

## 2. Lack of tangible goals and incremental goal points

Other than the plans already in action or set for funding all others have no fixed date or schedule. There should be set numbers of plans to be achieved each year, starting small but increasing as we get used to how they go.

There are several references to long term goals. Including 8.55 and most notably 11.17 which states "The vision for Wood Green is that it will become North London's most prosperous and green town centre" This is a long term vision that we can all agree with but the current situation is unsafe, highly polluted and congested with vehicles. It would be good to see plans to at least make it liveable in the short term rather than looking at long term dreams and aspirations.

This plan will only be successful if it leads to measurable change e.g. increase in percentage of children walking to school, improvement of air quality etc. particularly in terms of cycling. We note that currently only 3% of trips in the borough are made on bicycles. Given that 45% of the budget is proposed to improve provision for cycling there should be more detail on what future demand might be and a target set for an increase in cycling. Measurable impacts are critical to prioritise projects that will have the most impact.

## 3. False Impressions

The plan lays out (Page 38) several current routes which, beside some occasional painted pictures or signs, are unrecognisable on the ground as cycle lanes. For example Dukes Avenue in Muswell Hill. On many there is no segregation or even demarcation of sections for car and cycle.

This gives a false indication to residents that these routes are safe and, if anything, their inclusion causes more harm than good. They should either be removed from the diagram or a thorough explanation of their situation should be included.

# **Appendix: Response from Liberal Democrat Group**

## 4. Improving the cycling culture

Section 1.9 contains an aim that "There will be high levels of cycling amongst residents from all backgrounds and communities in Haringey". This is an important point, as having a greater diversity of people engaging is good in and of itself, but may further encourage people from those backgrounds, therefore increasing the overall number of cycling journeys.

8.42 talks about addressing this but makes no references to how. We need specific plans and structures to address this issue, see point 7 on this list for an example.

## 5. Lack of focus on commuting

If this plan is to be successful in its aim to get people to turn away from cars and get on bikes then it needs to focus on commuting. There are several sections on leisure cycling but nothing (data on commute journey)

## 6. Removal of street clutter

Section 1.9 (Page 6) mentions the importance of removing street clutter. Our pavements are getting smaller and more restricted. This is caused by many things including parking pushed up half off the road or extra signage installed.

This creates a disaster for people with accessibility needs and needs to be rectified with a specific plan. If not in this plan then I would like to know that it is coming in a future, separate plan.

## 7. Little mention of e-bikes

Despite mentioning the difficult topography there is little mention of a simple solution, Ebikes. These can allow a greater variety of people to cycle, not only improving the overall number of non-car journeys taken but increasing the diversity of people who cycle. This brings us back to point 5 on this list, improving cycling culture. It's vital therefore that we look at ways to improve uptake and advertising of e-bikes as an option. They are currently an option on the "Peddle my Wheels" scheme, more could be done to advertise this to people who may find benefit from e-bikes.

## 8. Bike hanger waiting list

Last summer Haringey responded to a freedom of information request asking about the number of outstanding residents on the bike hanger waiting list, stating there were 6000 people on the list. This document several times refers to 1000 outstanding residents requiring bike hangers (8.51). What is the reason for this disparity?

## 9. Bike hanger allocation

8.54 states that spaces are given based on users' needs, "Spaces in a bike hangar are allocated based on a priority system that considers each individual's personal circumstances". This seems to not be the case currently, I contacted the council last August about a resident with cerebral palsy, affecting his ability to balance and walk. I asked if his request could be expedited but it was denied and I was sent a stock response.

## 10. Low cost traffic calming measures

The document goes into detail on the need for LTN's and their importance but should make reference to low cost, simple alternatives that can be taken on, and removed if needed, easily. This can be trialled as a solution without the standard scale intervention of larger projects.

## 11. Commit to a minimum standard of cycle lanes

We echo the Haringey Cycling Campaigns calls for high-quality infrastructure. This includes light segregation, proper understanding of the situations around junctions and following best practice and guidance on design generally.

# **Appendix: Response from Liberal Democrat Group**

## 12. Borough boundaries

The plan does not address the challenges of borough boundaries which may explain why so little is proposed on the edges of the borough. This action plan will only be successful if there are routes where residents want to go and some of these routes need to accommodate travel in and out of the borough. So using Highgate as an example this would be to Camden, Kentish Town and Hampstead and Hampstead Heath. Close collaboration with neighbouring authorities will be required.

## 13. Green Spaces

As a borough we should be encouraging residents to use green spaces as much as possible, they are vitally important for health and wellbeing. Therefore pathways to green spaces should be covered in the plan even if these are for green spaces just over the borough boundary.

## 14. E-scooters

The plan should commit to developing an e-scooter strategy to add to the plan when e-scooters become more established in London."

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# **Appendix: Response from Transport for London**

## "Summary

Enabling more Londoners to get around by walking and cycling, rather than driving, is crucial to London's successful recovery as well as continued delivery of the Mayor's Transport Strategy. Making active travel safer, easier and more attractive is a priority for London, and TfL therefore welcomes the publication of Haringey's draft Walking & Cycling Action Plan (WCAP).

In summary, TfL is supportive of the overall aims and vision of the WCAP, which align with TfL's own priorities. We welcome the use of the Healthy Streets Approach, and the evidence-led methodology that Haringey have taken to identify future investment priorities for walking and cycling.

We would welcome specific mention of how the proposals tie in with London's overarching strategy for cycling, as set out in the Cycling Action Plan, including how Haringey's cycle network will connect into the wider Cycleways network, and how the New Cycle Route Quality Criteria will be used to assess existing and proposed cycle routes in the borough.

We would also welcome greater consideration of the important role of public transport. Walking, cycling and public transport are closely linked and the WCAP should form part of an integrated strategy that will support all of these modes.

In particular, the requirements of the bus network should be reflected in the planning and design of walking, cycling and Low Traffic Neighbourhood (LTN) initiatives. The development of a comprehensive bus priority network on main roads – which will enable walking and bring benefits for cycling as well – is a logical addition to LTN delivery on roads that will carry less through traffic. This will be crucial in supporting the 74 per cent of Haringey residents who use the bus on a weekly basis, as well as reducing car usage in the borough by attracting more bus passengers.

To support this, we would welcome the opportunity to collaborate with the borough on the development of individual schemes set out in the WCAP as they come forward.

## Detailed responses to the fifteen questions posed in the draft plan can be found below: Question 2: To what extent do you support the WCAP vision?

TfL welcomes Haringey's 2031 vision to see a shift to active travel by reducing motor vehicle use for shorter trips. This is consistent with the aims of the Mayor's Transport Strategy and the ongoing work of TfL to enable more people to walk and cycle for different journeys.

It would be helpful if the vision gave greater clarity regarding the 'walking and cycling are natural choices' aim by setting out the context for where Haringey is now and where it is aspiring to get to as part of this vision. For example, this could be in relation to everyday journeys, local trips and/or access to town centres, local neighbourhood services and onward travel options.

## Question 3a: To what extent do you support Policy 1 – Increasing Active Travel? Question 3b: What else should be included in Policy 1 – Increasing Active Travel?

TfL supports the aspiration to increase active travel and reduce dependency on private motor vehicles. Further detail could be given in this section on the role of active travel in relation to public transport as no mention is given to public transport connectivity. Public transport is a key driver of active travel, especially walking, and public transport journeys involve significant levels of active travel: for example, the average bus journey in London involves seven minutes of physical activity.

As Haringey has some of the busiest Zone 3 stations on the Tube network, including Seven Sisters and Wood Green stations, as well as recent upgrades to several Tube and Overground stations, the strategy should emphasise the role of good walking and cycling connectivity to these stations. Active travel for local trips, alongside the linkages it provides to wider sustainable transport options would be expected as part of this strategy.

#### *Question 3c: To what extent do you support Policy 2 – Walking? Question 3d: What else should be included in Policy 2 – Walking?*

TfL supports the ambition to encourage mode shift from the car to walking and the focus on town centres, transport interchanges, schools and parks.

It should be noted that the use of the Planning for Walking Toolkit can apply more widely than accessibility considerations and the borough is encouraged to consider the full range of pedestrian design principles in the document to help identify key issues for walking across different situations, as well as the balance with other road users.

#### Question 3e: To what extent do you support Policy 3 – Cycling? Question 3f: What else should be included in Policy 3 – Cycling?

TfL welcomes the plans to tackle key barriers to cycling, including infrastructure improvements, behaviour change, and complementary measures.

This section would however benefit from specific mention of connecting into the wider London strategic cycle network: the signed Cycleways network.

We welcome the application of the London Cycling Design Standards, but we would also suggest referencing the use of the New Cycle Route Quality Criteria here, to align borough design standards with the wider expectation for quality across the Cycleways network, and to ensure that new cycle infrastructure will address the road danger challenges identified in section 6 of the strategy.

#### Question 3g: To what extent do you support Policy 4 – Low Traffic Neighbourhoods? Question 3h: What else should be included in Policy 4 – Low Traffic Neighbourhoods?

TfL is supportive of Low Traffic Neighbourhoods (LTNs). Studies show they can have a positive effect on safety, air quality, reducing car ownership, and creating appealing environments for walking and cycling.

These outcomes are aligned with the Mayor's Transport Strategy approach to reduce car dependency, achieve Vision Zero and enable more trips to be made by walking and cycling. We support Haringey's vision for a network of LTNs based on robust evidence and would

like to acknowledge the extensive engagement that the borough has done to date on current LTNs out for consultation.

This policy would be strengthened by explicitly recognising the need for LTNs to be delivered in an accessible and inclusive way to enable older and disabled people to engage in active travel.

It is also worth recognising that LTNs can impact both the Transport for London Road Network and borough road network through traffic reassignment which, in turn, can affect bus journey times. LTNs should therefore be carefully designed to mitigate any impacts on other users of active, sustainable and efficient modes in the area, working in close consultation with TfL. For instance, a logical complement to LTNs is a stronger bus priority network on the main roads between LTNs. This will offer better alternatives to car use, help cycling and enable more walking. We would be keen to work with Haringey to see the development and delivery of more bus priority.

While we agree with the general principle of prioritising Low Traffic Neighbourhoods where there is expected to be most positive impact, the deliverability and local appetite for change should be strongly considered when making the case for a scheme, particularly for the first wave of projects. We would recommend referring to the methodology set out in the Strategic Neighbourhood Analysis appendix: <u>https://content.tfl.gov.uk/lsp-app-six-b-strategic-neighbourhoods-analysis-v1.pdf</u>

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

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

Road space reallocation is central to the changes TfL is making to support 'Good Growth', improve safety for all road users and promote the use of active, sustainable and efficient modes of transport. The road space reallocation approach set out in the WCAP should be endeavouring to make all road users safer.

We welcome the proposed modal hierarchy – which clearly puts walking, cycling and public transport over general traffic – in line with the Mayor's Transport Strategy. It should be recognised that some flexibility in the modal hierarchy is considered on behalf of public transport for cases with substantial strategic need. The role of freight versus private traffic should also be considered within any modal hierarchy.

It is suggested that separate strategies could be set out in this section in relation to loading and freight compared to private car parking, to give greater consideration for the differences in parking and loading, and how space will be prioritised in town centres.

# Question 4a: To what extent do you agree with the cases presented on the Economy, Inactivity, Air Quality, Climate Change and Social Justice?

# Question 4b: Are there any other cases that should be included in this section of the WCAP?

This section articulates the case for walking and cycling and we would encourage the borough to refer to the Walking and cycling economic benefits pack

https://tfl.gov.uk/corporate/ publications-and-reports/economic-benefits-of-walkingand-cycling for further information.

More could be said on equality and inclusion with regards to the challenges faced across different parts of Haringey. The focused data on inactivity and life expectancy variations across the borough is useful in highlighting these disparities.

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

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

It is suggested that this section is not entirely clear in relation to covering the existing conditions. While we welcome the use of the LTDS switchable trips data, data on walking collision and NO2 concentrations are referred to in this section but are not presented alongside the switchable trips so it is not clear whether the "identified priority areas" are based purely on the switchable trip data or other factors.

Furthermore it should be noted there is a lack of clarity on how the Walking for Leisure section feeds in to the identification of priority locations for investment.

It would be recommended, as this section is about showing Haringey today, to consider demonstrating existing walking demand. It might be that the consultation questions are the main issue here, setting the expectation that this section shows priority areas when in fact that comes later in the document.

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

# Question 6b: Are there parts of the existing cycle network not included in the plan which should be?

The approach of showing cycle network mesh density at 400m is welcomed; however it would be recommended to consider the condition of existing routes as not all of the signed routes shown would be expected to meet current standards of a high quality cycling route. Paragraph 5.4 appears to recognise this potential issue without stating this clearly.

It would also be useful to provide borough-level data to support the argument that cycling has increased in Haringey over the past 10-15 years, as the figures provided are pan-London. Links to data from neighbouring boroughs would also be welcome, to further evidence the growth and change in cycling patterns.

It is encouraging to see cycle parking mentioned in detail in this section, although there is a lack of detail with regards to the distribution across the borough. The Cycling Infrastructure Database (https://data.london.gov.uk/dataset/cycling-infrastructuredatabase) provides a reference point for mapping this information, and the Cycle Parking Implementation Plan (https://content.tfl.gov.uk/cycle-parking-implementation-plan.pdf) includes analysis of demand for cycle parking.

## Question 7a: To what extent do you agree with the barriers to active travel identified? Question 7b: What barriers have prevented you from walking or cycling?

A broad range of known influential factors in relation to active travel are shown, which are generally useful in highlighting locations that are problematic for walking and cycling. Collision data is shown up to 2017; more recent data is available on request and would be recommended for this analysis.

We would suggest including public transport accessibility in the analysis. This has been shown to be a barrier to walking where accessibility is especially low. Some parts of the borough are known to have relatively low public transport accessibility and this would be useful to emphasise in the action plan. Furthermore we would recommend consideration of land use and key trip attractors in the borough and to explore whether the infrastructure around specific land use types creates an especially problematic barrier for walking and cycling.

When poorly managed, kerbside activity can be a significant barrier to active travel as well as having negative impacts on the bus network and loading and servicing. The Plan would benefit from consideration of kerbside management measures that would improve conditions for walking, cycling and buses, while supporting efficient loading and servicing.

In terms of other barriers to walking, it would be useful to acknowledge that some of the areas with poorest air quality in fact have some of the highest footfall – around Turnpike Lane and Seven Sisters stations for example. While poor air quality can be a barrier – and may indeed be a barrier for some people in these locations – the distribution of trip attractors mean that these places remain busy.

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

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

TfL welcomes the evidence-led approach to identifying walking clusters and locations. In particular, the Strategic Walking Analysis has been effectively used to identify walking clusters based on walking potential and trip attractors. It is not entirely clear why Tottenham Hale has been omitted in this analysis. The clusters and corridors approach is clearly defined, however the lack of connectivity between the Seven Sisters cluster and the Green Lanes cluster could be reviewed to ensure a borough wide connectivity approach for walking.

Furthermore, the role of green spaces in this plan is not entirely clear; reference is given to a green grid but it is not shown as to how this would relate to priority streets.

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

## Question 9b: Are there any cycle corridors not included which should be?

TfL welcomes the evidence-led approach to identifying future cycling connections. Use of the Strategic Cycle Analysis in conjunction with gap analysis has provided a good basis for informing recommended routes.

It should be noted there are a range of competing demands on London's roads, and the development of new cycle routes must also balance these. It is important to ensure that the alignment and design of new cycle routes supports bus and walking outcomes where needed. TfL has provided boroughs with a range of strategic datasets to support development of Local Implementation Plan proposals, including maps of priority locations for walking and buses. We would strongly recommend the use of these datasets as part of the evidence-led approach to planning the cycle network, particularly in understanding potential conflict and opportunities between the cycle network and other sustainable modes.

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

Question 10b: Are there any other criteria we should include?

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

TfL is supportive of Low Traffic Neighbourhoods (LTNs), and the criteria-based approach applied by the council is aligned to our Strategic Neighbourhood Analysis.

We are aware that LTNs can impact both the Transport for London Road Network and borough road network through traffic reassignment. Modelling of expected impacts will be an important part of the scheme design process, with TfL already working to anticipate network impacts from the proposed changes. Short-to-medium term impacts are an important consideration especially where experimental orders are to be used and so it is important to not assume traffic evaporation is inevitable in every location. Furthermore the impact on bus performance should remain a central consideration to the success of a LTN. We would support joint working in this space, to develop proposals for a strong bus network with adequate bus priority measures in parallel with implementing LTNs.

We would recommend consideration of how LTNs can complement plans for developing Haringey's cycle network. For example, new cycle routes could be unlocked and/or existing routes improved through the provision of an LTN. This may be a prioritisation consideration in certain situations.

## Question 11a: To what extent do you support the active school run priorities?

TfL welcomes the introduction of a dedicated School Streets plan. It is suggested that more information is needed for this section to understand the scale of the challenge and the priorities in different areas and key information from the related plan would be helpful here.

## Question 12a: To what extent do you support the active travel priorities?

TfL supports the overall ambitions and priorities set out in the Plan. We would welcome the opportunity to work with the borough to discuss the specific active travel proposals set out in this plan. A broad range of measures are proposed and further work is needed to understand how these will be prioritised. Most of the Cycleways and Low Traffic Neighbourhoods proposed in the Delivery Plan (Appendix C) are flagged as Red under Feasibility. It would be useful to understand how this has been scored and how this should be interpreted. We would also welcome more detail on how the collision analysis set out in section 6 of the document will be used to prioritise schemes for delivery, as part of delivering Vision Zero.

It is not entirely clear what is proposed with regards to Cycle Hire. More detail on whether it is wider rollout of the Santander Cycles scheme or dockless Cycle Hire would be helpful.

The references to cycle freight are welcomed, and we would encourage Haringey to consider whether any additional measures or references could be included in the final strategy to further support cycle freight in the borough.

TfL would welcome detailed discussions about how to manage "match day" events at the Tottenham Hotspur Stadium, ensuring buses, walking and cycling are attractive choices for people travelling in the local area on match days.

The monitoring proposals are broadly supported, however there is no mention of monitoring of cycling demographics.

Finally, community and stakeholder engagement and consultation are central to the design and delivery of delivering inclusive, high-quality improvements for walking and cycling, and the references to these throughout are welcomed. We would encourage the borough to also consider plans for working with stakeholders and communities to achieve new infrastructure and drive behaviour change, especially to achieve an increase in the number and diversity of people cycling in the borough."

# Appendix: Response from the Severe and Complex Needs Families Group (SCALD)

"In all the controversy over Haringey's draft Walking and Cycling Action Plan the concerns of people with disabilities and their carers are being ignored. The loudest voices appear to be those of the cyclists (who account for 3% of journeys in the borough) – and those who object to their 'arrogance' and lack of respect for other road users.

Cllr Mike Hakata claims that the plans for more cycle lanes, road closures and 'low traffic neighbourhoods' will make the borough 'safer, healthier and greener'. Well, not for us! Many people with both physical and learning disabilities cannot just 'get on their bikes'. Some are unable to walk more than a short distance. They rely on cars and minibuses and many are unable to use public transport. The wave of traffic restrictions already introduced have caused difficulties in gaining access to vital services – GP surgeries, hospitals, shops – as well as causing increased congestion and delays.

A recent survey by Transport for All revealed that 77% of people with a range of disabilities took a negative view of LTN schemes across London. They reported longer journey times, that were 'exhausting, expensive and difficult'. Many also complained about the inadequate consultation and their perception that they had not been 'listened to'. In Haringey they are still not listening."

## **Appendix: Response from Canal & River Trust**

#### Proposal: Haringey's Draft Walking and Cycling Action Plan (WCAP)

#### Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The Trust owns and maintains the River Lee Navigation within the London Borough of Haringey. The towpath of the River Lee Navigation provides a strategically important north-south walking and cycling asset within the borough, and East London more generally. It connects existing centres of population, regionally important development opportunities (such as Tottenham Hale, Meridian Water and the London Legacy area) and the wider green and blue infrastructure network of the Lee Valley Regional Park. We know from our monitoring of towpath use that the Covid 19 pandemic has resulted in significant increases in people using our waterway network for recreation and access to nature, especially in dense urban areas where access to private and public green space is severely limited. Our monitoring shows that towpath usage at Tottenham Hale increased by approximately 130% during the Spring/Summer lockdown of 2020]

The Trust supports the Council's draft Walking and Cycling Action Plan and its vision to improve walking and cycling infrastructure provision to enable people to walk and cycle more, improve their health and wellbeing, have access to cleaner air, and reduce the impact on the environment. We support the Council's aims through this action plan to address issues experienced in the borough and more widely on the Economy, Inactivity, Air Quality and Climate Change and Social justice.

Given the scale of the challenge to introduce a cycling culture and increase walking journeys, every asset and resource will need to be capitalised on to improve the opportunities to walk and cycle as part of everyday activities and to reduce the barriers to people choosing to walk and cycle.

The Lee Navigation should be valued as a key active travel and leisure resource to enable residents of Haringey and visitors to the borough to walk and cycle in a traffic-free environment and connect with nature on their doorstep.

#### The Vision

We note the following points from the Council's vision:

#### 1.8 People walking

- The borough will be easy to get around on foot, including improved signage and wayfinding
- Street lighting will be of high quality throughout the borough

#### 1.9 People Cycling

- We will have an extensive network of attractive and safe cycling routes covering all parts of the borough
- Wayfinding and signage will make it easy to cycle in Haringey

We support the provision of coherent wayfinding and signposting both along the Lee Navigation but also to connect to and from neighbouring residential and commercial areas and connected green spaces.

It should be noted that lighting canal towpaths may be appropriate in some locations but, due to the sensitive nature of the waterway environment, design of lighting needs to take account of impacts on biodiversity, maintaining dark spaces for nature, the practical limitations of providing light where there is not typically a power source and ensuring that any lighting is genuinely beneficial to user safety. The Trust does not typically provide and maintain lighting on towpaths and would need financial support to do this, for example from a local highway authority. Alternative technologies may be more suitable to enable people to safely use the towpath outside of daylight hours, however it should not be inferred that a lit environment is a safe one, and lighting proposals need to be assessed for suitability on a case by case basis.

#### Policies 2 and 3

We note that policy 3 states that:

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.

On canal towpaths, path design for cycling is not necessarily required to meet the standards of DfT's LTN1/20, and may not be able to do so due to space, operational and design limitations, but the towpath should not be discounted from providing safe, comfortable, attractive, traffic-free cycling infrastructure as a result. The towpaths are able to provide highly valuable, high quality traffic free routes for cycling and walking, allowing people to access and connect with nature and water, which we know to have considerable benefits to health and wellbeing.

## **Appendix: Response from Canal & River Trust**

#### Section 4 - Walking in Haringey Today

We suggest that the Lee Valley and Lee Navigation are highlighted as key destinations/resources for residents of Haringey and visitors to the borough within the 'walking for leisure' section.

#### Section 5 - Cycling in Haringey Today

We suggest that the existing cycle routes graphic key and the text referring to it below on p20 notes NCN1 as Lee Navigation towpath as well to highlight the green space context of the route.

#### We note that this section states:

"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."

We would agree with this, whilst noting that what constitutes the 'right conditions' may not be the same (see our point above in relation to the DfT's Design Standards). We would also note that people do use "leisure routes" for commuting and other daily activity as well, so these routes have importance in terms of travel as well as leisure.

#### 8 Cycling in Haringey in the future/WCAP delivery plan

We note that the Strategic Cycle Analysis (SCA) highlights the Lee Navigation NCN1 as a route of "Medium" future demand, reflecting the future increase in demand from residential and commercial development around Tottenham Hale and also outside the borough up and down the Lee Valley, particularly at Meridian Water just over the borough boundary. However, overall the cycling network gap analysis does not at present highlight the Lee as a high priority for future improvements in the context of the rest of the borough. We suggest that this should be reconsidered. We note that the Tottenham Area Action Plan does seek to secure improvements to these connections.

Given the wider benefits of the Lee Navigation route as a green and blue space supporting health and wellbeing beyond simply as an active travel measure, we want to work with the Council and developers to improve the route to encourage as wide a variety of people from the borough to be able to make use of it as possible, as an important north-south connecting green route (despite being on the edge of the borough). Appropriate improvements could include surfacing, access and wayfinding improvements. In particular, the section of towpath between Ferry Lane, Markfield Park and Craven Park Road on the boundary with Hackney is a high priority for improvement for visitors to the canal and we hope to be able to work with the Council's support to make a difference to this stretch of the towpath. We would welcome this as an addition to the WCAP delivery plan, to improve the surfacing, access and wayfinding to the towpath between Craven Park Road and Ferry Lane, and also from Stonebridge Lock to Chalk Bridge at the border with Enfield.

We also welcome the intention to improve links and connections between green spaces, in particular addressing some of the barriers that discourage people from venturing to make use of the Lee Valley and Lee Navigation from the west within the borough. We are already working with officers through our joint working group with the Council and the Lee Valley Regional Park Authority and look forward to progressing solutions to improve access to this valuable resource.

# Appendix: Joint response from Haringey Living Streets, Haringey Cycling Campaign, Friends of the Earth Tottenham & Wood Green, Muswell Hill Sustainability Group & Haringey Clean Air Group.

"We welcome the publication of this document and its intent to transform Haringey into 'a borough where walking and cycling will be the default choice of travel'. An ambitious, coherent and implementable plan is critical to urgently tackling the climate emergency, enabling residents to lead healthy, active lives and supporting the sustainable delivery of new homes in the borough. In particular, we strongly welcome the application of the modal hierarchy proposed, and the overall direction of policies 1-5.

However, to turn this plan into a reality, we believe the document needs to be much clearer about what needs to be delivered, where and when. While the analysis provided is valuable, it should be provided in a supporting evidence document or an appendix, while the action plan should focus more on what action will be taken. In particular, the document should set out:

• The Council's short, medium and longer-term priorities for walking and cycling improvements across the borough: While the indicated level of ambition is strongly welcome, it is not currently supported by a clear sense of where delivery needs to start. While walking measures can be hyper local, the WCAP should do more to identify specific interventions, both within the identified 'clusters' and outside of them. LTN and cycleways maps should be prioritised e.g. with differentiation between top, high and medium priority schemes. This should make it clear for all on which streets the Council intends to deliver change, based on their high-level feasibility, needs of different modes and conversations with TfL and local stakeholders. Suggested Map 1 below gives an example of how this could be done for a borough-wide cycle network. The WCAP should include a similar map based on the Council's assessments and stakeholder views. • The Council's short, medium and longer-term priorities for walking and cycling improvements across the borough: While the indicated level of ambition is strongly welcome, it is not currently supported by a clear sense of where delivery needs to start. While walking measures can be hyper local, the WCAP should do more to identify specific interventions, both within the identified 'clusters' and outside of them. LTN and cycleways maps should be prioritised e.g. with differentiation between top, high and medium priority schemes. This should make it clear for all on which streets the Council intends to deliver change, based on their high-level feasibility, needs of different modes and conversations with TfL and local stakeholders. Suggested Map 1 below gives an example of how this could be done for a borough-wide cycle network. The WCAP should include a similar map based on the Council's assessments and stakeholder views.

We have summarised the changes to the document we wish to see in Appendix 1 below, and set out our full comments in Appendix 2. We would be happy to discuss further any points raised in this response.

We also would like to comment on the Council's proposed budget on which it is currently consulting. As the online survey does not allow for organisational submissions, please treat this paragraph as our formal response. The budget must align with the ambitions of the WCAP if these plans are to be meaningful. As drafted, we strongly welcome the proposed £8m spend on road casualty reductions but are alarmed by the proposal to spend more than twice this (£20m) on "investment in highway assets." We request a breakdown of how much of this would be for resurfacing road space for cars compared to improving pavements, crossings etc., as well as more detail on the legal requirements<sup>1</sup> and economic benefits<sup>2</sup> used to justify this decision."

"I welcome the publication of the draft Walking and Cycling Action Plan and believe a successful implementation of active travel policies to be of great significance to the future of the borough. The comments below are, as one would imagine, largely reflective of the current situation in Crouch End.

Please note, the Crouch End Neighbourhood Forum has not run a consultation regarding Haringey's paper, therefore any views expressed here have emerged as a consequence of commentary on transport issues contained in the CENF blog (crouchendforum.org.uk), as a result of participation in the aborted Liveable Neighbourhoods scheme for Crouch End (Liveable Crouch End), and through a transport survey into local views carried out in 2018.

Previous consultations support the view that there exists a good deal of local support for the WCAP vision, though the elephant in the room is that if any intervention impinges on the supremacy of the car Haringey may expect political pushback. Regardless, the setting out of a clear transport hierarchy, with the pedestrian/pavement user prioritised is to be welcomed unequivocally.

The idea of 'place' is often insufficiently drawn in Transport and Highways planning, but should be paramount: places are preeminent destinations and therefore govern movement. It follows that the design of transport networks should always include a consideration of why and where people travel, and include an assessment of the impact on local communities. The functioning of the town centre is particularly important. Creating an attractive public realm which draws in visitors and encourages them to spend more time at a place is key to supporting and increasing the viability of the local economy, civic values, and wellbeing. Alas the current situation, at least in Crouch End, is far from such ideals and the design of the central road network, laid out in the 1970s, is wholly predicated on maximising an unfettered flow of motor traffic – confining the pavement user to dangerously narrow, cluttered, and under-maintained footways; inconvenient or non-existant crossings; and providing virtually no public spaces, seating or greenery. Squeezing a huge amount of through traffic into what is still essentially a medieval network of routes is of lasting damage to the town. Compared to the ambitions expressed in the paper things could hardly be worse and a huge amount needs to be done.

The understanding of the role played by placemaking is perhaps a weak point of the document.

The relative value and potential for conflict between walking and cycling is a subject often avoided. It is noticeable throughout the document that the chief consideration is cycling rather than walking: for every page on walking there are 3 or 4 on cycling. Given that walkers outnumber cyclists 30 to 1, and that walking is apparently meant to be the highest priority this is unacceptable. Although cycling has clear and significant potential benefits to both the individual and the environment, it is observed that while a doubling of cyclists would still leave the mode as a minority activity, a doubling of pedestrians would be transformational. Indeed, the evidence base presented for cyclists by between 500% and 1,250%. Where is that even close to happening?

#### Policies

There is strong support for increasing active travel and for the 'healthy streets' approach. The role of infrastructure improvements is critical: improved localities will drive active travel and vice versa. The enhancement of the local economy is equally key – and should be identified.

It is the case that the implications of policy are probably not sufficiently clear, and objectives such as 'reducing traffic volume' or 'reducing parking availability', however contentious, could be spelt out. Low Traffic Neighbourhoods, conversely, seem too easily portrayed as anti-car.

Policy 5, the Re-Allocation of road space, is of paramount importance. The transformative potential, both for active travel and local town centre economies is substantial, the opportunity for traffic calming obvious, and the visualisation of re-designing significant roadways and junctions inspiring. This is of far greater significance than Low Traffic Neighbourhoods – and, as exemplified by the TfL Liveable Neighbourhoods initiative, road space can be allocated with multiple benefits, for greening, tree-lined boulevards, the creation of public spaces, and improved economic activity (eg. pavement cafés).

It is greatly disappointing in the remainder of the document that Policy 5 receives so little attention: unlike walking, cycling and LTNs, the reallocation and the redesign of major roads and junctions has no devoted chapter; and in the delivery programme no projects of town centre infrastructure interventions are identified – unlike cycle routes or LTNs.

### Walking

The ambition for increased walking is well supported.

However, it is unclear what purpose the document's identification of walking clusters and corridors is designed for. Walking, of course, is not an aimless activity, but usually for specific purposes, for accessing services or shopping for example. It follows that the greatest improvements will be engineered by creating more attractive and useful destinations (particularly if one cannot drive or park easily). The rationale for favouring certain back street walking routes over others isn't clear. All routes are necessarily walking routes and should be treated accordingly. The most important walking areas are those in town centres, where footfall is by far the greatest.

It remains the case that in Crouch End the pre-eminent barrier to increased levels of walking is the dominance of heavy traffic on the main routes, and the resultant degradation of the local environment (the noise, dirt, and danger). The barriers to movement for children, the disabled, and others who need extra space and time, should be addressed. The poverty of footway widths and the inconvenience and questionable safety of road crossings are very apparent. Road danger is an issue and a number of local black spots for pedestrians exist.

The identification of key deliverables would therefore be of greater utility. This includes the improvement of pavements as an overiding issue, suitable for the pavement users sitting astride the apex of the proposed hierarchy. Wider footways of minimum widths, accessible for all, with improved surface materials, better maintenance (fewer uneven pavements), are necessary and a list of prioritised pavement widening projects should be established and set out in the delivery programme (for example, Crouch End town centre footway widths are often 2m or less wide, a mere 1.2m on Crouch Hill – an 'A' road with a bus route). A list of new and more convenient crossings may be added.

Issues of crossovers, pavement parking, pavement clutter, and the new challenges of electric vehicle charging cabling, and discarded electric cycles and scooters, could also be addressed – and raised tables, pavement build-outs, continuous footways, more visible junctions for informal crossings, scramble crossings, re-phased traffic lights, etc., should be on the shopping list.

Add to this the public realm improvements identified above, the seating, greening, public space, pavement cafés, and so on.

#### Cycling

The creation of new cycle lanes and routes is well supported.

Many aspects of cycling are self-evidently desirable, however the designation of certain routes presents real challenges:

The mooted Crouch End Hornsey Cycleway possesses three sections of route where the roadway is of insufficent width for either protected or unprotected cycle lanes. These must be addressed before support could be given. In particular we do not agree that this route can be presented as segregated lanes along the central Topsfield Parade and Broadway Parade sections of Tottenham Lane. Any intervention within the central section should be pedestrian first: the pavements are completely inadequate and for the health of the town centre must be widened as the highest priority. To do otherwise would have a regrettable negative impact on any chance of improving a run down, underperforming section of Crouch End centre. We believe cycling alternatives exist, as do additional routes. In addition, the CE cycle way also doesn't appear to go anywhere, it just peters out on Crouch End Hill?

The suggested route Crouch End to Stroud Green would have to proceed along the very narrow Crouch Hill (and its gradients), we're not sure how this could be done.

Quietway 10 is further advanced in delivery, but I have no idea why this route is directed up one of the steepest hills in North London (Uplands Road). Alternatives? Indeed, the gradients of the Northern heights appear not to be prime consideration generally – surely some routes could be designed to take this into account? The need for secure cycle parking and cycle hubs is supported. Two locations have been suggested to the Forum. Firstly, outside Hornsey station (see comments below), secondly near Hornsey Library. It may be desirable to relocate existing cycle stands that cause an obstruction to footways.

Notwithstanding its considerable value for individuals, it is very difficult however to see how, with such small numbers, cycling alone would in any measurable way benefit businesses. The evidence supplied by TfL is not convincing in this regard. We note that faced with a push back from businesses who fear the loss of car-borne trade, the only logical response is to cite an increase in pedestrian footfall as a consequence of public realm improvements.

NB: The document maps contain this short route. It doesn't exist on the ground, and as far as can be ascertained, never has.

Low Traffic Neighbourhoods

As mentioned above, LTNs are quite divisive. Nevertheless it is arguable that this issue is much overblown and that while many of the benefits are contestable – many of the disbenefits are equally overstated.

Crucially however, many of the 'boundary roads' are in fact local High Streets, and the potential impact on local economies is real. This has to be addressed in policy and delivery.

Some LTNs may be supportable, though the evidence in Crouch End (traffic counts, etc.) suggests they are of secondary importance and that, save a few specific cases, ratrunning may be manageable through more targeted interventions. The nature of the converging roads upon the Broadway make the design of LTNs difficult.

The LTN map (p50) is carelessly drawn, and suggests the three Crouch End LTNs will close the following to through traffic: Crouch End Hill, Middle Lane, Ferme Park Road, Shepherds Hill, and Stanhope Road. I note in particular that Crouch End Hill is an extremely busy A road, perhaps the busiest outside of the A1 in the west of the borough. The map also fails to identify the existing cell between Park Road and Middle Lane. A more considered, sensible, and less needlessly provocative suggestion should be made, or none at all.

### School Streets

School streets are well supported, though the evidence that they make a significant difference to behaviour is scant. It is arguable that they are simply an easy option and will fail to provide the far reaching improvements the Action Plan desires.

## Other comments

## Planning

Regarding Section 11, the use of the planning development management system to delivery walking and cycling improvements is well supported. However, the importance of public transport\*, especially local buses, should not be overlooked and appropriate infrastructure should also have a call on available funds.

\*11.57 Public transport – this only mentions improving connections with cycling. Why? Surely the chief point of public transport is to carry people who then walk.

## Further transport corridors

We concur that an additional corridor in the future could connect Crouch End along Tottenham Lane to Hornsey Station. Hornsey is an impoverished station with great connective potential across the west of the borough, and could be the location for a transport hub connnecting rail, bus and cycling provision in the locale.

### Street trees and planting

Regarding 11.47: The principle purpose of greening is not bio-diversity or pollution control – it is to provide an aesthetically attractive environment. This understanding is a basic requirement – if places are attractive they encourage more people to visit and walk.

A further use of trees maybe to improve kerb side spaces via on-carriageway planting to break up parking on back streets. They may also be used to form green central reservations and boulevards.

The lack of prior consultation was somewhat disappointing, though the Crouch End Neighbourhood Forum are of course happy to contribute as policy and delivery progress."

## Appendix: Response from Friends of Queen's Wood

"The Friends of Queen's Wood are a voluntary association of local residents which assists Haringey Council in looking after Queen's Wood. This is an area of ancient woodland and is protected as a nature reserve. We undertake conservation tasks, provide educational and community events in the wood and monitor developments which may affect the ecology or amenity of the wood.

As such, we have no direct interest in the main proposals in the draft action plan, but support the overall aims of improving the environment and combatting pollution and climate change. There is, however, one detailed proposal which could affect Queen's Wood adversely. It is proposed to create two Low Traffic Neighbourhoods where through car traffic would be banned, separated by Wood Lane/Queenswood Road/ Wood Vale which would become the only through route for vehicles, including heavy lorries, between Crouch End and Highgate. This road goes through the heart of Queen's Wood and if the proposal were implemented, it would be likely to cause a substantial increase in traffic through the wood, with consequent noise and air pollution. It would create a safety risk for pedestrians, including many children, crossing from one side of the wood to the other, also affecting those using the key walkers' route of the Capital Ring. In addition, it is probable that the parking spaces along Queenswood Road, which enable users to visit it and benefit from exercise and the natural environment, would have to be removed to enable through traffic.

This would cause significant detriment to the amenity of the wood and be a most unwelcome blight on a natural open space which is highly valued for its peace and quiet in the middle of an urban area. We would ask that the scheme should be amended to give Wood Lane/Queens Wood Road/Wood Vale at least as much protection from increased traffic as surrounding roads."

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## Appendix: Response from Connaught Gardens Residents

### "Cycle Lanes

In our area the roads being proposed for cycle lanes include:

- Muswell Hill to Highgate via Muswell Hill Road and Southwood Lane
- Shepherds Hill and Worsley Road
- Muswell Hill to Bounds Green via Alexandra Park Road
- Archway to East Finchley via the A1 Archway Road
- Fortis Green from Muswell Hill to East Finchley
- Woodside Avenue
- Muswell Hill to Turnpike Lane via Priory Road

All these proposals relate to roads that are not wide enough to facilitate bike lanes (Southwood Lane is clearly ludicrous) and will cause massive congestion, inconvenience and pollution for the sake of cyclists representing just 3% of road users. Buses will be delayed, because they aren't allowed to use virtually empty cycle lanes as has been the case in the High Road north of East Finchley. In addition, shops will be suffering because of difficulties in parking for deliveries.

Over the last 25 years traffic volumes have reduced significantly in London, but congestion in London is now apparently the worst in the world. It has worsened because one-way streets have been removed and roads and junctions have progressively been narrowed.

These latest proposals would seem to just make things even worse. They are also discriminatory against families, older or disabled population who are unable to cycle particularly living in such a hilly location.

### Low Traffic Neighbourhoods (LTN's)

It would become illegal to drive across any LTN in Haringey with all through traffic confined to a limited number of "main" roads. For example, there would be no route between Archway Road and Highgate High Street all the way between Archway Bridge and Southwood Lane nor any route linking Crouch End and Highgate except for Wood Lane. Shepherds Hill would be closed to through traffic. The northern part of Wood Lane is very narrow and vehicles larger than cars have difficulty passing. For this to be the one route between Highgate and Crouch End does not stand up to serious consideration and one wonders whether the proposers of the Draft Plan have visited the roads concerned.

In summary it is hard to conceive a worse unconsidered collection of proposals, that in a stroke will bring Haringey into total gridlock and bring benefits to no one, including pedestrians and cyclists. I strongly object to these plans.

The publicity for such an important consultation has been very poor and has taken place over Christmas in parallel with the CPZ proposals, when people have other things to think about. In attempting to take part in the recent online consultation on 6 January, it transpired that Haringey had sent out the wrong link, so it wasn't possible to attend.

Very few residents in our area seem to have been consulted and nothing about it has been included in recent editions of Haringey People, which of course goes to every household.

As it stands the consultation process has been totally inadequate and flawed. I commend that the consultation period be extended and properly advertised to allow more time for consideration."

## Appendix: List of stakeholder groups contacted

Alexandra Park School Arachne Assemblies of God Blue Yonder Bounds Green & District Residents' Association **Chestnuts Primary School** Coldfall Wood **Community Transport Waltham Forest Diabetes Haringey Disability Action Haringey Disability Rights UK** Enterprise for London **Environment Agency Filey Properties** Finsbury Park Synagogue Friends of Alexandra Park Friends of Brunswick Park Friends of Lordship Recreation Ground Friends of Oueens Wood Friends of the Farth Fusion Lifestyle Grant Shapps MP, Secretary of State for Transport Groundwork London Hackney Co-operative Developments Haringey Chinese Centre

Haringey Climate Forum Haringey Cycling Campaign Haringey Friends of Parks Forum Haringey Library Services Haringey Living Streets Haringey Over 50s Forum Haringey Phoenix Group Harringay online Harris Primary Academy Philip Lane HCT Group Highgate Shul Historic England Homes for Haringey Homes for Haringey Hornsey Historical Society Hyland House School Kaotic Angels **KFFN** I ondon **I DBS Academies Trust** Living Under One Sun London Ambulance Service London Borough of Barnet London Borough of Camden London Borough of Enfield London Borough of Islington

London College of Communication London Fire Brigade London Grid for London Lordship Lane Primary School Markfied Mayor of London Met Police mhs homes Muswell Hill & Fortis Green Association Muswell Hill Synagogue National Enterprise Netowkr Natural England NCT Haringey North Harringay Primary School North London Chamber of Commerce and Enterprise North London U3A Park View Pembury House Nursery Pinkham Way Alliance Queens Road Traffic Group **RISE** Projects Sacred Heart of Jesus Catholic School Salvation Army SBWA

# Appendix: List of stakeholder groups contacted

Seven Sisters Primary School St Ann's Church St John Vianney Catholic Primary St John's Deaf Club St Martin of Porres Catholic Primary School St Mary's RC Primary School St Synagogue StART Haringey Stroud Green Women's Institute The Alexandra Women's Institute The Bike Project The Bridge Renewal Trust The Business Lounge The Community Hub The Federations of Small Businesses The Guardian The Highate Neighbourhood Forum The LTDA The Mulberry Primary School The Selby Trust The Trampery The Willow Primary Tottenham SDA Church Transport for London **Trinity Primary Academy** 

UBELE UK Parliament Wal Walthamforest.Gov West Green Primary School Wheely Tots Wise Thoughts Woodland Park Nursery School & Child's Centre

engage. communicate. facilitate.

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