

Draft Walking and Cycling Action Plan Consultation Report

Community responses summary

Section of the WCAP	Consultation responses summary	Council response	Changes made
Walking and Cycling Policies	Policies should recognise the high levels of pollution and low air quality, the high volumes of car traffic and cars parked on streets and poor maintenance and quality of street space and cycle infrastructure	The WCAP recognises these issues and the priorities of the WCAP will help ensure these issues are addressed	No change required
	No mention of public transport. Efficient and reliable public transport encourages people out of their cars and thereby increases walking/active travel	Although not part of the WCAP, the Council recognises that public transport plays a vital role in supporting our cycling and walking ambitions.	References to public transport have been added
	More secure cycle parking (replacing car spaces) outside leisure and retail facilities. Incentives for families to ditch the car-based school run where possible.	Increasing cycle parking is an integral part of the WCAP.	No change required. Already an important part of the Plan
	Policy as it stands at the moment is extremely alienating for disabled and chronically ill people	The WCAP seeks to reduce impacts caused to those with disabilities and suffering chronically illness. The plan recognises that some residents need to drive and/or receive care from those driving. The plan is aimed at those who are able to shift from the car to walking and cycling rather than forcing anyone out of their cars. It should also be recognised that some disabled people rely on their bikes, or on foot, for travel. Everyone will benefit from better air quality and safer streets. This is also set out in the Equalities impact Assessment	No change required.
	Suggestion to include wider pavement and improving the safety of pavements	The Council notes this suggestion and although this is not specifically set out in the policy, the plan (and delivery plan) does support this.	No change required.
	Suggestion to include lack of safety for cyclist, concerns for increased traffic congestion, dangerous driving and speeding that takes place i	This is set out in the WCAP section on 'the case'.	No change required.
	Green Lanes, Muswell Hill and Finsbury Park were identified as potential sites for improvements to cycling infrastructure and cycle parking	The Plan contains improvements for all these parts of the borough	No change required.

	LTN's would cause more pollution and congestion	The case for LTNs is set out in the WCAP and in the Council's decision on the implementation of the first 3 LTNs. In most cases LTNs do not shift traffic from one area to another, but overtime result in traffic reduction which will reduce air pollution and congestion. LTNs, together with the other projects in the WCAP, will deliver mode shift away from the private motorcar.	No change
	Experiments of LTNs have failed and created misery for residents and businesses. Pollution everywhere. Keep things as they are	See above	No change
	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	In general, the Council supports this. A balance will need to be found in delivering the WCAP and rebalancing parking where loading pressures are acute. Rather than disincentivising driving, the WCAP seeks to enable those who can to choose to walk or cycle over the use of the motorcar	No change required.
	Reallocation of road space should include the suspension of parking on all designated bike routes.	The Council supports this as a means to improve cycling safety. Each location will need to be assessed to ensure we balance the needs for loading with the cycling scheme	No change required.
	Criticism about the negative effect the plans may have on disability access and disabled people.	The impact of the plans on disabled people is set out in the EqlA. The WCAP seeks to reduce impacts on people with disabilities.	References added about enhancing equalities as far as possible and minimising impacts
The case for walking and cycling	Greater priority should be given to air quality, and a reduction of idling cars. Some respondents suggested introducing fines for idling traffic.	The Council supports this and has an anti idling campaign to reduce idling primarily outside schools.	References added to the anti idling campaign
	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.	Electric vehicles are not part of the WCAP but the council supports EVs as an alternative to the motorcar. The Council has an Ultra Low Emission Vehicle Action Plan which sets out the policies and approaches to introducing more charging points and support the uptake of EVs https://www.haringey.gov.uk/parking-roads-and-travel/travel/electric-vehicles/ultra-low-emission-vehicle-action-plan-2019-2029-consultation	No change required.
Walking in Haringey today	Let's encourage safe and inclusive walking on pavements and in parks - rather than on roads.	The Council supports this and the WCAP seeks to deliver this	No change required.
	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	Pavement improvements are part of the WCAP delivery plan.	No change required.

	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 Waterhead Way underpass	The Council supports this and the Council's Regeneration team have a programme for delivering these improvements, subject to funding. This opportunity will be added to the WCAP	Reference added to improving access to east of Tottenham
Cycling in Haringey today	The need for more safe cycling routes	This is a fundamental part of the WCAP ambitions	No change required
	Plans should be developed and introduced quickly across the Borough	The Council's WCAP is a 10 year plan but should opportunities arise for funding to deliver more and quicker, the Council will bring forward schemes from later in the Plan period.	No change required
	Greater consideration needs to be paid to the dangerous roads and junctions, and the impact this has on cyclist safety	Agreed and this is set out in the barriers section of the WCAP	No change required
	Should recognise unaware or aggressive driver behaviour as a key issue to cyclist safety i	Agreed and this is set out in the barriers section of the WCAP.	Added further reference about driver behaviour as a barrier
	Unsuitable cycle lanes for cyclists which include poor roads and uneven pavement surfaces.	Improved cycle lanes are integral to the plan and making cycling accessible and safe	No change required
	Cycling in Haringey is considered dangerous and the network is not connected properly to the wider London cycle network	The WCAP aims to make cycling both safer and better connected to the London wide cycling network	No change required
	Respondents wanted to see more cycle infrastructure and segregated routes, especially in the East-West traverse.	The WCAP will deliver more and better infrastructure including more east west links	No change required.
	Respondents requested to see plans developed on the following routes: Green Lanes to St Ann's Road. Glenwood Road - Belmont Road.	Green lanes to St Ann's road is a future cycleway in the WCAP. Glenwood Road is part of the approved St Ann's LTN which by its nature will create safer and quieter roads for cyclists.	No change required
	There was significant commentary supporting efforts for improved lighting alongside the cycle network, especially around Finsbury Park to improve cycling at night.	Street lighting is an important complementary measure to increased safety and therefore references have been made in the WCAP	No change needed
	A large programme of cycle hangar installation is desperately, desperately needed	The WCAP contains the largest roll out of hangars seen in Haringey and the Council will increase this where feasible.	No change 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	The delivery plan is set out to show our ambition over the next few years and longer to 10 years. We will engage with the community as schemes are brought forward and this will allow progress to be tracked and accountability for delivery	Added reference to the monitoring section on how the community can track progress
Barriers	Suggested barriers include: Poorly lit streets which make walking or cycling difficult and unsafe	Street lighting is an important complementary measure to increased safety and therefore references have been made in the WCAP	Reference to street lighting added to barriers as well as reference to wider Council investment in this regard
	Poor cycling infrastructure and segregation between motorists and cyclists, which prevents cyclists from moving freely and with ease in the borough.	The WCAP aims to tackle these barriers	No change needed
	High levels of pollution	Enabling more people to cycle and walk safely rather than drive will help reduce this.	No change needed.
	The volume of cut-through traffic in the borough	The WCAP approach to LTNs will achieve a reduction in through-traffic in residential areas. This is outlined as an objective of LTNs in the plan	No change needed
	Requests for increased cycle infrastructure, including more bike hangers, increased surveillance to help prevent bicycle theft, segregated cycle lanes and better signage	The WCAP will help deliver this	No change needed
	Dangerous roads and junctions, as well as speeding cars and rat running act as a barrier to walking and cycling in Haringey.	The WCAP aims to address these barriers	No change needed
	This needs to be an educational and behaviour change campaign to achieve more active travel. Without this, residents are unlikely to travel actively.	The Council agrees with this and the WCAP is not just about infrastructure but changing behaviours as well	Added references to make behaviour change a priority alongside infrastructure
	Safety at night for women, concerns were raised around bad lighting or anti-social behaviour.	The Council is cognisant of these concerns and actions are outlined in the WCAP to tackle them. This is also discussed in the EqIA.	No change needed
Walking in Haringey in the future	Requests to see improvements to current walking corridors and more green space.	The WCAP aims to achieve this but the importance of enabling walking could be further highlighted	References added to strengthen the priority for improvements to walking routes and more green spaces.

	There is potential to create an attractive area with green spaces throughout the Borough	Complementary measures will include public realm improvements which might include some green infrastructure to improve places.	No change needed
	Haringey should become an area with benches and parklets to ensure that people, not cars, are able to travel actively, breathing clean air.	Places for people to relax and sit is a fundamental principle of healthy streets which a theme running through the plan.	Add references to places to sit and relax
	Encouraging safer walking routes in the borough, which connects places together and walking for leisure.	The WCAP aims to do this and is a fundamental policy of the Plan. We will add references to make this clearer	Strengthen references to encouraging safer walking routes.
Cycling in Haringey in the future	More segregated cycle lanes in the Borough and referenced safety was the prime reason that currently dissuades from either feeling more comfortable when cycling or choosing to cycle more.	More segregated cycle lanes is a fundamental objective of the WCAP. T	No changes needed
	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.	The WCAP aims to make cycling both safer and better connected to the London wide cycling network	No change needed
	Requests for all cycle lanes to be connected, creating a Borough-wide cycle route.	The WCAP aims to make cycling both safer and better connected to the London wide cycling network	No change needed
	Green Lanes was mentioned most frequently, followed by Finsbury Park, Wightman Road, and Wood Green	The WCAP aims to make cycling both safer and better connected including key routes in these locations	No change needed
	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."	Haringey Green Lanes is identified for improvements from 2022/23	Updated delivery plan
	Finsbury Park: "The route connecting Wightman Road to Finsbury Park should be a priority."	This route is a priority in the WCAP and feasibility works will commence in 2022/23	No change required
	Wightman Road: "Wightman Road is not a suitable alternative to a cycling route on Green Lanes." "Wightman Road would need the junction	Further consideration will be given to this as part of future improvements in the area	No change required

	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.”	The feasibility of this will be explored in 2022/23	Updated Delivery Plan
Low Traffic Neighbourhoods	Some residents are concerned about the potential for displaced traffic and increased pollution, were further LTNs introduced. Muswell Hill, Wood Green and Shepherds Hill were areas mentioned in relation to this theme.	All LTNs brought forward are subject to comprehensive monitoring including changes in traffic levels and air quality	No change needed
	Suggestion to include a road safety classification, accident rates and greater consideration given to LTN boundary roads, in the criteria	Comment noted. Consideration will be given to these factors as part of the future roll-out of LTNs in the borough.	No change needed
	The potential impact on public transport, particularly buses, and emergency vehicles was a concern raised by a number of participants	All LTNs brought forward are subject to comprehensive monitoring including potential impacts on buses and emergency services	No change needed
	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.	The WCAP is supported by an EQIA and each scheme delivered will be consulted on and have its own EQIA	No change needed
	LTNs have a disproportionately negative impact on residents in lower quality housing.	The Council does not agree based on the current available evidence	No change needed
	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	The WCAP sets out a borough wide strategy for LTNs	No change needed
	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.	All LTNs brought forward are subject to comprehensive monitoring including changes in traffic levels and air quality	No change needed

	Some residents were keen to stress that not all journeys can be undertaken on foot or bicycle and require the use of private vehicles.	The Borough's Transport Strategy acknowledges that not all trips can be made by walking and cycling and this is also acknowledged in the WCAP.	Further text added to WCAP to reflect this point
	Requests for a network of LTNs to be introduced in Haringey.	The WCAP sets out a borough wide strategy for LTNs	No change needed
Future - Active Travel and Development	Would like public transport added to the list of active travel priorities.	Public transport will be supported by our active travel programme	Text added into WCAP about role and importance of public transport in enabling active travel
	More cycle and walking infrastructure introduced, including modal filters, segregated cycle lanes and wider pavements, to support resident's active travel	This is the aspiration of the WCAP and is covered by the delivery plan	No change needed
	Greater recognition that not all residents have equal access and ability to actively travel, and greater consideration given to those individuals/groups.	The Borough's Transport Strategy acknowledge that not all trips can be made by walking and cycling and this is also acknowledged in the WCAP.	No change needed
	Further parking restrictions are necessary to ensure the smooth travel of the active travel modes.	Parking restrictions will be explored on a scheme by scheme basis	No change needed
Additional Comments	Greater reference and priority should be given to public transport in the draft WCAP, including improve infrastructure and services, as well as more bus route options to reduce reliance on private motor vehicles.	Agreed	Text added into WCAP about role and importance of public transport in enabling active travel
	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.	The Borough's Transport Strategy acknowledges that not all trips can be made by walking and cycling and this is also acknowledged in the WCAP.	Further text added to WCAP to reflect this point
	Suggestions included greater enforcement, increased parking charges and more no parking zones.	This is outside the scope of the WCAP and will have to be consulted on as part of any future Parking Plan	No change needed
	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.	Requests noted and these included within the delivery plan	No change needed

Stakeholder responses

Section of the WCAP	Consultation responses summary	Council response	Changes made
	WCAP should include opportunities and changes that reflects the differing levels of need of Haringey residents.	The WCAP reflects the different needs of residents in the borough and prioritises improving the highway for more vulnerable road users	No change required
	The suggested inclusion of a map of community toilets available across the borough in the plan.	An interactive map will be produced to support the WCAP and we will seek to include community toilets on this	To be added to the online map
	Inclusion of community events and activities to encourage more sustainable travel.	This forms part of the education, training and publicity section which is included in the delivery plan	No change required
	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 WCAP	The WCAP is in line with the borough's Transport Strategy which is in line with the Mayor's Transport Strategy. New cycle route quality criteria will be used in the design of future cycle routes. The role of public transport is clearly set out in the borough's Transport Strategy. The WCAP is one of the supporting documents.	Text added into WCAP about role and importance of public transport in enabling active travel
	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	The Borough's Transport Strategy acknowledges that not all trips can be made by walking and cycling and this is also acknowledged in the WCAP. The WCAP does consider the needs of people with a disability and is supported by an EQIA. In addition, all future schemes will be subject to consultation and a separate EQIA.	No change required
	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	It is acknowledged that there are design limitations in providing infrastructure in the Lee Valley and the design measures proposed in the WCAP may not be suited to some areas of the Lee Valley	No change required

Support for the draft WCAP's intent and welcomes the application of the modal hierarchy and the overall direction of policies 1-5. Requested 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	The document is supported by a delivery plan which has been updated to reflect the funds available and the borough's aspiration to deliver key infrastructure over the next 10 years.	Update delivery plan and monitoring section
Add to Active Travel Projects: '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	Active Travel is included in the delivery plan for the next 10 years, and will deliver some or all the measures proposed. As this is a 10 year programme the activities will change annually.	No change required
'Walking Projects' – a series of annual events and activities (e.g. Xplore an intergenerational fun orienteering activity, development of faith based walking groups etc) targeting inactive communities to encourage more walking; estimated annual cost £25K unfunded."	Active Travel is included in the delivery plan for the next 10 years, and may deliver some of the measures proposed. As this is a 10 year programme the activities will change annually.	No change required
Section 1.9 (Page 6) mentions the importance of removing street clutter. 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.	This issue is noted. Responses to it are covered in the delivery plan as part of the annual investment in walking	No change required
Low cost traffic calming measures The document goes into detail on the need for LTNs 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.	Suggestion noted. There is potential for these measures to be added as part of future LTN schemes.	Added wording of benefits of low-cost traffic calming measures as part of, or separate, from LTNs
The plan should commit to developing an e-scooter strategy to add to the plan when e-scooters become more established in London.	The borough is currently part of the London-wide working group on this issue and will explore the delivery of e-scooter when they become more established.	Updated section on micro-mobility

	<p>The WCAP needs to start where delivery needs to start. Need to do more to identify specific walking interventions with difference between medium and high priority schemes.</p>	<p>The delivery plan sets out the annual budget for walking and measures will be tailored as part of the 10 year programme</p>	<p>No change required</p>
<p>LTN</p>	<p>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.</p> <p>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: https://content.tfl.gov.uk/lsp-app-six-b-strategic-neighbourhoods-analysis-v1.pdf</p>	<p>All LTNs proposed will be the subject to substantial engagement and consultation to ensure needs of individuals are fully considered. The Council will work closely with TfL on the roll out of LTNs including in relation to buses. This is consistent with the approach the Council has taken to the 3 LTNs already approved for implementation. The methodology is noted and the Council will consider this.</p>	<p>No change required</p>
	<p>On Canal Towpaths, path design is not necessary required to meet the standards of Dot's LTN120 and may not be able to do so due to space operational and design limitations.</p>	<p>Comments noted in relation to canal towpaths. All schemes will be subject to feasibility including consideration of design limitations.</p>	<p>No change required</p>

	The Lee Valley and Lee Navigation should be highlighted as key destination/ resource for residents of Haringey and visitors to the borough within the WCAP	Haringey agrees the Lee Valley is a key destination and will include it as such as part of future online mapping	Add to online mapping
	The Strategic Cycle Analysis (SCA) highlights the Lee Navigation as a route for medium demand future demand and the cycle 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.	The gap analysis and future demand analysis are based on the TfL Play book. We will request TfL to look at this issue as part of their future work.	No change required
	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 cycling contains rather elevated claims, for example 3.4 is predicated on increasing cyclists by between 500% and 1,250%.	Comments noted. Walking is the main mode supported through the WCAP and this is reflected in our road space reallocation policy. The starting point for cycling is very different to walking and hence this mode requires more investment.	Strengthening of walking section to reflect the priority of this as part of the WCAP
	It is greatly disappointing 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.	The reallocation of road space and the redesign of major junctions are discussed in the barriers section and will be addressed as part of the delivery plan.	No change required
Barriers	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 This gives a false indication to residents that these routes are safe and, if anything, their inclusion causes more	We agree that some of the existing network will need upgrading and will change the online map to reflect this.	To be updated on the online map

harm than good. They should either be removed from the diagram or a thorough explanation of their situation should be included. or even demarcation of sections for car and cycle.		
<p>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.</p> <p>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.</p>	<p>Comment noted. This will be addressed as part of our education, training and public campaign, which will help create a culture for cycling in the borough from primary school age to adulthood</p>	No change required
<p>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.</p>	<p>We agree that the borough needs to work closely with the community and other stakeholders to create a culture for walking and cycling in the borough. This will be achieved via our education training and public programme funded in the delivery plan.</p>	No change required
<p>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.</p>	<p>Comment noted. The importance of place will be carefully considered and reflected in future scheme designs</p>	No change required

	<p>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'. Haringey is not listening</p>	<p>All LTN proposals will be subject to significant engagement and consultation. This includes with groups that have potential to be disproportionately impacted. The Council is preparing an LTN Exemptions Policy designed to ensure LTNs in the borough advance equalities as far as possible.</p>	<p>No change required.</p>
	<p>Concerns about the lack of funding, prioritisation and tangible goals detailed in the draft WCAP</p>	<p>The Council has committed £5.1m capital funding to support delivery of projects in the WCAP. The WCAP cannot commit to any projects beyond those which are currently funded. The WCAP will however support the Council to secure funding from other available funding sources to deliver projects in the delivery plan which are currently unfunded.</p>	<p>No change required</p>
	<p>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.</p>	<p>Comment noted and need for more investment in bike hangars acknowledged. The adoption WCAP delivery plan commits £600k towards cycle hangers to help address the current need.</p>	<p>Delivery plan updated to reflect increased investment proposed</p>
	<p>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</p>	<p>The Council has committed £5.1m capital funding to support delivery of projects in the WCAP. The WCAP cannot commit to any projects beyond those which are currently funded. The WCAP will however support the Council to secure funding from other available funding sources to deliver projects in the delivery plan which are currently unfunded.</p>	<p>No change required</p>
	<p>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.</p>	<p>The Council has committed £5.1m capital funding to support delivery of projects in the WCAP. The delivery plan sets out what is currently funded. The WCAP cannot commit to any projects beyond those which are currently funded. The WCAP will however support the Council to secure funding from other available funding sources to deliver projects in the delivery plan which are currently unfunded.</p>	<p>No change required</p>

<p>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.</p>	<p>The delivery plan includes details of funding status and indicates delivery periods where possible</p>	<p>No change required</p>
<p>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.</p>	<p>Separate from the WCAP, the Council is looking at a range of improvements to Wood Green over the short-, medium- and longer-term</p>	<p>No change required</p>
<p>Little mention of e-bikes Despite mentioning the difficult topography there is little mention of a simple solution, E-bikes. 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.</p>	<p>The WCAP already references electric assist bicycles but comment noted about limited visibility in document</p>	<p>Added text to WCAP about e-bike opportunities</p>
<p>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.</p>	<p>Comment noted and need for more investment in bike hangars acknowledged</p>	<p>Delivery plan updated to reflect increased investment proposed</p>

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.	The WCAP seeks to deliver high quality infrastructure in line with the best practice guidance.	No change required
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. Close collaboration with neighbouring authorities will be required	The Council is committed to working with neighbouring boroughs, in particular on cycle route feasibility and design to ensure that cycle routes are connected.	No change required
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?	This section of the borough poses a general issue due to the number of hills. We will work with stakeholders as part of the detailed design to find the best route possible	No change required
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.	Comment noted and need for more investment in secure cycle parking acknowledged.	Delivery plan updated to reflect increased investment proposed
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.	Comment noted	Text added into WCAP about role and importance of public transport in enabling both walking
All these proposals relate to roads that are not wide enough to facilitate bike lanes (Southwood Lane is clearly ludicrous) and will cause massive	All cycle lane design will be subject to the feasibility and design in line with the road space reallocation policy	No change required

	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		
Future - Active Travel and Development	Encouraging people to increase their physical activation is a key focus of Haringey's Early Help and Prevention Programme and Haringey's Physical Activity and Sports Strategy.	Comment noted. The WCAP is complementary to this particular work planned with stakeholder as part of the education training and publicity programme	No change required
	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.	Agreed that the plan will only be successful if it leads to measurable change. Section 12 of the WCAP commits to monitoring over the lifecycle of the plan	No change required
	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)	The delivery plan seeks to deliver key east-west and north-south cycle infrastructure which will aid commuting cyclists	No change required
	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.	The WCAP will assist in the delivery of connections to green spaces and this is reflected in the delivery plan for both walking and cycling. Of note, the Council is preparing a separate Parks & Open Spaces Strategy.	References added to strengthen the priority for improvements to green spaces.
	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	The WCAP delivery plan includes funding streams to increase connectivity for walking and cycling to stations	No change required

	linkages it provides to wider sustainable transport options would be expected as part of this strategy.		
	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.	The Council will continue to use latest TfL and DfT guidance documents to inform development of walking and cycling routes	No change required

Delivery plan and interactive map responses

Section of the WCAP	Consultation responses summary	Council response	Changes made
	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	The funding will come primarily from the Council's Capital Programme and the Local Implementation Plan (LIP). The adopted WCAP will also be used to help bid for external funding.	No change required
	Support for an acceleration in the introduction of Low Traffic Neighbourhoods (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.	Comments noted	No change required
	Popular suggestion from respondents was to reduce roads to cars, with this suggestion being 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.	The WCAP sets out a borough wide strategy for LTNs with individual LTNs being prioritised in line with the criteria in the WCAP	No change required

	Concerns about safety due to speeding along narrow roads, congestion and pollution in the Borough.	The WCAP will help to reduce speeding in residential roads as well as congestion and pollution through the delivery of LTNs and complementary traffic calming where required	No change required
	Active travel hindered by a long-term disability or mobility restrictions preventing residents from walking or cycling and relying on motor vehicles for transport	It is acknowledged that not all residents will be able to walk and cycle and some rely on motor vehicles for transport. The Council seeks to ensure these individuals can continue to travel as required. An LTN exemptions policy is being developed for this purpose.	Reference added to LTN Exemptions Policy being developed
	Safety concerns for women and children walking in the dark, especially during the Winter.	The Council is improving street lighting as part of its highways capital investment plans which will complement the measures in the WCAP	References to wider Council investment included in the WCAP
	Cyclists not following the Highway Code and endangering themselves and pedestrians.	All road users should follow the Highway Code and are liable to be subject to enforcement penalties if they do not comply	No change required
	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	The Council is committed to engaging extensively with disabled residents to ensure that equalities are advanced as far as possible. The needs of all groups have been considered as part of the EQIA and each scheme that comes forward will be subject to appropriate consultation and EQIA as required. The Council is currently developing an LTN exemptions Policy which will apply to all LTNs delivered in the borough.	Reference added to LTN Exemptions Policy being developed
	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 mentioned theme 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.	The WCAP will support safer, people friendly streets and is also complemented by wider Council investment in lighting and highways.	No change required

	Five existing issues and future concerns were: 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	The WCAP will help support safer, people friendly streets	No change required
	Dangerous roads were identified 104 times in the N15 postcodes, with respondents identifying West Green Road, Broad Lane, Downhills Park and Tottenham High Road as key areas of concern. Some examples referencing this issue can be found below	The policies and proposals in the WCAP will help support safer, people friendly streets	No change required
	The second most frequently mentioned issue was traffic and congestion. This has been identified as particularly prevalent in N15 and N6 postcodes. There was mention that existing traffic issues would be exacerbated with the implementation of the WCAP, particularly for residents living outside of the Low Traffic Neighbourhood boundary. There was also concern that added pressure will be placed on existing rat runs	The WCAP proposes a whole-borough strategy for LTNs. LTN proposals will be subject to extensive engagement and consultation and will be supported evidence rewarding potential impacts on the local and wider highways network	No change required
	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.	Comments noted. The WCAP seeks to ensure that cycling routes are as safe as possible. An LTN is proposed for Wightman Road/Harringay Ladder which has the potential to reduce traffic travelling through the area.	No change required
	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	Comments noted. The WCAP seeks to ensure that cycling routes are as safe as possible.	No change required

	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	The WCAP is complemented by the Council's other capital programmes which include investment in lighting, pavements and street greening	No change required
	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.	Comment noted. The WCAP includes future interventions in this area of the borough to enable safer movement for pedestrians.	No change required
	Requests for increased cycle infrastructure, including more bike hangars on High Streets and near residential areas and increased surveillance to help prevent bicycle theft.	The Council agrees that more secure cycle storage is required and more resources have been allocated in the delivery plan to bike hangars.	Delivery plan updated to reflect increased investment proposed
	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	The Council is committed to delivering the best quality infrastructure possible, subject to feasibility and design constraints	No change required
	"Provide cycle lanes from the crossings to link up with the Midnight Alley cycle lane through Downhills Park." (N15)	Comment noted. This link will be explored as part of the delivery Plan	To be added to the delivery plan and online map
	Create a segregated cycle route on Shepherds Hill to encourage active travel amongst Highgate Wood pupils." (N8)	The WCAP includes a proposal for a protected cycle lane on Shepherds Hill	No change required
	"Endymion Road between Hornsey Gate and Green Lanes: very busy and very narrow road. Needs a physically separated cycle lane." (N4)	The WCAP includes a proposal for a protected cycle lane on Endymion Road	No change required
	A dedicated, separated cycle lane is desperately needed on Green Lanes. (N8)	The WCAP commits the Council to delivering improvements to Green Lanes to enable more active travel	No change required

<p>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</p>	<p>The WCAP sets out a strategic framework for the future roll out of LTNs in the borough. The map in the WCAP is not a precise blueprint for what will be delivered. The Council does not have any current plans for the closure of Shepherds Hill. Any future LTN proposal will be subject to extensive engagement and consultation.</p>	<p>Updated text on LTN map to make clear that the cells are indicative and subject to feasibility and consultation</p>
<p>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)</p>	<p>Comments noted</p>	<p>No change required</p>
<p>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-thought through idea. Wood Vale, Queenwood 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)</p>	<p>The WCAP sets out a strategic framework for the future roll out of LTNs in the borough. The map in the WCAP is not a precise blueprint for what will be delivered. Any future LTN proposal will be subject to extensive engagement and consultation.</p>	<p>No change required</p>
<p>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)</p>	<p>The WCAP sets out a strategic framework for the future roll out of LTNs in the borough. The map in the WCAP is not a precise blueprint for what will be delivered. Any future LTN proposal will be subject to extensive engagement and consultation.</p>	<p>No change required</p>
<p>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)</p>	<p>Comment noted</p>	<p>No change required</p>

	<p>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)</p>	<p>The WCAP sets out a strategic framework for the future roll out of LTNs in the borough. The map in the WCAP is not a precise blueprint for what will be delivered. The Council does not have any current plans for the closure of Shepherds Hill. Any future LTN proposal will be subject to extensive engagement and consultation.</p>	<p>No change required</p>
	<p>Ban all parking on Green Lanes except deliveries and make the Ladder a low-traffic neighbourhood. (N4)</p>	<p>The WCAP commits the Council to delivering improvements to Green Lanes to enable more active travel. Parking will have to be carefully considered alongside a number of other factors.</p>	<p>No change required</p>
	<p>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</p>	<p>The WCAP includes an education training and public programme</p>	<p>No change required</p>
	<p>The pavements are difficult to navigate - a myriad of different surfaces, kerbs, bumps, if you have mobility issues or are pushing a buggy it's tricky. (N22)</p>	<p>The WCAP will deliver improvements to help enable active travel and is complemented by other Council investment in the public realm such as towards improved pavements and surfacing.</p>	<p>No change required</p>