



Appendix 1: Summary of requests for changes to Draft Walking and Cycling Action Plan 2021

1. Walking and Cycling

- Prioritise schemes on Low Traffic Neighbourhood map (with clearer boundary roads) and set target of 75 per cent coverage across the borough by 2026
- Rephrase emergency services point to reflect potential benefits of LTNs and refer safety is a key rationale for LTNs, referring to all casualties, not just serious ones
- Commit to EQIAs as part of all LTNs, look to co-ordinate with accessible footway improvements and provide residents of LTNs with Blue Badges exemptions as appropriate
- Include secondary schools in school streets target and aim for delivery by 2026
- Implement 20mph speed limits borough-wide including TfL roads and explicit aim of no one killed or seriously injured on Haringey's roads by 2041
- Add an explicit reference to kerb space as part of reallocating road space, supported by a Parking Action Plan as promised by the council in 2018. Re-providing car parking to be referred to as an option, not an aim
- Integrate plans for walking, cycling and buses, both at a borough level and at street level, including minimising "shared use" areas for people walking and cycling
- Ensure new developments contribute to active travel improvements and review the WCAP against the Mayor's planning guidance to achieve this

2. Walking

- Clarify what interventions apply within identified walking clusters, and which will apply outside
- Set out specific list of walking improvements, ideally with some indication of priority and location, including: accessible pavements for all, safe and convenient crossings, footway widening, removal of all pavement parking and various others listed below
- Add clarity on what actions will support recreational walking e.g. more signed routes

3. Cycling

3.1 Network Planning

- Start network planning from an assessment of the quality of all existing routes
- Work with stakeholders to develop a map that identifies i) which streets the Council will aim to deliver a joined-up network of good-quality cycle routes on and ii) broadly which order they will deliver them, differentiating between strategic, primary local and secondary local routes (see Suggested Map 1)
- Work with stakeholders to develop a map that identifies what interventions are required on each section of the network to ensure sufficient quality (see Suggested Map 2)
- Deliver a segregated north-south cycle route along Green Lanes before 2026 and work with TfL to refer the alignments of CS1 and the proposed CFR2 to avoid the eastern end of St Ann's Road
- Provide a map that identifies which changes the Council intends to deliver by 2026

3.2 High-quality design at the street level

- Adhere to latest DfT guidance in LTN 1/20 and Gear Change and exceed TfL Cycleway Assessment Criteria
- Commit to infrastructure at junctions for route continuity
- Use light segregation materials correctly, if at all
- Append examples of UK best practice cycle route and junction design (see Appendix 3)
- Carry over points from the 2013 Cycling and Walking Study on pinch points, wayfinding, sinusoidal humps and guardrail removal

3.3 Supporting measures

- Refer to covered cycle parking and better CCTV
- Review cost of residential on-street cycle parking alongside car parking charges to ensure it doesn't cost more to park a bike than a car
- Aim for every primary school pupil to be given Level 1-3 training
- Make monitoring data open to all to access