

Phase	Form of Engagement	Audience	Aim/Purpose	Response
Strategic Design Survey	Stakeholder forum meetings (7th January 2020)	Stakeholders	The meetings were held to feedback the results of the trial and obtain input into the design of the next survey. The stakeholders evaluated the draft questionnaire, providing feedback on content and clarity of the questions.	Attendees reviewed the Draft January Design Survey and were given the opportunity to provide their input into the phrasing of the questions, their clarity and the options available within the questions. Amendments included additional options to questions, the inclusion of additional maps, spelling, additional sub-questions and changes to improve clarity of some questions. This was a collaborative discussion between attendees and facilitators and changes were recorded on the questionnaire sheets and incorporated into the final questionnaire as appropriate.
Strategic Design Survey	Online website	Local community including residents, business owners and stakeholders	The online web page was updated regularly with the information as well as the background programme information and rationale for the overall project.	The online website helped encourage people to complete the online design survey. We received over 2,500 responses for this survey.
Strategic Design Survey	Posters	Local community including residents, business owners and stakeholders	Posters were displayed in Hornsey Library and by local businesses to promote the online survey and encourage people to complete it	The posters helped encourage people to complete the online design survey. We received over 2,500 responses for this survey.
Strategic Design Survey	Social media	Local community including residents, business owners and stakeholders	Haringey Council Twitter account was used to promote events and alert followers to the feedback survey	The use of social media helped encourage people to complete the online design survey. We received over 2,500 responses for this survey.

4 Site Opportunities and Challenges

A significant amount of information has been collected to support this project. The detail of this information can be found on our [project website](#). The below details some of the most relevant details which have informed the project design development.

Table 2. Data collection

Opportunities	Challenges
<p>Significant proportion of the community already use sustainable modes of transport to commute and visit the town centre</p> <p>Jan 2020 survey</p> <p>Q - last journey into Crouch End (50% of these journeys were for shopping)</p> <ul style="list-style-type: none"> • 47% walking • 21% by bus • 7% by bicycle <p>Q - how do you commute?</p> <ul style="list-style-type: none"> • 12% walking • 24% bus • 11% cycle • 21% London Underground • 11% London Overground 	<p>Business are wary of change</p> <p>Jan 2020 survey</p> <ul style="list-style-type: none"> • Only 24% of businesses support for quieter streets • Only 29% of businesses support wider footways • Only 26% of businesses want more pedestrian areas • Only 38% of businesses want more places to sit within the town centre
<p>Desire from the community for cleaner, greener, safer and less trafficked neighbourhoods</p> <p>Jan 2020 Survey</p> <ul style="list-style-type: none"> • 61% support for improved Pedestrian and cycle crossings • 77% support for improved footways • 51% support for more space at bus-tops • 84% support for more greenery in Town Centre 	<p>Lack of community support for significant change that would impact on ability to drive within the area</p> <p>Jan 2020 survey</p> <p>68% not supportive of closure of a main A road</p> <p>65% not supportive of closing key residential roads such as Middle Lane</p>
<p>Support from the community to address pinch-points on the main roads to facilitate improved bus journey times</p> <p>Jan 2020 survey showed 74% support for removal of parking for bus priority</p>	<p>Narrow roads and steep hills makes identifying a direct cycle route with full segregation difficult</p>

<p>Opportunities for reclaiming footways from the main road carriageways Jan 2020 survey</p> <ul style="list-style-type: none"> • 54% support for wider footways 	<p>Main routes pass through the town centre where the majority of bus routes and high footfall areas are</p>
<p>Support for school streets Jan 2020 survey showed 48% support for School streets by residents</p>	<p>Concerns regarding poor air quality around school on these main roads</p>
<p>Still some local journeys occurring by car that could perhaps be transferred to a sustainable mode of transport Jan 2020 Survey</p> <ul style="list-style-type: none"> • 17% commute by car • 18% their last journey into Crouch End was by car • An average of 22% of primary school children are driven to school 	<p>November 2018 traffic counts note 89% of traffic appears to be through traffic not stopping within the Crouch End area</p>
<p>Desire by the community for a new bus routes to Highgate and Finsbury Park. This sits outside the scope of this project but something for TfL to consider</p>	
<p>Capacity within the residential streets for parking, freeing up space on the main roads to improve traffic flow and bus journey times There is currently space capacity within the parking zones of 29% in zone A and 43% in zone B</p>	

5 Scheme Options

The Liveable Crouch End Project is being developed with the objective of;

- Substantially increasing pedestrian and cycling demand
- Shifting a significant proportion of short car trips to walking and cycling and public transport
- Improve the look and feel of public spaces
- Facilitate economic regeneration and growth
- Providing safer walking and cycling routes and roads
- Encouraging a positive behavioural change
- Improving air quality
- Improving health and well-being
- Improve bus reliability and journey times

A series of options have been explored by the design team, with the community and through trials. The below table summaries these options and provides an assessment of the options in relation to the aims and objectives of the Liveable Neighbourhood programme and aspirations of the local community.

Table 3. Review of options considered

Scheme summary	Pros	Cons	Alignment with the Liveable Neighbourhood Objectives	Scheme Status
Cells - This option looked at creating a series of residential cells which allowed cars to drive in and around the cells but not through them.	<ul style="list-style-type: none"> • Reduced through traffic through residential areas • Enabled the delivery of a low-trafficked cycle route through Crouch End • Residential streets would become more pedestrian and cycle friendly • Would make travelling by car more difficult and as a result in the longer-term 	<ul style="list-style-type: none"> • Would push more traffic onto the main A-roads through the town Centre • Local community not supportive of additional traffic in these high footfall areas and the associated poor air quality • The trial closure of Middle Lane (which showing evaporation/ displacement 	<ul style="list-style-type: none"> • Anticipated that over time it would result in a reduction in journey times • Would create improved residential streets for walking and cycling • Impacts negatively on bus journey times • Not supported by the local community (58% of residents within the project 	Not being progressed

Scheme summary	Pros	Cons	Alignment with the Liveable Neighbourhood Objectives	Scheme Status
	<p>would encourage modal shift to other sustainable forms of transport</p>	<p>of circa 2000 cars over a 2 week period created congestion on the A-roads and impacted negatively on bus journey times</p> <ul style="list-style-type: none"> Pushes a lot of additional traffic outside 2 primary schools where poor air quality is already an issue 	<p>area, 77% of businesses and 61% of those from outside the project area don't support this option)</p>	
<p>Closure of a main A-road to reduce through traffic – This option looked at the potential to remove through traffic from Crouch End by closing one of the main A roads. The Broadway was identified as the best location given the associated mitigation measures that would be required to close any of the other main routes.</p> <p>The closure could be timed to only be in use during the morning and evening peaks and would be enforced with cameras. There would need to be additional timed closures of other routes to protect rat-running into the adjoining residential areas</p>	<ul style="list-style-type: none"> 89% of traffic is currently passing through Crouch End and not stopping in the area. This would address this through traffic issue Would deliver transformational change in the Crouch End area through the removal of traffic in the town centre Would facilitate the delivery of a cycle-route through the Broadway during morning and evening peaks Would address the poor air quality outside St Mary and Coleridge Schools Would improve bus journey times within the Crouch End area Would create an improved environment and air quality during peak commuting times for those who walk, 	<ul style="list-style-type: none"> Would displace traffic to other areas such as Archway Road, Whiteman Road and Green Lanes The displaced traffic could have implications for bus journey times within the wider area Would require additional funding to implement mitigation measures outside the current project area Would require additional funding for extensive traffic modelling and surveys Would require an extension of a year+ to undertake the strategic modelling 	<ul style="list-style-type: none"> In the longer term would deliver modal shift within the wider area Would deliver immediate modal shift within the project area Would create an improved town centre environment Would have a positive impact on bus journey times within the project area Would have a negative impact on bus journey times within the wider area Would impact negatively on neighbouring areas Not supported by the community (58% of residents within the project area, 83% of businesses and 65% of those from outside the project area don't support this option) 	<p>Not being progressed</p>

Scheme summary	Pros	Cons	Alignment with the Liveable Neighbourhood Objectives	Scheme Status
	cycle and use public transport			
Town Centre Public Realm improvements – these interventions seek to improve the pedestrian experience within the town centre area through the widening of footways, improving the waiting areas around bus-stops, reducing the dominance of the roads through the town centre, making it easier to cross the road and providing opportunities for greening and improvement of the public realm areas within the town centre	<ul style="list-style-type: none"> • Would make walking and cycling easier and more enjoyable • Would support local businesses • Would encourage more trips to the town centre by sustainable <u>and public</u> modes of transport • Would improve the air quality of the area through greening 	<ul style="list-style-type: none"> • May result in the loss of some shopping parking bays but these can be relocated on adjoining residential streets • Provides safe cycle routes to the town centre but prioritises pedestrians and buses within the town centre area itself 	<ul style="list-style-type: none"> • Creates a liveable neighbourhood shopping area • Will encourage more walking and cycling to the town centre • Addresses issues of poor air quality through greening • Supports local businesses • Supported by local community (54% support wider footways, 61% support improved pedestrian and cycle crossings, 77% support improved footways, 51% support more space to wait at bus-stops) 	Proposals included in preferred option
Alignment of CPZ hours – This proposal seeks to remove unnecessary car journeys as people move from one CPZ to another to avoid the operational hours. Currently the CPZs within the area operate at different times of the day, thereby encouraging car movements between the zones when one CPZ stops operating and the other starts	<ul style="list-style-type: none"> • Would reduce inter CPZ journeys • Would reduce circulation as people search for parking spaces at switch-over time • Would enable a review of all the parking thereby providing additional dual bays for parking and shopper parking within the residential streets to continue to support businesses. 	<ul style="list-style-type: none"> • 68% of businesses do not support changing the CPZs – this would require engagement with businesses and mitigation of concerns 	<ul style="list-style-type: none"> • Reduces car journeys • Improves the environment for walking and cycling through the reduction of car circulation looking for parking spaces • Facilitates the rationalisation of parking for further options in the town centre itself • Supported by 43% of residents with a further 21% 	Proposals included in preferred option

Scheme summary	Pros	Cons	Alignment with the Liveable Neighbourhood Objectives	Scheme Status
	<ul style="list-style-type: none"> There is currently space capacity within the parking zones of 29% in zone A and 43% in zone B 		<ul style="list-style-type: none"> requiring further information to form a decision 	
<p>Rationalisation of parking on Park Road and Tottenham Lane – This proposal seeks to remove some parking to enable the easy flow of traffic and improvements to bus journey time</p>	<ul style="list-style-type: none"> Will improve the reliability of bus journey times Will reduce congestion and poor air quality within the town centre 	<ul style="list-style-type: none"> Businesses may have concerns regarding impact on them – this would require engagement with businesses and mitigation of concerns 	<ul style="list-style-type: none"> Will improve bus journey times, thereby supporting sustainable transport Will improve the environment within the town centre 48% of businesses and 74% of residents support this measure 	Proposals included in preferred option
<p>School Zones – This proposal seeks to build on the traditional school streets approach but includes a wider number of streets around 6 schools with the aim of reducing car journeys to drop off and pick up students</p>	<ul style="list-style-type: none"> Will reduce traffic during school pick-up and drop-off times outside these school, improving safety and air quality Will deliver modal-shift from driving to walking and cycling Will reduce rat-running through these streets Will reduce associated trips such as on-going commuting Green screens to improve air quality 	<ul style="list-style-type: none"> Businesses may have concerns regarding impact on them – this would require engagement with businesses and mitigation of concerns Will transfer a small number of cars onto neighbouring streets but this transfer will be minimal 	<ul style="list-style-type: none"> January 2020 survey results show this will remove circa 990 journeys from these streets per day. Based on traffic counts along one of the school streets 990 journeys would represent an 8% modal shift Supported by 48% of residents 	Proposals included in preferred option

Feasibility design options for the preferred options have been developed with an overview plan and detailed measures below and in Appendix A

5.1 Extensive School Zones programme and Sustainable Transport Improvements

This suite of interventions provide a package of measures that together will:

- Set expectations that the Crouch End area is a neighbourhood where people walk, cycle and use public transport rather than the car
- Provide a safe and welcoming environment to encourage local walking and cycling trips
- Encourage modal shift through restriction of local car journeys such as the school run and moving between CPZ areas
- Support the local high street through public realm improvements that prioritise pedestrians
- Support the use of buses through improved journey times, addressing areas of congestion along bus routes

The initial overarching vision of the Crouch End Liveable Neighbourhood bid was:

- ✓ To create an active, safe, healthy and green environment that can be enjoyed by all visitors, businesses and residents of the Crouch End Town Centre.
- ✓ To create a distinctive neighbourhood that encourages, promotes and actively facilitates change in the way people travel, and to make walking and cycle the default mode of the mode of choice in Haringey.
- ✓ To implement innovative schemes, drawing on best practice, to accelerate achievement of the transport vision in Haringey, as set out in the draft Transport Strategy, and provide opportunities to develop further schemes in other parts of the borough using this as an example.

The suite of interventions proposed meet this overarching vision. By focusing on the heart of the area, the town centre and key neighbourhood hubs (the schools) we are ensuring that the focus of the project is directly on the Crouch End neighbourhood. We are able to actively work with all the different sections of the community to encourage and facilitate modal shift using interventions (such as the School Zones) that can then be rolled out to other areas of Haringey in the future.

Therefore, the key programme objectives as submitted by the bid were:

- ✓ **Substantially increase walking** – In particular, we want to ensure that this is an attractive choice of travel and is given priority within the road user structure and routes are appropriate signed and legible.
- ✓ **Substantially increase cycling** – In particular, we want work with the community to understand why people chose not to cycle and o enable people to choose to cycle, including more women, children, families, older people, and BME groups.
- ✓ **Shift a significant proportion of short local car trips to public transport, walking and cycling** – Reducing the dominance of motor traffic will benefit all residents by reducing congestion, improving air quality and creating a safer, happier, more sociable town centre that is accessible to all.
- ✓ **Improve the reliability of the bus network** –We want ensure key-all routes through Crouch End continue to provide a much needed service to the local community.

- ✓ **Improve the look and feel of public spaces** – Roads and streets make up the majority of the public space within Crouch. As part of this bid we are planning extensive greening measures, including planting trees and reclaiming space from the carriageway, which will improve the public realm for residents, visitors and businesses in the area.
- ✓ **Economic regeneration** – As part of the bid we aim to make the routes into the town centre safer and more attractive, as well creating a town centre that more pleasant to spend time in. Promoting the network of local cycle routes and providing secure, high quality cycle parking we will encourage even more cyclists to use local shops and services, including the provision of more cycle parking.
- ✓ **Safer routes and roads** A key objective is to ensure safety for all users and improve the actual and perceived safety through the reduction of KSIs and slight injuries in the area.
- ✓ **Positive behavioural change** – continuing and strengthening the work of our active travel team to deliver cycling and walking awareness and proficiency training and promoting personal travel planning especially in schools and businesses in Crouch End.
- ✓ **Improving air quality** – harnessing opportunities to improve air quality in Crouch End including promoting the aims of the Mayors Air Quality Fund and the Haringey Air Quality Action Plan to raise awareness and change travel behaviour.
- ✓ **Improving Health and well being** – In particular, to increase activity of residents (especially children) in the area by incorporating physical activity as part of the daily routine.

These objectives and the proposals detailed later in this report are supported by LB Haringey's Transport Strategy, Air Quality Action Plan and emerging Walking and Cycling Strategy.

Policy Background

Making Haringey one of the most cycling and pedestrian friendly boroughs in London is a top priority for the Council's leadership. The Council is committed to increasing sustainable and active travel, greening streets, tackling climate change and poor air quality, activating public realm, providing safe and accessible routes and connections, and reducing fear and risk of crime and injury.

In 2018 Haringey adopted its new Transport Strategy with an ambitious vision for the borough. The vision for the Strategy was to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all. The Strategy set four outcomes for how the vision would be achieved:

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

These outcomes are consistent with the Mayor's Transport Strategy (MTS) and Haringey's own Borough Plan (previously called the 'Corporate Plan'). Haringey has set very ambitious targets in the MTS including 87% of journey in the borough to be made by walking, cycling and public transport by 2041 and zero people killed or seriously injured on our roads by 2041. The 2019 Borough Plan sets 20 objectives, 3 of which are consistent with the Transport Strategy. These are listed below:

- Outcome 9 seeks to increase the levels of physical activity across the Borough
- Outcome 11 to provide connectivity around the borough, especially for pedestrians and cyclists
- Outcome 10 seeks to provide safer and accessible public spaces for everyone.

The Council publishes annual delivery plans for the Borough Plan. The latest 'Year 2' delivery plan for the 'Place' priority includes the Crouch End project as a key project to improve connectivity.

Since the adoption of the Transport Strategy, tackling climate change and the impacts of poor air quality, particularly the contribution of our transport system to worsening these problems, has risen up the agenda. In early 2019 Haringey was one of the first councils to declare a climate change emergency. This declaration puts delivering the aims of the 2018 Transport Strategy at the heart of decision making in the borough.

The Council now has in place an adopted and TfL approved Local Implementation Plan, an adopted Ultra-Low Emissions Vehicle Action Plan, an adopted Air Quality Action Plan and is preparing a new Walking and Cycling Action Plan, a Climate Change Action Plan and a new Parking Strategy. All should be published for public consultation later this year. The Council will also be preparing a new Local Plan this year which will integrate the aims and aspirations of Liveable Neighbourhoods (and Healthy Streets) into the planning application process.

The Council has committed to delivering 'School Streets' at all appropriate local authority primary schools and nurseries in the borough, in July 2019 the Council launched its expanded car club project with the aim of encouraging car owners to give up their private vehicles and a low emission neighbourhood feasibility project is underway for a neighbourhood in Tottenham. The Council is also working in partnership with Transport for London to introduce new, and improve existing, cycleways and cycling infrastructure in the borough. These are some of the examples of the council's current projects.

The Crouch End Liveable Neighbourhood Project.

The Crouch End Liveable Neighbourhood project provides an opportunity to further the Council's Transport Strategy aims, meet the Mayor's MTS targets and to work closely with the community to achieve them. Addressing the impact of our transport system at a neighbourhood level will lead to better and more ambitious outcomes and will provide an impetus and learning experience for its replication in other areas of the borough. The Council is fully committed to the Crouch End project and the challenging processes involved in bringing the community with us.

Last July we hosted the inaugural Liveable Neighbourhood Conference which was opened by the Leader of the Council and the Chief Executive. The Cabinet Member for Climate Change and Sustainability, who also chairs the Liveable Crouch End Project Board, addressed the start of the conference. Each one of them expressed Haringey's strong resolve to radically change travel behaviour in Crouch End and across the borough. They also accepted that changing behaviours can be challenging but were determined to champion the need for modal shift, improve road safety and tackle climate change.

The project has already provided valuable learning for the Council including with our approach to engagement. Working with residents and stakeholders we have identified issues and opportunities in design workshops and the recent live pilots. We have also learnt the importance of effective community engagement and involvement and have taken this learning into the next stage of the Crouch End project.

The Council's ambition to achieve the three objectives set out in our original bidding document remains as strong as ever:

- To create an active, safe, healthy and green environment that can be enjoyed by all visitors, businesses and residents of the Crouch End Town Centre.
- To create a distinctive neighbourhood that encourages, promotes and actively facilitates change in the way people travel, and to make walking and cycle the default mode of the mode of choice in Haringey.
- To implement innovative schemes, drawing on best practice, to accelerate achievement of the transport vision in Haringey, as set out in the Transport Strategy, and provide opportunities to develop further schemes in other parts of the borough using this as an example.

The Crouch End project comprises a set of integrated interventions that will deliver innovative improvements in convenience and safety for pedestrians, cyclists and public transport users, together with imaginative and comprehensive public realm enhancement which will improve the attractiveness and legibility of the town centre and tackle air pollution. The outcome will be a modal shift to sustainable modes of transport which supports the aims of a Liveable Neighbourhood and Haringey's ambitions for enabling more cycling and walking in Crouch End.

All the proposals detailed in this report need to be considered within the context of the ULEZ extension due to come into force on 25 October 2021. Anyone driving a petrol or diesel vehicle within the expansion will need to meet the tighter emissions standards or pay a daily charge. Currently the charge is £12.50 for most vehicle types, including cars, motorcycles and vans (up to and including 3.5 tonnes) and £100 for heavier vehicles, including lorries (over 3.5 tonnes) and buses/coaches (over 5 tonnes). Virtually the whole of Haringey will be affected by the expanded ULEZ. Early modelling by TfL of the impact of the ULEZ shows a significant decrease in air pollution in the Crouch End area.

The interventions proposed fit strategically with the wider work of the Council. Listed below are some examples of this.

School Zones / School Streets

The Council has committed to exploring opportunities to introduce 'School Street' closures around all local authority nurseries and primary schools in the borough. This process is being developed through a School Streets Action Plan which is being presented to Cabinet for agreement this summer. The main purpose of the School Streets is to support modal shift from the car, improve safety for children and improve air quality. Idling engines, traffic jams, dangerous parking are common issues around schools as parents arrive to drop and pick-up their children. These trips lead to unsafe roads and poorer air quality surrounding some of the most vulnerable people.

Local Authority primary schools and nurseries in Crouch End have been examined and based on the criteria set out in the Action Plan would benefit from school street measures. These measures can vary from camera enforced streets to permanent road closures. Designing these streets to cover 'zones' as is proposed in the Crouch End scheme will encourage more modal shift and have a better impact on improving air quality. Integrating the School Zone proposals for Crouch End into the Liveable Neighbourhood project will have the added benefit of not just closing roads but improving alternatives to the car, including improvements to pavements. This integration will encourage support from the community and schools and wider acceptance of the project to be replicated elsewhere in Haringey.

The Council has one School Street in operation in Tottenham, at Lordship Primary school. This scheme has suppressed traffic jams in front of the school as parents and children are increasingly using active travel and public transport for the school pick up and drop off.

CPZ rationalisation

Controlled parking zones (CPZs) were introduced to discourage commuter parking and manage parking demand. They have been operating successfully. However, many of the zones have not been reviewed for some time and as driving demand and behaviours have changed, new pressures are putting a strain on parking and having an unintended consequence of increasing opportunities for non-permit holders to park. Operating different restriction times in adjoining zones allows opportunities for non-permitted cars to move between zones throughout the day. This has been observed around Crouch End and is increasing vehicle movements/traffic in the area.

Rationalising CPZs to ensure restriction consistency can have the benefit of removing parking opportunities entirely and reducing overall traffic in the area as well as removing the journeys drivers make to avoid the CPZ charges. Removing these opportunities will mean those who still need to make journeys into Crouch End may have to choose alternative modes of transport. Combining this intervention with the other Crouch End proposals, including safer cycling and walking routes, will increase mode shift to meet the MTS targets and the Haringey Transport Strategy.

The Council is currently developing a Parking Strategy which will help manage parking better across the whole borough. CPZ reviews will form part of that process and will help inform the proposals for the Crouch End project.

Walking and Cycling Action Plan

Two key elements of the Crouch End proposal are to create safe space for cycling and improving the walking environment. How this will be achieved across the whole borough is being explored through the development of Haringey's new Walking and Cycling Action Plan. This means the Crouch End proposals are not being developed in isolation but are being designed to achieve modal shift across the whole borough. One of the aspirations of the Action Plan is to develop a network of low traffic neighbourhood in Haringey using Liveable Neighbourhood principles and interventions, similar to the Crouch End proposals.

The draft Action Plan is likely to be published for consultation later this year which is consistent with the Crouch End scheme timetable. This will allow the community to see how the Liveable Neighbourhood project contributes to the wider borough aspirations and will help achieve community support and wider acceptance.

Bus service improvements

The Council has been working in partnership with TfL bus planners to improve services in the borough. With no immediate train stations in the town centre, the Council has asked TfL to consider routing new bus services through Crouch End. These discussions have been fruitful and TfL bus planners are exploring a number of options.

Buses are the public transport lifeline for Crouch End and increasing opportunities for new routes will enable more journeys to be made by buses. Considering future bus routes as part of the Liveable Neighbourhood Project will enable a more holistic approach to improving bus priority in Crouch End and a comprehensive understanding of journey preferences through the existing active community engagement.

In summary, the Council is fully committed to the Crouch End Liveable Neighbourhood project and the aspirations to drastically achieve mode shift to walking, cycling and public transport. The scheme is not being developed in isolation but is being developed holistically to integrate with Haringey's strategic aspiration for its transport system.

The below table shows the alignment of the proposed interventions with the Liveable Neighbourhood and Healthy Streets Objectives, mayor's vision and the original successful bid to TfL.

Table 4. Review of proposals against original bid, MTS and Healthy Streets criteria

Intervention	How it meets the original objectives of the bid	How it meets the Mayors Vision	How it meets the Liveable Neighbourhoods/ Health Streets criteria
School Zones	<ul style="list-style-type: none"> Increasing walking – reducing car journeys to/ from school Increasing cycling - reducing car journeys to/ from school Shifting local car trips to Walking and Cycling - reducing car journeys to/ from school Safer routes and roads – removing majority of traffic from the roads around schools Positive behavioural change – encouraging walking and cycling rather than car trips to school Improving air quality - removing majority of traffic from the roads around schools and green walls Improving health and wellbeing - encouraging walking and cycling rather than car trips to school 	<ul style="list-style-type: none"> Active – encouraging walking/ cycling and reduction in car journeys Safe – reducing traffic in and around schools Efficient – removing nearly 1000 car journeys from the roads every week Green – reducing car journeys, improving air quality Connected – children benefit from being walked to school in terms of engagement with parents/ carers and with the environment around them Quality – improving the experience of users of these roads 	<ul style="list-style-type: none"> People feel safe – reduced traffic Things to see and do – School Zones offer opportunities for play streets and interesting way-finding Clean air – reduction in traffic Easy to cross – reduction in traffic Shade and shelter – opportunities for play streets, seating and parklets Places to stop and rest - opportunities for play streets, seating and parklets Not too noisy – reduction in traffic People chose to walk/ cycle and use public transport – discourages travel to school by car
Public realm enhancement in the town centre, including footway widening, greening, cycle parking, improved crossings	<ul style="list-style-type: none"> Increasing walking – improved walking environment Shifting local car trips to Walking and cycling - improved walking environment Improving the look and feel of public spaces – enhanced public realm 	<ul style="list-style-type: none"> Active – encouraging more walking through an improved pedestrian environment Safe – improved crossing points and environment Efficient – changes to the clocktower junction will improve the efficiency of the junction 	<ul style="list-style-type: none"> People feel safe – improved pedestrian environment, reducing car dominance Things to see and do – opportunities for café-style seating, planting and an attractive public realm People feel relaxed – removing the perception of car dominance and providing spaces within the town

	<ul style="list-style-type: none"> • Supporting economic regeneration - enhanced public realm, increase in dwell-time and spend • Safer routes and roads – Pedestrian priority, improved crossings • Positive behavioural change – improved walking environment encouraging walking • Improving air quality – greening and wider footways, reducing the impact of cars • Improving health and wellbeing - improved walking environment 	<ul style="list-style-type: none"> • Green – planting of NOX absorbing species • Connected – creating a neighbourhood focussed town centre, promoting social inclusion and cohesion • Quality – improved amenity in the town centre, promoting economic vitality and encouraging more trips by walking, cycling and public transport 	<p>centre people want to stop and spend time</p> <ul style="list-style-type: none"> • Clean air- greening (selection of species that actively absorb NOX) • Pedestrian from all walks of life – provide the opportunity for all sections of the community to congregate and spend time within the town centre • Easy to cross – improved clocktower junction and improved informal crossing points along the length of the high street • Shade and shelter – additional planting and seating • Places to stop and rest – additional seating and wider footways encouraging café-style seating • People chose to walk, cycle and use public transport – improved pedestrian environment, improved bus reliability and improvements to bus stops
<p>Bus reliability interventions such as addressing pinch points and improving junctions</p>	<ul style="list-style-type: none"> • Improving the reliability of the bus network – addressing pinchpoints and delays at junctions • Safer routes and roads – improvements to junctions improving safety • Positive behavioural change – improve bus reliability and therefore increase use of buses 	<ul style="list-style-type: none"> • Efficient – improvements to junctions and addressing pinchpoints will improve bus journey times, making these more efficient and encouraging additional bus usage • Green – improved bus journey times will encourage more people to use this sustainable mode of transport • Quality – improved bus journey times enhance the quality of public transport throughout the area 	<ul style="list-style-type: none"> • People chose to walk, cycle and use public transport – improved bus reliability will encourage greater use of buses

Rationalisation of CPZ hours	<ul style="list-style-type: none"> • Shifting local car trips to walking and cycling – will encourage reduction in car use if have to buy a permit and will remove unnecessary car journeys between zones • Positive behavioural change – reduction in use of car due to parking charges • Improving air quality - reduction in use of car due to parking charges 	<ul style="list-style-type: none"> • Active - reduction in car journeys to avoid CPZ charges • Safe – reduction in circulating traffic movements as drivers look for a parking space • Green - reduction in unnecessary traffic movements 	<ul style="list-style-type: none"> • People feel safe – reduction in circulating traffic movements as drivers look for a parking space • Clean air – reduction in unnecessary traffic movements • Easy to cross – reduction in traffic movements • People chose to walk, cycle and use pulic transport – reduction in car journeys to avoid CPZ charges
Safe/ Green walking route	<ul style="list-style-type: none"> • Increasing walking – reducing car journeys to local venues such as schools • Increasing cycling - reducing car journeys to to local venues such as schools • Shifting local car trips to Walking and Cycling <u>and buses</u> - reducing car journeys to local venues such as schools • Safer routes and roads – route will imclude safe crossing points etc • Positive behavioural change – encouraging walking and cycling rather than car trips • Improving air quality – encouraging walking and cycling rather than car trips • Improving health and wellbeing - encouraging walking and cycling rather than car trips 	<ul style="list-style-type: none"> • Active – encourages local trips by foot • Safe – routes are low trafficked and well signposted • Green – encourages local trips by foot • Connected – neighbourhood focus to the routes • Quality – improved walking experience 	<ul style="list-style-type: none"> • People feel safe – plotted out route that takes pedestrians on safe/ low trafficked streets • Things to see and do – opportunities for attractive way-finding that school children can be involved in developing • People feel relaxed – routes are low trafficked and attractive to use • Clean air - routes are low trafficked and attractive to use • Easy to cross – routes are low trafficked and attractive to use • Not too noise - routes are low trafficked and attractive to use • People choose to walk, cycle and use public transport - routes are low trafficked and attractive to use encouraging local trips by walking and cycling rather than car
New cycle routes	<ul style="list-style-type: none"> • Increasing cycling – improved routes to encourage more cycling 	<ul style="list-style-type: none"> • Active – encourages more cycling • Safe – routes are low trafficked or segregated and well signposted • Green – encourages more cycling 	<ul style="list-style-type: none"> • People feel safe – safe cycle routes, segregated where possible taking cyclists through Crouch End